



Metro Inner-North Joint Development Assessment Panel Agenda

Meeting Date and Time: Friday, 5 January 2024; 9.30am
Meeting Number: MINJDAP/210
Meeting Venue: Electronic Means

To connect to the meeting via your computer -
<https://us06web.zoom.us/j/81808567435>

To connect to the meeting via teleconference dial the following phone number -
+61 8 7150 1149 Australia
Insert Meeting ID followed by the hash (#) key when prompted - **818 0856 7435**

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

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Attendance

DAP Members

Lee O'Donohue (A/Presiding Member)
Gabriela Poezyn (A/Deputy Presiding Member)
John Syme (Third Specialist Member)
Cr Suzanne Migdale (Local Government Member, City of Stirling)
Cr Elizabeth Re (Local Government Member, City of Stirling)

Officers in attendance

Michael Italiano (City of Stirling)
Dean Williams (City of Stirling)

Minute Secretary

Adele McMahon (City of Stirling)

Applicants and Submitters

Joe Germano (Germano Designs)
Carlo Famiano (CF Town Planning)

Members of the Public / Media

Nil

1. Opening of Meeting, Welcome and Acknowledgement

The A/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

Francesca Lefante (Presiding Member)

3. Members on Leave of Absence

Nil

4. Noting of Minutes

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



5. Declarations of Due Consideration

The Presiding Member notes an addendum to the agenda was published to include details of a DAP request for further information and responsible authority response in relation to Item 8.1, received on 2 January 2024.

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 Carlo Famiano (CF Town Planning) presenting in support of the recommendation for the application at Item 8.1. The presentation will address support for the development and the City's recommendation.

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

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Lot No. 435 (House Number 39) Odin Road, Innaloo

Development Description: Child Care Premises and Fast-Food Outlet
Applicant: Germano Designs
Owner: Gang Ren
Responsible Authority: City of Stirling
DAP File No: DAP/23/02557

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

Nil

10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	LG Name	Property Location	Application Description	Date Lodged
DAP/20/01770 DR140/2022	City of Nedlands	97 (Lots 1-4) and 105 (Lot 500) Stirling Highway, Nedlands	Mixed use development comprising of basement car parking, restaurants, offices, motor vehicle sales and multiple dwellings.	23/08/2022



Current SAT Applications				
File No. & SAT DR No.	LG Name	Property Location	Application Description	Date Lodged
DAP/22/02219 DR154/2022	City of Bayswater	589-591 (Lot 160-161) Morley Drive, Morley	Proposed Childcare Centre	14/09/2022
DAP/22/02229 DR172/2022	Town of Cambridge	413 (Lot 11) Vincent Street West, West Leederville	Two-Storey Childcare Centre	04/10/2022
DAP/22/02366 DR74/2023	City of Stirling	House Numbers 432, 438 And 440 (Lots 23, 15 And 351) Scarborough Beach Road and House Number 57 (Lot 31) Howe Street, Osborne Park	Additions - Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to existing Automotive Sales	22/05/2023
DAP/22/02364 DR75/2023	City of Bayswater	504A & 504-508 (Lot 30,4) Guildford Road, Bayswater	Proposed service station, fast food outlet and showroom development	23/05/2023
DAP/22/02248 DR76/2023	City of Vincent	No. 129 (Lot: 62; D/P: 956) Loftus Street, Leederville	Proposed Child Care Premises	24/05/2023
DAP/22/02317 DR81/2023	City of Vincent	41-43 and 45 Angove Street, North Perth	Proposed Service Station	31/05/2023
DAP/23/02480 DR184/2023	City of Vincent	Lot 3 (37-43) Stuart Street, Perth	Proposed Unlisted Use (Community Purpose) & Alterations & Additions	

11. General Business

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

12. Meeting Closure



Direction for Further Services from the Responsible Authority

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

Guidelines

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

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

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

DAP Application Details

DAP Name	Metro Inner-North JDAP
DAP Application Number	MINJDAP/210
Responsible Authority	City of Stirling
Property Location	Lot No 435 (39) Odin Road, Innaloo

Presiding Member Authorisation

Presiding Member Name	Lee O'Donohue
Signature	
Date	2 January 2024
Response Due	3 January 2024; 3pm

Nature of technical advice or information required*

1	DAP query	Condition 4 requires the planting of 4 Advanced Trees, but the report talks about 10 Advanced Trees and 10 Small/Medium Trees at ground level. Can the City advise which are the 4 trees that condition 4 is trying to secure? Or should the condition refer to all 10 advanced trees and the 10 small/medium trees?
	Response	The planting of four (4) Advanced Trees as per recommended Condition 4 is based on the provisions of the City of Stirling Local Planning Policy 6.11 – Trees and Development. Specifically, Clause 5.1 b) of Local Planning Policy 6.11 – Trees and Development which specifies one (1) Advanced Tree is to be planted for every 500m² or part thereof of site area. As the subject site has an area of 1,687m², a total of four (4) Advanced Trees are required. The proposed development exceeds the required four (4) Advanced Trees required with a total of 10 Advanced Trees provided and an additional 10 small/medium trees. Local Planning Policy 6.11 – Trees and Development defines as an Advanced Tree as follows:

* Any alternate recommendation sought does not infer a pre-determined position of the panel.

OFFICIAL

	<i>a tree which requires planting in at least a 90 litre container or greater size and which is at least 2 metres in height and at least 2 years of age.</i> Condition 6 of development approval requires the landscaping to be provided in accordance with the Landscaping Plan prepared by Childscapes dated 25 October 2023, prior to occupation and to be thereafter maintained. If greater clarity is required regarding Condition 4, it is recommended Condition 4 is modified as follows: <i>Prior to occupation of the development, a minimum of four (4) Advanced Trees must be planted on-site and maintained thereafter, to the satisfaction of the City of Stirling.</i>
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Presentation Request Form

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

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

Presentation Request Guidelines

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

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

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

Presenter Details

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

Meeting Details

DAP Name	Metro Inner-North Joint Development Assessment Panel
Meeting Date	5 January 2024
DAP Application Number	DAP/23/02557
Property Location	Lot 435 (No.39) Odin Road, Innaloo
Agenda Item Number	Item 8.1

Presentation Details

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



Presentation Content*

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

Brief sentence summary for inclusion on the Agenda	<i>The presentation will address:</i> Refer to Annexure A (attached)
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In accordance with Clause 3.5.2 of the [DAP Standing Orders](#), your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

Refer to Annexure A (attached)

BACKGROUND & PURPOSE

This application proposes to construct a new child care premises and fast food outlet (coffee Kiosk) development on the subject land to provide services to a wide spectrum of employees and residents within the area. In addition, the land is located within the 'Stirling City Centre' ('Activity Centre') which is well serviced and contains a variety of shopping/retail uses, entertainment venues, civic uses, medical facilities, recreational facilities, various commercial uses, employment opportunities and access to a comprehensive public transport network.

The design team have worked extensively with the City of Stirling, with numerous amended plans and various meetings to resolve the issues raised by the City as part of its assessment and the City's DRP. It should be recognised that our client has been willing to work with the City to resolve all issues throughout the duration of this application.

As outlined above, the subject land is located within the Stirling City Centre area, which is undergoing continual change (in both land use and built form) to reflect the expected intensification of development within the area set by both the City of Stirling and the State Government.

It is concluded that the proposed development on the land will provide a much needed community service within the Stirling City Centre, will provide activation of the street and foster further growth of the City Centre. As such, the development has merit.

CITY OF STIRLING DESIGN REVIEW PANEL (DRP) & AMENDED PLANS

The application was referred to the City's DRP formally on two (2) occasions. The outcome of the DRP meetings resulted in a number of design changes to reflect the recommendations made by the Panel and to provide for various improvements to the design and functionality of the development. Following the hard work undertaken by the design team, the current design layout is supported by the DRP.

PUBLIC CONSULTATION

It is recognised that the City did receive three (3) submissions of objection during the advertising period raising various concerns/issues in regard to the proposed development on the subject land (specifically traffic movements, parking, built form, landscaping etc).

We have reviewed the submissions and have either made changes to the plans to address some of the concerns (such as landscaping and on-site parking) or have provided a written response to the concerns raised.

To further address any concerns regarding traffic movements generated by the new development in relation to the current road network, a Traffic Impact Statement (TIS) has been prepared in support of the development and addresses any concerns raised by the local community. It is significant to note that the TIS has been supported by the City.

PLANNING FRAMEWORK

The subject land is classified 'Development' zone under the City of Stirling's current operative Local Planning Scheme No.3 (LPS No.3). Furthermore, the subject land is located within 'Stirling City Centre Special Control Area' (SCA), with the land being located within the 'Innaloo Precinct'.

In light of the above, the subject land is part of the 'Innaloo Precinct Local Development Plan' (LDP), which identifies the subject land as 'Business' zone for the ground floor and 'Suburban Residential' zone for the upper floor.

Under the planning framework, the ‘Child Care Premises’ use is discretionary (“D”), with the ‘Fast Food Premises’ being permitted (“P”) within the precinct. As reported by the City’s Planning Department, the uses on the subject land are complementary within the ‘Suburban Residential’ zone and provide services to both the current and future residents within the area.

The design of the proposed new development on the subject land has been formulated with due regard for the relevant ‘deemed to comply requirements’ of the City of Stirling’s current operative Local Planning Scheme No.3 (LPS No.3) the ‘Innaloo Precinct Local Development Plan’ and all associated local planning policies.

It is recognized that the application does seek a number of variations to the development standards. It is concluded that the variations being sought will not have an adverse impact on the streetscape and/or the adjoining properties and will not undermine the future development within this part of the Stirling City Centre. Furthermore, it is recognized that the City’s Planning Department have reviewed the variations and are supportive of the proposal.

CITY OF STIRLING’S OFFICER LEVEL RECOMMENDATION (APPROVAL) & CONDITIONS

The City of Stirling’s officer level recommendation for approval of this application is welcomed and is a result of lengthy discussions with the City of Stirling’s planning staff.

We note that the City have recommended an array of conditions, which are supported.

As reflected in the City’s report, the proposed development addresses the current planning framework and therefore has merit.

PLANNING MERIT & JUSTIFICATION

The following justification is provided in support of the application and is suitable of being approved:

- The City of Stirling and JDAP have the discretion to grant approval for a child care premises and fast food outlet uses on the subject land.
- The proposed development has addressed the planning framework, including the City of Stirling’s Local Planning Scheme No.3, the ‘Innaloo Local Development Plan’ and any associated local planning policies.
- The proposed development is consistent with the stated objectives the WAPC Planning Bulletin No.72/2008 entitled ‘Child Care Centres’.
- The proposed development on the subject land will complement other similar commercial land uses and large residential developments within the Stirling City Centre.
- The proposed development will improve the streetscape and levels of passive surveillance along adjoining road network.
- The proposed development will foster growth and the intensification of land uses within the Stirling City Centre, by providing much needed services, employment opportunities and provide for the efficient use of underutilised land.
- The proposed child care premises and fast food outlet will provide much needed services within the Stirling City Centre and within the Innaloo locality and will have significant benefits for the local community.
- The proposed development and uses of the land will not generate excessive traffic volumes and will not have a detrimental impact on the surrounding road network.

- There is sufficient parking available on the subject land to service the demand likely to be generated by the proposed development.
- The design layout has been amended to address the comments and recommendations provided by the City's Design Review Panel.

CONCLUSION

1. As previously mentioned, the City's recommendation for approval is welcomed.
2. The application has undergone a number of amendments and discussions with the City of Stirling to address various issues raised during the assessment process.
3. The proposed child care premises and fast food outlet will provide much needed services in the Stirling City Centre and will have significant benefits to the local community.
4. The subject land is located within the Stirling City Centre which will provide a valuable service for employees within the surrounding/nearby businesses.
5. The built form for the new development reflects other recent and historical developments within the Stirling City Centre and will allow for the activation of Odin Road. The proposed development has been designed to adopt varying materials, articulation and visual interest when viewed from the street.
6. The proposed development on the subject land is well serviced by a comprehensive pedestrian path network and access to a comprehensive public transport network that will provide access for staff and patrons to the development.
7. The proposed development on the land will not generate excessive traffic volumes and will not have a detrimental impact on the surrounding road network, given the land's easy access to a comprehensive regional road network. Furthermore, there is sufficient parking available within the development to service the demand likely to be generated.
8. The proposed development accords with the current planning framework and could be supported by the Joint Development Assessment Panels.

In light of the above, we respectfully request that the Panel resolve to approve the application in accordance with the recommendation provided by the City of Stirling.



Carlo Famiano
CF Town Planning & Development

LOT No. 435 (HOUSE NUMBER 39) ODIN ROAD, INNALOO – CHILD CARE PREMISES AND FAST FOOD OUTLET

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Inner-North JDAP
Local Government Area:	City of Stirling
Applicant:	Germano Designs
Owner:	Gang Ren
Value of Development:	\$2.7 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)
Responsible Authority:	City of Stirling
Authorising Officer:	Amanda Sheers, Director Planning and Development
LG Reference:	DA23/1054
DAP File No:	DAP/23/02557
Application Received Date:	25 August 2023
Report Due Date:	15 December 2023
Application Statutory Process Timeframe:	90 Days, with an additional 14 days agreed between the Applicant and City of Stirling.
Attachment(s):	1. Development Application Plans (received 11 December 2023) 2. Aerial Location Plan 3. Metropolitan Region Scheme Zoning Map 4. City of Stirling Local Planning Scheme No.3 Zoning Map 5. Applicant's Original Planning Report received on 25 August 2023 6. Applicant's Final Submission: a. Applicant's Response to Request for Information received 14 December 2023 b. Amended Transport Impact Statement prepared by Kctt received 14 December 2023 c. Original Noise Management Plan prepared by Herring Storer Acoustics received 25 August 2023 d. Original Environmental Acoustic Assessment prepared by Herring Storer Acoustics received 25 August 2023

	e. Applicant's Landscaping Plans prepared by Childscapes dated 25 October 2023 f. Waste Management Plan prepared by Instant Waste Management received 25 August 2023 7. City of Stirling Design Review Panel (DRP) Report dated 20 June 2023	
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 Inner-North Development Assessment Panel resolves to:

Approve DAP Application reference DAP/23/02507 and accompanying plans as listed in Condition 3 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 Stirling Local Planning Scheme No. 3, for the proposed Child Care Premises and Fast Food Outlet at Lot 435, House Number 39 Odin Road, Innaloo, subject to the following conditions:

Conditions

- 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.
- This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
- The development is to comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements and annotations detailed thereon. The plans approved as part of this application form part of the development approval issued are listed below:

DRAWING TITLE	Revision	Date	Drawing Number	Drawn By
Cover Sheet	010	24/10/2023	PD01	Germano Designs
3D render	010	24/10/2023	PD02	Germano Designs
Existing Site Survey	010	24/10/2023	PD03	Germano Designs
Site Plan	010	24/10/2023	PD04	Germano Designs
Context Plan	010	24/10/2023	PD05	Germano Designs
Ground Floor Plan	010	24/10/2023	PD06	Germano Designs

First Floor Plan	010	24/10/2023	PD07	Germano Designs
Roof Plan	010	24/10/2023	PD08	Germano Designs
Elevations	010	24/10/2023	PD09	Germano Designs

Landscaping

4. Prior to occupation of the development, four (4) Advanced Trees must be planted on-site and maintained thereafter, to the satisfaction of the City of Stirling.
5. All Advanced Trees are to be centrally located within the deep soil area free, of buildings, impervious surfaces and other fixed structure, and be open to the air.
6. Prior to occupation of the development, all landscaped areas are to be planted, reticulated and mulched in accordance with the approved landscaping plan prepared by Childscapes dated 25 October 2023 and thereafter maintained to the satisfaction of the City of Stirling.

Parking and Access

7. Prior to the occupation of the development, all redundant crossovers shall be removed, and the kerbing and road reserve reinstated at the landowner's expense in accordance with the City of Stirling Local Planning Policy 6.7 – Parking and Access, to the satisfaction of the City of Stirling.
8. The crossover shall be designed and constructed in accordance with the City of Stirling Local Planning Policy 6.7 – Parking and Access, to the satisfaction of the City of Stirling. Crossovers are to be installed prior to occupation of the development.
9. All parking bays, manoeuvring and circulation areas are to comply with Australian Standards AS/NZS2890.1:2004 Amendment 1 and AS2890.2:2018. The number of ACROD car parking bays and their design and layout are to comply with Australian Standards AS/NZS2890.6:2009 (Off-street Parking for People with Disabilities) and the Building Code of Australia (Volume 1 section D3.5) to the satisfaction of the City of Stirling.
10. Prior to the occupation of the development, the turning bay shall be permanently marked, drained and clearly sign posted, to the satisfaction of the City of Stirling.
11. Pedestrian pathways providing wheelchair accessibility to all entries to buildings to public footpath and car parking areas are to comply with Australian Standards AS/NZS1428.3-2009 (Design for access and mobility – General requirements for access – New building work), to the satisfaction of the City of Stirling.
12. Prior to the occupation of the development, 22 car parking bays, one (1) ACROD bay and one (1) Delivery/Service bay in the areas marked on the development plans shall be constructed.
13. Prior to the occupation of the development, a minimum of four (4) bicycle parking bays shall be provided on site. The design and construction of the bicycle bays shall be in accordance with Australian Standards AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking, to the satisfaction of the City of Stirling.

Acoustics and Operation

14. The operational details outlined in the Development Application Report prepared by CF Town Planning & Development dated 14 December 2023 Revision 1 (Attachment 6a) which forms part of this approval, shall be implemented for the life of the development, to the satisfaction of the City of Stirling, specifically:
 - a. The Child Care Premises shall be limited to a maximum number of 108 children and 18 staff on-site at any one time.
 - b. The Child Care Premises shall not operate outside of the hours of 6.30am and 7.00pm, Monday to Friday.
 - c. The Child Care Premises shall not operate on Saturdays, Sundays or public holidays.
 - d. The external play areas shall not be made available for use prior to 7.00am during operation of the Child Care Premises.
15. Prior to the occupation of the development, certification from a qualified acoustic consultant is to be submitted to the City of Stirling confirming that the noise amelioration listed in the Noise Management Plan, prepared by Herring Storer Acoustics has been implemented, to the satisfaction of the City of Stirling.
16. All construction recommendations provided in the Environmental Acoustic Assessment prepared by Herring Storer Acoustics received 25 August 2023, are to be implemented and compliance with the Environmental (Noise) Regulations 1997.

General

17. A Site Management Plan shall be submitted to and approved by the City of Stirling prior to the commencement of any works. The Site Management Plan shall include specific details on the management of aspects including, but is not limited to, dust, noise, vibration, waste management, storage of materials, traffic, parking, on-site and street tree protection areas and site safety/security. The Site Management Plan is to be complied with for the duration of the construction of the development, to the satisfaction of the City of Stirling.
18. Air conditioning units, ducts and other services shall be screened from view and are to be located away from the street frontages, to the satisfaction of the City of Stirling.
19. External lighting shall be positioned so as not to adversely affect the amenity of the locality in accordance with Australian Standard AS/NZS 4282:2019, to the satisfaction of the City of Stirling.

Colours and Materials

20. The colours, materials and finishes of the development shall be in accordance with the details and annotations as indicated on the approved plans which forms part of this approval, to the satisfaction of the City of Stirling.

Waste Management and Services

21. The development is to comply with the Waste Management Plan prepared by CF Town Planning and Development dated 25 August 2023, unless otherwise approved by the City of Stirling.
22. All servicing and deliveries to the site, including the loading and unloading of vehicles, is to occur entirely within the lot, and is not to occur within the road reserve.
23. The development is required to be connected to sewer.
24. Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve.

Public Art

25. Prior to occupation of the development, a public art proposal for the subject development to the value of 1.0% of the construction value in accordance with City of Stirling Local Planning Policy 6.12 - Public Art on Private Land must be submitted to, and approved by, the City of Stirling. (refer to advice note)
26. Prior to occupation of the development, the approved public art proposal shall be completed and installed by the developer and maintained thereafter by the owners of the development, in accordance with City of Stirling Local Planning Policy 6.12 - Public Art on Private Land, to the satisfaction of the City of Stirling.

Advice Notes

General

1. If an applicant is aggrieved by this determination, there is a right of appeal under Part 14 of the Planning and Development Act 2005. An appeal must be lodged within 28 days of the determination with the State Administrative Tribunal.
2. This is a Development Approval under the City of Stirling Local Planning Scheme No.3 and related policies. It is not a Building Permit or an approval to commence or carry out development under any other law. It is the responsibility of the Applicant to obtain any other necessary approvals, consents and licences required under any other law, and to commence and carry out development in accordance with all relevant laws.
3. This approval is not an authority to ignore any constraint to development of the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the Applicant to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the City of Stirling's attention.
4. The Applicant is responsible for ensuring that all lot boundaries as shown on the approved plans are correct.

Operation

5. Noisy Construction Work outside the period 7.00am to 7.00pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless a Noise Management Plan for the construction site has been approved in writing by the City of Stirling.

Landscaping

6. In reference to the Advanced Trees, an Advanced Tree is defined in Local Planning Policy 6.11 - Trees and Development as: a tree which requires planting in at least a 100 litre container or greater size and which is at least two (2) metres in height and at least two (2) years of age.

Parking and Access

7. The proposed crossover configuration is subject to the approval of the City's Verge Control Business Unit. A "Crossover Installation Application" is required to be submitted and approved prior to the commencement of the crossover installation.

Public Art

8. In relation to the Public Art condition requirement, please refer to the City of Stirling Developer's Guide to Public Art, the City of Stirling Public Art Masterplan and City of Stirling Local Planning Policy 6.12 - Public Art on Private Land.

Based upon the estimated cost of development identified on the development application forms, the 1.0% public art contribution will equate to \$27,000.

Miscellaneous

9. General compliance with Standard 3.3.1 – Food Safety Programs for Food Service to Vulnerable Persons will be applicable. A Food Safety Plan must be submitted to the City of Stirling and have 'Verification' approval prior to starting food service.
10. Compliance in all respects with the Food Act 2008 and Food Standards Codes. Completion and submission of the City of Stirling Food Premises Notification Form prior to commencement of business.
11. The applicant must submit a Food Premises Notification-Registration form.
12. The applicant is to contact the City of Stirling Environmental Health Services Business Unit to arrange a final inspection, prior to commencement of commercial food operations.

13. Plans are to be submitted to Environmental Health Services Business Unit for assessment of the kitchen fit out. The following details will be required to support the application:

- i. Two copies of scaled floor plans showing the position of all fixtures and equipment (scale 1:50);
- ii. Two copies of scaled sectional elevation plans showing the position of all fixtures and equipment;
- iii. Finishes of every wall, floor and ceiling;
- iv. Indication of hot and cold water supply and waste water services;
- v. Location of all sinks including hand washbasin; and
- vi. Provide details of ventilation and exhaust system servicing the premises.

Signage

14. All signage is to be in strict accordance with the City of Stirling Local Planning Policy - 6.1 Advertising Signs unless further development approval is obtained.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme (MRS)
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Stirling Local Planning Scheme No.3 (LPS3)
Local Planning Scheme - Zone/Reserve	Development Zone
Structure Plan/Precinct Plan	Draft Stirling City Centre Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Ground Floor – Business Upper Floor – Suburban Residential
Use Class and permissibility:	Child Care Premises – ‘D’ use for the ground floor and upper floor. ‘D’ means that the use is not permitted unless the Council, or in this instance the Metro Inner-North JDAP, has exercised its discretion by granting planning approval. Fast Food Premises – ‘P’ use for the ground floor. ‘P’ means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.
Lot Size:	1,687m ²
Existing Land Use:	Vacant
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 key components of the proposed development are summarised as follows:

- A two storey Child Care Premises and Fast Food Outlet development with:
 - o A maximum capacity for 108 children and 18 staff (including kiosk staff);
 - o Proposed operation hours of 6:30am to 7:00pm weekdays only (Monday to Friday);
 - o The provision of 22 on-site car parking bays, one ACROD bay and one service/delivery bay.
 - o Vehicle access and egress from Odin Road; and
 - o Pedestrian Entry to the premises is provided from Odin Road.
- Ground Floor:
 - o Designated Activity Rooms;
 - o Laundry, Reception, Storerooms, Coffee Window, Office and Foyer; and
 - o A total of 368.15m² of external playscape area.
- Upper Floor:
 - o Three Activity Rooms;
 - o Balcony, Preparation Area, Nutrition Room, Staff Facilities and Planning area; and
 - o A total of 466.9m² of external playscape area.

Proposed Land Use	Child Care Premises and Fast-Food Outlet
Proposed Gross Floor Area	890.8m ² of Gross Floor Area Gross Floor Area means the total floor area within a building measured over the enclosing walls (including the portion of any common or party wall forming part of the building) exclusive of parking facilities sited within the building.
Proposed No. Storeys	Two storeys

Background

The subject site is located within the north-eastern area of Innaloo, approximately 400m north of Westfield Innaloo. The site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) (Attachment 3) and is zoned 'Development' under the City's Local Planning Scheme No.3 (LPS3) (Attachment 4).

The site directly abuts Odin Road, identified as 'District Distributor A' as per the City's Functional Road Hierarchy. Single-storey and double storey Grouped Dwellings and Single Dwellings characterise the adjoining properties within the immediate area.

The existing site is vacant. A previous Form 1 DAP application for a Four Storey Mixed Use Development was approved by the Metro North-West JDAP, on 13 April 2017 (DA16/2102). Construction of the Four Storey Mixed Use Development did not proceed, with the approval expiring in 2019.

The site is situated within the City's Stirling City Centre Special Control Area, which Council adopted in December 2014.

Pre-Lodgement

The Applicant first sought preliminary advice (PDA23/0046 refers) on 5 July 2023 from the City's Design Review Panel (DRP) with conceptual drawings of the proposed development submitted for review. The pre-development application allowed the Applicant to seek comments from the City's DRP and to refine the proposal, from a design perspective, prior to the lodgement of a formal development application. The pre-development application was considered by the DRP on one occasion as the revised plans included changes and areas of improvement to address DRP comments.

The City provided preliminary written pre-lodgement advice on 5 July 2023, following the first DRP meeting.

Legislation and Policy:

The following legislation is applicable to the proposed development.

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Development Assessment Panels) Regulations 2011*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Metropolitan Region Scheme (MRS)*
- *City of Stirling Local Planning Scheme No. 3 (LPS3)*

Draft Local Planning Scheme No. 4 (LPS4)

On 15 August 2023, Council resolved (Council Resolution Number 0823/034) to prepare Local Planning Scheme No.4 (LPS 4). City officers have prepared draft LPS 4 with a report prepared for consideration by Council at its Ordinary Meeting on 5 December 2023. The purpose of this report is to obtain resolution of Council to commence advertising of draft LPS 4 and to obtain advice from the Western Australian Planning Commission on any modifications to LPS 4 prior to the commencement of advertising. At its Ordinary Meeting held on 5 December 2023, council resolved to proceed to advertise draft LPS 4 and the draft Scheme Map, subject to consent from the WAPC.

In relation to draft LPS 4, a decision-maker can give due regard to a seriously entertained planning proposal when determining an application, in accordance with Schedule 2 Clause 67(2)(b) of the Planning and Development (Local Planning Schemes) Regulations 2015. The final form of draft LPS4 is not imminent nor certain at this time, noting the draft scheme has not been advertised, and accordingly no

weight should be given to the proposed development controls when determining this application. Accordingly, the City has not assessed the development against draft LPS4.

Notwithstanding the above, the City has provided a brief summary of the key modifications proposed to the subject site and surrounding area as per draft LPS4 for contextual purposes. The development site will have a Mixed Use zoning with a residential density of R80 as per the draft LPS4 with the surrounding properties to the north and south zoned Residential with a residential density coding of R60. Properties to the east are proposed as Residential R80 and Residential R40 to the west.

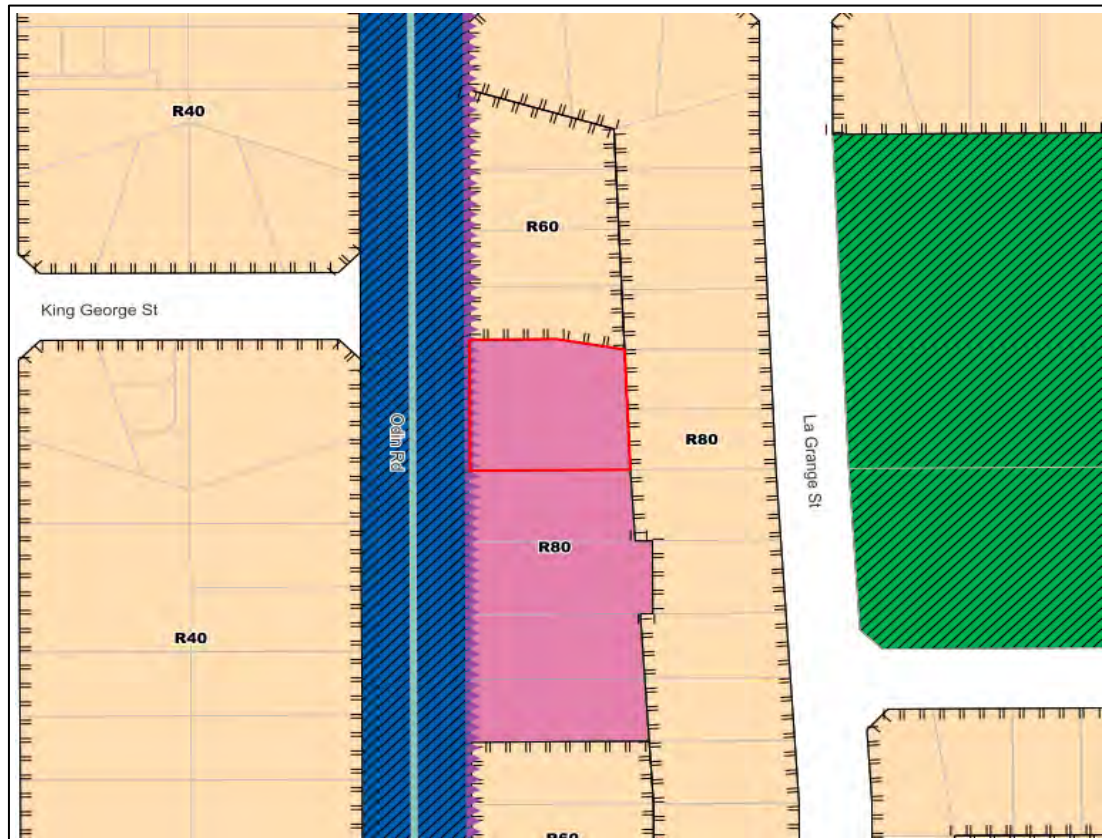


Figure 1 Proposed draft LPS4 Zoning

State Planning Policies

- State Planning Policy 5.4 – Road and Rail Noise (SPP5.4)
- State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)

Structure Plans and Activity Centre Plans

- Draft Stirling City Centre Structure Plan

The subject lot is zoned 'Development' under LPS3. This zone intends to provide for coordinated development by applying a comprehensive structure plan to guide subdivision and development. Clause 6.11.4 requires that:

For the purpose of promoting the highest standard of development within the Stirling City Centre Special Control Area, the Council shall adopt an appropriate

Structure Plan for the Stirling City Centre Special Control Area in accordance with Part 6A of the Scheme,

The draft Stirling City Centre Structure Plan was adopted by Council on 9 December 2014. The Structure Plan was submitted to the WAPC for endorsement; however, substantial modifications were requested. The requested modifications were actioned accordingly. The revised Structure Plan is currently awaiting endorsement by the WAPC.

Local Development Plans

- Stirling City Centre Innaloo Precinct Local Development Plan (LDP)

An assessment of the proposed development against the LDP is contained later in this report.

Local Planning Policies

The following Local Planning Policies are applicable to the proposed development.

- Local Planning Policy 5.8 - Stirling City Centre Parking (LPP5.8)
- Local Planning Policy 6.4 - Child Car Premises (LPP6.4)
- Local Planning Policy 6.6 - Landscaping (LPP6.6)
- Local Planning Policy 6.7 - Parking and Access (LPP6.7)
- Local Planning Policy 6.11 - Trees and Development (LPP6.11)
- Local Planning Policy 6.12 - Public art on private land (LPP6.12)
- Local Planning Policy 6.18 - Public Consultation (LPP6.18)

Consultation:

Public Consultation

The proposed development was advertised for a period of 28 days in accordance with the 'Complex Application' requirements of Clause 64(3) and (6)(a) of *the Planning and Development (Local Planning Schemes) Regulations 2015*. Owners and occupiers within 200m radius of the subject site were notified of the proposal. Letters were posted to landowners and occupiers, a notice was placed on the City of Stirling's website, an advertising sign was placed on-site and relevant Ward Councillors were notified.

The consultation period commenced on 1 November 2023 and concluded on 29 November 2023. During the consultation period a total of six submissions were received, comprising three objections, two letters of other comment and one letter of support. The submissions received during the consultation period and their relative locations are tabled below.

Submissions Received	Within 200m Radius	Greater than 200m Radius	Number of Submissions
SUPPORT	1 (16.6%)	0%	1 (16.6%)
OBJECT	3 (50%)	0%	3 (50%)
OTHER (Comment)	2 (33.3%)	0%	2 (33.3%)

All matters raised in submissions received during the advertising period have been summarised in the table below. Also provided is the number of submissions in which the matter was raised, and the City's response to the matter.

Public Consultation Submissions		
Submission Number	Submission Details	Officer Comment
5	Concerns relating to traffic and congestion.	The Applicant's Traffic Impact Statement (TIS) prepared by Kctt dated December 2023 (Attachment 6b) has been reviewed by the City and the proposed development is not considered to have an unacceptable impact on the local road network. The existing road network can accommodate the increased traffic from this development. Further comments are provided under Matter 4 of the Planning Assessment section of this RAR.
1	Traffic safety concerns for drivers and pedestrians.	The Applicant's TIS prepared by Kctt confirms that the development will not adversely impact safety of the local road network. The application has been reviewed by the City with no concerns raised in relation to conflict with vehicles and pedestrians.
1	Insufficient landscaping is provided resulting in poor tree canopy over the development.	The landscaping of the proposed Child Care Premises has been assessed against LPP6.6 and the LDP. The overall provision of landscaping is in excess of the required 10% (10.3%). The proposed landscaping is discussed later in this report.
1	Excessive bulk imposed to adjoining properties as a result of built form.	The built form of the proposed Child Care Premises has been assessed against LPP6.4 and the LDP and is supported. The proposed built form is discussed later in this report.
1	Excessive noise from the proposed development.	The Applicant submitted an Environmental Acoustic Assessment (Attachment 6d) in support of the proposal. The Applicant's Acoustic Assessment has been reviewed by the City. The recommendations of the report are supported as an appropriate means of achieving compliance with the <i>Environmental Protection (Noise) Regulations 1997</i> .

Consultation with Government/Service Agencies

The proposed development was referred to the following external agencies:

- Water Corporation; and
- Public Transport Authority of Western Australia;

The Public Transport Authority of Western Australia and Water Corporation have no objections to the proposed Child Care Premises and Fast Food Outlet.

Referrals/consultation with Government/Service Agencies

Internal referrals to the City's Waste Services Business Unit, Parks and Sustainability Business Unit, Environmental Health Business Unit, Engineering Services Business Unit and Development Services Engineer were undertaken as a part of the City's assessment, with relevant comments contained later in this report.

Planning Assessment:

An assessment of the proposed development against LPS3, the LDP and relevant state and local planning policies has been undertaken. LPS3 provides guidance with respect to zoning and objectives of zones, with specific development standards provided in the LDP, state and local planning policies. The following matters have been identified as key considerations in the assessment of this application.

1. Proposed Land Use;
2. Built Form;
3. Landscaping and Trees;
4. Parking and Access;
5. Noise and Acoustics;
6. Advertising Signs;
7. Public Art;
8. City of Stirling Design Review Panel (DRP);
9. State Planning Policy 7.0 – Design of the Built Environment (SPP7.0); and
10. Planning and Development (Local Planning Schemes) Regulations 2015.

1. Proposed Land Use

The table below summarises the zoning permissibility of the proposed land uses, as set out in Table 6.11.9 Stirling City Centre Land Use Permissibility Table of LPS3:

USE		LPS 3 ZONING PERMISSIBILITY
Child Care Premises	D	'D' means that the use is not permitted unless the Council, or in this instance the Metro Inner-North JDAP, has exercised its discretion by granting planning approval.
Fast Food Premises	P	'P' means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.

The subject site is zoned Development in LPS3, with a zoning of 'Suburban Residential' for the Upper Floor and 'Business' for the Ground Floor as per Table 6.11.10 of LPS3 and the LDP.

Table 6.11.10 (b) – Innaloo Precinct:								
	INNALOO PRECINCT							
	Sub-Precincts (as per Local Development Plan)							
Land Use Category	Building Storey	1	2	3	4	5	6	7
MIXED USE	Ground	NS	NS	S	NS	NS	NS	NS
	Upper	NS	NS	NS	S	S	NS	NS
BUSINESS	Ground	NS	NS	NS	S	S	S	S
	Upper	NS	NS	NS	S	NS	NS	NS
RESTRICTED BUSINESS	Ground	NS	NS	NS	NS	NS	NS	NS
	Upper	NS	NS	NS	NS	NS	NS	NS
CITY RESIDENTIAL	Ground	NS	NS	S	NS	NS	NS	NS
	Upper	NS	NS	S	S	S	NS	NS
SUBURBAN RESIDENTIAL	Ground	S	S	NS	NS	NS	NS	NS
	Upper	S	S	NS	NS	NS	S	S
CIVIC	Ground	NS	NS	NS	NS	NS	NS	NS
	Upper	NS	NS	NS	NS	NS	NS	NS
<i>Note: Refer to the Innaloo Precinct Local Development Plan for the location of permitted land use categories</i>								

Figure 2 Innaloo Precinct Land Use Table

A Child Care Premises in the Suburban Residential zone is listed as an 'D' discretionary use on the ground and upper floors in accordance with Table 6.11.9 Stirling City Centre Land Use Permissibility Table of LPS3, which requires the determining authority to give consideration of the use prior to granting planning approval.

Fast Food Outlet listed as a 'P' permitted use in accordance with Table 6.11.9 Stirling City Centre Land Use Permissibility Table of LPS3, which means the use is permitted by the Scheme providing it complies with the relevant development standards and the requirements of the scheme.

The objectives of the Suburban Residential Zone are included in the Stirling City Centre Structure Plan, an assessment against the objectives is undertaken below;

Suburban Residential Objectives	
Objective	Officer Comment
<i>To provide for residential development that includes a range of dwelling types and sizes to meet current and future needs at medium densities.</i>	The proposed development does not contain a residential component, however, it does not fetter the ability for this to be delivered in the locality. The Child Care Premises provides an essential service in a manner complementary to the surrounding area.

The provision of a Child Care Premises and Fast Food Outlet are use classes which are complimentary to the Suburban Residential zone, as a Child Care Premises and Fast Food Outlet provides services that are conveniently located and accessible to the community. Having a Child Care Premises and Fast Food Outlet in the locality facilitates the provision of uses which can provide services to both current and future residences in the locality.

The technical details of the development, including management of traffic, waste, noise, and the operational hours of the development, have been assessed by technical officers of the City and are supported. Where required, appropriate conditions of approval have been recommended to mitigate impacts to adjacent properties.

The scale and intensity of the proposed Child Care Premises and Fast Food Outlet is compatible with the existing development and future context of the locality. The development is two storeys in height, which is consistent with the existing one and two storey developments in the locality, and is finished in a variety of colours and materials which are modern and reflective of the material palette seen in the existing locality. Additionally, the large setbacks provided to the development and proportion of landscaping onsite serves to ameliorate any impacts of the proposed built form.

2. Built Form

Innaloo Precinct Local Development Plan (LDP)

The LDP is applicable to all subdivision and development applications within the Innaloo Precinct. The proposed development has been assessed against the provisions of the LDP and the table below identifies where discretion is sought:

Innaloo Precinct LDP General Provisions		
Provision		Officer Comment
Setbacks		
Front	nil	1.7m
Rear	6.0m	4.5m – Discretion sought.
Rear above two (2) storeys	As per Figures 30, 31, 32 and 33.	Rear ground floor – 4.5m in lieu of 6m - Discretion sought. Rear upper floor – 4.4m in lieu of 6m - Discretion sought.
Side	As per Figures 30, 31, 32 and 33.	North ground floor – 1.5m in lieu of 6m - Discretion sought. North upper floor – 3.8m in lieu of 6m - Discretion sought.
Ground Floor Standards		
Minimum ground floor to ceiling height	3.5m	3.5m provided
Location of Land Use Category		
Upper Floors	Residential	Child Care Premises proposed in lieu of Residential - Discretion sought.
Ground floor fronting Odin Road	Business	Business

Innaloo Precinct LDP General Provisions		
Provision		Officer Comment
Building Height		
Minimums storeys	2 storeys	2 storeys proposed
Maximum storeys	4 storeys	2 storeys proposed
Maximum wall height	13.2m	7m proposed
Maximum roof height	16.2m	8.5m proposed
Lot Size		
Minimum	1,000m ²	1068m ²
Maximum	6,000m ²	
Lot Frontage		
Minimum	20m	39.45m
Communal Open Space		
Preferred location	As per Figure 30	
Awnings		
Continuous awning along Odin Road		Not continuous along Odin Road – Discretion sought.
Vehicle Access		
As per Figure 30		Access provided from the northern boundary in lieu of Figure 30 – Discretion sought.
Entry Points		
Increasing the height of the awning above the entry point to no higher than 4.0m above footpath level.		Awning above entry point proposed at 3.6m Discretion sought.
Site Works		
Excavation or Fill		Proposed site fill of 0.71m proposed along the northern boundary with a raised level of 17.71 above natural ground level (NGL) of 17.00 proposed – Discretion sought.
A maximum of 0.5m of fill above natural ground level is permitted;		
Retaining Walls		Proposed retaining to 0.71m in height along the northern boundary in lieu of 0.5m from NGL with a nil setback – Discretion sought.
Retaining walls, fill and excavation within the site and behind the required street setback above 0.5m to be setback 1m.		
Building Exterior		
Facades and Walls		Portions of wall proposed of up to 12m long without indentation on the northern, eastern and southern elevations – Discretion sought.
<i>No wall to be longer than 8.0m in length without indentation. Minimum indentation to be at least 1.0m deep and 2.0m wide.</i>		

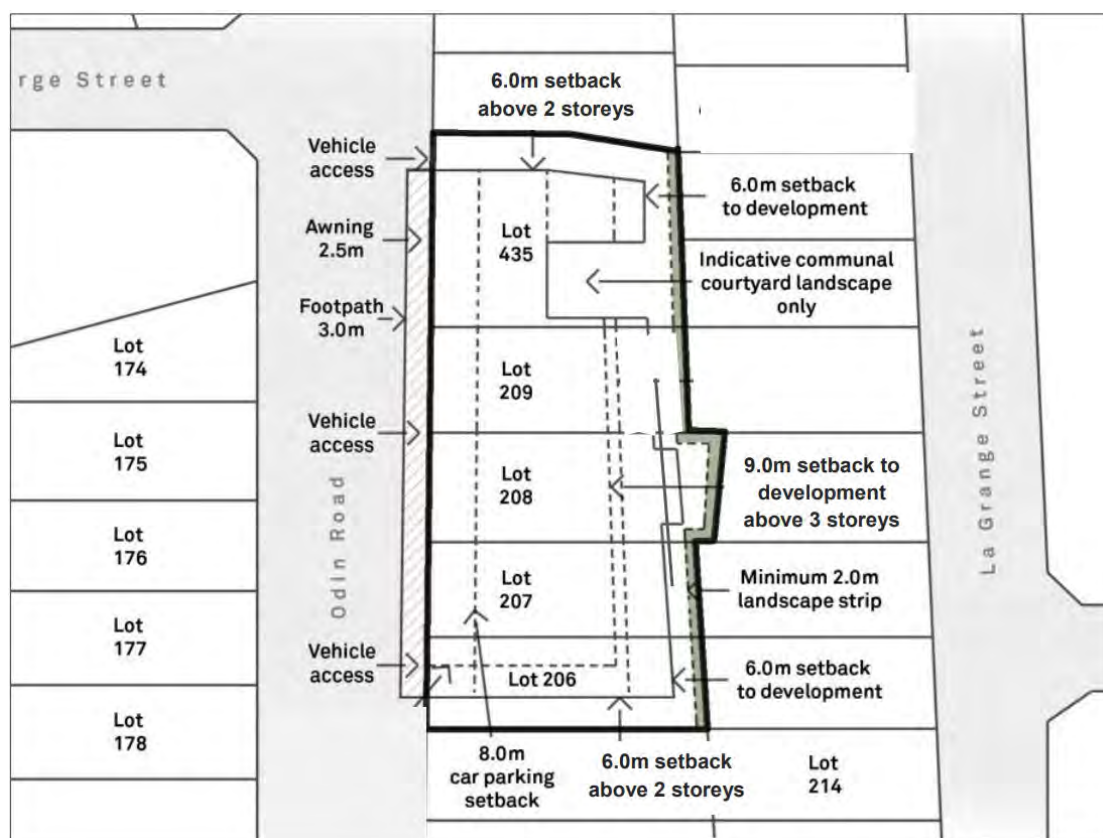


Figure 3 Innaloo Sub Precinct Area 6 figure 30 illustration

As outlined above, the proposed built form does not satisfy the General and Specific Provisions for developments within Sub Precinct 6 – Lots Fronting Odin Road of the LDP. An assessment against the specific Objectives of each clause varied is provided below.

Innaloo Precinct LDP Specific Objectives	
Objective	Officer Comment
Clause 2.1.4.1 Street Setback <i>To ensure that buildings provide a consistent frontage to the street</i>	The proposed Child Care Premises and Fast Food Outlet provides an articulated frontage to the street with a street setback varying from 1.7m – 2.3m and a variety of materials and colours. The surrounding residential development is predominately setback at 2m or greater. The proposed setbacks of the development are consistent with the established and future Odin Road streetscape.

Innaloo Precinct LDP Specific Objectives	
Objective	Officer Comment
Clause 2.1.4.2 Side / Rear Setbacks Objective <i>To provide sufficient space for trees and landscaped areas and protect amenity of neighbouring properties by minimising visual intrusion and overshadowing.</i>	<i>Northern boundary</i> The portion of wall that is setback 1.5m and 3.8m in lieu of 6m for the ground and upper floor directly abuts the 4m wide vehicular access leg on the northern adjacent property of Lot 3, House Number 41a-c Odin Road, Innaloo. The building utilises differing colours and materials to provide interest to the built form and protect the amenity of neighbouring properties. Additionally, the proposed setback does not impact the provision of onsite landscaping, which is in excess of the required 10% (10.3%). Due to the orientation of the site, the proposed development does not result in any adverse overshadowing on the adjoining northern property. As the openings to the northern boundary are minor openings (ie, highlight windows) and do not impact habitable areas of the adjacent property, there are no visual privacy implications.  Figure 4 Proposed development site aerial <i>Rear boundary</i> The portion of wall setback 4.4m in lieu of 6m directly abuts an outdoor space and outbuildings of Lot 4, House Number, 42 La Grange Street, Innaloo and the rear boundary of Lot 5 House Number, 44 La Grange Street, Innaloo. The upper floor abutting Lot

Innaloo Precinct LDP Specific Objectives	
Objective	Officer Comment
	3, House Number 41a-c Odin Road, Innaloo consists of an unenclosed external play area. The building utilises differing colours and materials to provide interest to the built form and protect the amenity of neighbouring properties. Additionally, the proposed lot boundary setback variation does not impact the provision of landscaping onsite, as the 2m minimum landscape strip is achieved with the exception of the hardstand areas required for vehicular and pedestrian purposes. The orientation of the development will cast a shadow to fall south and will not adversely overshadow any portion of the adjoining eastern property. The upper floor external play area consists of a 1.8m screen wall ensuring no visual privacy implications.
Clause 2.1.7.1 Facades and Walls <i>To ensure that building facades are architecturally interesting.</i>	The built form of the proposed Child Care Premises and Fast Food Outlet is largely square in design, with a maximum depth of 15.6m and width of 31m, excluding the balcony External Play Area. The building is located central to the site, with large setbacks to the southern and rear boundary, and abuts a vehicular access leg on the northern boundary (refer Figure 3). As observed from the street or sides, this will ensure there are large setbacks around the built form. Although the development does not meet the prescribed façade articulations, the built form is articulated, in particular by way of the cut out corner designs, which reduces overall impacts of bulk by softening the built form. Additionally, the use of varied colours, materials and openings on every façade breaks up the overall impacts of bulk and provides visual interest to the built form.
Clause 2.2.1 Location of Land Use category <i>To ensure commercial uses on the ground floor and residential uses on the upper floors of mixed use developments.</i>	The development provides a Child Care Premises and Fast Food Outlet on the ground floor consistent with the LDP. Although the development is not proposing residential development. The Child Care Premises component provides an essential service to the surrounding residents in the locality, as well as

Innaloo Precinct LDP Specific Objectives	
Objective	Officer Comment
	creating local employment opportunities, reducing the need for travel outside of the area. The proposed Child Care Premises and Fast Food Outlet area capable of support in the 'Suburban Residential' and 'Business' zone and are supported by the City.
Clause 2.2.2.1 Non-Residential Entry Points <i>To ensure pedestrian entrances are clearly defined and designed to enable safe and comfortable access.</i>	The entry point of the development has been clearly defined through the use of a pathway, contrasting renders and a portico with an associated awning overhang. The portico and awning overhang provide an additional design feature and ensure the entrance is clearly defined. The footpath directly accessible from the Child Care Premises and Fast Food Outlet is covered with a 1.7m wide and 3.5m high awning. This ensures safe and comfortable access for the communal seating and includes a footpath for pedestrians entering the site.
Clause 2.2.3.1 Excavation of Fill <i>To ensure that development follows the topography of the land.</i>	The topography of the site includes a 1.3m slope from north to south, with some lower areas present along the eastern boundary. The proposed levels of the development provide a consistent level along the northern boundary to ensure that the development considers and responds to the topography of the slope. At a maximum height of 0.71m, the proposed site fill is not considered to create any adverse impacts on the amenity of the surrounding properties. The site works about a common property access leg and non-habitable spaces on the northern properties.
Clause 2.2.3.2 Retaining Walls <i>To ensure development considers and responds to the natural features of the site and requires minimal excavation/fill. Where excavation/fill is necessary, all finished levels respecting the natural ground level at the lot boundary of the site as viewed from the street.</i>	The proposed ground levels align with existing verge levels and the side lot boundaries where possible. The proposed retaining wall height of 0.71m is minor in the context of the overall development and assists in providing a level site that is capable of accommodating the proposed development. The site works also assist in providing a levelled site along the northern boundaries of the development which can be effectively used for landscaping, the drying court and rear site access. The proposed site works are not considered to create any significant negative impacts on the amenity of the surrounding properties. The site works about common property access legs and non-habitable spaces on the northern properties.
Clause 2.2.2.5 Weather Protection	The proposed development incorporates an awning along the frontage of the Child Care Premises and

Innaloo Precinct LDP Specific Objectives	
Objective	Officer Comment
<i>To support a comfortable external environment for pedestrians</i>	Fast Food Outlet occupying 14.4m of the 24.4m ground floor frontage. The awning protrudes 1.7m from the development providing a comfortable external environment for pedestrians occupying the communal seating and coffee window.
Clause 2.2.4.5 Vehicle Access <i>To ensure that vehicle access ways are safe and easily traversed. To limit the number of, and width of crossovers, reducing the impact on pedestrians, traffic, movement and safety. To minimise the amount of land used for driveways.</i>	The Applicant's TIS confirms that the development will not adversely impact safety of the local road network. The safety of drivers and pedestrians in terms of access and egress to the site is supported by the City. Sufficient visual sight lines have been provided for entry and egress to Odin Road. The crossover is proposed at a width of 6m ensuring the impact on the street is reduced and minimised to one driveway for the site.

An assessment of the development against the overall Objectives of the LDP are listed in the table below.

Innaloo Precinct LDP Clause 1.1 Objectives	
Objective	Officer Comment
<i>Facilitate more intensive redevelopment of residential areas whilst maintaining areas of private and communal open space to ensure an increase in greening of the precinct.</i>	The proposed development provides for more intense land uses in proximity to existing residential uses. Additionally, the overall provision of landscaping is in excess of the required 10% (10.3%). A mix of new trees, new grass and mulched garden bed areas are provided.
<i>To require non-residential uses on the ground floor in mixed use areas to activate the street.</i>	The proposal incorporates non-residential uses on the ground floor areas being, the Child Care Premises and Fast Food Outlet. The inclusion of the Fast Food Outlet with communal seating along the ground floor frontage will promote activation along the street.
<i>To ensure there is a "stepping down" of heights from non-residential areas to the residential areas.</i>	The proposed building height is in accordance with the specific provisions of Sub-Precinct 6 – Odin Road of the LDP. The proposed height at two storeys is consistent with the built form for the precinct which allows for four storeys.

On the basis of the above, the development addresses the overall objectives of the LDP and is supported.

3. Landscaping and Trees

Innaloo Precinct Local Development Plan (LDP)

The proposed development has been assessed against the landscaping provisions of the LDP. The table below identifies where discretion is sought by the development in relation to the landscaping provisions of the LDP.

Innaloo Precinct LDP General Provisions	
Provision	Officer Comment
Landscaping shall include the landscape strips illustrated in Section 3 of this Detailed Area Plan. A 2m minimum landscaping strip required along the rear boundary.	Proposed rear landscaping strip of nil-2m.

An assessment against the specific Objectives of Clause 2.2.3.4 of the LDP is provided below.

Innaloo Precinct LDP Clause 2.2.3.4 - Landscaping Objectives	
Objective	Officer Comment
<i>To improve the visual appeal of development, screen service areas and provide shade and green relief in built up areas.</i>	The overall provision of landscaping is in excess of the required 10% (10.3%). A mix of new trees, new grass and mulched garden bed areas with landscaping is provided. The planted landscaping is predominantly located to the northern boundary, southern boundary and rear boundary, providing a buffer from the car parking area to the adjoining properties improving the visual appeal of the development. The provided deep soil area, breaks up the overall impact of paved and hardstand areas, and screens service areas from the street. The addition of 10 Advanced Trees, 10 small/medium sized trees at ground level and five small trees in planters proposed on the First Floor will provide shade and green relief to both the subject site and the locality.

On the basis of the above, the development addresses the Objectives of Clause 2.2.3.4 – Landscaping of the LDP and is supported.

4. Parking and Access

4.a Local Planning Policy 5.8 – Stirling City Centre Parking and Clause 6.11.17 of LPS3

Car parking is calculated as per LPP 5.8 and Clause 6.11.17 of LPS3, which are specific to developments within the Stirling City Centre Special Control Area.

Car parking assessment				
	Size of Development	Maximum Total On-site Parking Provision	Minimum Required Public Parking	Minimum Short Stay Parking
Provision	Development with a plot ratio of 1.0 or less of non-residential floorspace	2.5 bays / 100m ² of non-residential floorspace	1.25 bays / 100m ² of non-residential floorspace	60%
Requirement	N/A	22 (22.25) bays *	11 bays	7 bays
Provided	Current non-residential floorspace = 890m ² .	22 bays	9 bays	8 bays
* All parking requirements for non-residential development are to be calculated by rounding to the nearest whole number as per LPP 5.8. Delivery/service bay and ACROD Bay are not included in the total number of bays provided as per the LPP 5.8.				

As outlined above, the proposed development does not provide for 11 public parking bays with nine provided which does not meet the provisions of Clause 6.11.17 of LPS3 or Local Planning Policy 5.8 – Stirling City Centre Parking. An assessment against the specific objectives of each instrument is provided below.

LPP 5.8 – Policy Objectives	
Objective	Officer Comment
<i>To facilitate the provision of adequate car, bicycle and motorcycle parking facilities within the policy area.</i>	The proposed development provides for 22 car parking bays, an ACROD bay and service bay. Although the proposed development provides for nine public parking bays in lieu of 11, the Applicants TIS identifies during peak periods of 7.30am - 8.30am and 4.30pm - 5.30pm a maximum of 9 visitor bays will be required, which have been nominated as the 9 public parking bays with the remaining allocated parking bays as staff parking bays. The City has reviewed the submitted TIA with the outcomes supported, with the proposed parking allocation acceptable.

LPP 5.8 – Policy Objectives	
Objective	Officer Comment
	The development provides 22 car bays, an ACROD bay, a service bay, four bicycle bays and motorcycle bay. End of trip facilities are provided, as there is a shower and lockers onsite, which ensures that the option to cycle to the site is facilitated. providing adequate parking facilities as required per LPP 5.8.
<i>To prioritise access to the city centre by public transport, walking and cycling.</i>	The subject site abuts a bus stop and is located within 390m walk of a high frequency public transport route on Scarborough Beach Road. There are four bicycle racks provided onsite, and provision for end-of-trip facilities within the building. Child Care Premises and Fast Food Outlets are not land uses which generally benefit from alternative modes of transport, however the site is well located and provides the appropriate facilities for staff and customers as needed.
<i>To ensure that parking is provided for various services, facilities and developments at a rate that is appropriate for an inner city environment, and to efficiently manage parking supply and demand.</i>	The development provides car parking for staff and visitors on site. The submitted TIS demonstrates the proposed parking is sufficient to accommodate the peak traffic movements and is appropriate for the development.
<i>To ensure that the number of parking bays and the resultant traffic does not exceed the capacity of the road network.</i>	The Applicant's TIS has been reviewed by the City and the proposed development is not considered to have an unacceptable impact on the local road network. The existing road network can accommodate the increased traffic from this development. The proposed development is consistent with the maximum number of bays permitted for the site.
<i>To assist in the funding of the necessary upgrade of the parking facilities and public transport network associated with the redevelopment of Stirling City Centre.</i>	Not applicable.

An assessment against the specific objectives of Clause 6.11.1 of LPS3 is provided below.

Stirling City Centre Clause 6.11.1 - Objectives	
Objective	Officer Comment
<i>To facilitate the development of the Stirling City Centre in a coordinated</i>	The proposed development is consistent with the built form outcomes of the LDP

Stirling City Centre Clause 6.11.1 - Objectives	
Objective	Officer Comment
<i>manner, recognising its significance as a Strategic Metropolitan Centre;</i>	and provides adequate parking facilities onsite.
<i>To provide a strategy for the integrated development of public and private land to facilitate the creation of a safe, vibrant mixed use centre;</i>	Not applicable.
<i>To ensure the provision of an effective, efficient, integrated and safe transport network which is accessible to pedestrians, cyclists and public transport users and motorists;</i>	The applicants submitted TIS demonstrates the proposal will not have an adverse impact on the surrounding road network. The proposed access and car parking configuration satisfies AS2890.2 and is supported.
<i>To facilitate funding mechanisms for the provision of light rail and other alternative transport infrastructure;</i>	Not applicable.
<i>To ensure the development of a diverse range of housing types (including affordable housing) in unique precincts that have high levels of amenity;</i>	The proposed development does not contain a residential component; however, it does not fetter the ability for this to be delivered in the locality. The Child Care Premises component of the development provides an essential service in a manner complementary to the surrounding area presenting as a positive amenity.
<i>To ensure the development of a convenient network of public open space (including an urban stream) offering a wide range of high quality facilities tailored to the requirements of the local community;</i>	Not applicable.
<i>To ensure the development of a range of commercial uses that will contribute towards economic development, local employment and the viability of the area as a commercial centre servicing residents, visitors and the local workforce;</i>	The proposed development provides for commercial uses to surrounding residential properties and other commercial uses in the area.
<i>To ensure the development of a range of community facilities that will service residents, visitors and the local workforce and contribute towards community wellbeing; and</i>	The proposed development provides a Child Care Premises and Fast Food Outlet that will service the immediate community. The development will provide local employment opportunities in the area.
<i>To ensure the conservation and appropriate use of natural resources including (but not limited to) energy, water and land to enhance the</i>	The development incorporates passive sustainability measures into the design with its north facing orientation, skylight windows and the use of landscaping in the

Stirling City Centre Clause 6.11.1 - Objectives	
Objective	Officer Comment
<i>sustainable management of finite resources.</i>	player areas to provide shade during the summer months. The proposed development includes the installation of solar panels to assist in reducing energy consumption. The proposal provides a suitable commercial land use located within a Activity Centre promoting short walkable trips in the immediate vicinity.

On the basis of the above, the development addresses the Objectives of LPP 5.8 and Clause 6.11.1 of LSP3 and is supported.

4.b Traffic Volumes

Vehicle access to the development is solely provided using a one-way crossover onto Odin Road, located adjacent to the southern side lot boundary. The Applicant's TIS estimates that the development will generate an additional 472 daily vehicular trips, including 86 vehicle trips in the morning peak period (7.30am - 8.30am) and 76 vehicle trips in the afternoon peak period (4.30pm - 5.30pm). The proposed development provides sufficient parking bays during peak periods as outlined in the applicants TIS to cater for staff and visitors. During the developments peak period (4.30pm - 5.30pm) 14 staff bays and 9 visitors are required. The development site provides 23 parking bays, including 14 staff bays, eight visitor bays and an ACROD Bay which accounts for parking requirements for the operation of the development.

The Applicant's TIS provides justification that the quantity of visitors onsite is less than the required amount during the peak operating hours, stating a maximum of nine visitor bays will be required during the operation of the Child Care Premises and Fast Food Outlet at any one given time. The Applicant's TIS provides justification that 11 visitors bays will not be required given the assumed dwell time of 10 minutes per vehicle, equating to the requirement for nine visitor bays.

The City's Engineering Services Business Unit has confirmed that the traffic volumes generated from this development can be accommodated by the existing road network.

5. Noise and Acoustics

State Planning Policy 5.4 – Road and Rail Noise (SPP5.4)

The subject site is located on Odin Road which is identified as a 'Other Significant Freight/Traffic Route' in accordance with SPP 5.4. As such, the requirements of SPP 5.4 apply to the proposed development as it is classified as a 'Noise Sensitive Land Use'.

The Applicant submitted an Environmental Acoustic Assessment prepared by Herring Storer Acoustics dated 5 July 2023 in support of the proposed development. The Applicant's Environmental Assessment identifies recommendations in regards to the

construction, operation and mechanical services as per the submitted Environmental Acoustic Assessment.

The City has reviewed the submitted Environmental Acoustic Assessment and supports the referenced recommendations with a condition imposed as part of the City's recommendation to comply with the submitted Environmental Assessment prepared by Herring Storer Acoustics and Environmental (Noise) Regulations 1997.

With the implementation of the acoustic measures into the constructed building, the City considers that the development satisfies SPP5.4

Local Planning Policy 6.4 – Child Care Premises (LPP6.4)

The below table identifies where discretion is sought to the development standards of LPP 6.4.

LPP 6.4 – Provisions	
Development Provisions	Officer Comment
Clause 5.2 Operation	
The hours of operation are to be between: i. 7.00am to 6.30pm on weekdays; and ii. 8.00am to 6.00pm on weekends.	The development proposes operating hours from 6.30am to 7.00pm on weekdays only, with the outdoor play area being restricted prior to 7.00am.

In considering the discretion sought, an assessment against the relevant Objectives of LPP6.4 is required. The City's comments against the Objectives are contained in the table below:

LPP 6.4 – Policy Objectives	
Objective	Officer Comment
<i>Prioritise the location of Child Care Premises close to activity centres and along urban corridors.</i>	The subject site is located on a District Distributor A category road as per the City's Functional Road Hierarchy and is within the Stirling City Centre, which is identified as a Strategic Centre as per State Planning Policy 4.2 – Activity Centres.
<i>Ensure new buildings respect the existing or future built form, scale and character of the area.</i>	The proposed development integrates well with both the existing and future context of the locality by way of the two storey scale, modern design, and setbacks to the street, side and rear boundaries. The use of colours and, materials and articulation breaks up the overall bulk of the built form and decreases the potential impacts of amenity on the adjacent properties.
<i>Provide landscaping to mitigate development impacts on the amenity of the surrounding area.</i>	The overall provision of landscaping is in excess of the required 10% (10.3%). The proposed landscaping is predominantly located to the northern, southern side

	and rear boundaries, providing a buffer from the development to the adjoining properties improving the visual appeal of the development. The provided deep soil area in excess of the required 10% (10.3%), breaks up the overall impact of paved and hardstand areas, and screens service areas from the street. The addition of, 10 Advanced Trees, 10 small/medium sized trees at ground level and five small trees in planters proposed on the First Floor will provide shade and green relief to both the subject site and the locality.
<i>Ensure developments in residential areas are located along roads that can carry anticipated traffic volumes and minimises the impact on the function and safety of the local road network.</i>	The City considers that the traffic volumes outlined in the TIS will not unduly affect the function and safety of the local road network and can accommodate peak demand periods. Further detailed commentary is contained in the Parking and Access section of this report.
<i>Ensure Child Care Premises operate in a manner that mitigates the impacts of amenity on people living in nearby dwellings with regard to intensity of use, hours of operation, noise, traffic impacts, light spill, waste management and the provision of facilities.</i>	The proposed Child Care Premises seeks discretion to the operational hours, with proposed operational hours from 6.30am to 7.00pm. The submitted Environmental Acoustic Assessment (EAA) outlines that the Child Care Premises is able to achieve compliance with the noise regulations. The EAA outlines measures to reduce potential noise impacts to the neighbouring dwellings. These measures include: • The use of masonry fencing to the ground floor play space and as indicated on the architectural drawings. • Restricting the use of outdoor play spaces until after 7.00am. • The air conditioning condensing units to be located on the roof (screened from the neighbouring residences). In relation to lighting, the City to recommend external lighting shall be positioned so as not to adversely affect

	the amenity of the locality in accordance with Australian Standard AS/NZ 4282-2019 to minimise light spill. In relation to parking, the tandem staff parking bays are located centrally within the building on the development site mitigating potential impacts to adjoining landowners. The applicant's Waste Management Plan prepared by CF Town Planning & Development proposes all waste collection within the lot. The Waste Management Plan details the arrangement for the storage and collection of waste with the pick-up times to be arranged to minimise conflict with visitors.
<i>Require buildings to be designed in a way which minimises the impacts of noise, overlooking, overshadowing, traffic, car parking and access.</i>	The Applicant's Environmental Acoustic Assessment has been reviewed by the City. The recommendations of the report are supported as an appropriate means of achieving compliance with the Environmental Protection (Noise) Regulations 1997. The southern boundary setbacks satisfy the requirements of the LDP. The orientation of the development will cast a shadow to fall south, abutting a vacant site. The building design will not overshadow any portion of the abutting properties outdoor living areas or major openings to habitable rooms. As the openings to the northern boundary are minor openings (ie, highlight windows) and do not impact habitable areas of the adjacent property, there are no visual privacy implications. The Applicant's TIS confirms that the development will not adversely impact the safety of the local road network. The safety of drivers and pedestrians in terms of access and egress is supported by the City. Sufficient visual sight lines have been provided to Odin Road. The City has reviewed the provided TIS and has determined the parking bays proposed on-site can accommodate the

	traffic movements generated by the development.
<i>Provide a safe and connected environment for pedestrians both on and around the site.</i>	The proposed development provides a safe and connected environment at ground level, with communal seating, an awning along the ground floor frontage and pedestrian footpath around the entire development. The development provides a front gate at all entrances to provide additional security on the site during and outside of operating hours. The inclusion of the footpath, front gate, awning and pedestrian footpath provides a safe and connected environment for pedestrians.

On the basis of the above, the development satisfies the Objectives of LPP6.4. It is recommended that a condition be imposed which restricts the external play areas from use prior to 7.00am during operation of the Child Care Premises, consistent with the Environmental Acoustic Assessment.

6. Advertising Signs

Local Planning Policy 6.1 – Advertising Signs (LPP6.1)

The proposed development shows indicative signage only with no detailed information provided for the Child Care Premises or Fast Food Outlet. As such, an assessment against LPP6.1 has not been undertaken.

The City will recommend condition setting that requires signage to be in strict accordance with LPP 6.1 – Advertising Signage.

7. Public Art

Local Planning Policy 6.12 Public Art on Private Land (LPP 6.12)

LPP 6.12 guides the provision of Public Art as a means of complementing the impacts of urban intensification by improving the appearance and amenity of places.

LPP 6.12 applies to all development with a cost of \$2 million and above with a minimum 1% contribution cost of development provided as public art.

The proposed Child Care Premises has addressed the Public Art Policy with the inclusion of a Public Art work to the Odin Road building façade. Should the DAP be of a mind to approve the development application a condition of approval is recommended relating to the provision of ‘public art’.

8. City of Stirling Design Review Panel (DRP)

The proposed development was reviewed by the City’s Design Review Panel (DRP) on one occasion. The DRP was undertaken prior to the formal lodgement of the application. The DRP report contained in Attachment 7.

The DRP advised that the proposal satisfied three of the 10 Design Principles of SPP7.0, being Context and Character Built Form and Scale and Safety. The DRP identified that the development required further attention in relation to the remaining (7) Design Principles. Below Figure 5 indicates the DRP summary of the proposed development against the Design Principles of State Planning Policy 7.0 – Design of the Built Environment.

Design Review progress Item 1 – PDA23/0046 – 39 Odin Road, Innaloo – Pre Development Application – Child Care Premise DRP Meeting – Thursday 22 June 2023			
	<i>Design Principle satisfied</i>		
	<i>Design Principle pending further attention</i>		
	<i>Design Principle not satisfied</i>		
	DR1 22/6/2023	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			

Figure 5 DRP summary

The development application was not referred to the DRP for a further review as the revised plans included changes and areas of improvement to address the DRP comments. A summary of the revised submission against the DRP comments discussed at its meeting on 20 June 2023 is provided in the table below.

Summary of Final DRP Comments against Design Principles of SPP 7.0		
Principle	DRP Comment	City Comment
1. Context and Character	1.a. <i>This principle is supported by the Panel.</i>	1.a Noted.
2. Landscape Quality	2a. <i>The Panel stated the trees located in the car park are positive.</i>	2a. Noted.
	2b. <i>It was noted by the Panel there is an opportunity for additional trees in the ground floor outdoor play area.</i>	2b. Amended Plans provided by the Applicant on 11 December 2023 provided additional trees in the ground floor outdoor play area.
	2c. <i>The Panel noted the opportunity to transplant the large olive tree located at the rear of the lot and would</i>	2c. The revised submission did not address this matter.

Summary of Final DRP Comments against Design Principles of SPP 7.0		
Principle	DRP Comment	City Comment
	<i>encourage the applicant to consider this. Similarly, there may be an opportunity to retain the 6m bottle brush within the outdoor play area.</i> 2d. <i>Comment was made by the Panel to check the visualization of the trees in the renders and ensure these are consistent with the information on the plans.</i> 2e. <i>The Panel questioned the viability of the natural grass on the upper-deck and stated maintenance of this should be demonstrated. The Panel note that artificial turf is not supported.</i> 2f. <i>Comment was made the north-facing play areas are supported but shade needs to be incorporated and a balance between shade and solar access should be considered.</i>	2d. Amended Plans provided by the Applicant on 11 December 2023 provided renders which matched the information on the plans. 2e. Amended Plans provided by the Applicant on 11 December 2023 replaced the natural grass on the upper - deck with artificial grass. 2f. Amended Plans provided by the Applicant on 11 December 2023 included the addition of shade sails on the upper floor play area and additional Advanced Trees on the ground floor play area. The inclusions provide play areas with shade and solar access.
3. Built Form and Scale	3a. <i>This design principle is supported by the Panel.</i> 3b. <i>It was noted by the Panel elevations would be helpful and assist with understanding this proposal and drawings should be oriented with North facing up the page, as per convention.</i> 3c. <i>Comment was made by the Panel the composition of the street elevation is positive and reads well.</i> 3d. <i>Comment was made the general approach to</i>	3a. Noted. 3b. The revised submission did not address this matter. 3c. Noted. 3d. Noted.

Summary of Final DRP Comments against Design Principles of SPP 7.0		
Principle	DRP Comment	City Comment
	<i>mass and the location on the site is logical and appropriate.</i>	
4. Functionality and Build Quality	4a. <i>The Panel noted that the location and configuration of the bin store may negatively impact neighbours and may require a roof to manage odours. This modification would also improve the composition of the elevation as a result of the increase in height.</i> 4b. <i>The Panel commented that circulation on the upper level is impractical, requiring movement through two doors past the stairwell to access the nutrition space and an activity room.</i> 4c. <i>It was stated by the Panel section drawings would be beneficial to assist in demonstrating how the safety barrier works and its interaction with the vehicle and pedestrian paths.</i> 4d. <i>It was suggested by the Panel to swap the car turning bay with one of the tandem bays which would enable the design to have two single bays, reducing the number of tandem bays by one.</i> 4e. <i>The Panel questioned access to the entry from the carpark and queried whether there is enough room for strollers and prams to move through as the gate looks tight.</i>	4a. The revised submission did not address this matter. 4b. Amended Plans provided by the Applicant on 11 December 2023 included the removal of the two doors to access the nutrition space and activity rooms, providing a practical solution. 4c. The revised submission did not address this matter. 4d. Amended Plans provided by the Applicant on 11 December 2023 included the suggested change. The current parking layout provides a reversing bay within the tandem bays. 4e. Noted.

Summary of Final DRP Comments against Design Principles of SPP 7.0		
Principle	DRP Comment	City Comment
5. Sustainability	5a. <i>This principle was not demonstrated or discussed.</i>	5a. Noted.
	5b. <i>The Panel emphasised the importance of making a strong commitment to sustainability. Engaging a sustainability consultant to assist in this regard is strongly encouraged.</i>	5b. The design of the development has been designed to obtain northern orientation where increased which will result in natural light and ventilation. The development will include the installation of solar panels to reduce the running costs of the development.
	5c. <i>The Panel commented on the opportunity to use sustainability strategies as an educational tool.</i>	5c. Noted.
6. Amenity	6a. <i>Comment was made by the Panel access to natural light for activity room two on the ground floor is problematic and opportunities for natural light to be integrated into this room is essential. Borrowing light from the western corridor may be viable.</i>	6a. The Ground floor Activity Room Two has been designed to receive natural light from the western corridor.
	6b. <i>The Panel commented the shade for the upper play area needs further consideration. Shade structures should form an integrated part of the design.</i>	6b. Amended Plans provided by the Applicant on 11 December 2023 included shade sails on the upper floor play area.
	6c. <i>It was stated by the Panel the staff room and the balcony off the staff room are supported as it provides passive surveillance to the street and increases amenity for staff.</i>	6c. Noted.
	6d. <i>The Panel</i>	6d. Amended Plans provided

Summary of Final DRP Comments against Design Principles of SPP 7.0		
Principle	DRP Comment	City Comment
	<i>commented it would be beneficial to incorporate the air conditioning condensers into the plans to assist with understanding their location.</i> 6e. The Panel commented that development of the design to integrate shading and diminish heat load will be important to the comfort of users and the use of energy for cooling.	by the Applicant on 11 December 2023 included the location of air conditioning condensers. 6e. Amended Plans provided by the Applicant on 11 December 2023 provide shade sails on the upper floor areas to provide shade and comfort for the users. The addition of, 10 Advanced Trees, 10 small/medium sized trees at ground level and five small trees in planters proposed on the First Floor.
7. Legibility	7a. It was noted by the Panel the pedestrian entry is moving in the right direction although this would benefit from further development and an understanding of the location of possible signage in this area. 7b. It was suggested signage be included in the proposal in order that the Panel can understand the implications of this to legibility and as a response to the context.	7a. The revised submission did not address this matter. 7b. The revised submission did not address this matter.
8. Safety	8a. This principle is supported by the Panel.	8a. Noted
9. Community	9a. The suggestion was made by the Panel removal of the fence on the ground floor is positive and this will create opportunity to include more trees, enhancing the public realm. 9b. The panel is supportive of the idea of the	9a. Amended Plans provided by the Applicant on 11 December 2023 includes the removal of the ground floor fencing. The revised design incorporates a ground floor Fast Food Outlet with the addition of communal seating and a ground floor awning. 9b. Noted.

Summary of Final DRP Comments against Design Principles of SPP 7.0		
Principle	DRP Comment	City Comment
	<i>hole-in-the-wall coffee shop to assist with street activation and encourage the applicant to explore this option and the possible implications of other aspects of the design.</i>	
10. Aesthetics	10a. <i>The Panel feels the aesthetics is moving in the right direction, noting that shading to openings and the shade structures will impact the aesthetics.</i> 10b. <i>It was stated by the Panel the stone clad element of the laundry seems out of keeping with the material palette. It was suggested the Applicant could reuse the lighter grey material in this location as an alternative to the introduction of an additional material.</i>	10a. Noted. 10b. Amended Plans provided by the Applicant on 11 December 2023 include the removal of the stone cladding to the laundry and the inclusion of a vertical light grey 'Axon Cladding'. Amended plans provided by the Applicant include a revised Materials and Colour Schedule.

The amended plans received on 11 December 2023 address the majority of the items raised by the DRP.

9. State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)

SPP 7.0 applies to all development in Western Australia. The purpose of SPP 7.0 is to inform and guide landowners, proponents, designers, reviewers and decision-makers to achieve good design outcomes in the built environment.

The City's summary of the proposed development against SPP7.0 is as follow:

SPP7.0 Design of the Built Environment	
Design Principle	Officer Comment
1.Context and Character <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>	The proposed development abuts established single and double storey residential properties. The scale of the development at two-storeys is consistent with the established properties in the vicinity. The colour and material palette of the Child Care Premises and Fast Food Outlet is sympathetic to the existing built form and materiality within the locality.

SPP7.0 Design of the Built Environment	
Design Principle	Officer Comment
2.Landscape Quality <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>	The development includes a total of 10.3% (174.4m²) of on-site landscaping, which exceeds the required minimum of 10%. The development includes, 10 Advanced Trees, 10 small/medium sized trees at ground level and five small trees in planters proposed on the First Floor will provide shade and green relief to both the subject site and the locality. The proposed Landscaping Plan proposes a mix of artificial turf and natural lawn, soft fall areas and mulched and landscaped areas, which softens the appearance of the development and reduces overall impacts of bulk and the visual impacts of paved and hardstand areas. The landscaping to the sides and rear of the development also provides a buffer to the benefit of the adjacent properties.
3. Built form and scale <i>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.</i>	The scale of the development is consistent with existing development on the neighbouring properties and the future vision for the Stirling City Centre – Innaloo Precinct Area. The proposal incorporates high quality materials and is articulated to minimise the impact of bulk to the street and adjoining residential properties. The development is appropriate and consistent in terms of existing and future built form. The built form does not result in excessive building bulk. The design and significant landscaping provided will result in a development that is consistent with the existing streetscape and the future intended character of the locality, as envisaged under the LDP.
4. Functionality and build quality <i>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.</i>	Pedestrian access to the site is provided via an existing pedestrian footpath running along the street frontages. The main pedestrian entrance to the building is located on Odin Road, with a footpath and entranceway providing a legible entrance to the streetscape.

SPP7.0 Design of the Built Environment	
Design Principle	Officer Comment
	The proposal has been designed to meet the specific needs of a Child Care Premises and Fast Food Outlet, providing a clear access for essential services that are necessary for the operation of the use and includes functional components necessary for outdoor storage, car parking areas and outdoor play areas. The covered car parking area provides protection from the elements and also enhances the functionality of the development with the provision of a lift and foyer area to the entry. The proposed materials and colours have high durability and are easily maintained.
5. Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>	The development proposal incorporates passive sustainability measures into the design with its north facing orientation, skylight windows and the use of landscaping in the player areas to provide shade during the summer months. The proposed development includes the installation of solar panels to assist in reducing energy consumption. The proposal provides suitable commercial land uses located within a Activity Centre promoting short walkable trips in the immediate vicinity.
6. Amenity <i>Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>	The proposal is for commercial land uses abutting residential properties directly to the north, south and east. The development is located within the Suburban Residential and Business zone, and adjacent properties facing Odin Road are permitted to develop mixed use developments up to four storeys. As discussed earlier in the report, the provision of a Child Care Premises and Fast Food Outlet within a Suburban Residential and Business zone will provide for uses which are complimentary to residential land uses.

SPP7.0 Design of the Built Environment	
Design Principle	Officer Comment
	The submitted Environmental Acoustic Assessment confirms the proposal will address the requirements of the <i>Environmental Protection (Noise) Regulations 1997</i> , in terms of acoustic considerations.
7. Legibility <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>	The entrances to the building are identifiable from the street and the car park. Internal navigation through the site is logical. The design of the entrances has been refined to improve legibility in response to the Design Review Panel's comments. A clearly defined entry is accessible from Odin Road, with a pedestrian access provided from the entrance of the site and from the car parking area to facilitate safe pedestrian movement to and from the proposed development.
8. Safety <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>	The development incorporates passive surveillance techniques and minimises safety risks from vehicle movements. Vehicle circulation areas have been designed to allow vehicles to enter the street in forward gear with unobstructed sightlines provided to minimise potential conflict to pedestrians, cyclists and vehicles.
9. Community <i>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.</i>	As discussed earlier in the report, the proposal provides for a suitable commercial land uses within Suburban Residential and Business zones which supports the needs of the local and wider community. The development incorporates a Child Care Premises and Fast Food Outlet at the ground level with communal seating, providing the community with an opportunity for social interaction.
10. Aesthetics <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>	The proposed development includes several large openings on each elevation so as to break up overall bulk, and uses alternating materials and colours to provide interest. These elements articulate the building, which reduces the overall bulk. Additionally, the awning provides a clear and strong entry feature.

SPP7.0 Design of the Built Environment	
Design Principle	Officer Comment
	The ground and upper floor external play areas are unroofed and create a sense of openness. The built form design is modern and is not out of place in the streetscape.

10. Consideration of Application by Local Government (Deemed Provisions)

The proposed development is required to be considered against the relevant matters listed under Clause 67 (2) of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Commentary on the relevant considerations is provided below:

Deemed Provisions Clause 67 – Consideration of application by local government	
Provision	Officer Comment
(a) <i>the aims and provisions of this Scheme and Scheme and any other local planning scheme operating within the Scheme area;</i>	The proposed Child Care Premises and Fast Food Outlet is consistent with the Suburban Residential and Business zoning of the site as per LPS3. The built form of the proposed development is generally consistent with the primary controls as set out by the LDP.
(b) <i>the requirements of orderly and proper planning including scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	The development has been assessed in accordance with the draft Stirling City Centre Structure Plan and the Stirling City Centre – Innaloo Local Development Plan, in addition to any other applicable local and state planning policies. The proposed built form is consistent with the existing and proposed street character of the locality, and is setback adequately so as to ameliorate impacts to the adjacent properties and streetscape. Although the City has prepared Draft LPS4, the final form of LPS4 is not imminent nor certain at this time, noting the draft Scheme has not been advertised. Accordingly, no weight should be given to Draft LPS4 when determining this application.
(c) <i>any approved State planning policy;</i>	The City's assessment of the development application has considered the relevant State Planning Policies. The

	proposal satisfies the objectives and requirements of those policies.
(g) <i>any local planning policy for the Scheme area;</i>	The City's assessment of the development application has considered the relevant local planning policies. As assessed earlier in this report the proposal satisfies the objectives and provisions of those policies.
(m) <i>the compatibility of the development with its setting, including – (i) the compatibility of the development with the desired future character of its setting; and (ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development.</i>	The properties to the north, east, west and south of the subject site are single and grouped residential dwellings, which are zoned 'Suburban Residential' and 'Business' under LPS3. The proposed development is compatible with the setting as the bulk, scale and appearance of the development is consistent with the one and two storey residential development in the locality. The impact of bulk is minimal and mitigated through use of design and large setbacks from the street and adjacent properties.
(n) <i>the amenity of the locality including the following – (i) environmental impacts of the development; (ii) the character of the locality; (iii) social impacts of the development;</i>	The proposed development provides significant landscaping on-site with landscaping in excess of the required 10% (10.3%). A mix of new trees, new grass and mulched garden bed areas are provided. The proposed development will not have an adverse impact on the character of the locality as the built form is in keeping with the surrounding residential development, due to the articulated design, variety of colours and materials. The proposed development provides a suitable commercial land use on a 'Suburban Residential' and 'Business' zoned property that is located within Stirling City Centre. The development provides for activation and passive surveillance of the public realm and provides a setting for social interaction. In reference to the social impacts of the development, it is likely that the proposed Child Care Premise and Fast Food Outlet will result increased social interaction.

	It is considered that the operational arrangements of the proposed development with its screened parking arrangements and vehicle access will have minimal adverse impacts on the amenity of the locality. As a result, the design of the proposed development is considered to be sufficiently sited in its context.
<i>(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i>	The proposed development provides the required landscaping as per Clause 2.2.3.4 of the LDP. A condition has been recommended to address the specifications of tree planting densities and species.
<i>(s) the adequacy of – (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	The development proposes 22 car parking bays an ACROD bay and service/delivery bay, which meets both the minimum and maximum required car parking ratios as per LPP5.8 and LPS3 Clause 6.11.17. The submitted TIS prepared by Kctt has been assessed and is supported by the City.
<i>(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>	The City's assessment of the Applicants submitted TIS considers that the amount of traffic generated from this proposal will not have an unacceptable impact on the road system and the locality.
<i>(u) the availability and adequacy for the development of the following – (i) public transport services; (ii) public utility services; (iii) storage, management and collection of waste; (iv) access for pedestrians and cyclists (including end of trip (v) access by older people and people with disability;</i>	The subject site abuts a bus stop and is located within 390m to a high frequency public transport route on Scarborough Beach Road. There are four bicycle racks provided onsite, and provision for end-of-trip facilities within the building. Child Care Premises and Fast Food Outlets are not land uses which generally benefit from alternative modes of transport, however the site is well located and provides the appropriate facilities for staff and customers as needed. The submitted Waste Management Plan details the arrangement for the storage and collection of waste with the pick-up times to be arranged to minimise conflict with visitors and is supported.

	The development provides bicycle parking bays in accordance with LPP 5.8 part 8. The development provides 'at grade' car parking and universal access design features throughout the site.
<i>(y) any submissions received on the application;</i>	The application has been formally advertised in accordance requirements of Clause 64(3) and (6)(a) of <i>the Planning and Development (Local Planning Schemes) Regulations 2015</i> with comments received. These submissions have been considered as part of the City's assessment.
<i>(za) the comments or submissions received from any authority consulted under clause 66;</i>	Consultation to relevant authorities has been undertaken as detailed earlier in the report under 'External Referral Agencies'.

Conclusion:

The application seeks approval for a two storey Child Care Premises with a maximum capacity of 108 children and 18 staff with a Fast Food Outlet located on the ground floor. The proposed development is located within the Suburban Residential and Business zone of the Stirling City Centre Special Control Area.

The proposed built form generally satisfies the applicable primary controls of the LDP, and the design is contemporary and is in keeping with both the existing context of one and two storey Single and Grouped Dwelling developments, and with the future development context, which allows for buildings up to four storeys in height.

The Child Care Premises and Fast Food Outlet uses are appropriate in the locality and will provide for both current and future residences.

Accordingly, the application is recommended for approval subject to conditions.

Pan

Address:Lot 435 (#39) Odin Road, Innaloo

Child Care Centre

Job Number: 22102

Drawing Index

PD01	Cover Sheet
PD02	3D
PD03	Existing Site Survey
PD04	Site Plan
PD05	Context Plan
PD06	Ground Floor Plan
PD07	First Floor Plan
PD08	Roof Plan
PD09	Elevations



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NOTE: No title viewed by The Land Division. A certificate of title check for easements and encumbrances is highly recommended as should they exist, they may affect design.

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LEGEND	
	TBM - RL 18.38m AHD
	Gutter Line
	Overhead Powerline
	Underground Power Cable
	Gas Main
	Drainage Main
	Water Main
	Sewer Main
	Underground Telstra/NBN
	Cable
	Gully
	Fire Hydrant
	Stop Valve
	Water Meter
	Sewer Manhole
	House Connection
	Power Dome
	Power Pole
	Telstra Pit
	Bollard
	Tree
	Peg/Boundary Mark

TBM deck spike in bitumen equals RL 18.38 AHD Based on SSM - SCA 15 RL 17.752 AHD (Landgate Geodetic Section) Contractor to check datum before adopting levels

Note: Features are related to fence-lines only. No connection made to boundaries. **REPEGE RECOMMENDED** Position and depth of services to be confirmed on site by contractor

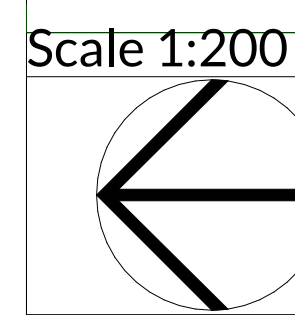
Client: R & J Trust
Survey Date:
09 January 2023
Scale: 1:200@A2



FEATURE AND CONTOUR SURVEY OF LOT 435
ON DIAGRAM 25605
39 Odin Road, Innaloo
Vol: 1681 Fol: 993
our ref: 22-9903

Rev	Date	Description	Surv	Drawn
0	18/01/2023	Feature Survey Drafted	TF	TF

Feature Survey by
THE LAND DIVISION
PLANNING | SURVEYING | DESIGN
PO Box 2444,
Malaga, WA 6090
phone: 08 9209 3232
www.landdivision.com.au

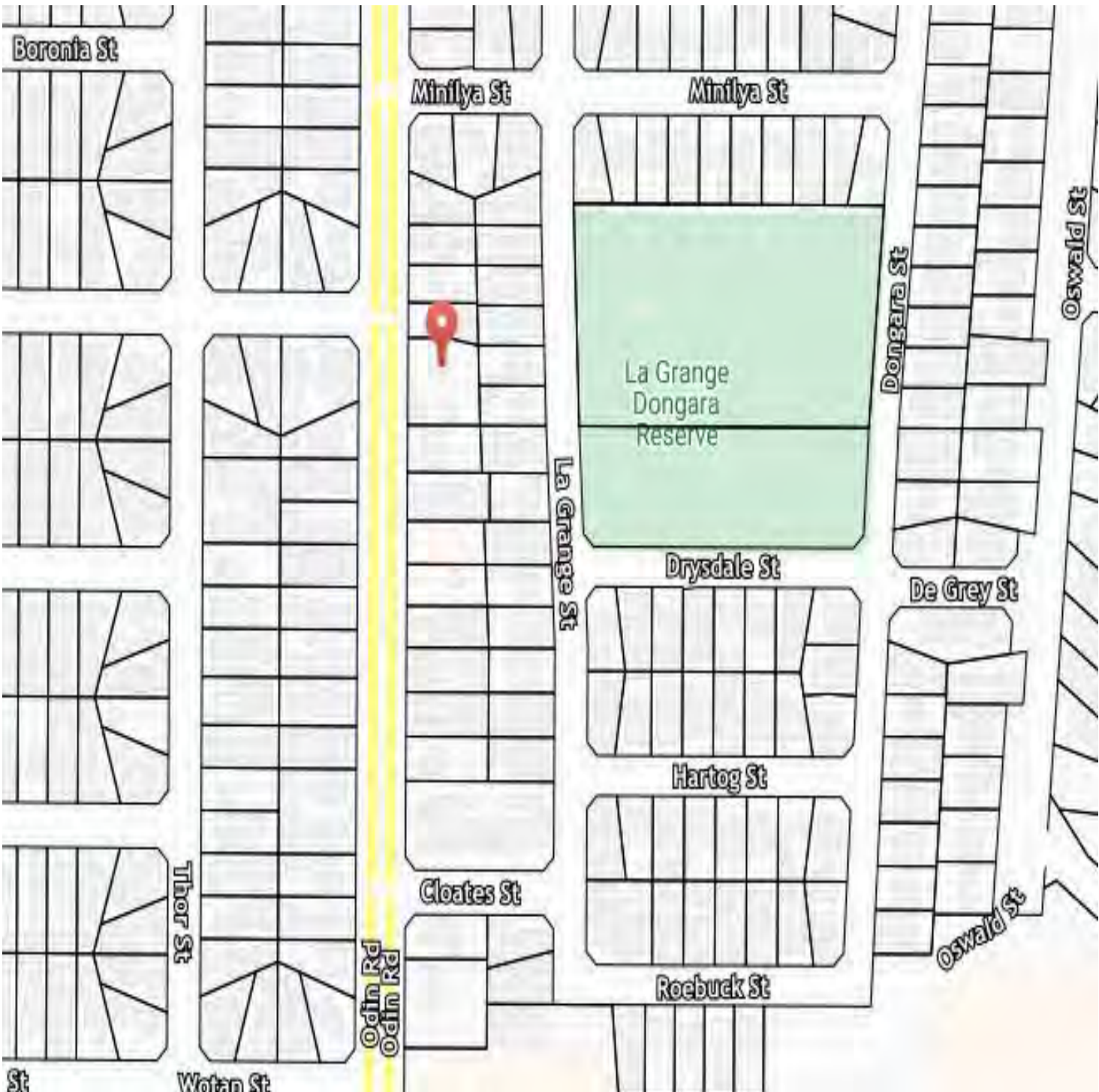
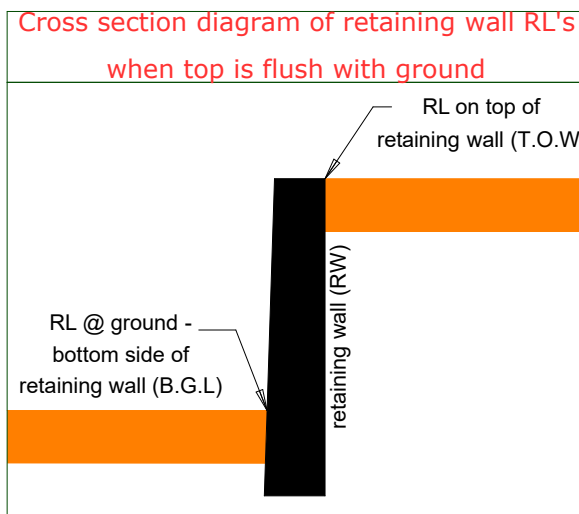


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NOTES: 1) CONSULT LEGAL ADVICE ON EASEMENTS, ENCUMBRANCES AND CAVEATS THAT MAY APPEAR ON THE CERTIFICATE OF TITLE. 2) LEVELS ON ADJOINING PROPERTIES ARE APPROXIMATE DUE TO ACCESS RESTRICTIONS. 3) SERVICES PLOTTED AS VISUALLY SEEN ON SITE AND ARE APPROXIMATE. 4) SEWER POSITION AND LEVELS FROM WATER CORPORATION PLANS. 5) CONSULT DIAL BEFORE YOU DIG TO CHECK LOCATION OF UNDERGROUND SERVICES. 6) BEWARE OF OVERHEAD POWER LINE HAZARDS. 7) CONSULT TLD ON ANY ANOMALY BEFORE DESIGN AND CONSTRUCTION.

Note: 15mm Lot Misclosure

Repeg Recommended



Client
Pan
Project Name
Child Care Centre
Project Address
Lot 435 (#39) Odin Road, Innaloo

Drawing Title:
Existing Site Survey
Scale: as noted Sheet Size: **A1**
Project No: **22102** Drawing No.: **PD03 of 09**

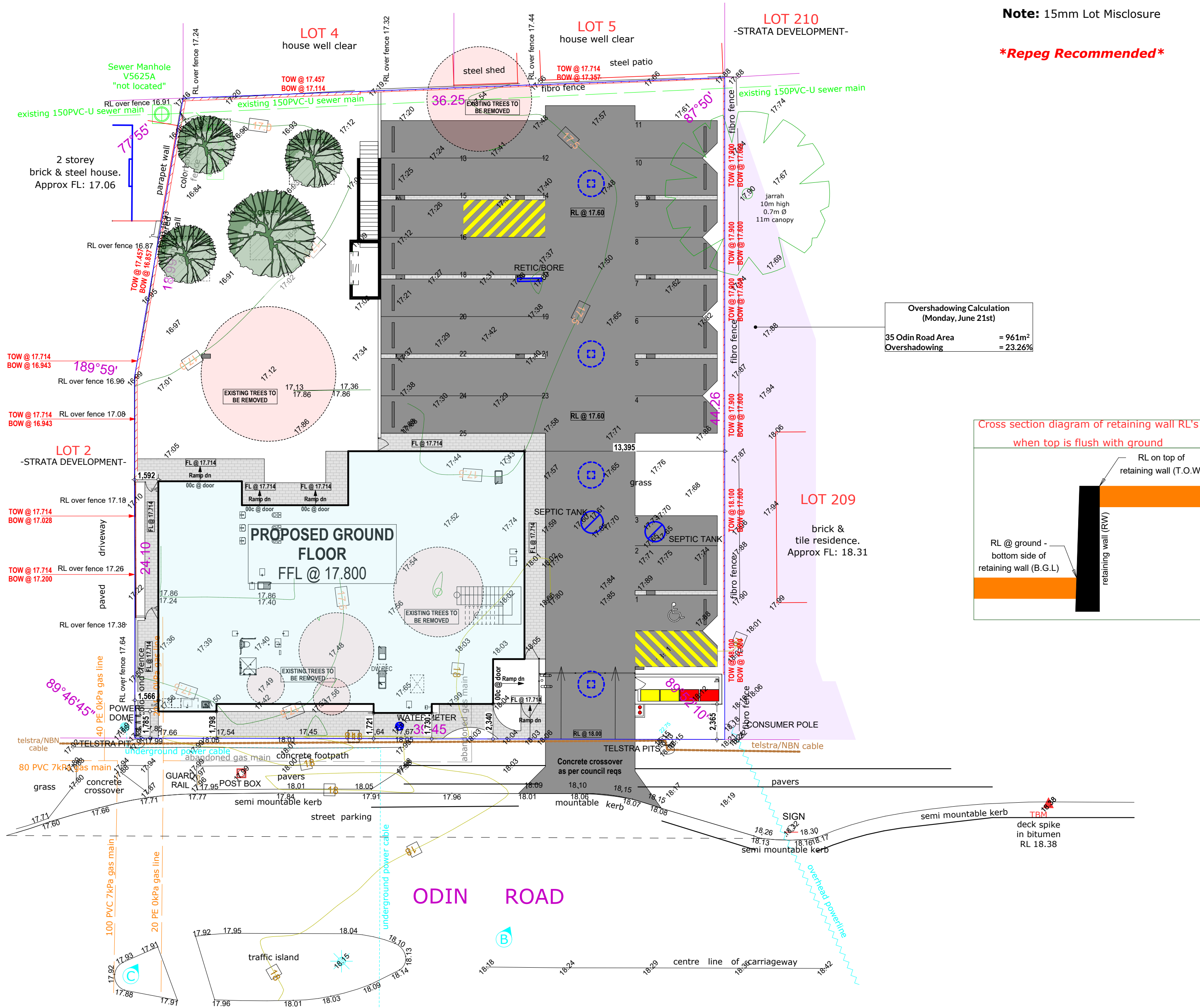
Issue:
DRP
Rev: Description: Drawn:
009 Council Comments CD
Revision Number: 010 Date: 01.09.2023

Revision	Description	Date
010	Amended Plans as per DA comments	24.10.23
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004	Concept Design	26.05.23

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Zone	Area	Perimeter
Child Care Centre		
Store	16.62	24.26
Drying	10.03	15.90
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Bin Store	11.60	15.60
Balcony	12.49	14.30
Ground Floor	374.96	88.18
First Floor	454.62	103.16
	890.82 m²	275.67 m

NOTE: No title viewed by The Land Division. A certificate of title check for easements and encumbrances is highly recommended as should they exist, they may affect design.



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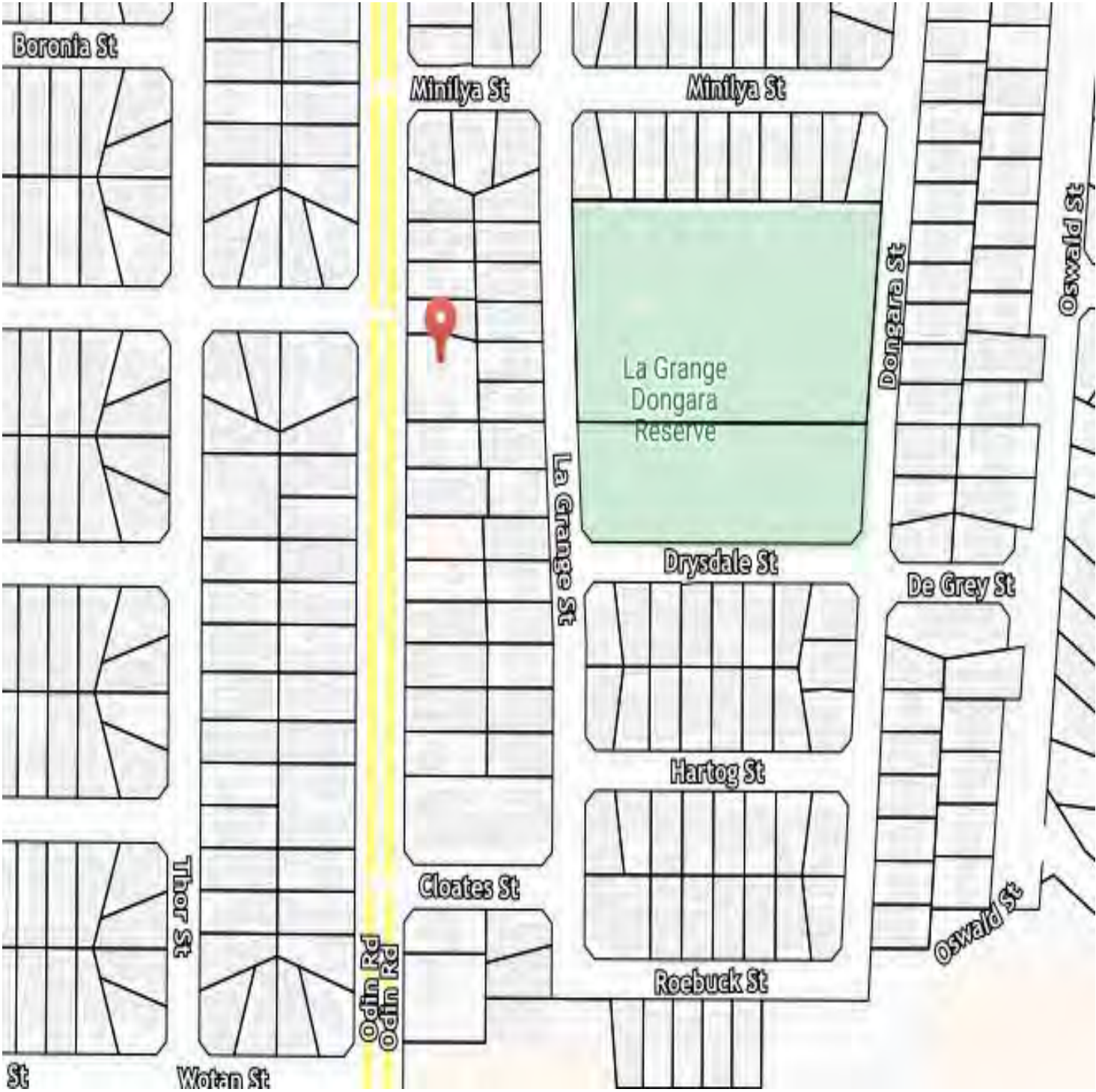
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Multi Development - Odin Rd, Innaloo WA 6018



Commerical - 31 Odin Rd, Innaloo WA 6018



Commerical Development - Corner Scarborough Beach Road &, Odin Rd, Innaloo WA 6018



Commerical Development - Bunnings Warehouse - Corner Scarborough Beach Road &, Odin Rd, Innaloo WA 6018

Child / Room Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	0-2	16	53.87m ²	4
Activity 2	2-3	15	49.02m ²	3
Activity 3	3+	17	57.50m ²	3
Activity 4	2-3	20	65.34m ²	4
Activity 5	3+	20	65.73m ²	2
Activity 6	3+	20	66.14m ²	2
Nutrition			34.62m ²	
Total Internal = (Min 3.25m ² per child)		108	392.22m ² (Min 344.50m ² req)	18
Total External Play Area = (Min 7m ² per child)		108	835.08m ² (Min 742m ² req)	

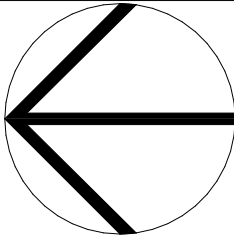
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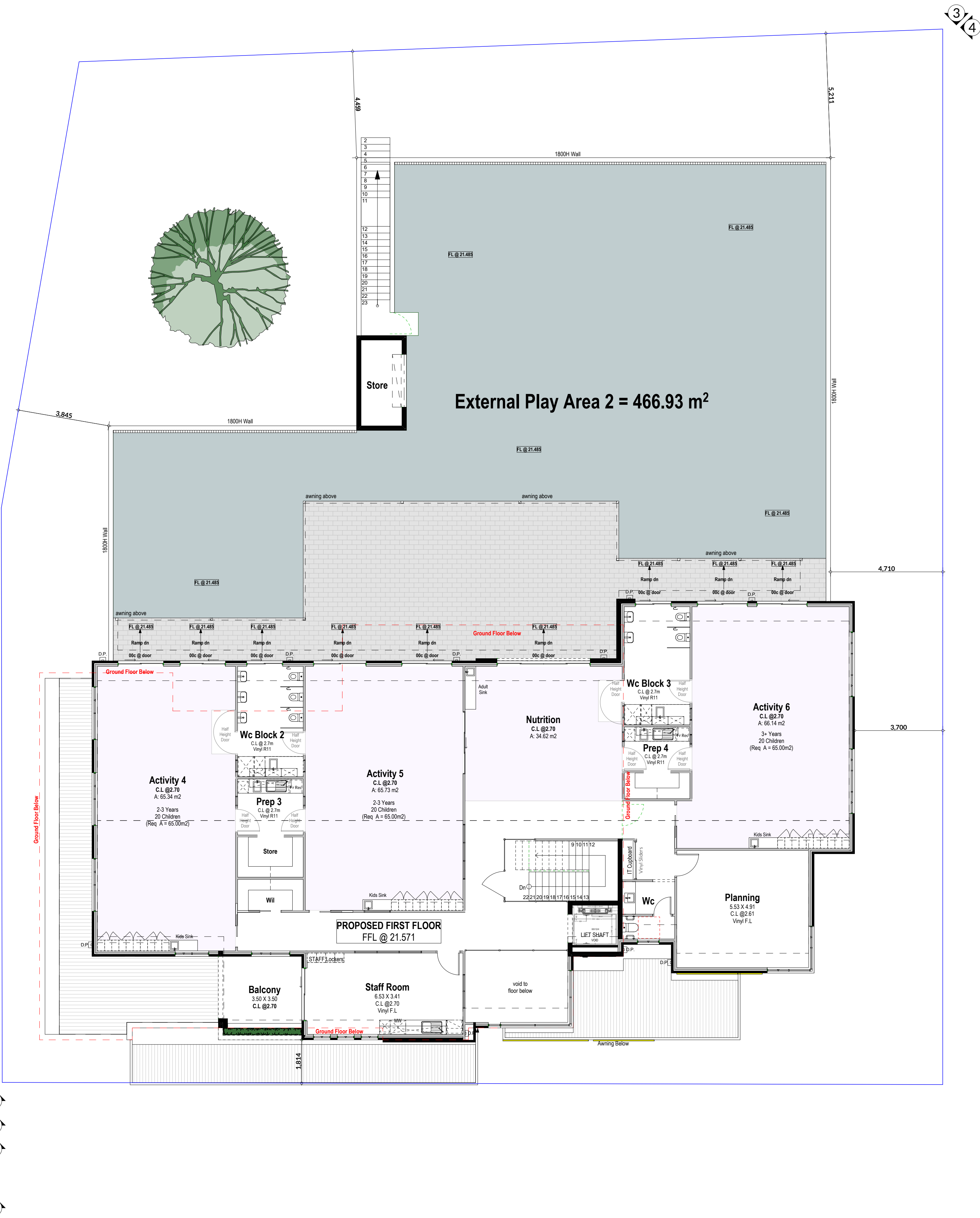


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							Planner Comments				25.07.23
Project Name Child Care Centre	Project No: 22102		Drawing No.: PD06 of 09		Revision Number: 010		Date: 01.09.2023		Unit: 3/1 Mulgool Road, Malaga W.A 6090		
Project Address Lot 435 (#39) Odlin Road, Innaloo									©COPYRIGHT This plan shall remain the sole property of GERMANO DESIGNS and must not be given, lent, resold or otherwise disposed of except without permission in writing of the		
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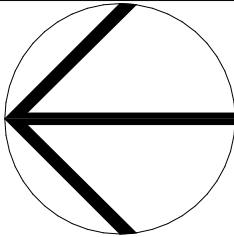
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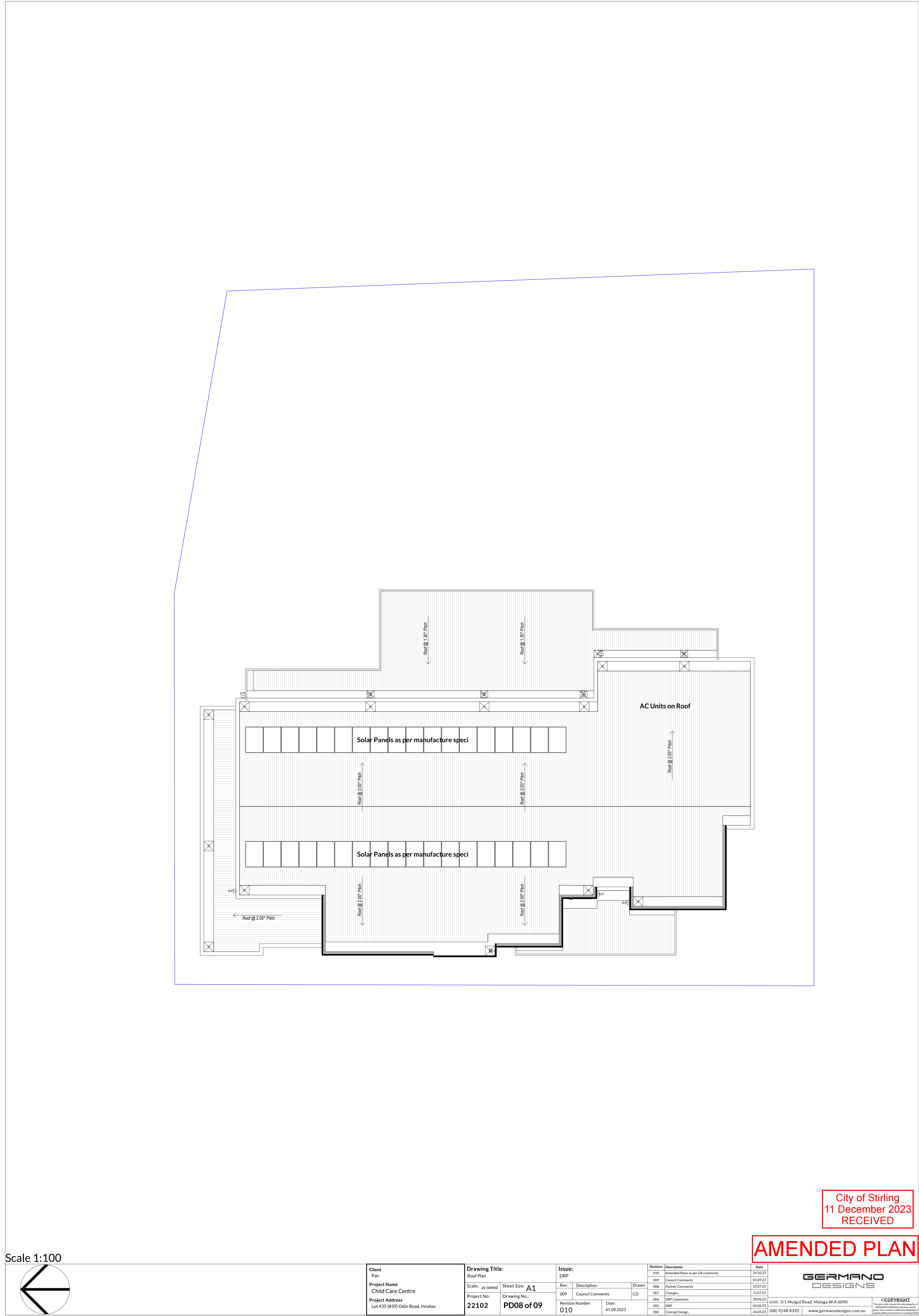
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						005	DRP	06.06.23
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Attachment 2 – Aerial Location Plan



Attachment 3 – Metropolitan Region Scheme Zoning Map



Attachment 4 – City of Stirling Local Planning Scheme No.3 Zoning Map



DEVELOPMENT APPLICATION



LOT 435 (NO.39) ODIN ROAD, INNALOO

**PROPOSED CHILD CARE PREMISES & FAST FOOD
OUTLET (TAKE-AWAY COFFEE KIOSK)
CITY OF STIRLING**

Prepared for

Germano Designs and the landowners for the construction of a new child care premises and fast food outlet (i.e. take-away coffee kiosk) on Lot 435 (No.39) Odin Road, Innaloo.

Prepared by

CF Town Planning & Development
Planning & Development Consultants

Address: 3/1 Mulgul Road, Malaga WA 6090

Tel: 92492158

Mb: 0407384140

Email: carlof@people.net.au



Carlo Famiano
Director
CF Town Planning & Development

Name	Position	Document Revision	Date
Mr Carlo Famiano	Town Planner	Planning Report (i)	1 August 2023

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- Appendix 1: Certificate of Title
- Appendix 2 - Site Development Plans

1.0 INTRODUCTION

CF Town Planning & Development acts on behalf of Germano Designs and the landowners as their consultant town planners and hereby prepare the following report in support of an Application for Development Approval for the construction of a new child care premises and fast food outlet (take-away coffee kiosk) on Lot 435 (No.39) Odin Road, Innaloo ('subject land').

This report provides details regarding the following:

- Site details;
- Proposed development
- Technical information from specialised consultants (i.e. acoustic report & traffic impact statement);
- Planning considerations; and
- Provision of justification in support of the proposed development, addressing the relevant planning framework.

In light of the above, we respectfully request the City of Stirling and the Metro Inner-North Joint Development Assessment Panel's (JDAP) favorable consideration and conditional approval of the application at their earliest possible convenience.

Should you have any queries or require any additional information regarding any of the matters raised above please do not hesitate to contact Mr Carlo Famiano on 0407384140 or carlof@people.net.au.

1.1 List of Consultant Reports

The following consultant reports have been prepared in support of this development application:

- i) Traffic Impact Statement from KCTT;
- ii) Acoustic report from Herring Storer Acoustics;
- iii) Landscaping plan and playground plan from Childscapes; and
- iv) Waste management plan (WMP) from CF Town Planning & Development.

CF Town Planning & Development
Planning & Development Consultants

2.0 BACKGROUND & PURPOSE

Lot 435 has historically been developed and used for low density residential (i.e. 'Single House') and commercial (small shop) purposes. The subject land is located within the western part of the 'Stirling City Centre' ('Activity Centre'), which is identified as a key strategic node within the Perth Metropolitan Area. The 'Stirling City Centre' is well serviced and contains a variety of shopping/retail uses, entertainment venues, civic uses, medical facilities, recreational facilities, various commercial uses and employment opportunities.

An overview of the locality has identified that the subject land is within close proximity and comprises convenient access to the following key nodes/infrastructure:

- A regional road network (i.e. Scarborough Beach Road, Stephenson Highway and the Mitchell Freeway);
- Various public open space reserves (including the Stirling Civic Gardens);
- Various high frequency bus and train routes, including high frequency bus routes along Odin Road and Scarborough Beach Road with easy access to the Stirling Train Station (see Figure 6 – Public Transport Network);
- The Osborne Park employment (industrial) node; and
- A large residential catchment comprising low to high density type developments;

In light of the above key nodes, it is contended that the proposed child care premises and take-away coffee kiosk will provide a service to a wide spectrum of employees and residents within the area. Furthermore, it is contended that the development will foster future growth of the Stirling City Centre by providing additional opportunities for employment, business growth and a service for the local community.

It is significant to note that Odin Road is undergoing a substantial change in character and built form, including the recent construction of various multiple dwelling developments and various existing commercial uses closer to the Scarborough Beach Road. This reflects the changing nature along Odin Road and within the Stirling City Centre, which reflects the key objectives set by the City of Stirling and the State Government.

Accordingly, approval under the City of Stirling's current operative Local Planning Scheme No.3 (LPS No.3) is hereby requested.

3.0 LAND DESCRIPTION

The subject land is legally described as follows:

- Lot 435 on Diagram 25605 on Certificate of Title Volume 1681, Folio 993. The land is owned by Gang Ren.

A copy of the Certificate of Title is provided within Appendix 1 of this report.

4.0 LOCATION

The subject land is located within the southern part of the Innaloo locality and within the western extremities of the Stirling City Centre. The subject land is also located approximately 840 metres south-west of the Stirling Train Station, approximately 400 north-west of the core area of the Stirling City Centre and approximately 750 metres west of the Osborne Park employment/industrial node.

As previously mentioned, Odin Road comprises a high frequency bus route. Furthermore, the land is located approximately 380 metres north of Scarborough Beach Road which also comprises a high frequency bus route. The subject land comprises good access to a comprehensive pedestrian path network (see Figure 1 – Location Plan).

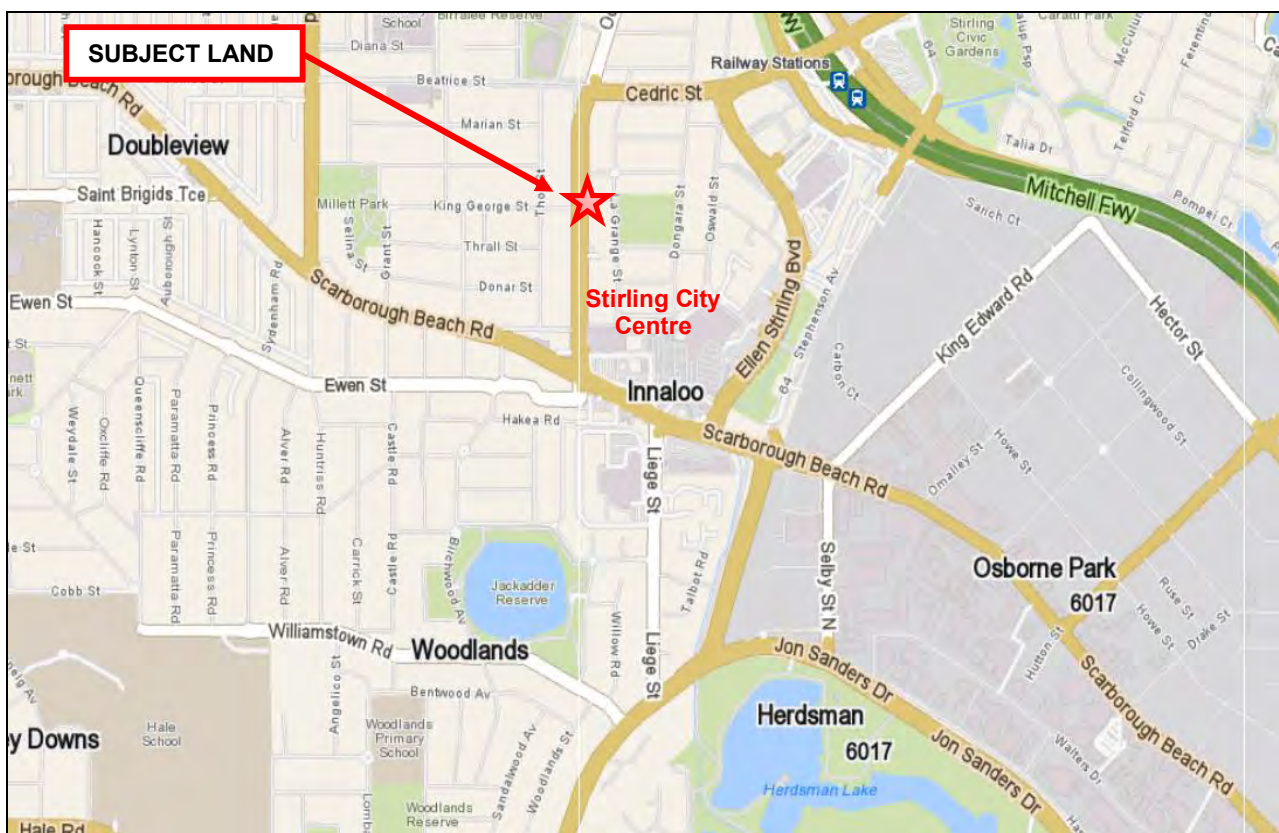


Figure 1 – Location Plan

As previously mentioned, the area is well serviced and contains a variety of commercial, service commercial and medium/high density development. Given this, the proposed child care premises and take-away coffee kiosk on the subject land will provide much needed services to the surrounding area.

In addition, the subject land contains expansive access to public transportation (bus), which provides an alternative mode of transportation to private motor vehicle usage for the employees and customers to the proposed use on the subject land (see Figure 1 – Location Plan & Figure 6).

The subject land is located within the municipality of the City of Stirling.

Planning & Development Consultants

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5.0 PHYSICAL CHARACTERISTICS

5.1 Property Details

Lot 435 is irregular in shape, comprises an area of 1,686m², has direct frontage and access to Odin Road along its western lot boundary. The subject land comprises a minor fall in natural ground levels (NGL) from 18.21 metres along the land's front boundary to 17.16 metres along the land's rear boundary, which represents a fall in NGL of 1.05 metres down/across the site (see Site Development Plan – Site Feature Survey).

The current approved use of Lot 435 is 'Single House' and 'Shop' purposes and currently contains a number of physical improvements including a single detached dwelling, a single storey commercial building, an outbuilding, sealed driveway/crossover and boundary fencing. The land comprises some scattered vegetation, which is not being retained as part of this application (see Figure 2 – Aerial Site Plan, Figure 3).



Figure 2 - Aerial Site Plan

It is significant to note that all current improvements on the subject land will be removed as a part of the proposed development. It is viewed that the existing development and use of the land is poor, does not contribute to the adjoining streetscapes and is considered to be an underutilisation of the land within a well serviced area. The proposed development will enhance the subject land, will improve the streetscape, will provide for the better use of the land within a well serviced area and will provide a vital service to the local community (including employees within the immediate locality).



Figure 3 – The existing development on the subject land, which is run-down.

The existing dwellings, commercial building and associated structures on Lot 435 are not listed on the City of Stirling's Municipal Heritage Inventory (MHI) and may therefore be removed subject to the City's issuance of a demolition permit.

It is noted that the verge areas abutting the subject land does not comprise any street trees, but does contain a bus stop.

5.2 Character of Locality

The subject land is located on Odin Road, which is a key road leading in and out of the Stirling City Centre (i.e. northern connection for the City Centre). Given this, the built form along Odin Road is undergoing changes to accommodate new commercial developments closer to Scarborough Beach Road and/or multiple dwelling type developments becoming more common radiating north from Scarborough Beach Road.

Following an investigation of the area and a review of development activity, it is observed that land along Odin Road has historically been developed with a wide spectrum of land uses and built form character ranging from commercial developments (i.e. the Bunnings on the corner of Scarborough Beach Road & Odin Road) to residential developments comprising varying typology including single, grouped and multiple dwelling type developments. It is also observed that the built form varies from single storey to two (2) storeys. Figure 4 illustrates the range of development types along Odin Road which reflects the varying land uses and built form.



Figure 4 – The existing built form along Odin Road ranging from commercial developments close to Scarborough Beach Road to multiple dwellings.

It should be recognized that given the land's location within the Stirling City Centre, that the area is currently and will continue to undergo a significant change in character and built form that reflects the City's objectives for land within the area. This includes the current planning framework setting minimum densities to achieve a greater dwelling yield through the construction of multiple dwellings within the area.

It is considered reasonable to conclude that the character of the locality and the local streetscapes along Odin Road is not uniform, is varied in terms of the built form and land uses and does not reflect any specific character or form. Furthermore, it is recognized that land along Odin Road is currently in a transitional period of re-development in accordance with the objectives of the Stirling City Centre and the fact that Odin Road is a key access road to and from the City Centre.

In light of the above, it is contended that the proposed demolition of the existing structures of the subject land and the construction of new child care premises and take-away coffee kiosk is consistent with the existing development emerging along the Odin Road and within the Stirling City Centre and is unlikely to have a negative impact on the existing character and amenity of the local streetscape.

5.3 Essential Services

The subject land is served by an extensive range of essential service infrastructure including power, water, reticulated sewerage, stormwater drainage, gas and telecommunications (see Figure 5).

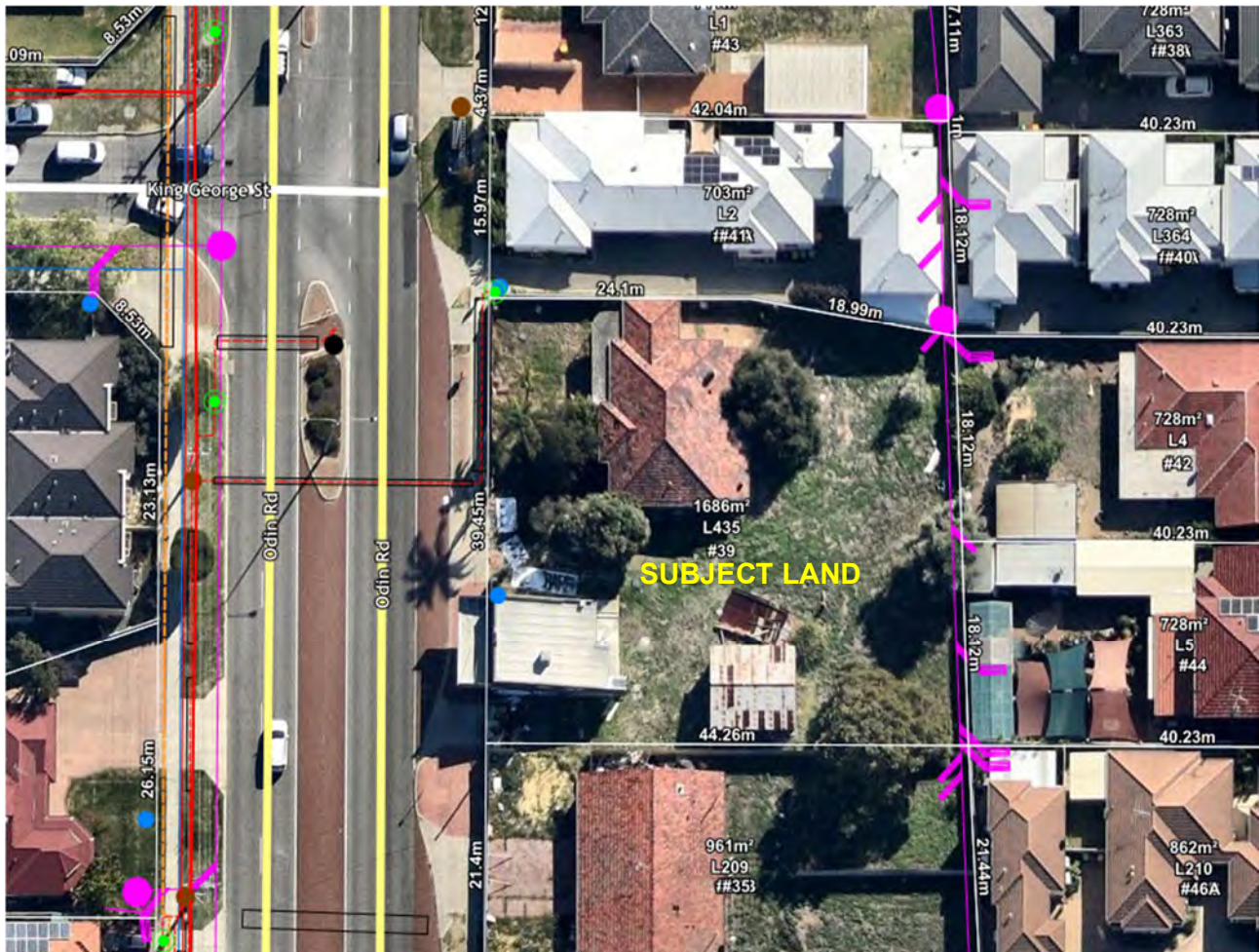


Figure 5 – The existing services in and around the subject land. Services include water, sewerage, electricity and telecommunications. The site is also well serviced with a pedestrian path network that provides good connection with the surrounding area (MNG Mapping).

The Stirling City Centre area is well served by an efficient local and district road network with convenient access to the Stephenson Highway, Scarborough Beach Road and the Mitchell Freeway. Public transport is available along various nearby roads including Odin Road Street and Scarborough Beach Road, with access to the Stirling Train Station (see Figure 6 – Public Transport Network).

The subject land is also well served by a pedestrian path network. It is contended that the subject land's good access to public transport and a pedestrian path network will provide an alternative form of transport for the future occupants (employees) and patrons of the child care premises and coffee kiosk.

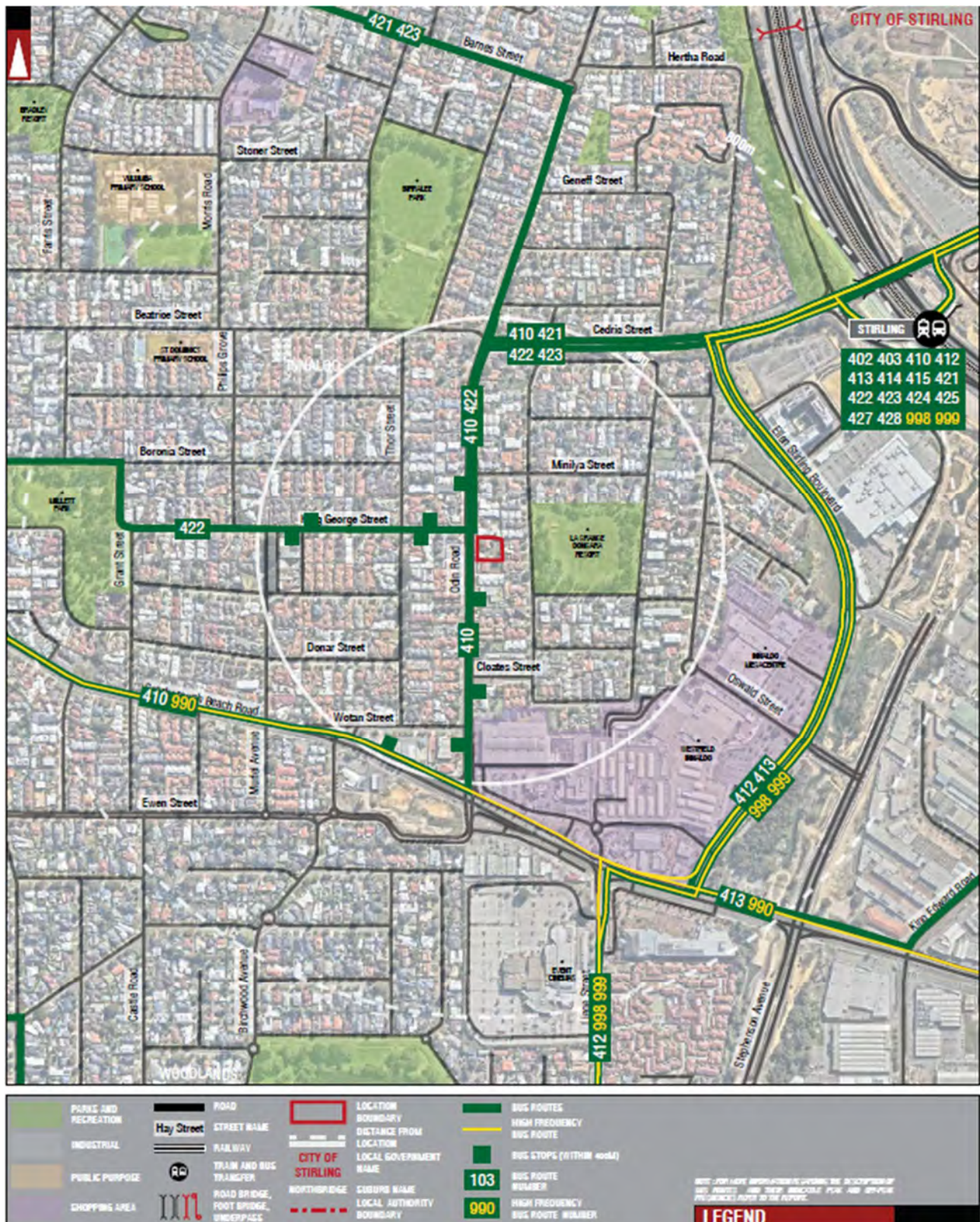


Figure 6 – The existing public transport network.

5.4 Existing Land Use

As previously mentioned, the subject land is currently development and used for 'Single House' and 'Shop' purposes and comprises a number of physical improvements.

Existing uses in the immediate locality are broadly described as follows:

- North: Medium density residential development (i.e. grouped dwellings);
- West: Odin Road road reserve with medium density residential development (i.e. grouped dwellings) beyond;
- East: Low density residential development (i.e. single houses); and
- South: Low density residential development (i.e. single house) within medium density development beyond (see Figure 2 – Aerial Site Plan).

6.0 DEVELOPMENT PROPOSAL

This application seeks the JDAP and the City of Stirling's development approval for the construction of a new child care premises and fast food outlet (i.e. take-away coffee outlet) on the subject land. The key details of the proposed works include the following:

- i) The demolition of all existing physical improvements on subject land;
- ii) Construction of a new two (2) storey building comprising a total floor area of 890.06m²;
- iii) Provision of an outdoor play area in support of the child care premises comprising an area of 829.58m² (both ground floor and upper floor). A preliminary plan has been prepared by the prospective operators of the child care premises illustrating the layout of the playground area (see Figure 7). The plan will be finalized and lodged with the City of Stirling if and when a development approval is granted by the City and before completion of the development;
- iv) Construction of twenty six (26) on-site car parking bays to support the proposed development on the land. The on-site car parking area is located within the undercroft level of the building and will be screened from the adjoining streets;
- v) Installation of four (4) bicycle parking bays;
- vi) Construction of a one (1) new crossover along the land's Odin Road frontage;
- vii) Construction of a bin storage area to service the development. The bin store will be located within the undercroft level and screened from the street;
- viii) Provision of a take-away coffee kiosk and a communal space along the Odin Road frontage of the building to providing a meeting place for parents and foster community interaction;
- ix) The provision of an outdoor staff breakout area (upper floor) along the front façade of the building;
- x) Installation of landscaping (including mature trees and required deep soli zones) throughout the development. A landscaping plan has been prepared by a landscape consultant in support of the application (see Figure 8);
- xi) Provision of public artwork along the Odin Road façade of the building (see Figure 12);
- xii) Installation of security gates for the car parking area, which will allow for the site to be locked/secured after hours (note: the gates will remain open during operating hours); and

- xiii) Installation of solar panels to support the operation of the business on the land. It should be noted that provisions have been made to accommodate solar battery storage in the future.

The external facade of the proposed new development will be constructed using high quality finishes (i.e. varying materials and colours) (see Figure 7). It is envisaged that the proposed development on the land will enhance the streetscape, will improve activation and the extent of passive surveillance over Odin Road.

The proposed development will also comprise a defined entry along the land's Odin Road frontage, with direct connection to the existing pedestrian path network within the adjoining street, which will cater for users of the public transport network along Odin Road (see Appendix 2 - Development Plans)



Figure 7 – The façades of the new building will adopt varying materials, colours and landscaping to provide an element of visual interest and articulation.

It should be noted that details regarding all future proposed advertising signage is indicative at this stage and will require confirmation by the future operator of the child care premises. Any changes to the proposed advertising signage will therefore be the subject of a separate development application to the City of Stirling if required.

Copies of the proposed site development plans and building elevation drawings are provided herewith for review and consideration by the City and the JDAP (see Appendix 2 – Site Development Plans).

Operating Details of Child Care Premises

The proposed child care premises will provide a much needed service to the local community and would support the employees of various nearby commercial nodes and residential area.

The proposed use is similar to other existing child care premises established in the Perth Metropolitan Area that are constructed along District Distributor Roads (Odin Road is a District Distributor A road) or regional roads, within an Activity Centre/City Centres or along a Transit Corridors and in close proximity to or within residential areas.

Details of the proposed child care premises use are summarized as follows:

- Operating hours for the child care premises will be Monday to Friday 6.30am to 7.00pm (the outdoor play will not be used before 7am);
- In addition to the above point, the 6.30am start time will cater for parents to drop children off on the way to work (in particular those parents that use the nearby high frequency bus service or working within the Stirling City Centre). This will allow for the child care premises to provide a service to cater for working family members utilizing the public transport network or those working within the nearby City Centre that commence work at an earlier time.
- The child care premises will be serviced by eighteen (18) staff members at any one given time; and
- The maximum number of children at any one given time is one hundred and eight (108). This figure consists of the following breakdown:
 - 0 to 2 years – 16 children
 - 2 to 3 years - 35 children
 - 3 to 5 years - 57 children

Coffee Take-Away Kiosk

The coffee kiosk is aimed at providing a service to the local community, cater for parents dropping off and pick-up children, with some sales to the local community. The following details are provided in regard to the proposed coffee Kiosk within the new development:

- Operating hours- Monday to Friday 6.30am to 9am and 3.30pm to 7pm (closed on weekends);
- The coffee kiosk is essentially a take-away outlet;
- No additional staff are required to operate the coffee kiosk, with the chef associated with the child care premises operating the kiosk during the morning and afternoon operating times (i.e. the chef will operate the kiosk whilst not preparing food for the child care premises); and
- Given the small nature of the coffee kiosk, it is estimated that the bulk of the trade will be associated with staff and parents of the child care premises.

Landscaping Plan

A landscaping plan (including play area layout) has been prepared by 'Childscapes' in support of the proposed development on the land (see Figure 8). The plan illustrates the planting of various tree/shrubs throughout the development (including within the play areas).

In addition, the proposed landscaping will enhance the development when viewed from the public realm and will provide for sufficient protection from the elements (in particular during the hot summer months).



Figure 8 – Landscaping plan prepared in support of the proposed development of the subject land.

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7.0 STATUTORY CONSIDERATIONS

7.1 Metropolitan Region Scheme

The subject land is currently classified 'Urban' zone under the Metropolitan Region Scheme (MRS) (see Figure 9 – MRS Map). It should be noted that the zones and reservations prescribed by the MRS are broad categories only that are intentionally not precisely defined or limited in order to enable a flexible approach to town planning. The following definition is provided as a guide to its stated purpose/s in the MRS:

"Urban Zone - Areas in which a range of activities are undertaken, including residential, commercial recreational and light industry."

The proposed development and use of the land for child care premises and fast food outlet purposes is considered to be consistent with the defined intent of its current 'Urban' zoning classification under the MRS and has scope to be approved.

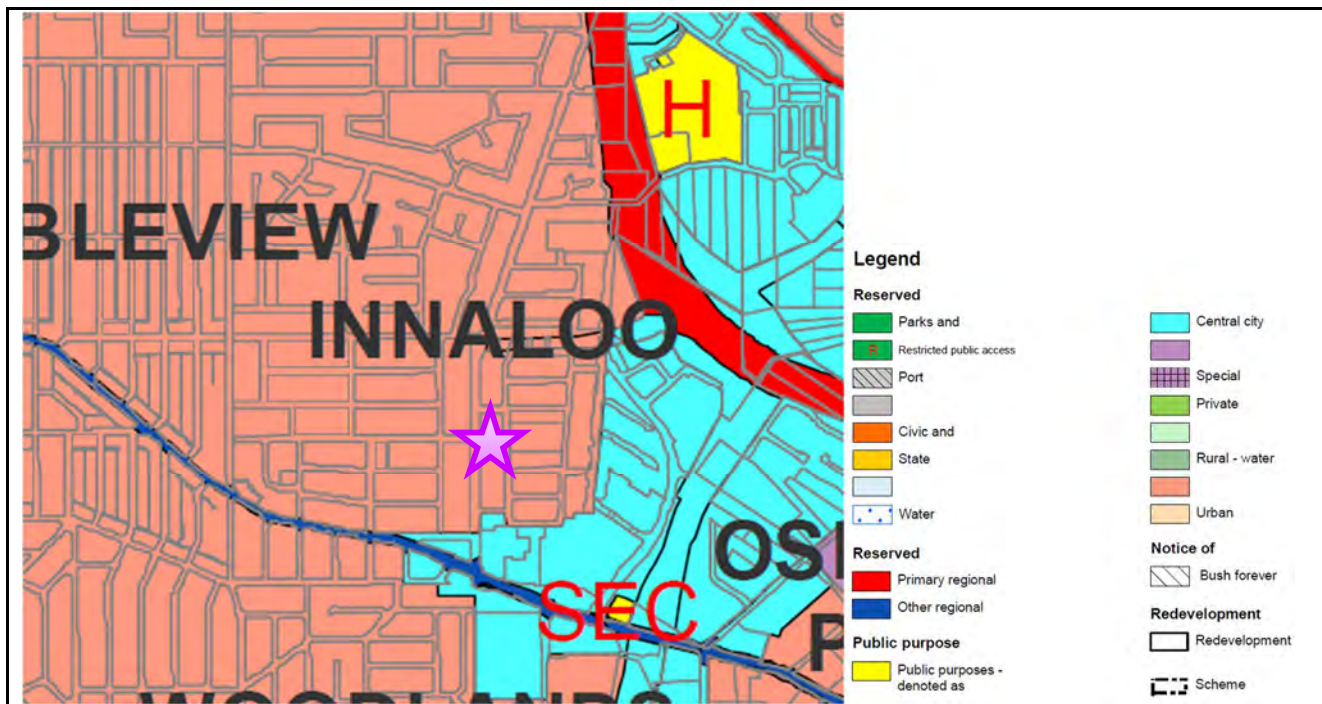


Figure 9 – MRS Map

7.2 City of Stirling Local Planning Scheme No.3

The subject land is classified 'Development' zone under the City of Stirling's current operative Local Planning Scheme No.3 (LPS No.3) (see Figure 10). Furthermore, the subject land is located within 'Stirling City Centre Special Control Area' (SCA), with the land being located within the 'Innaloo Precinct' (see Figure 11 – Stirling City Centre).

The 'Stirling City Structure Plan' was endorsed in 2014 to guide the future development of the Stirling City Centre, the Structure Plan identifies the subject land as being located within the 'City Centre Sector'.

Clause 6.11.3 of LPS No.3 states that all development within the 'Stirling City Centre SCA' shall comply with any Structure Plan, Detailed Area Plan (Local Development Plan), Local Planning Policy and Development Contribution Plan adopted for the area. Under the terms of Table 1 ('Zoning Table') of LPS No.3, any development and use of land within the 'Development' zone is to be undertaken in accordance with the approved Structure Plan or Detailed Area Plan adopted under 6A of the LPS No.3.

In light of the above, the land is part of the 'Innaloo Precinct Local Development Plan' (LDP), which identifies the subject land as 'Business' zone for the ground floor and 'City Residential' zone for the upper floor.

Schedule No. 1 of the City's LPS No.3 provides the definitions for the various uses that would apply to this application. Table 1 below provides an overview of the land use definition and permissibility within the zone, as prescribed under Table 2.3 ('Land Use Table') of the Structure Plan, that will apply to the subject land:

Table 1– Land Use & Permissibility

LAND USE	DEFINITION	USE PERMISSIBILITY
Child Care Premises	<i>Has the same meaning as in the Community Services (Child Care) Regulations 1988;</i> <i>a) an education and care service as defined in the Education and Care Services National Law (Western Australia) Act 2012 section 5(1), other than a family day care service as defined in that section, is provided; or</i> <i>b) a child care service as defined in the Child Care Services Act 2007 section 4 is provided.</i>	<i>Permitted ("P") use, meaning that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme;</i>
Fast Food Outlet	<i>Means premises used for the preparation, sale and serving of food or beverages to customers in a form ready to be eaten without further preparation, primarily off the premises</i>	<i>Permitted ("P") use, meaning that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme;</i>

It is contended the proposed development and use of the land as depicted in this application falls comfortably within the aforementioned land use definition and permissibility prescribed in the City's LPS No.3 and the 'Stirling City Centre Structure Plan'.

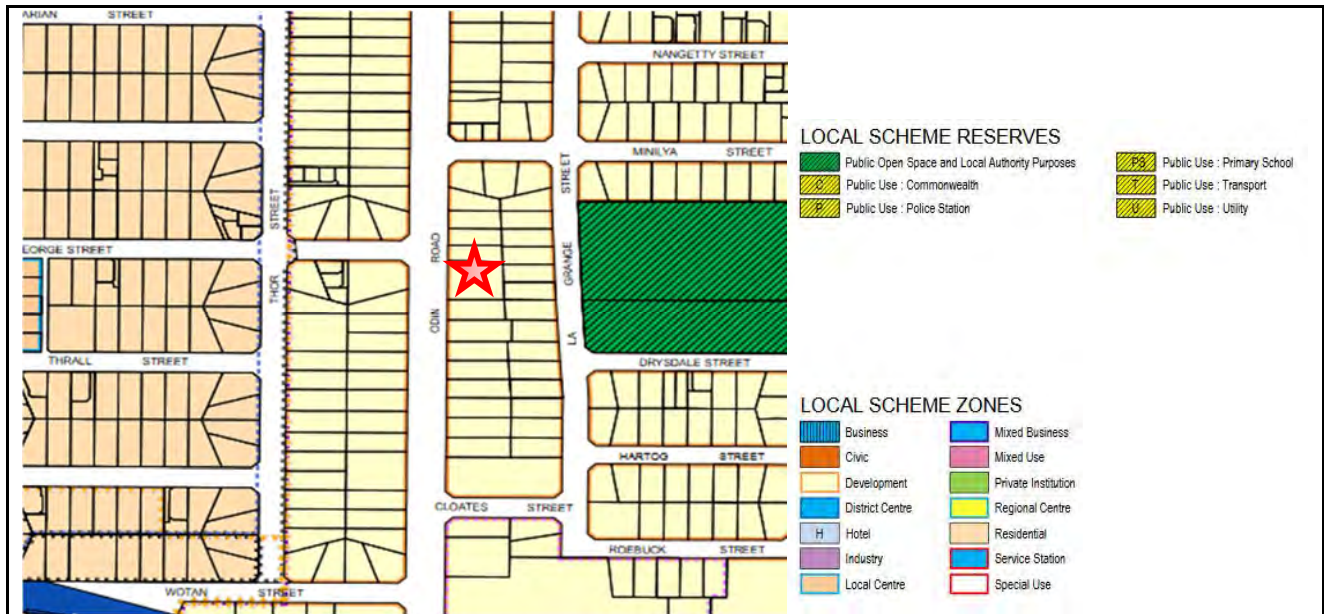


Figure 10 – Zoning Map (LPS No.17)

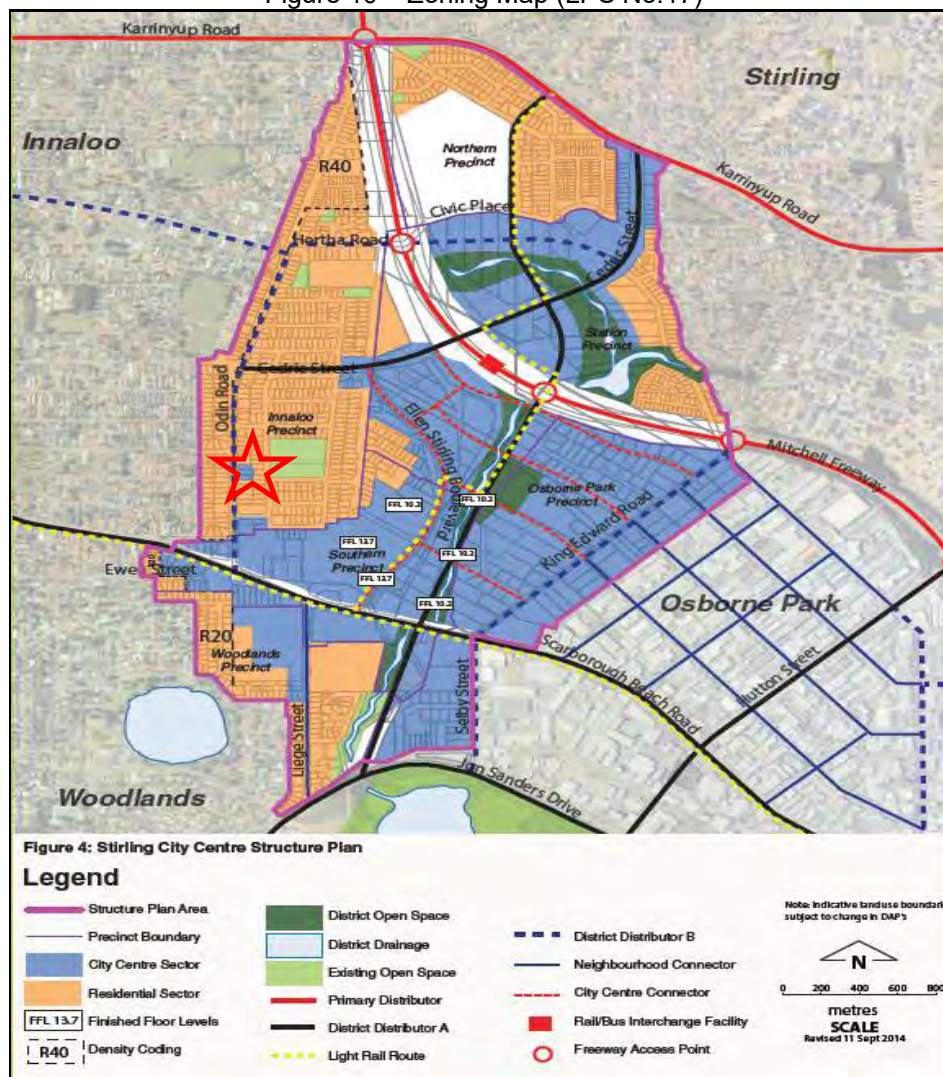


Figure 11 – The Stirling City Centre Structure Plan

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Council's stated objectives for all land identified as 'Business' zone under the Stirling City Centre Structure Plan is as follows:

- a) *To facilitate uses that create employment.*
- b) *To facilitate a mix of non-residential uses, including retail and office.*
- c) *To facilitate active non-residential land uses to all street frontages identified as Active Streets in Figure 26 of Part 2 of the Structure Plan.*

Council's stated objectives for all land identified as 'City Residential' zone under the Stirling City Centre Structure Plan is as follows:

- a) *To provide for residential development including a range of dwelling types and sizes to meet current and future needs at high densities.*
- b) *To provide for a range of non-residential uses which are compatible with and complementary to residential development.*

It is contended that the proposed development on the subject land for child care premises and a fast food outlet purposes is consistent with the stated objectives of the 'Business' and 'City Residential' zone within the Structure Plan for the following reasons.

- It will provide for a new development that comprises a high quality design and built form that will enhance the streetscape and bolster the Stirling City Centre;
- It will provide a range of non-residential land uses that are compatible with and is complementary with the residential area (i.e. the use is typically located within residential areas);
- It will provide and foster employment opportunities within the Stirling City Centre;
- It will provide an active frontage along Odin Road and foster activation along the street and an element of connectivity, along with an element of social interaction;
- It will provide a community type facility that will service both the existing residential and commercial uses within the immediate locality;
- It will provide a much needed service within the Innaloo localities for the benefit to the local community, with convenient access to public transport;
- It will provide a new use along Odin Road leading into the commercial hub of the Stirling City Centre, which will meet the needs of the local community and provide diversity in use/built form along Odin Road; and
- It will provide a building that includes good massing and bulk along the Odin Road frontage of the subject land to provide presence along the street and allow for the building to be identified by passers-by;

7.3 City of Stirling Local Planning Policy No.6.4 – 'Child Care Premises'

It is noted that the City of Stirling has recently amended Local Planning Policy No.6.4. The purpose of the City's Policy is to promote the provision of child care premises in areas that are located close to Activity Centres and Urban Corridors to encourage the use of public transport and more walking, cycling and multi-trips. The subject land is located along Odin Road and within an Activity Centre, with the Policy identifying Odin Road as being an 'Activity Corridor' and comprises access to a high frequency public transport network.

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Further to the above, the Policy contains a number of provisions that apply when considering development applications for a child care premises. The following provides a broad response to those provisions prescribed within the Policy to assist with the consideration of the application:

- i) The subject land is located along an 'Activity Corridor', which comprises a high frequency public transport service and a variety of land uses. The land is also located within an Activity Centre. As such, the proposal satisfies the locational criteria of the Policy;
- ii) The subject land comprises an area of greater than 1,000m²;
- iii) The design of the proposed building is sympathetic to the existing residential developments within the immediate area, including examples of recently constructed multiple dwelling developments along Odin Road;
- iv) The proposed development addresses the various development standards in regard to setbacks, site coverage and building height. This will be outlined further within this report;
- v) The development will include masonry boundary fencing;
- vi) Landscaping has been provided throughout the development to provide for sufficient canopy coverage, reduce the impact of heat generated and assist with enhancing the appearance of the development when viewed from the street; and
- vii) The proposed development will comprise sufficient on-site car parking bays to accommodate the demand generated by the use (which is screened from the street). The car parking area has been designed to include a 6 metre wide crossover (as prescribed within the Policy) and will comprise easy access for both staff and patrons.

The Policy prescribes the hours of operation for a child care premises shall be limited to 7:00am to 6.30pm, Monday to Friday and 8.00am to 6.00pm on weekends.

As previously mentioned, the hours for the proposed child care premises on the subject land will be Monday to Friday 6.30am to 7.00pm. Justification in support of the additional operating hours is addressed further within this report under the section outlining Western Australian Planning Commission's (WAPC's) Planning Bulletin No.72/2009.

7.4 City of Stirling Local Planning Policy No.5.8 – 'Stirling City Centre Parking'

The proposed development has been designed to provide for twenty six (26) on-site car parking bays with vehicular access via a single crossover along the land's Odin Road frontage (see Site Development Plans).

The City's Local Planning Policy No.5.8 entitled 'Stirling City Centre Parking' outlines the on-site car parking requirements for non-residential land (the 'Outer Area' provisions would apply in this instance). In reviewing the development, it is noted that the plot ratio for the site is 0.49. For the purpose of calculating on-site car parking, the Policy does not distinguish between land use types accommodated within a development.

The following car parking calculations are provided to assist the City of Stirling and JDAP's assessment of the application and have been formulated with due regard for the parking standards prescribed in Table 1 of the City's Local Planning Policy No.5.8 entitled 'Stirling City Centre Parking' applicable to land located within the 'Outer Area'.

Table 2 – Car Parking Calculation

SIZE OF DEVELOPMENT	MAX PRESCRIBED PARKING STANDARD	MIN PRESCRIBED PARKING STANDARD
Outer Area – Development with a plot ratio of 1.0 or less	2.5 bays per 100m ² of non-residential floor space	1.25 bays per 100m ² of non-residential floor space
Total floor area of development	890.06m ²	890.06m ²
No. of bays as per Policy	23 bays	11 bays
Total No. of min bays required		12 bays
Total number of on-site parking bays provided		26 bays
Total number of surplus car parking bays		14 bays

As demonstrated by the above table, the proposed development on the subject land provides greater than the minimum required number of bays required under the City's Local Planning Policy No.5.8 for developments within the Stirling City Centre.

The additional on-site car parking (greater than the maximum allowable on-site bays set by the Policy) will service the demand generated by the development and will avoid any adverse impacts on the immediate locality and the adjoining road network.

Whilst the development proposes a surplus of bays, it is viewed that the additional bays will cater for the demand for car parking typically anticipated for the child care premises use. This will assist with reducing instances of traffic congestion and unauthorized parking along Odin Road.

A traffic impact statement (TIS) has been prepared by KCTT Consulting Engineers in support of the proposed development on the subject land. Details and conclusions of the TIS will be documented further within this report.

7.5 City of Stirling Local Planning Policy No.6.12 - 'Public Art on Private Land'

The City of Stirling's Local Planning policy No.6.12 entitled 'Public Art on Private Land' seeks to improve the appearance and amenity of places and improve the vibrancy and character of an area. At this stage, the proposed development intends to local/place the artwork along the land's Odin Road frontage (i.e. façade of the building) to enhance the development when viewed from the street (see Figure 12).

Details of the artwork will be provided once a development approval has been issued by the JDAP and the City of Stirling. As such, it is requested that an appropriately worded condition be imposed on any development approval granted that the details, approval and installation of the public artwork be obtained prior to the completion/occupancy of the development.

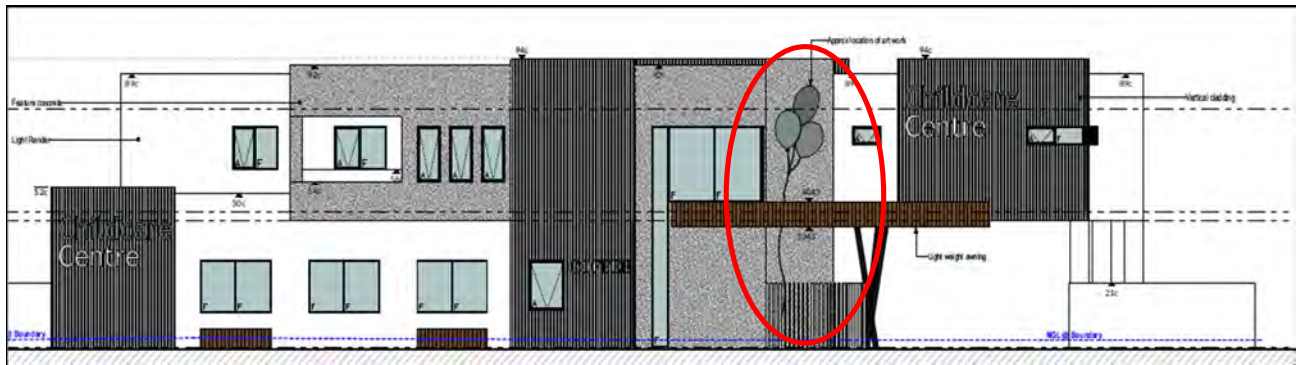


Figure 12 – Location of public artwork

7.6 WAPC Planning Bulletin No.72/2009 - 'Child Care Centres'

The Western Australian Planning Commission's (WAPC's) Planning Bulletin No.72/2009 entitled 'Child Care Centres' provides guidance to decision makers, developers and the broader community regarding the various matters required to be considered when planning for the development and use of child care centres. The objectives of this Planning Bulletin are to:

- a) *locate child care centres appropriately in relation to their surrounding service area;*
- b) *minimise the impact a child care centre has on its surrounds, in particular on the amenity of existing residential areas;*
- c) *minimise the impact the surrounds may have on a child care centre; and*
- d) *consider the health and safety of children attending the child care centre within the confines of the planning system.*

It is contended that the proposed child care premises on the subject land is consistent with the objectives of Planning Bulletin No.72/2009 for the following reasons:

- i) It is well located in terms of access to a local and district road network to allow for improved access and minimizes any impacts on the surrounding residential area;
- ii) It will provide a much needed service in the Stirling City Centre and within the Innaloo locality, with the use providing significant benefits to the local community and the employees within the City Centre (providing a service for employees within the Stirling City Centre);
- iii) It is a community type use that is commonly located within close proximity and within residential areas;
- iv) The proposed development has been designed to comprise a layout that will ensure a safe environment for children attending the centre; and
- v) The traffic movements generated by the child care premises will not be excessive and will not have a detrimental impact on the surrounding road network.

The application proposes that the operating hours for the child care premises will be Monday to Friday 6.30am to 7.00pm, which is contrary to the hours prescribed within the Bulletin. Justification in support of this non-compliant aspect is provided below.

Hours of Operation

The application proposes that the operating hours for the child care premises will be Monday to Friday 6.30am to 7.00pm in lieu of the prescribed operating hours stated within the Bulletin of 7.00am to 7.00pm on weekdays. As such the application proposes to operate 30 minutes more during the morning period on weekdays. The following justification has been provided in support of the addition operating hours for the City's consideration:

- i) The proposed extension to the operating hours (i.e. 30 minutes in the morning) is considered minor and will not have an adverse impact on the amenity of the immediate locality;
- ii) Whilst the premises will accommodate for working parents to drop children off before 7am, the play areas could be limited so as to not be used until after 7am to reduce any adverse impacts on the surrounding area;
- iii) The subject land is located within the Stirling City Centre and in close proximity to various employment nodes and various public transport routes that provides a service to other key employment nodes outside of the area (such as the Osborne Park employment node or the Perth CBD). The additional start time will cater for parents using the public transport network to drop children off on the way to work;
- iv) It is observed that a number of commercial development within the immediate area comment trade before 7am. Given this, the earlier starting time for the child care premises on the subject land will not adversely impact the amenity of the surround area;
- v) A review of previous decision made by the City of Stirling and the JDAP for similar developments has identified that the starting time of 6.30am has been supported where there is merit. Given the location of the subject land within a City Centre environment, it is contented that this application has merit;
- vi) It should be noted that the subject land abuts Odin Road, which experiences high traffic volumes and traffic/road noise. Any noise generated by the child care premises at 6.30am would be less than the extent of noise generated by passing traffic along Odin Road; and
- vii) In addition to the above point, an acoustics report has been prepared by Herring Storer Acoustics in support of the application reviewing the noise generated by the child care premises commencing operation at 6.30am.

In light of the above, the proposed operating hours have merit and may therefore be supported.

7.7 State Planning Policy No.5.4 – 'Road & Rail Noise'

The subject land is located along Odin Road, which have been identified as a regional road (see Figure 13 - PlanWA). As such, this development application requires the preparation of an acoustic report to enable the City to undertake an assessment against *State Planning Policy No. 5.4 Road and Rail Noise*.

An acoustic report has been prepared in support of this application be Herring Storer Acoustics (see copy attached) addressing State Planning Policy No.5.4 in terms of noise. The report provides the following conclusion:

- i) In accordance with the Policy, the following would be the acoustic criteria applicable to this project

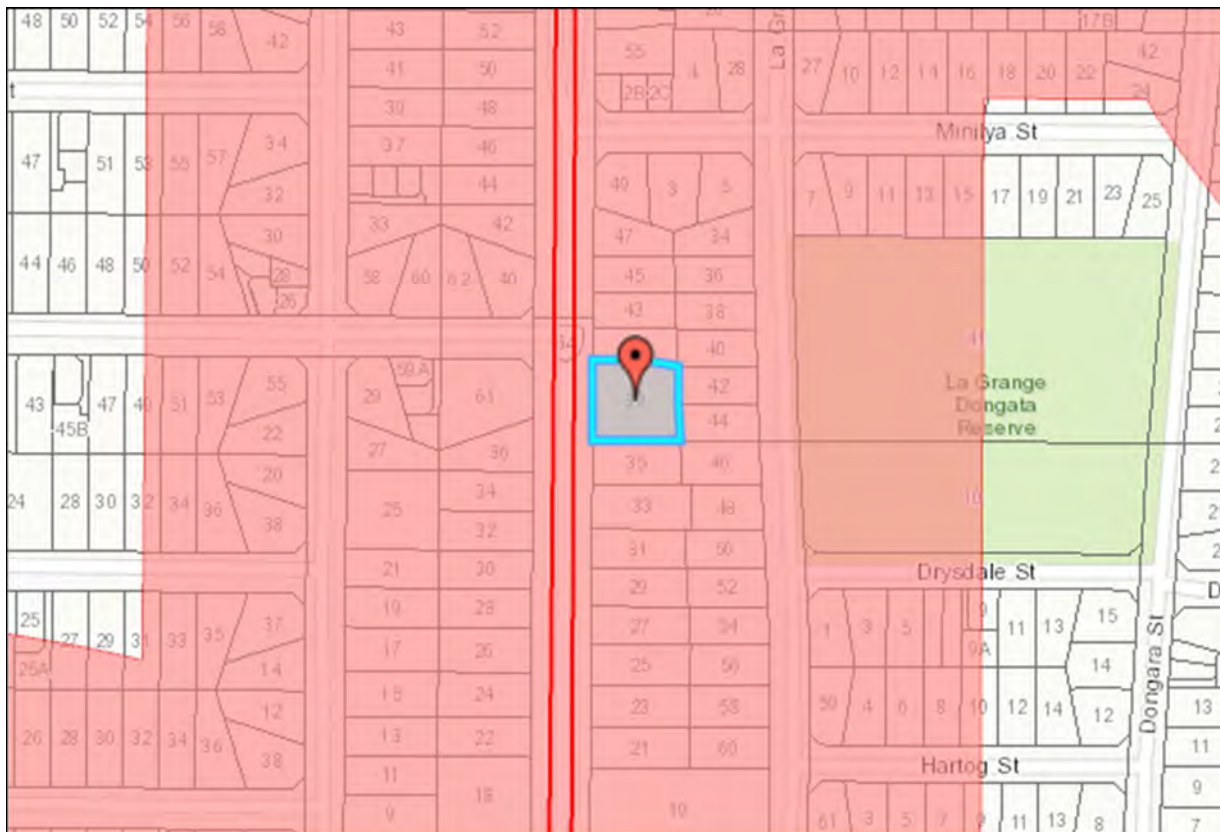
External

- Day 55 dB(A) LAeq
- Night 50 dB(A) LAeq

Internal

- Sleeping Areas 35 dB(A) LAeq(night)
- Living Areas 40 dB(A) LAeq(day)

- ii) The results of the acoustic assessment indicate that noise received at the development from future traffic, exceed external noise level criteria. Therefore, noise amelioration listed in Appendix B, is required.



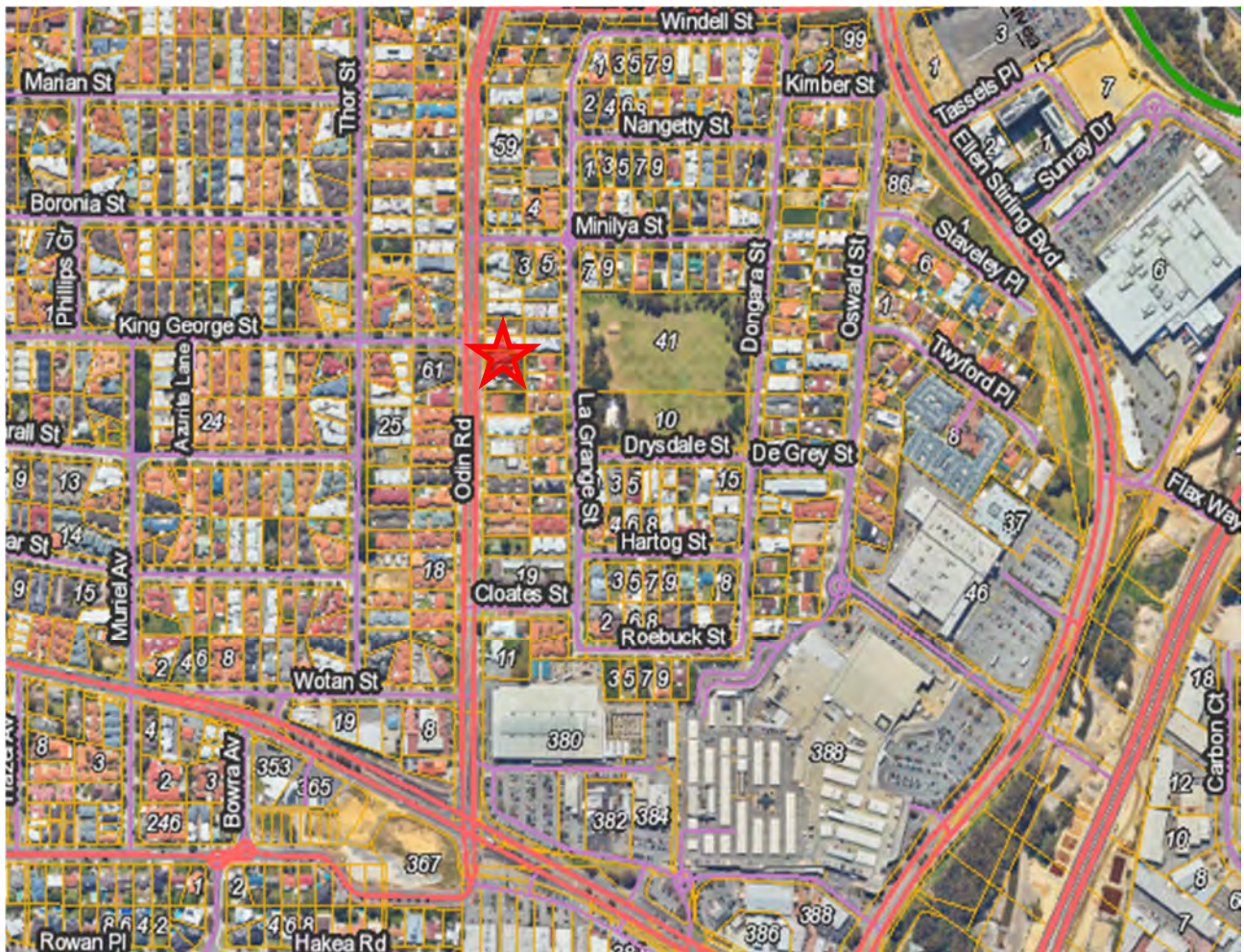


Figure 14 – DFES Bushfire Mapping

7.9 Contaminated Site Investigation

A search of the site under the contaminated sites register has revealed that the land does not have any contamination (see Figure 15). In addition, the subject land is not impacted by floods plains, Bush Forever site and/or acid sulphate soils.

(Note: Contaminated sites are identified in blue on Figure 15)



Figure 15 – Contaminated Site Mapping (MNG Mapping)

7.10 State Planning Policy No.7.0 - 'Design of Built Form Environment'

The following table provides responses to the 'design principles' outlined with the Western Australian Planning Commission's State Planning Policy No.7.0 for consideration by the City of Stirling and the JDAP.

Table 3 – Design Principles

DESIGN PRINCIPLE	RESPONSE
<u>Context and character</u> <i>"Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place."</i>	- A review of the immediate locality has identified that the character along Odin Road varies in terms of built form and land uses. This includes some older single dwellings (both single storey and two storey) to more modern multiple dwelling developments and existing commercial developments along the southern part of Odin Road leading into the core area of the Stirling City Centre. It is noted that the new multiple dwelling developments are two (2) storey, with the existing commercial developments comprise height s equivalent to two or three storeys. - In light of the above, Odin Road comprises an eclectic mix of built form of different era of construction (i.e. from 1960's to current construction). The

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	proposed development will provide activation of the land's frontage along Odin Road and provide good building mass that reflects the anticipated scale of development within a City Centre. - It is noted that Odin Road is undergoing a transitional period with the older low density built form being replaced by more intense scale of development that reflects a City Centre environment. - The proposed development and land use will provide a vital and much needed service within the Stirling City Centre and will support the growth of the City Centre. - The new development on the subject land reflects the objectives of the 'Stirling City Centre Structure Plan'. This includes a mix of residential and commercial land uses of varying building height. - The new development will provide distinguishable architectural features and high level of passive surveillance of the public realm. This includes the vision that the streetscape character will contain three (3) or four (4) storey developments within this part of the Innaloo Precinct. As such, the proposed built form of the new development on the subject land reflects the current planning framework.
<u>Landscape quality</u> <i>"Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context."</i>	- A review of the subject land has revealed that there is some existing vegetation on the site. Further investigation is being undertaken by the building designer to determine whether the trees are worthy of retention. Given that the trees are not significant and the location of the trees, the application does not propose to retain the trees. - Notwithstanding the above, the proposed development will comprise extensive landscaping throughout the site at both the ground level and the first floors (within the play areas). This includes the planting of numerous mature trees throughout the site and the provision of interactive gardens for the children. Numerous trees within be planted within the car parking area to provide shade and limit the impact on heat generated by the hardstand areas. - The landscaping to be provided within primary street setback area will assist with softening the appearance of the development when viewed from the street and assist with on-site drainage. - It is noted that the verge area abutting the subject land does not comprise any street trees. This application provide an opportunity for the City to plant street trees within the verge area abutting the subject land (despite the narrow nature of the verge area) to increase tree canopy coverage and further enhance the development when viewed from the public realm. - The development has been provided with a landscaped 'meeting place' for parents. The area is located within the front setback area and will provide greater tree canopy coverage and will assist with concealing the car parking area from the street. - The extent of landscaping along the side and rear boundaries and throughout the development will provide a buffer between the proposed development and the adjoining properties. - A variety of vegetation is proposed, ranging from shrubs to trees and sufficient space is allowed for trees to grow to a sufficient size to provide adequate canopy cover of the site for the benefit to the local community and the environment in general. This has been depicted within the landscaping plan prepared in support of the application by a landscape consultant.

	The landscaping will provide adequate deep soil zone to accommodate substantial tree growth, therefore allowing for adequate shading and the creation of a comfortable environment.
<u>Built Form and scale</u> <i>“Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.”</i>	- The proposed development features good massing as the façade is broken up by multiple elements and articulation, including varied front setbacks, indentations along the front façade and use of varying materials (i.e. render, steel, timber, glazing etc). Given these key elements, it is contended that the future development on the land will contribute to the desired built form character of the streetscape along Odin Road and the future anticipated development within the Stirling City Centre. - In addition to the above point, the development will locate the large openings (windows) and a balcony overlooking the adjoining street and the main entry point to the front of the development. This will provide some activation of the development at street level, provide an active frontage and assist with improved passive surveillance of the street. - The upper floors of the proposed development will comprise generous setbacks to the side and rear boundaries to reduce the bulk and scale of the development when viewed from the adjoining properties. This will also allow for adequate separation for any future development on the adjoining lots and an opportunity to allow for some mature trees to grow within these areas. - The proposed development will be of a two (2) storey nature in lieu of a permitted four (4) storey development to further reduce the bulk and scale of the development (i.e. the proposed development on the subject land is sympathetic to the existing development along this part of Odin Road). - The proposed building height is consistent with existing developments within the area and reflects the anticipated built form within the outer areas of the Stirling City Centre. - The development will include the concealment of the car parking area behind the front setback area and screened from view from the public realm.
<u>Functionality and build quality</u> <i>“Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle.”</i>	- The design of the development is considered to be functional, with the internal layout being designed to meet the needs of the future operator and patrons (children). - In addition to the above point, the development has been designed to satisfy the statutory requirements for the child care premises, including the required internal and external area to accommodate the proposed number of children attending the venue. - The development will include the use of robust materials and construction methods that will comprise a long life cycle. - The development has been designed to allow for access to northern winter sun and cross ventilation (air flow through the building) and good building separation from the lot boundaries. This will allow for reduced usage of artificial lighting and mechanical ventilation, which will assist with reducing long term running cost (reduce electrical use). - The development will comprise an entry point (pedestrian access path) that provides a clearly definable entry and a sense of place for the future patrons to the child care premises. This also allows for a link to the existing pedestrian network within the adjoining road network to encourage walking and use of public transport.

	The landscaping provided along parts of the property boundaries and throughout the site (including within the car parking area and external play areas) will provide a buffer between the adjoining properties and the proposed building on the subject land for improved visual privacy. The landscaping will also assist with providing some shadowing of the development during the summer months (to provide protection from solar heating) and softening the appearance of the development when viewed from the public realm or the adjoining properties.
<u>Sustainability</u> <i>“Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.”</i>	- The proposed development has been designed to obtain northern orientation where possible to obtain access to both natural light and ventilation (in particular the outdoor play areas). The access to the natural light and ventilation is reinforced by the provision of good separation between the building on the subject land and the lot boundaries. It is contended that the design layout of the development will assist with reduced running costs of the development and allow for access to natural light and ventilation, - The use of landscaping within the front setback area and the car parking area will assist with providing adequate shading during the hot summer months. The landscaping will also assist with filtering the eastern and western sun during the summer periods. - The upper floor has been designed to allow natural light to penetrate into the ground floor play area. - The placement of landscaping within the car parking area will provide protection of the hardstand area from the sun (reduce heat generated by the hardstand). - Adequate landscaping will be provided to accord with water-sensitive design, provide natural shading during the summer months and provide adequate greenery to benefit the development. This includes the installation of new mature trees on the land to provide shading and reduce the ‘heat island effect’. - The location of windows to key internal activity rooms and the entry point along the frontage of the building will provide for improved connectivity between the public and private realms that will assist with social interaction and good passive surveillance. - The development will include the installation of solar panels to reduce running costs. - The proposed development will provide a vital community service within the Innaloo and Stirling City Centre areas. - The development has good access to public transport and a pedestrian network which will assist with reducing motor vehicle dependency and provide for alternative methods of transportation to motor vehicle usage.
<u>Amenity</u> <i>“Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.”</i>	- The development has been designed to meet the needs of the operator and to achieve the requirements prescribed statutory requirements associated with the running of a development. - The design layout also include easy connection/access between the internal and external play areas for the children. In addition, the key administrative areas have been located so they do not adversely impact the children’s active spaces. - Screening and buffers have been provided along the edge of the outdoor play areas to assist with limiting any adverse impacts on the adjoining properties in terms of noise and visual privacy.

	- Large windows have been provided along the front façade of the building to promote passive surveillance of the street. The windows also provide an outlook for the children/staff and allow for effective connectivity with the public realm. This includes the location of a staff breakout area along the front façade of the development. - Adequate boundary setbacks and the absence of parapet walls have been provided for adequate separation between the buildings on the subject land and the adjoining properties. This provides for a buffer area around the perimeter of the development that will provide a green space and limit any potential impact associated with bulk, scale, visual privacy, noise etc. - The proposed development has been designed to be located with good separation from the southern lot boundary to limit the extent of shadow being cast over the adjoining southern property. - The development has been designed to avoid any direct overlooking of the adjoining properties to preserve the amenity of both the internal and external living areas on the adjoining properties. - The development has been designed to allow for easy access for both the staff and parents attending the development.
<u>Legibility</u> <i>“Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.”</i>	- The proposed development is legible in that it provides a distinctive façade and conceals the on-site car parking area from the public realm. - One (1) crossover/driveway is proposed for the development to provide a clear vehicle entry point for both staff and parents attending the child care premises. - The main entry into the development is central and provides easy access, with the entry being directly from the street and allowing for easy access for parents and children to the child care premises. This entry is easily distinguishable and provides designated access to one secure entry area. This design philosophy will allow for clear and easy access for parents during pick up and drop off times. - The development has been designed to establish clear definable area for pick up/drop off. This includes a clear entry point and designated car parking area to service the use. - The development is well connected to the existing pedestrian path network within the adjoining road network. - The development will comprise a covered entry point that will provide protection from the elements.
<u>Safety</u> <i>“Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.”</i>	- The proposal provides multiple windows & a balcony facing the street, the vehicle/pedestrian entrances to the building, the car parking area and the outdoor play areas. - The location of windows from the child care premises over the car parking area will provide an element of passive surveillance during the day time period. - The child care premises has been designed to ensure that children will not have unsupervised access to the street. In addition, the entry foyer has been designed to ensure that parents pick up and drop of children in a safe environment and avoid the chances of a child walking into the car parking area or street without a parent. It should be noted that parents are required to sign in and out children.

	- The development has been designed to allow for all vehicles to entry the street in a forward gear. The vehicle access point comprises adequate visual sightlines to provide a safe pedestrian environment. - Gates will be provided to allow for the site to be secure after hours. - The development will include numerous windows and gates to avoid any opportunities for concealment or entrapment by intruders.
<u>Community</u> <i>“Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.”</i>	- The Stirling City Centre comprises a high employment opportunities. The proposed child care premises on the land will provide a vital service for working parents within the nearby commercial areas. This will allow for parents to work, whilst having their children close by. - The development will also provide a service to the local residential community, which comprises a changing demographic as new multiple and grouped dwelling developments emerge that may house younger families. - The development provides a child care centre with easy access to public transport, therefore catering for parents using public transport to travel to work. - The hours of operation for the child care premises will also cater for working parents that start work before 7.00am. - The proposed development provides a number of windows and a balcony which address the street to provide an active frontage and improved connectivity between both the private and public realms. - The proposed development has been provided with a ‘meeting place’ for parents and staff to utilise throughout the day. In addition, a coffee kiosk will be available during drop-off and pick-up periods. This will allow for an element of social interaction. - The proposed development will provide a meeting spot at the front of the development to allow parents to socialise during both pick up and drop off periods.
<u>Aesthetics</u> <i>“Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.”</i>	- Aesthetics of the proposed street facing facades is highly demonstrated by the use of a variety of materials and renders, varied setbacks, balconies and windows of varying sizes. - The proposed façade provides visual interest and an active frontage that provides a connection between the public and private realms. This includes providing varying front setbacks for the development to reduce the overall impact on the street in terms of bulk and scale. - The design of the proposed development incorporates sufficient and safe pedestrian movements, whilst allowing for ease of access to various on-site facilities such as the bin storage area, administration areas and car parking. - The proposed building is reflective of the type and scale of development anticipated within the Stirling City Centre - The proposed development has been designed to include variable front setbacks, along with active spaces, which will provide an attractive and articulated front façades. The impressive façade designs will appeal to all passers-by and engage interest from the public realm.

8.0 DEVELOPMENT STANDARDS

8.1 General Development Standards

The design of the proposed new child care premises and fast food outlet (coffee kiosk) on the subject land has been formulated with due regard for the relevant 'deemed to comply requirements' of the City of Stirling's current operative Local Planning Scheme No.3 (LPS No.3) and all associated local planning policies, including the Innaloo Precinct Local Development Plan. Any variations to the development standards will be addressed within this report.

The key development standards applicable to the subject land have been derived from the following planning framework:

- i) City of Stirling's Local Planning Scheme No.3;
- ii) City of Stirling's Local Planning Policy No.6.3 – 'Bin Storage Areas';
- iii) City of Stirling's Local Planning Policy No.6.4 – 'Child Care Premises';
- iv) City of Stirling's Local Planning Policy No.6.6 – 'Landscaping';
- v) City of Stirling's Local Planning Policy No.5.8 – 'Stirling City Centre Parking';
- vi) City of Stirling's Local Planning Policy No.6.11 – 'Trees and Develop; and
- vii) City of Stirling's Local Planning Policy No.6.12 – 'Public Art on Private Land'.

Table 4 below provides an assessment of the proposed development to assist with the consideration of the application against the applied development standards:

Table 4 – Assessment Table

DEVELOPMENT COMPONENT	PRESCRIBED DEVELOPMENT STANDARDS	PROPOSED	COMPLIANCE
SETBACKS			
Primary street	Nil setback required, with awning to be continuous along the Odin Road frontage	Min – 1.7 metres (min) and no awning over verge provided.	No (Ref to justification)
Rear	Min - 6 metres	Min – 4.5 metres (varying rear setback provided)	No (Ref to justification)
Articulation along street frontages	Primary & secondary street facade to include varying use of materials and colours	Proposed development include varying setback, use of materials and colours to provide articulation and visual interest.	Yes
Side	Min – 3 metres (northern boundary) Nil setback to southern boundary	North ground – 1.565 metres (min) North upper – 3.765 metres (min) South ground – 13.2 metres (min) South upper – 3.7 metres (min)	No (Ref to justification)

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LANDSCAPING			
Deep Soil Zones	9m ² per tree	9m ² deep soil zone provided per tree	Yes
Mature Trees	Four (4) trees	Six (6) new trees, including various shade trees	Yes
Shade Tree	1 tree per 6 car parking bays	1 per 2 bays minimum (positions of car parking area is covered by building)	Yes
Landscaping Strip	2 metre landscaping strip along the rear boundary	Min 1.419 metre (min) landscaping strip	No (Ref to justification)
GENERAL/OTHER			
Building Height	Two (2) storeys (min) Four (4) storeys (max) Max wall height – 13.2 metres Max top of pitch – 16.2 metres	2 storeys Max wall HT (concealed roof – 8.7m)	Yes
Front fencing	Visually permeable Max HT – 1.8m	No front fence proposed	N/A
minimum ground floor to ceiling height	3.5 metres	3.514 metres	Yes
Visual privacy	Avoid direct overlooking of habitable rooms and outdoor living area on adjoining property.	Use of highlight windows and screens to 1.6 metres to avoid any overlooking of the adjoining properties.	Yes
Storage/refuse areas	One bin store required, screened from the street - 10m ²	One bin store screened from the street - 11.6m ²	Yes
Location of car parking	Screen car parking from primary street	Car parking area screened from Odin Road	Yes
Vehicle access/egress	Vehicles to return to street in a forward gear & crossover 6 metres max	All vehicles to return to street in a forward gear and crossover is 6 metres.	Yes
Pedestrian access	Definable entry point from street, universal access.	The building comprises a definable entry point, provides pedestrian connection with foot path network within street and allows for universal access.	Yes
Front awning	Awning to be continuous along the Odin Road frontage	No awning provided	Does not comply. (refer to justification below for front setback)
Bicycle Parking	Employees – 2 spaces Visitors – 1 space (Total 3 spaces)	4 spaces	Yes
Site Works	As per the Element 5.3.7 of the R-Codes	Retaining & fill within the street setback areas less than 500mm above NGL;	Does not comply. (refer to justification)

		- Retaining and fill along the northern side boundary greater than 500mm above NGL (max 771mm adjacent office); and - Retain wall constructed up to the northern side boundary in lieu of a 1 metre setback.	
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The following table provides written justification for those aspects of the proposed development on the subject land that does not meet the relevant 'deemed to comply requirements' of the planning framework.

The following table provides written justification for those aspects of the proposed development on the subject land that does not meet the relevant 'deemed to comply requirements' of the planning framework.

Table 5 - Justification

DEVELOPMENT PROVISION	PROPOSED VARIATION TO 'DEEMED TO COMPLY REQUIREMENTS'	JUSTIFICATION
City of Stirling - Stirling City Centre Innaloo Precinct Detailed Area Plan, Clause 3.6.2 - 'Lot boundary setbacks' Objectives <i>Front setback - To ensure that buildings provide a consistent frontage to the street.</i> <i>Lot boundary - To provide sufficient space for trees and landscaped areas and protect amenity of neighbouring properties by minimising visual intrusion and overshadowing.</i>	The application proposes that the following lot boundary setbacks for the new child care premises on the subject land do not meet the 'deemed to comply requirements' of Detailed Area Plan: i) The minimum front setback for the development will be 1.7 metres in lieu of nil; ii) The proposed development will not compromise an awning over the verge area as required by the Detailed Area Plan; iii) A portion of the upper floor of the proposed building will comprise a minimum setback of 4.5 metres from the eastern rear boundary in lieu of 6 metres; and iv) A portion of the ground floor of the proposed building will comprise a minimum setback of 1.565 metres from the	<u>Front Setback & Awning</u> - The proposed development has been designed to provide an active front setback, with a 'meeting place' for staff, parents and the local community. This includes the provision of a coffee kiosk and seating area within the front setback. Given the narrow nature of the verge, there is insufficient space to allow for gathering within the verge. As such, the proposed setback area provides sufficient space for people to congregate and socialize (which is a good planning outcome for the development). - The front setback provides a transition between the grouped dwelling development to the north (which has a larger more traditional front setback to the proposed building on the subject and. - The proposed building has been designed to provide good massing along the streetscape, along with the use of varying materials and varying setbacks. This has provided a well-articulated building that comprises an element of visual interest when viewed along the street. - The front setback allows for separation between the building and the road carriageway to improved safety for the future patrons of the child care premises. In addition, the front setback allows for the provision of landscaping to enhance the development when viewed from the street. - The proposed front setback for the new development on the subject land is consistent with existing developments along Odin Road, including a number of multiple dwelling developments. - The development provide sufficient shelter from the

	northern side boundary in lieu of 3 metres.	elements and an open aspect along the frontage of the building. <u>Lot Boundary Setbacks</u> 7. The variations for the minimum required lot boundary setbacks are considered to be minor and will not have an adverse impact on the adjoining properties and/or the streetscape in terms of bulk and scale. In regard to the rear setback variation, the extent of building intruding into the rear setback area is well setback from the street and will not be visible from the street. 8. The setback variation to the rear boundary can be attributed to the irregular shape of the subject land (i.e. angled boundary). This has resulted in the minimum setback from the rear boundary varying from 4.5 metres to 5.211 metres. It should also be note that a portion of the building will comprise a 15.2 metre setback from the rear boundary. 9. The proposed setback variations to the northern side boundary is only for the ground floor, with the upper floor comprising a setback of 3.7 metres, which is greater than the minimum allowable setback. 10. The proposed development will comprise large setbacks to the southern side boundary, which will provide a sense of openness for the development and limit the extent of shadow over the adjoining southern property. The lack of shadow being cast over the adjoining southern property will reduce any potential impacts on the amenity of that property. 11. Portions of the upper floor intruding into the eastern rear setback area is open outdoor play area. Given this, there is less bulk and scale than an enclosed two storey building or a three storey building. 12. The proposed development has been designed to incorporate landscaping within the setback areas and within the upper floor outdoor play areas to provide articulation and visual interest when viewed from the adjoining properties. 13. The proposed development on the subject land meets the 'deemed to comply requirements' of Element 5.4.2 C2.1 (i.e. 'Solar access for adjoining sites') of the R-Codes and will not impact access to light and ventilation for any future and/or existing dwellings on the adjoining properties. 14. The proposed development has been designed to provide for the effective use of all available space and the creation of adequate internal and external play areas for the child care premises. 15. The proposed development has been designed to avoid overlooking the adjoining properties. This has been achieved by providing screens to the upper floor play area. 16. That portion of the proposed child care premises on the subject land comprising reduced setbacks to the northern side boundary abuts a common driveway for the existing grouped dwelling development on adjoining No.41 Odin Road (see Figure 2 – Aerial Site Plan). The proposed
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		development will not cast a shadow over the adjoining northern property. Given these facts, it is contended that the reduced setback for the child care premises from the northern side boundary will not have an adverse impact on any key habitable spaces associated with existing development on the adjoining property. 17. That portion of the new development on the subject land seeking setback variations from the eastern rear boundary (i.e. upper floor play area) will abut the extensive rear yard areas and outbuildings of the existing single detached dwellings on adjoining Lot 4 & 5 (No.42 & 44) La Grange Street (see Figure 2 – Aerial Site Plan). Once again, the proposed development will not cast a shadow over the adjoining eastern property at 12 noon on 21 June (i.e. winter solstice). Furthermore, it is likely that the adjoining rear properties will be re-developed in the future, with car parking most likely be located to rear of those sites. Given these observations, it is contended that the proposed development on the subject land with a reduced setback from the eastern rear boundary will not have an adverse impact any key sensitive spaces of the existing dwellings and/or any future development on the adjoining eastern properties. 18. It should be noted that the LDP allows for four (4) storey development on the land. The proposed development is only two (2) storey and therefore has less impact in terms of bulk and scale (including the reduced boundary setback) compared to a development reflecting the maximum allowable building height. Having regard for the above it is contended that those portions of the new child care premises development on the subject land comprising reduced setbacks from the northern side boundary and the eastern rear boundary satisfies the 'objectives' of Innaloo Detailed Area Plan, will not have a negative impact on the adjoining properties or the streetscape and may therefore be approved by the City and the JDAP.
City of Stirling - Stirling City Centre Innaloo Precinct Detailed Area Plan, Clause 3.6.2 – 'Landscaping' <i>Objective</i> <i>Landscaping - To improve the visual appeal of development, screen service areas and provide shade and green relief in built up areas.</i>	The application proposes that a [portion of the landscaping strip along the rear boundary will comprise a width of 1.419 metres in lieu of 2 metres required by the 'deemed to comply' provisions of the Innaloo Detailed Area Plan.	1. The variation to the landscaping strip to the rear of the development is minor and can be attributed to the irregular shape of the land (i.e. angled lot boundary). It should be noted that the width of the landscaping strip ranges from 1.419 metres to 2.7 metres (where it abuts the car parking area), with the outdoor play area occupying a large portion along the rear boundary. 2. In light of the above, the variation being sought is considered minor and will not result in the development having an adverse impact on the local streetscape. 3. This application also proposes to plant new trees within the rear setback area and additional landscaping to provide a buffer between the proposed development and the adjoining eastern properties. The landscaping proposed will be irrigated and maintained to a high standard to ensure that it will enhance the development and contribute positively to the amenity of the area.

		4. The overall development on the land will comprise a high standard of landscaping and sufficient extent of landscaping throughout the development to enhance the development and provide good canopy coverage. 5. Adequate shade will be provided for the car parking area to reduce heat generation. 6. The landscaping for the entire development is considered to be effective and environmentally sustainable given current water restrictions, waterwise usage principles and ongoing maintenance costs. 7. The landscaping and setbacks for the development from the rear boundary is adequate to limit any impact the proposed development on the subject land may have on the adjoining eastern properties. The extent of landscaping and planting of trees along the rear boundary will assist with providing relief of the proposed built form of the new development on the land. Having regard for all of the above it is contended that the proposed variation to the width of the landscaping strip along the rear boundary of the new development on the subject land will not have an adverse impact on the streetscape, will not adversely impact the existing dwellings on the adjoining properties, it satisfies the 'objectives' of the Innaloo Detailed Area Plan and may therefore be supported and approved by the City and the JDAP.
R-Code Element 3.5 C3.5.2 & C3.5.3 – 'Site works & retaining walls' <i>P3.5.1 Development that considers and responds to the natural features of the site and requires minimal excavation/fill.</i> <i>P3.5.2 Where excavation/fill is necessary, all finished levels respect the natural ground level at the lot boundary of the site and as viewed from the street.</i> <i>P3.5.3 Retaining walls that result in land which can be effectively used for the benefit of residents, do not detrimentally affect the amenity of adjoining properties in the</i>	The application proposes the following variations to the 'deemed to comply requirements' of Element 5.5 of the R-Codes: i) Retaining wall/fill along the northern side boundary comprising a maximum height of 771mm above NGL in lieu of 500mm above NGL; and ii) The retaining wall along the northern side boundary comprising a nil setback in lieu of 1 metre.	1. The subject land is characterised by a fall in natural ground levels of 1.05 metres across the site. Given this variation in the natural ground level, the development has been designed to comprise a level that is consistent with the street to provide greater presence along Odin Road and avoid a slope within the front setback area. 2. The variation to the extent of fill (i.e. 271mm) is considered to be minor and will not have an adverse impact on the streetscape and/or the adjoining properties in terms of bulk and scale. 3. The proposed extent of fill and retaining wall height along the lot boundary will be appropriately engineered to ensure that the development on the subject land does not impact the existing developments on the adjoining properties. Engineering details will be provided at building permit stage. 4. The over height retaining wall along the northern side boundary ranges from nil to 771mm, given the natural fall of the land. 5. The location of the retaining wall along the boundaries will assist with providing for the effective use of all available space and the creation of adequate/usable space. 6. The proposed development on the subject land, along with the retaining walls, meet the 'deemed to comply requirements' of Element 5.4.2 C2.1 ('Solar access for adjoining sites') of the R-Codes. In addition, the extent of

<i>opinion of the decision-maker, and are designed, engineered and landscaped having due regard to the provisions of element 3.10 Visual privacy</i>		retaining walls will not adversely impact access to light and ventilation for the existing dwellings on the adjoining properties. 7. That portion of the retaining wall/fill to be build up to the northern side boundary will abut the common driveway for the existing grouped dwelling development on adjoining No.41 Odin Road (see Figure 2 – Aerial Site Plan). In addition, the proposed new development on the subject land will not cast a shadow over the adjoining northern property at 12 noon on 21 June (i.e. winter solstice). Given this observation, it is contended that the retaining wall/fill will not have an adverse impact on any sensitive habitable spaces associated with the existing grouped dwelling development on the adjoining southern property. Having regard for the above it is contended that the proposed retaining wall and fill to be built up to the northern side boundary of the subject land satisfies the ‘design principles’ of Element 3.5 of the R-Codes, is a result of the constraints of the land, will assist with providing a level/usable site, will not have a detrimental impact on the adjoining properties or local streetscape and may therefore be approved by the City and the JDAP.
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9.0 CITY OF STIRLING DESIGN REVIEW PANEL

The application was referred to the City of Stirling Design Review Panel (DRP) meeting on 20 June 2023 for consideration and comment. It is noted that the proposed use and development on the land is generally supported by the Panel, with a number of recommendations and comments being made to improve the functionality and appearance of the development.

Following a review of the comments, the plans prepared in support of the development were amended and has resulted in vast improvements to the design layout of the development. The key changes undertaken include the following:

- i) Additional trees have been provided at ground level to provide greater shade within the play area. In addition the plans have been updated to reflect the landscaping plans;
- ii) The bin store has been updated. It should be noted that the owner of the subject land also owns the adjoining southern property, which will be redeveloped in the near future. As such, the existing dwelling on the adjoining property will be removed. Furthermore, the DAP requires a commercial use ground level. Given this, the proposed location of the bin store will not have an adverse impact on the future development on the adjoining property;
- iii) Changes have been made to the upper floor circulation to improved internal access;
- iv) A coffee kiosk has been included as part of the development to promote social interaction and connectivity;
- v) The turning bay has been relocated as requested by the DRP;
- vi) Solar panels on the roof have been included to provide an energy initiative for the development;
- vii) More windows to the northern side of the building have been provided (both at ground and upper floor) to provide improved access to the northern winter sun;

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- viii) Fencing within the front setback area has been removed, with the front setback area being designed to be open and allow for a 'meeting spot' for staff, parents and community members;
- ix) Entry point amended to allow for improved access, including the removal of the glass fencing and inclusion of visually permeable walls; and
- x) The façade of the building along the land's Odin Road frontage has been revised to include public artwork.

10.0 CONSULTANT REPORTS

10.1 Acoustics Report

An acoustic report has been prepared in support of the application by 'Herring Storer Acoustics' (see copy attached herewith). The report has undertaken an assessment of the noise emissions generated by the proposed development and the potential impact that noise may have on the adjoining and surrounding residential properties.

The acoustics report provides a number of recommendations for the proposed development and concludes that the proposed development is capable of operating without having any detrimental impacts on the surrounding residential properties.'

In light of the above, the acoustic report provides the following conclusion:

- i) *Noise received at the neighbouring residences from the outdoor play area would comply with day period assigned noise level.*
- ii) *The air conditioning condensing units have also been assessed to comply with the requirements of the Environmental Protection (Noise) Regulations 1997 at all times. It is noted that noise associated with cars movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors are not strictly exempt from the Regulations. Noise received at the neighbouring residences from these noise sources would also comply with the Regulatory requirements, at all times.*
- iii) *Thus, noise emissions from the proposed development, with the implementation of noise managements as outlined in Section 7 – Assessment be deemed to comply with the requirements of the Environmental Protection (Noise) Regulations 1997. For information, the noise managements recommended are :*
 - *The boundary fencing to be as shown on the plans attached in Appendix A. We note that colourbond fencing is an acceptable fencing material for child care centres.*
 - *Children are not allowed within the outdoor play area prior to 0700 hours.*
 - *No music to be played outdoors.*
 - *Music played indoors to be of a reasonable level, without a heavy base. Doors are to be closed when music is being played.*
 - *Air conditioning condensing units to only be along the northern side of the building. Air conditioning units to be inverter type. Additionally, the air conditioning condensing units to have "low Noise" night period modes that reduce noise emissions by no less than 4 dB(A).*
 - *It is noted that the mechanical services have not been designed at this stage, thus an assessment of the design is to be undertaken to ensure compliance with the assigned noise levels.*

- *Signage to be posted within the car park asking parents / staff not to play music or radio and not to slam car doors / boots.*
- *Waste bins are not to be wheeled from the bin store to the kerb and returned during the night period (i.e. before 0700 hours).*

In light of the above, it is concluded that the design and location of the proposed development on the land is suitable and can be managed in terms of noise generation.

10.2 Traffic Impact Statement

A Traffic Impact Statement has been prepared by 'KCTT' in support of this application (see copy attached herewith). The Traffic Impact Statement (TIS) comprises the following conclusions in terms of the proposed development on the subject land:

- The additional traffic attracted to the subject site is expected to increase by a maximum of 472 vehicular trips per day and 86 vehicular trips in the peak hour.*
- Odin Road is classified as Distributor A as per MRWA classification with the indicative traffic volume described as 8,000 and above vehicles per day. Currently the traffic counts show approximately 20,000 VPD on Odin Road, as the traffic from the proposed development would be approximately 2% of the existing daily traffic.*
- Given this is a two-lane per direction road with provided right-turn lane opportunities from the painted median, KCTT believe that Odin Road will successfully absorb the additional traffic from the proposed development.*
- Other surrounding roads would absorb significantly less traffic than Odin Road, moreover, the traffic would be dispersed so that the impact can be considered negligible.*
- In summary KCTT believe that the proposed development will not have a negative impact on the surrounding road network.*

In light of the above, it is concluded that the design and location of the proposed development on the land is suitable in terms of traffic movement and generation.

10.3 Waste Management

A waste management plan (WMP) has been prepared by 'CF Town Planning & Development' in support of this application (see copy attached herewith). The proposed waste collection for the development will be undertaken on-site using a private contractor, servicing the site twice per week per waste stream (i.e. two collections per week).

The WMP concludes that sufficient measures are proposed to ensure that the development can adequately be serviced in terms of waste disposal & collection.

11.0 SUMMARY OF JUSTIFICATIONS

Having regard for all of the above, it is contended the proposed construction of a new child care premises and fast food outlet (take-away coffee Kiosk) on Lot 435 (No.39) Odin Road, Innaloo is suitable and capable of being approved by the City of Stirling and the Metro Inner-North Joint Development Assessment Panel for the following reasons:

- It is consistent with the general objectives of the land's current 'Urban' zoning classification under the Metropolitan Region Scheme.
- The City of Stirling and JDAP have the discretion to grant approval for a child care premises and fast food outlet uses on land classified 'Development' zone the City of Stirling's Local Planning Scheme No.3 or 'Business/Residential' zones under the Stirling City Centre Structure Plan (i.e. the uses are permitted).
- The proposed development is consistent with the stated objectives the WAPC Planning Bulletin No.72/2008 entitled 'Child Care Centres'.
- The proposed development is generally compliant with the various standards and requirements prescribed in the City of Stirling's Local Planning Scheme No.3 and all associated local planning policies. Where a variation has been sought, the proposed development has addressed the 'design principles criteria' of the relevant planning framework.
- The proposed development on the subject land will complement other similar commercial land uses and large intense residential developments within the Stirling City Centre.
- The proposed development will improve the streetscape and levels of passive surveillance along adjoining road network.
- The proposed development will foster growth and the intensification of land uses within the Stirling City Centre, by providing much needed services, employment opportunities and provide for the efficient use of underutilised land.
- The proposed child care premises will provide a much needed service within the Stirling City Centre and within the Innaloo locality and will have significant benefits for the local community.
- The proposed development on the subject land is well serviced by a comprehensive pedestrian path network that will provide access for staff and patrons to the development.
- The proposed development use on the land will not generate excessive traffic volumes and will not have a detrimental impact on the surrounding road network, given the land's easy access to a comprehensive regional road network. Furthermore, there is sufficient parking available on the subject land to service the demand likely to be generated by the proposed development.
- The design layout has been amended to address the comments and recommendations provided by the City's Design Review Panel and as a result of a number of meeting with the City of Stirling's Planning Department.
- The new development on the subject land will not compromise the existing character, amenity or compatibility of land usage in the immediate locality or give rise to any land use conflicts.

12.0 CONCLUSION

The proposed child care premises and fast food outlet (i.e. take-away coffee outlet) on the subject land will cater for the demand for such a service within the locality (in particular within the Stirling City Centre area) and will assist with fostering the future growth and intensification of uses within the City Centre, whilst providing much needed services for the residential and commercial populations within the immediate locality.

The proposed development has been designed to have due regard for the existing/anticipated built form and character within the immediate locality whilst providing a safe environment for the future patrons of the centre. Furthermore, the development is consistent in terms of bulk and scale to other medium residential developments and various commercial development constructed along Odin Road and within the Stirling City Centre.

In light of the above information and justifications, we respectfully request the City of Stirling's and Metro Inner-North Joint Development Assessment Panel's favorable consideration and conditional approval of the application to construct a new child care premises and fast food outlet (i.e. take-away coffee kiosk) on Lot 435 (No.39) Odin Road, Innaloo in accordance with the plans prepared in support of this application at the JDAP's earliest possible convenience.



1 August 2023

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2023

DEVELOPMENT APPLICATION



LOT 435 (NO.39) ODIN ROAD, INNALOO

**PROPOSED CHILD CARE PREMISES & FAST FOOD
OUTLET (TAKE-AWAY COFFEE KIOSK)
CITY OF STIRLING**

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Prepared for

Germano Designs and the landowners for the construction of a new child care premises and fast food outlet (i.e. take-away coffee kiosk) on Lot 435 (No.39) Odin Road, Innaloo.

Prepared by

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Name	Position	Document Revision	Date
Mr Carlo Famiano	Town Planner	Planning Report	1 August 2023
Mr Carlo Famiano	Town Planner	Planning Report – Rev1	1 December 2023
Mr Carlo Famiano	Town Planner	Planning Report – Rev2	14 December 2023

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1.0 INTRODUCTION

CF Town Planning & Development acts on behalf of Germano Designs and the landowners as their consultant town planners and hereby prepare the following report in support of an Application for Development Approval for the construction of a new child care premises and fast food outlet (take-away coffee kiosk) on Lot 435 (No.39) Odin Road, Innaloo ('subject land').

This report provides details regarding the following:

- Site details;
- Proposed development
- Technical information from specialised consultants (i.e. acoustic report & traffic impact statement);
- Planning considerations; and
- Provision of justification in support of the proposed development, addressing the relevant planning framework.

In light of the above, we respectfully request the City of Stirling and the Metro Inner-North Joint Development Assessment Panel's (JDAP) favorable consideration and conditional approval of the application at their earliest possible convenience.

Should you have any queries or require any additional information regarding any of the matters raised above please do not hesitate to contact Mr Carlo Famiano on 0407384140 or carlof@people.net.au.

1.1 List of Consultant Reports

The following consultant reports have been prepared in support of this development application:

- i) Traffic Impact Statement from KCTT;
- ii) Acoustic report from Herring Storer Acoustics;
- iii) Landscaping plan and playground plan from Childscapes; and
- iv) Waste management plan (WMP) from CF Town Planning & Development.

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Planning & Development Consultants

2.0 BACKGROUND & PURPOSE

Lot 435 has historically been developed and used for low density residential (i.e. 'Single House') and commercial (small shop) purposes. The subject land is located within the western part of the 'Stirling City Centre' ('Activity Centre'), which is identified as a key strategic node within the Perth Metropolitan Area. The 'Stirling City Centre' is well serviced and contains a variety of shopping/retail uses, entertainment venues, civic uses, medical facilities, recreational facilities, various commercial uses and employment opportunities.

An overview of the locality has identified that the subject land is within close proximity and comprises convenient access to the following key nodes/infrastructure:

- A regional road network (i.e. Scarborough Beach Road, Stephenson Highway and the Mitchell Freeway);
- Various public open space reserves (including the Stirling Civic Gardens);
- Various high frequency bus and train routes, including high frequency bus routes along Odin Road and Scarborough Beach Road with easy access to the Stirling Train Station (see Figure 6 – Public Transport Network);
- The Osborne Park employment (industrial) node; and
- A large residential catchment comprising low to high density type developments;

In light of the above key nodes, it is contended that the proposed child care premises and take-away coffee kiosk will provide a service to a wide spectrum of employees and residents within the area. Furthermore, it is contended that the development will foster future growth of the Stirling City Centre by providing additional opportunities for employment, business growth and a service for the local community.

It is significant to note that Odin Road is undergoing a substantial change in character and built form, including the recent construction of various multiple dwelling developments and various existing commercial uses closer to the Scarborough Beach Road. This reflects the changing nature along Odin Road and within the Stirling City Centre, which reflects the key objectives set by the City of Stirling and the State Government.

Accordingly, approval under the City of Stirling's current operative Local Planning Scheme No.3 (LPS No.3) is hereby requested.

3.0 LAND DESCRIPTION

The subject land is legally described as follows:

- Lot 435 on Diagram 25605 on Certificate of Title Volume 1681, Folio 993. The land is owned by Gang Ren.

A copy of the Certificate of Title is provided within Appendix 1 of this report.

4.0 LOCATION

The subject land is located within the southern part of the Innaloo locality and within the western extremities of the Stirling City Centre. The subject land is also located approximately 840 metres south-west of the Stirling Train Station, approximately 400 north-west of the core area of the Stirling City Centre and approximately 750 metres west of the Osborne Park employment/industrial node.

As previously mentioned, Odin Road comprises a high frequency bus route. Furthermore, the land is located approximately 380 metres north of Scarborough Beach Road which also comprises a high frequency bus route. The subject land comprises good access to a comprehensive pedestrian path network (see Figure 1 – Location Plan).

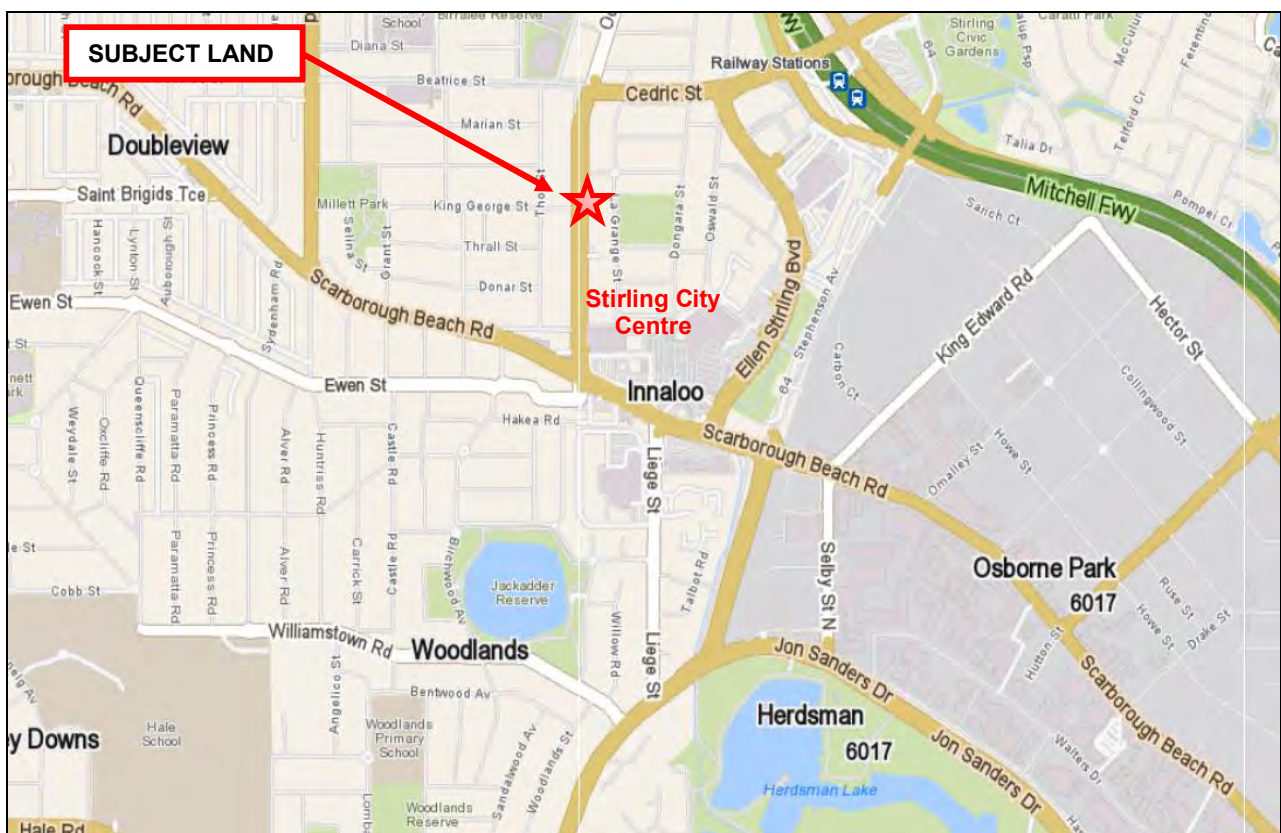


Figure 1 – Location Plan

As previously mentioned, the area is well serviced and contains a variety of commercial, service commercial and medium/high density development. Given this, the proposed child care premises and take-away coffee kiosk on the subject land will provide much needed services to the surrounding area.

In addition, the subject land contains expansive access to public transportation (bus), which provides an alternative mode of transportation to private motor vehicle usage for the employees and customers to the proposed use on the subject land (see Figure 1 – Location Plan & Figure 6).

The subject land is located within the municipality of the City of Stirling.

5.0 PHYSICAL CHARACTERISTICS

5.1 Property Details

Lot 435 is irregular in shape, comprises an area of 1,686m², has direct frontage and access to Odin Road along its western lot boundary. The subject land comprises a minor fall in natural ground levels (NGL) from 18.21 metres along the land's front boundary to 17.16 metres along the land's rear boundary, which represents a fall in NGL of 1.05 metres down/across the site (see Site Development Plan – Site Feature Survey).

The previous approved use of Lot 435 is 'Single House' and 'Shop' purposes and contained a number of physical improvements including a single detached dwelling, a single storey commercial building, an outbuilding, sealed driveway/crossover and boundary fencing (see Figure 3). These structures were recently removed and the subject land is currently vacant/unused and does not comprises any physical improvements and/or vegetation (see Figure 2 – Aerial Site Plan, Figure 3).



Figure 2 - Aerial Site Plan

The previous development and use on the subject land were poor, did not contribute to the adjoining streetscapes and was considered to be an underutilisation of the land within a well serviced area. The proposed development will enhance the subject land, will improve the streetscape, will provide for the better use of the land within a well serviced area and will provide a vital service to the local community (including employees within the immediate locality).



Figure 3 – The previous development on the subject land was run-down.

It is noted that the verge areas abutting the subject land does not comprise any street trees, but does contain a bus stop.

5.2 Character of Locality

The subject land is located on Odin Road, which is a key road leading in and out of the Stirling City Centre (i.e. northern connection for the City Centre). Given this, the built form along Odin Road is undergoing changes to accommodate new commercial developments closer to Scarborough Beach Road and/or multiple dwelling type developments becoming more common radiating north from Scarborough Beach Road.

Following an investigation of the area and a review of development activity, it is observed that land along Odin Road has historically been developed with a wide spectrum of land uses and built form character ranging from commercial developments (i.e. the Bunnings on the corner of Scarborough Beach Road & Odin Road) to residential developments comprising varying typology including single, grouped and multiple dwelling type developments. It is also observed that the built form varies from single storey to two (2) storeys. Figure 4 illustrates the range of development types along Odin Road which reflects the varying land uses and built form.

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Figure 4 – The existing built form along Odin Road ranging from commercial developments close to Scarborough Beach Road to multiple dwellings.

It should be recognized that given the land's location within the Stirling City Centre, that the area is currently and will continue to undergo a significant change in character and built form that reflects the City's objectives for land within the area. This includes the current planning framework setting minimum densities to achieve a greater dwelling yield through the construction of multiple dwellings within the area.

It is considered reasonable to conclude that the character of the locality and the local streetscapes along Odin Road is not uniform, is varied in terms of the built form and land uses and does not reflect any specific character or form. Furthermore, it is recognized that land along Odin Road is currently in a transitional period of re-development in accordance with the objectives of the Stirling City Centre and the fact that Odin Road is a key access road to and from the City Centre.

In light of the above, it is contended that the proposed demolition of the existing structures of the subject land and the construction of new child care premises and take-away coffee kiosk is consistent with the existing development emerging along the Odin Road and within the Stirling City Centre and is unlikely to have a negative impact on the existing character and amenity of the local streetscape.

5.3 Essential Services

The subject land is served by an extensive range of essential service infrastructure including power, water, reticulated sewerage, stormwater drainage, gas and telecommunications (see Figure 5).

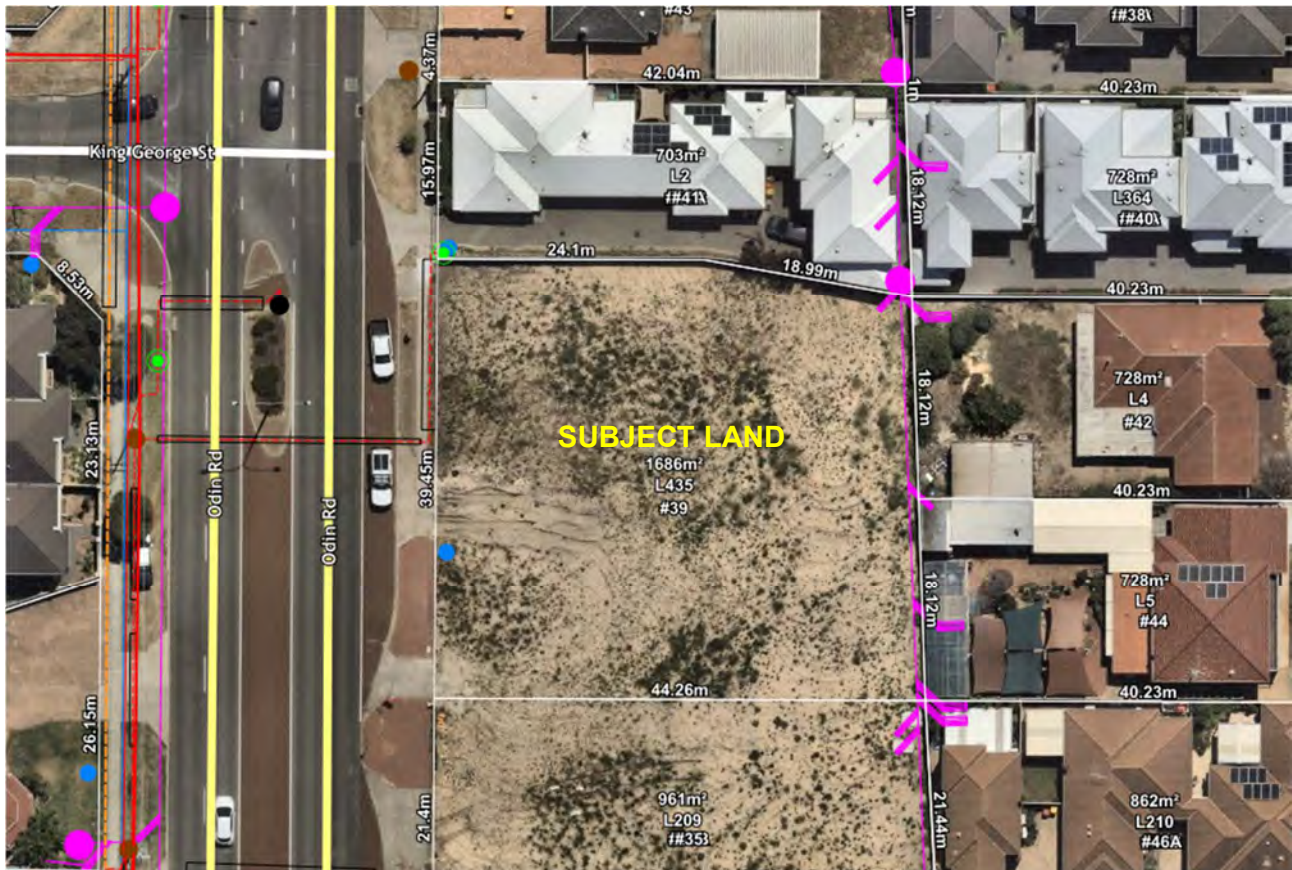


Figure 5 – The existing services in and around the subject land. Services include water, sewerage, electricity and telecommunications. The site is also well serviced with a pedestrian path network that provides good connection with the surrounding area (MNG Mapping).

The Stirling City Centre area is well served by an efficient local and district road network with convenient access to the Stephenson Highway, Scarborough Beach Road and the Mitchell Freeway. Public transport is available along various nearby roads including Odin Road Street and Scarborough Beach Road, with access to the Stirling Train Station (see Figure 6 – Public Transport Network).

The subject land is also well served by a pedestrian path network. It is contended that the subject land's good access to public transport and a pedestrian path network will provide an alternative form of transport for the future occupants (employees) and patrons of the child care premises and coffee kiosk.

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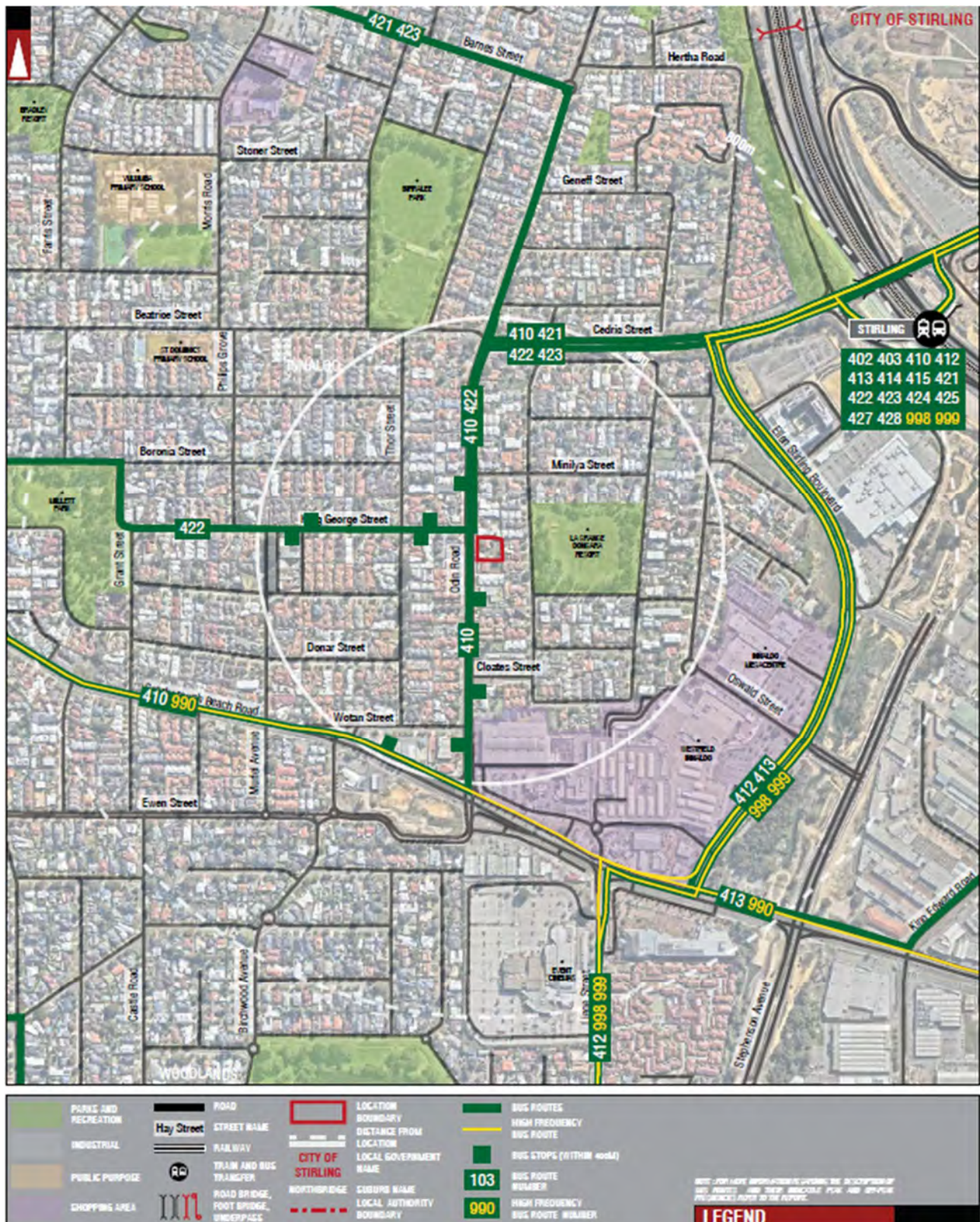


Figure 6 – The existing public transport network.

5.4 Existing Land Use

As previously mentioned, the subject land is currently development and used for 'Single House' and 'Shop' purposes and comprises a number of physical improvements.

Existing uses in the immediate locality are broadly described as follows:

- North: Medium density residential development (i.e. grouped dwellings);
- West: Odin Road road reserve with medium density residential development (i.e. grouped dwellings) beyond;
- East: Low density residential development (i.e. single houses); and
- South: Low density residential development (i.e. single house) within medium density development beyond (see Figure 2 – Aerial Site Plan).

6.0 DEVELOPMENT PROPOSAL

This application seeks the JDAP and the City of Stirling's development approval for the construction of a new child care premises and fast food outlet (i.e. take-away coffee outlet) on the subject land. The key details of the proposed works include the following:

- i) Construction of a new two (2) storey building comprising a total floor area of 890.06m²;
- ii) Provision of an outdoor play area in support of the child care premises comprising an area of 829.58m² (both ground floor and upper floor). A preliminary plan has been prepared by the prospective operators of the child care premises illustrating the layout of the playground area (see Figure 7). The plan will be finalized and lodged with the City of Stirling if and when a development approval is granted by the City and before completion of the development;
- iii) Construction of twenty two (22) on-site car parking bays and one (1) disabled bay to support the proposed development on the land. The on-site car parking area is located within the undercroft level of the building and will be screened from the adjoining streets;
- iv) Provision of one (1) motor cycle parking bay and one (1) delivery bay;
- v) Installation of four (4) bicycle parking bays;
- vi) Construction of a one (1) new crossover along the land's Odin Road frontage;
- vii) Construction of a bin storage area to service the development. The bin store will be located within the undercroft level and screened from the street;
- viii) Provision of a take-away coffee kiosk and a communal space along the Odin Road frontage of the building to providing a meeting place for parents and foster community interaction;
- ix) The provision of an outdoor staff breakout area (upper floor) along the front façade of the building;
- x) Installation of landscaping (including mature trees and required deep soli zones) throughout the development. A landscaping plan has been prepared by a landscape consultant in support of the application (see Figure 8);
- xi) Provision of public artwork along the Odin Road façade of the building (see Figure 12);
- xii) Installation of security gates for the car parking area, which will allow for the site to be locked/secured after hours (note: the gates will remain open during operating hours); and

- xiii) Installation of solar panels to support the operation of the business on the land. It should be noted that provisions have been made to accommodate solar battery storage in the future.

The external facade of the proposed new development will be constructed using high quality finishes (i.e. varying materials and colours) (see Figure 7). It is envisaged that the proposed development on the land will enhance the streetscape, will improve activation and the extent of passive surveillance over Odin Road.

The proposed development will also comprise a defined entry along the land's Odin Road frontage, with direct connection to the existing pedestrian path network within the adjoining street, which will cater for users of the public transport network along Odin Road (see Appendix 2 - Development Plans)



Figure 7 – The façades of the new building will adopt varying materials, colours and landscaping to provide an element of visual interest and articulation.

It should be noted that details regarding all future proposed advertising signage is indicative at this stage and will require confirmation by the future operator of the child care premises. Any changes to the proposed advertising signage will therefore be the subject of a separate development application to the City of Stirling if required.

Copies of the proposed site development plans and building elevation drawings are provided herewith for review and consideration by the City and the JDAP (see Appendix 2 – Site Development Plans).

Operating Details of Child Care Premises

The proposed child care premises will provide a much needed service to the local community and would support the employees of various nearby commercial nodes and residential area.

The proposed use is similar to other existing child care premises established in the Perth Metropolitan Area that are constructed along District Distributor Roads (Odin Road is a District Distributor A road) or regional roads, within an Activity Centre/City Centres or along a Transit Corridors and in close proximity to or within residential areas.

Details of the proposed child care premises use are summarized as follows:

- Operating hours for the child care premises will be Monday to Friday 6.30am to 7.00pm (the outdoor play will not be used before 7am);
- In addition to the above point, the 6.30am start time will cater for parents to drop children off on the way to work (in particular those parents that use the nearby high frequency bus service or working within the Stirling City Centre). This will allow for the child care premises to provide a service to cater for working family members utilizing the public transport network or those working within the nearby City Centre that commence work at an earlier time.
- The child care premises will be serviced by eighteen (18) staff members at any one given time; and
- The maximum number of children at any one given time is one hundred and eight (108). This figure consists of the following breakdown:
 - 0 to 2 years – 16 children
 - 2 to 3 years - 35 children
 - 3 to 5 years - 57 children

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Coffee Take-Away Kiosk

The coffee kiosk is aimed at providing a service to the local community, cater for parents dropping off and pick-up children, with some sales to the local community. The following details are provided in regard to the proposed coffee Kiosk within the new development:

- Operating hours- Monday to Friday 6.30am to 9am and 3.30pm to 7pm (closed on weekends);
- The coffee kiosk is essentially a take-away outlet;
- No additional staff are required to operate the coffee kiosk, with the chef associated with the child care premises operating the kiosk during the morning and afternoon operating times (i.e. the chef will operate the kiosk whilst not preparing food for the child care premises); and
- Given the small nature of the coffee kiosk, it is estimated that the bulk of the trade will be associated with staff and parents of the child care premises.

Landscaping Plan

A landscaping plan (including play area layout) has been prepared by 'Childscapes' in support of the proposed development on the land (see Figure 8). The plan illustrates the planting of various tree/shrubs throughout the development (including within the play areas).

In addition, the proposed landscaping will enhance the development when viewed from the public realm and will provide for sufficient protection from the elements (in particular during the hot summer months).



Figure 8 – Landscaping plan prepared in support of the proposed development of the subject land.

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7.0 STATUTORY CONSIDERATIONS

7.1 Metropolitan Region Scheme

The subject land is currently classified 'Urban' zone under the Metropolitan Region Scheme (MRS) (see Figure 9 – MRS Map). It should be noted that the zones and reservations prescribed by the MRS are broad categories only that are intentionally not precisely defined or limited in order to enable a flexible approach to town planning. The following definition is provided as a guide to its stated purpose/s in the MRS:

"Urban Zone - Areas in which a range of activities are undertaken, including residential, commercial recreational and light industry."

The proposed development and use of the land for child care premises and fast food outlet purposes is considered to be consistent with the defined intent of its current 'Urban' zoning classification under the MRS and has scope to be approved.

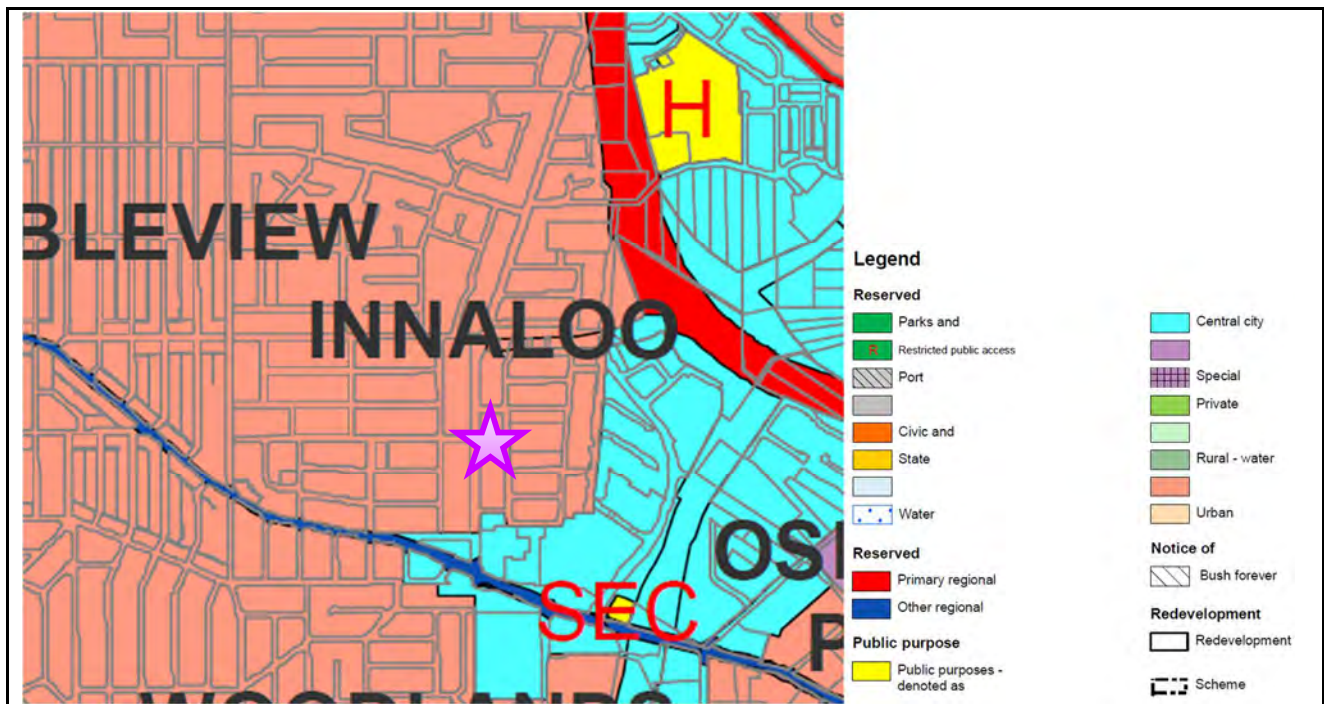


Figure 9 – MRS Map

7.2 City of Stirling Local Planning Scheme No.3

The subject land is classified 'Development' zone under the City of Stirling's current operative Local Planning Scheme No.3 (LPS No.3) (see Figure 10). Furthermore, the subject land is located within 'Stirling City Centre Special Control Area' (SCA), with the land being located within the 'Innaloo Precinct' (see Figure 11 – Stirling City Centre).

The 'Stirling City Structure Plan' was endorsed in 2014 to guide the future development of the Stirling City Centre, the Structure Plan identifies the subject land as being located within the 'City Centre Sector'.

Clause 6.11.3 of LPS No.3 states that all development within the 'Stirling City Centre SCA' shall comply with any Structure Plan, Detailed Area Plan (Local Development Plan), Local Planning Policy and Development Contribution Plan adopted for the area. Under the terms of Table 1 ('Zoning Table') of LPS No.3, any development and use of land within the 'Development' zone is to be undertaken in accordance with the approved Structure Plan or Detailed Area Plan adopted under 6A of the LPS No.3.

In light of the above, the land is part of the 'Innaloo Precinct Local Development Plan' (LDP), which identifies the subject land as 'Business' zone for the ground floor and 'City Residential' zone for the upper floor.

Schedule No. 1 of the City's LPS No.3 provides the definitions for the various uses that would apply to this application. Table 1 below provides an overview of the land use definition and permissibility within the zone, as prescribed under Table 2.3 ('Land Use Table') of the Structure Plan, that will apply to the subject land:

Table 1– Land Use & Permissibility

LAND USE	DEFINITION	USE PERMISSIBILITY
Child Care Premises	<i>Has the same meaning as in the Community Services (Child Care) Regulations 1988;</i> <i>a) an education and care service as defined in the Education and Care Services National Law (Western Australia) Act 2012 section 5(1), other than a family day care service as defined in that section, is provided; or</i> <i>b) a child care service as defined in the Child Care Services Act 2007 section 4 is provided.</i>	<i>Permitted ("P") use, meaning that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme;</i>
Fast Food Outlet	<i>Means premises used for the preparation, sale and serving of food or beverages to customers in a form ready to be eaten without further preparation, primarily off the premises</i>	<i>Permitted ("P") use, meaning that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme;</i>

It is contended the proposed development and use of the land as depicted in this application falls comfortably within the aforementioned land use definition and permissibility prescribed in the City's LPS No.3 and the 'Stirling City Centre Structure Plan'.

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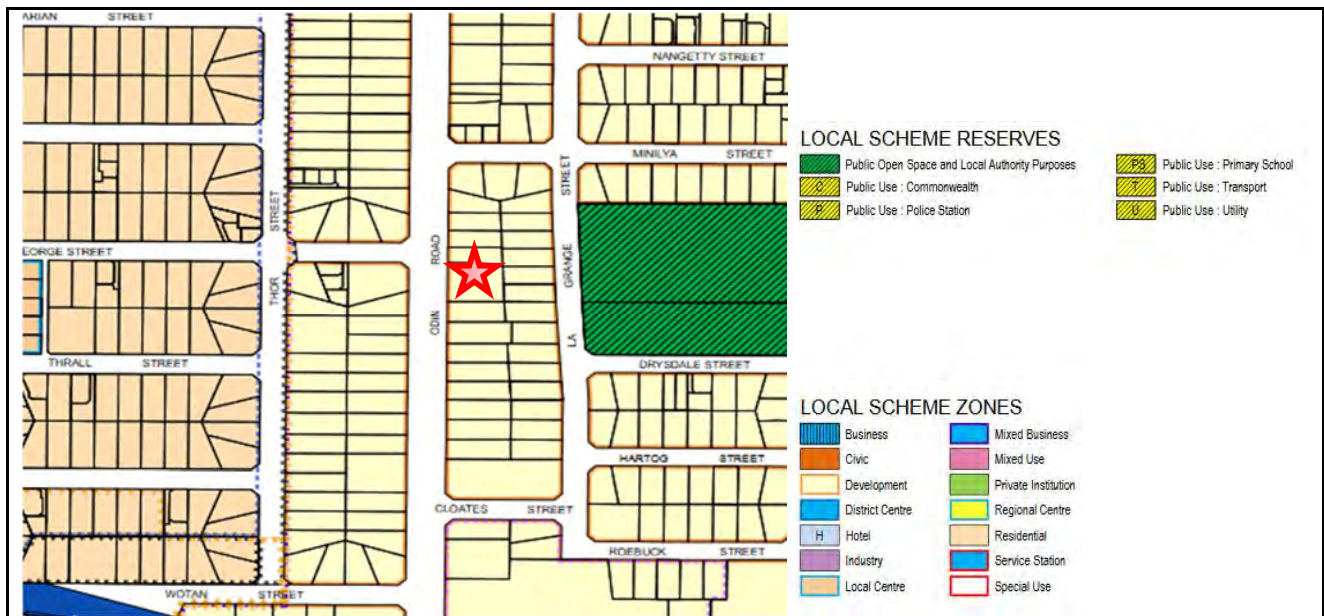


Figure 10 – Zoning Map (LPS No.17)

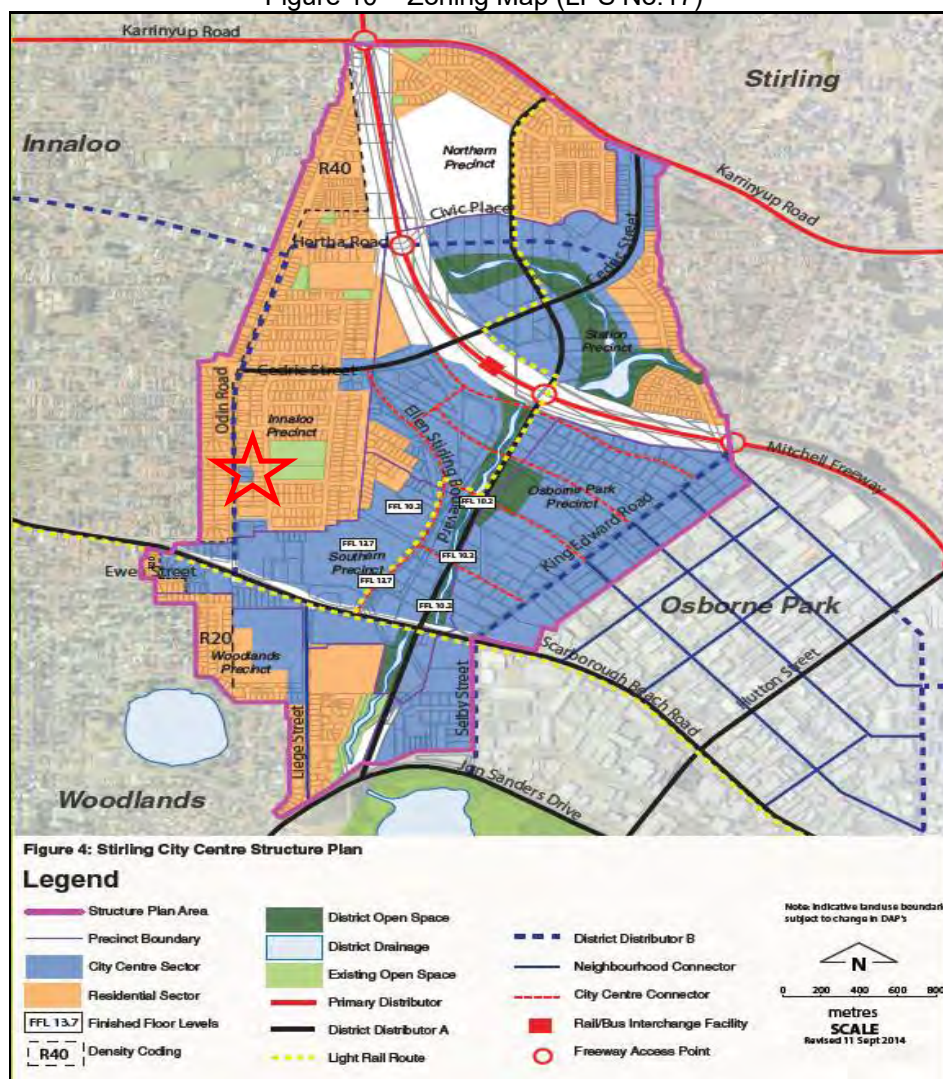


Figure 11 – The Stirling City Centre Structure Plan

Council's stated objectives for all land identified as 'Business' zone under the Stirling City Centre Structure Plan is as follows:

- a) *To facilitate uses that create employment.*
- b) *To facilitate a mix of non-residential uses, including retail and office.*
- c) *To facilitate active non-residential land uses to all street frontages identified as Active Streets in Figure 26 of Part 2 of the Structure Plan.*

Council's stated objectives for all land identified as 'City Residential' zone under the Stirling City Centre Structure Plan is as follows:

- a) *To provide for residential development including a range of dwelling types and sizes to meet current and future needs at high densities.*
- b) *To provide for a range of non-residential uses which are compatible with and complementary to residential development.*

It is contended that the proposed development on the subject land for child care premises and a fast food outlet purposes is consistent with the stated objectives of the 'Business' and 'City Residential' zone within the Structure Plan for the following reasons.

- It will provide for a new development that comprises a high quality design and built form that will enhance the streetscape and bolster the Stirling City Centre;
- It will provide a range of non-residential land uses that are compatible with and is complementary with the residential area (i.e. the use is typically located within residential areas);
- It will provide and foster employment opportunities within the Stirling City Centre;
- It will provide an active frontage along Odin Road and foster activation along the street and an element of connectivity, along with an element of social interaction;
- It will provide a community type facility that will service both the existing residential and commercial uses within the immediate locality;
- It will provide a much needed service within the Innaloo localities for the benefit to the local community, with convenient access to public transport;
- It will provide a new use along Odin Road leading into the commercial hub of the Stirling City Centre, which will meet the needs of the local community and provide diversity in use/built form along Odin Road; and
- It will provide a building that includes good massing and bulk along the Odin Road frontage of the subject land to provide presence along the street and allow for the building to be identified by passers-by;

7.3 City of Stirling Local Planning Policy No.6.4 – 'Child Care Premises'

It is noted that the City of Stirling has recently amended Local Planning Policy No.6.4. The purpose of the City's Policy is to promote the provision of child care premises in areas that are located close to Activity Centres and Urban Corridors to encourage the use of public transport and more walking, cycling and multi-trips. The subject land is located along Odin Road and within an Activity Centre, with the Policy identifying Odin Road as being an 'Activity Corridor' and comprises access to a high frequency public transport network.

Further to the above, the Policy contains a number of provisions that apply when considering development applications for a child care premises. The following provides a broad response to those provisions prescribed within the Policy to assist with the consideration of the application:

- i) The subject land is located along an 'Activity Corridor', which comprises a high frequency public transport service and a variety of land uses. The land is also located within an Activity Centre. As such, the proposal satisfies the locational criteria of the Policy;
- ii) The subject land comprises an area of greater than 1,000m²;
- iii) The design of the proposed building is sympathetic to the existing residential developments within the immediate area, including examples of recently constructed multiple dwelling developments along Odin Road;
- iv) The proposed development addresses the various development standards in regard to setbacks, site coverage and building height. This will be outlined further within this report;
- v) The development will include masonry boundary fencing;
- vi) Landscaping has been provided throughout the development to provide for sufficient canopy coverage, reduce the impact of heat generated and assist with enhancing the appearance of the development when viewed from the street; and
- vii) The proposed development will comprise sufficient on-site car parking bays to accommodate the demand generated by the use (which is screened from the street). The car parking area has been designed to include a 6 metre wide crossover (as prescribed within the Policy) and will comprise easy access for both staff and patrons.

The Policy prescribes the hours of operation for a child care premises shall be limited to 7:00am to 6.30pm, Monday to Friday and 8.00am to 6.00pm on weekends.

As previously mentioned, the hours for the proposed child care premises on the subject land will be Monday to Friday 6.30am to 7.00pm. Justification in support of the additional operating hours is addressed further within this report under the section outlining Western Australian Planning Commission's (WAPC's) Planning Bulletin No.72/2009.

7.4 City of Stirling Local Planning Policy No.5.8 – 'Stirling City Centre Parking'

The proposed development has been designed to provide for twenty two (22) on-site car parking bays and one (1) disable bay with vehicular access via a single crossover along the land's Odin Road frontage (see Site Development Plans).

The City's Local Planning Policy No.5.8 entitled 'Stirling City Centre Parking' outlines the on-site car parking requirements for non-residential land (the 'Outer Area' provisions would apply in this instance). In reviewing the development, it is noted that the plot ratio for the site is 0.49. For the purpose of calculating on-site car parking, the Policy does not distinguish between land use types accommodated within a development.

The following car parking calculations are provided to assist the City of Stirling and JDAP's assessment of the application and have been formulated with due regard for the parking standards prescribed in Table 1 of the City's Local Planning Policy No.5.8 entitled 'Stirling City Centre Parking' applicable to land located within the 'Outer Area'.

Table 2 – Car Parking Calculation

SIZE OF DEVELOPMENT	MIN PRESCRIBED PARKING STANDARD	MAX PRESCRIBED PARKING STANDARD
Outer Area – Development with a plot ratio of 1.0 or less	1.25 bays per 100m ² of non-residential floor space	2.5 bays per 100m ² of non-residential floor space
Total floor area of development	890.06m ²	890.06m ²
No. of bays as per Policy	11 bays	22.25 bays
Total No. of max bays permitted		22 bays
Total number of on-site parking bays provided		22 bays

As demonstrated by the above table, the proposed development on the subject land provides greater than the minimum required number of bays required under the City's Local Planning Policy No.5.8 for developments within the Stirling City Centre.

The additional on-site car parking (greater than the maximum allowable on-site bays set by the Policy) will service the demand generated by the development and will avoid any adverse impacts on the immediate locality and the adjoining road network.

In addition to the above, the development proposes the allocation of fourteen (14) on-site bays to be allocated to staff to accommodate the needs for the use. It is viewed that the proposed number of on-site car parking bays will cater for the demand for parking typically anticipated for the child care premises use. This will assist with reducing instances of traffic congestion and unauthorized parking along Odin Road.

A traffic impact statement (TIS) has been prepared by KCTT Consulting Engineers in support of the proposed development on the subject land. Details and conclusions of the TIS will be documented further within this report.

7.5 City of Stirling Local Planning Policy No.6.12 - 'Public Art on Private Land'

The City of Stirling's Local Planning policy No.6.12 entitled 'Public Art on Private Land' seeks to improve the appearance and amenity of places and improve the vibrancy and character of an area. At this stage, the proposed development intends to local/place the artwork along the land's Odin Road frontage (i.e. façade of the building) to enhance the development when viewed from the street (see Figure 12).

Details of the artwork will be provided once a development approval has been issued by the JDAP and the City of Stirling. As such, it is requested that an appropriately worded condition be imposed on any development approval granted that the details, approval and installation of the public artwork be obtained prior to the completion/occupancy of the development.

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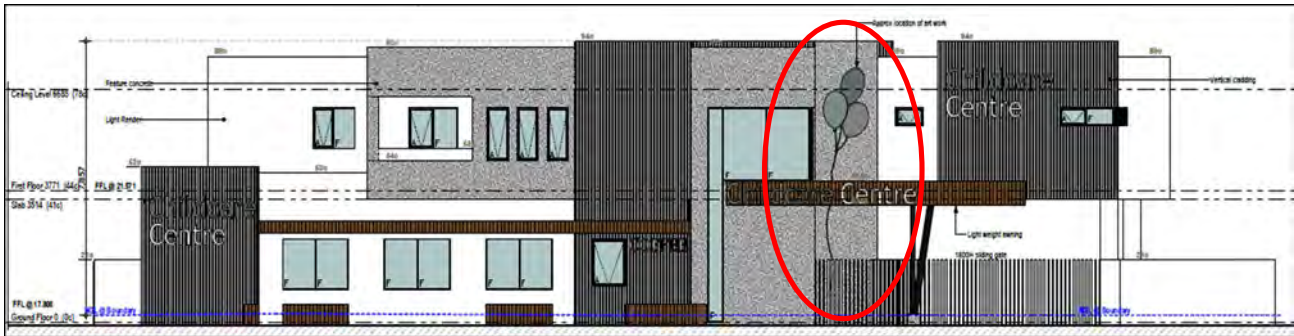


Figure 12 – Location of public artwork

7.6 WAPC Planning Bulletin No.72/2009 - 'Child Care Centres'

The Western Australian Planning Commission's (WAPC's) Planning Bulletin No.72/2009 entitled 'Child Care Centres' provides guidance to decision makers, developers and the broader community regarding the various matters required to be considered when planning for the development and use of child care centres. The objectives of this Planning Bulletin are to:

- a) *locate child care centres appropriately in relation to their surrounding service area;*
- b) *minimise the impact a child care centre has on its surrounds, in particular on the amenity of existing residential areas;*
- c) *minimise the impact the surrounds may have on a child care centre; and*
- d) *consider the health and safety of children attending the child care centre within the confines of the planning system.*

It is contended that the proposed child care premises on the subject land is consistent with the objectives of Planning Bulletin No.72/2009 for the following reasons:

- i) It is well located in terms of access to a local and district road network to allow for improved access and minimizes any impacts on the surrounding residential area;
- ii) It will provide a much needed service in the Stirling City Centre and within the Innaloo locality, with the use providing significant benefits to the local community and the employees within the City Centre (providing a service for employees within the Stirling City Centre);
- iii) It is a community type use that is commonly located within close proximity and within residential areas;
- iv) The proposed development has been designed to comprise a layout that will ensure a safe environment for children attending the centre; and
- v) The traffic movements generated by the child care premises will not be excessive and will not have a detrimental impact on the surrounding road network.

The application proposes that the operating hours for the child care premises will be Monday to Friday 6.30am to 7.00pm, which is contrary to the hours prescribed within the Bulletin. Justification in support of this non-compliant aspect is provided below.

Hours of Operation

The application proposes that the operating hours for the child care premises will be Monday to Friday 6.30am to 7.00pm in lieu of the prescribed operating hours stated within the Bulletin of 7.00am to 7.00pm on weekdays. As such the application proposes to operate 30 minutes more during the morning period on weekdays. The following justification has been provided in support of the addition operating hours for the City's consideration:

- i) The proposed extension to the operating hours (i.e. 30 minutes in the morning) is considered minor and will not have an adverse impact on the amenity of the immediate locality;
- ii) Whilst the premises will accommodate for working parents to drop children off before 7am, the play areas could be limited so as to not be used until after 7am to reduce any adverse impacts on the surrounding area;
- iii) The subject land is located within the Stirling City Centre and in close proximity to various employment nodes and various public transport routes that provides a service to other key employment nodes outside of the area (such as the Osborne Park employment node or the Perth CBD). The additional start time will cater for parents using the public transport network to drop children off on the way to work;
- iv) It is observed that a number of commercial development within the immediate area comment trade before 7am. Given this, the earlier starting time for the child care premises on the subject land will not adversely impact the amenity of the surround area;
- v) A review of previous decision made by the City of Stirling and the JDAP for similar developments has identified that the starting time of 6.30am has been supported where there is merit. Given the location of the subject land within a City Centre environment, it is contented that this application has merit;
- vi) It should be noted that the subject land abuts Odin Road, which experiences high traffic volumes and traffic/road noise. Any noise generated by the child care premises at 6.30am would be less than the extent of noise generated by passing traffic along Odin Road; and
- vii) In addition to the above point, an acoustics report has been prepared by Herring Storer Acoustics in support of the application reviewing the noise generated by the child care premises commencing operation at 6.30am.

In light of the above, the proposed operating hours have merit and may therefore be supported.

7.7 State Planning Policy No.5.4 – 'Road & Rail Noise'

The subject land is located along Odin Road, which have been identified as a regional road (see Figure 13 - PlanWA). As such, this development application requires the preparation of an acoustic report to enable the City to undertake an assessment against *State Planning Policy No. 5.4 Road and Rail Noise*.

An acoustic report has been prepared in support of this application be Herring Storer Acoustics (see copy attached) addressing State Planning Policy No.5.4 in terms of noise. The report provides the following conclusion:

- i) In accordance with the Policy, the following would be the acoustic criteria applicable to this project

External

- Day 55 dB(A) LAeq
- Night 50 dB(A) LAeq

Internal

- Sleeping Areas 35 dB(A) LAeq(night)
- Living Areas 40 dB(A) LAeq(day)

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- ii) The results of the acoustic assessment indicate that noise received at the development from future traffic, exceed external noise level criteria. Therefore, noise amelioration listed in Appendix B, is required.

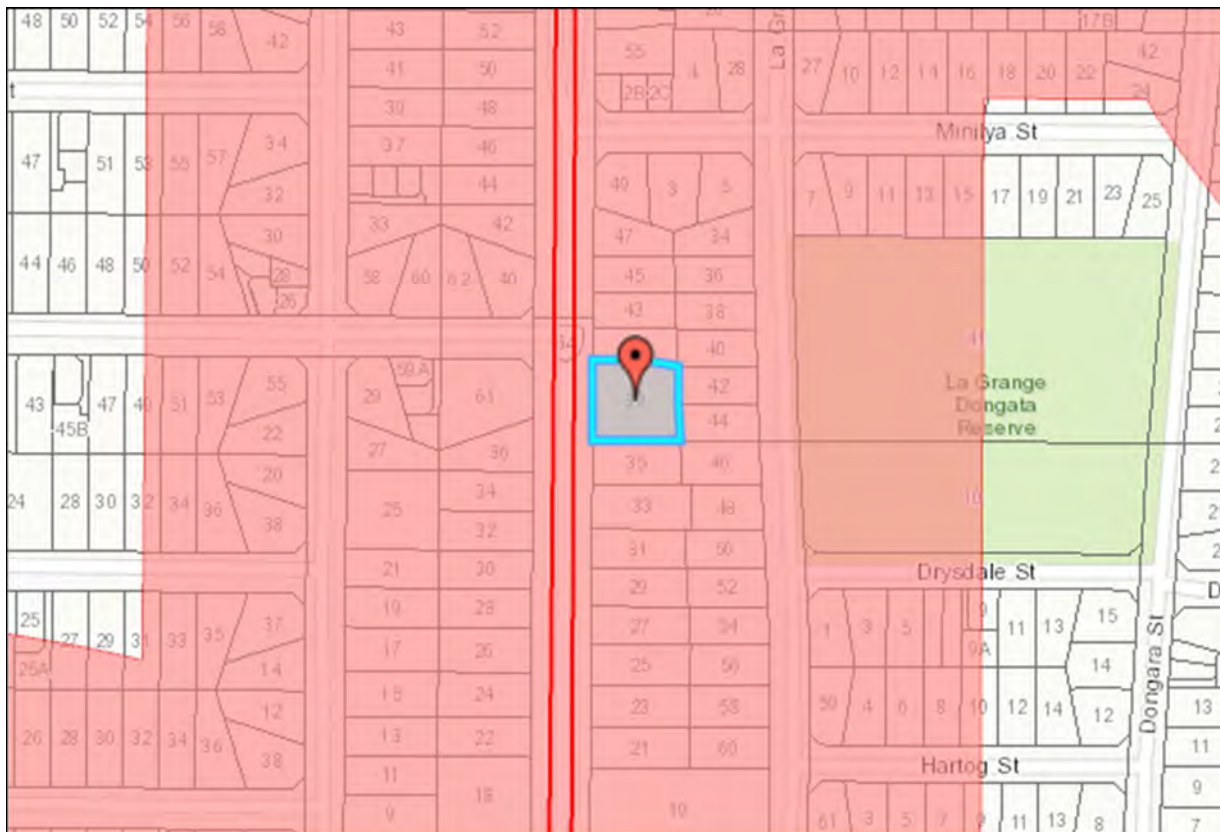


Figure 13 – Road Noise (PlanWA)

7.8 Bushfire Prone Areas

The subject land has not been identified by the Department of Fire & Emergency Services (DFES) as being located within a designated 'bushfire prone area' (see Figure 14).

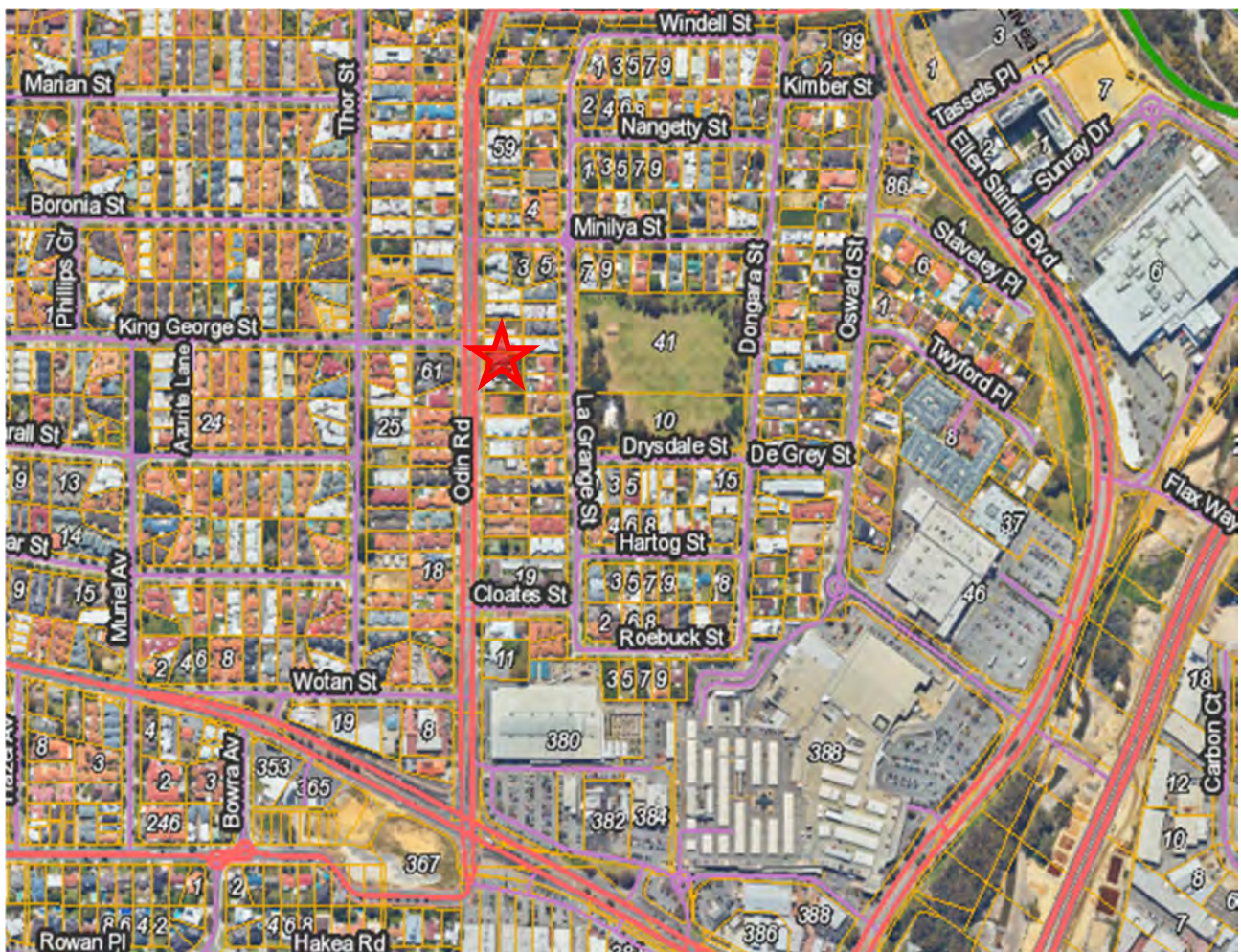


Figure 14 – DFES Bushfire Mapping

7.9 Contaminated Site Investigation

A search of the site under the contaminated sites register has revealed that the land does not have any contamination (see Figure 15). In addition, the subject land is not impacted by floods plains, Bush Forever site and/or acid sulphate soils.

(Note: Contaminated sites are identified in blue on Figure 15)

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Figure 15 – Contaminated Site Mapping (MNG Mapping)

7.10 State Planning Policy No.7.0 - 'Design of Built Form Environment'

The following table provides responses to the 'design principles' outlined with the Western Australian Planning Commission's State Planning Policy No.7.0 for consideration by the City of Stirling and the JDAP.

Table 3 – Design Principles

DESIGN PRINCIPLE	RESPONSE
<u>Context and character</u> <i>"Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place."</i>	- A review of the immediate locality has identified that the character along Odin Road varies in terms of built form and land uses. This includes some older single dwellings (both single storey and two storey) to more modern multiple dwelling developments and existing commercial developments along the southern part of Odin Road leading into the core area of the Stirling City Centre. It is noted that the new multiple dwelling developments are two (2) storey, with the existing commercial developments comprise height s equivalent to two or three storeys. - In light of the above, Odin Road comprises an eclectic mix of built form of different era of construction (i.e. from 1960's to current construction). The

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	proposed development will provide activation of the land's frontage along Odin Road and provide good building mass that reflects the anticipated scale of development within a City Centre. - It is noted that Odin Road is undergoing a transitional period with the older low density built form being replaced by more intense scale of development that reflects a City Centre environment. - The proposed development and land use will provide a vital and much needed service within the Stirling City Centre and will support the growth of the City Centre. - The new development on the subject land reflects the objectives of the 'Stirling City Centre Structure Plan'. This includes a mix of residential and commercial land uses of varying building height. - The new development will provide distinguishable architectural features and high level of passive surveillance of the public realm. This includes the vision that the streetscape character will contain three (3) or four (4) storey developments within this part of the Innaloo Precinct. As such, the proposed built form of the new development on the subject land reflects the current planning framework.
<u>Landscape quality</u> <i>"Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context."</i>	- A review of the subject land has revealed that there is some existing vegetation on the site. Further investigation is being undertaken by the building designer to determine whether the trees are worthy of retention. Given that the trees are not significant and the location of the trees, the application does not propose to retain the trees. - Notwithstanding the above, the proposed development will comprise extensive landscaping throughout the site at both the ground level and the first floors (within the play areas). This includes the planting of numerous mature trees throughout the site and the provision of interactive gardens for the children. Numerous trees within be planted within the car parking area to provide shade and limit the impact on heat generated by the hardstand areas. - The landscaping to be provided within primary street setback area will assist with softening the appearance of the development when viewed from the street and assist with on-site drainage. - It is noted that the verge area abutting the subject land does not comprise any street trees. This application provide an opportunity for the City to plant street trees within the verge area abutting the subject land (despite the narrow nature of the verge area) to increase tree canopy coverage and further enhance the development when viewed from the public realm. - The development has been provided with a landscaped 'meeting place' for parents. The area is located within the front setback area and will provide greater tree canopy coverage and will assist with concealing the car parking area from the street. - The extent of landscaping along the side and rear boundaries and throughout the development will provide a buffer between the proposed development and the adjoining properties. - A variety of vegetation is proposed, ranging from shrubs to trees and sufficient space is allowed for trees to grow to a sufficient size to provide adequate canopy cover of the site for the benefit to the local community and the environment in general. This has been depicted within the landscaping plan prepared in support of the application by a landscape consultant.

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	The landscaping will provide adequate deep soil zone to accommodate substantial tree growth, therefore allowing for adequate shading and the creation of a comfortable environment.
<u>Built Form and scale</u> <i>“Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.”</i>	- The proposed development features good massing as the façade is broken up by multiple elements and articulation, including varied front setbacks, indentations along the front façade and use of varying materials (i.e. render, steel, timber, glazing etc). Given these key elements, it is contended that the future development on the land will contribute to the desired built form character of the streetscape along Odin Road and the future anticipated development within the Stirling City Centre. - In addition to the above point, the development will locate the large openings (windows) and a balcony overlooking the adjoining street and the main entry point to the front of the development. This will provide some activation of the development at street level, provide an active frontage and assist with improved passive surveillance of the street. - The upper floors of the proposed development will comprise generous setbacks to the side and rear boundaries to reduce the bulk and scale of the development when viewed from the adjoining properties. This will also allow for adequate separation for any future development on the adjoining lots and an opportunity to allow for some mature trees to grow within these areas. - The proposed development will be of a two (2) storey nature in lieu of a permitted four (4) storey development to further reduce the bulk and scale of the development (i.e. the proposed development on the subject land is sympathetic to the existing development along this part of Odin Road). - The proposed building height is consistent with existing developments within the area and reflects the anticipated built form within the outer areas of the Stirling City Centre. - The development will include the concealment of the car parking area behind the front setback area and screened from view from the public realm.
<u>Functionality and build quality</u> <i>“Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle.”</i>	- The design of the development is considered to be functional, with the internal layout being designed to meet the needs of the future operator and patrons (children). - In addition to the above point, the development has been designed to satisfy the statutory requirements for the child care premises, including the required internal and external area to accommodate the proposed number of children attending the venue. - The development will include the use of robust materials and construction methods that will comprise a long life cycle. - The development has been designed to allow for access to northern winter sun and cross ventilation (air flow through the building) and good building separation from the lot boundaries. This will allow for reduced usage of artificial lighting and mechanical ventilation, which will assist with reducing long term running cost (reduce electrical use). - The development will comprise an entry point (pedestrian access path) that provides a clearly definable entry and a sense of place for the future patrons to the child care premises. This also allows for a link to the existing pedestrian network within the adjoining road network to encourage walking and use of public transport.

	The landscaping provided along parts of the property boundaries and throughout the site (including within the car parking area and external play areas) will provide a buffer between the adjoining properties and the proposed building on the subject land for improved visual privacy. The landscaping will also assist with providing some shadowing of the development during the summer months (to provide protection from solar heating) and softening the appearance of the development when viewed from the public realm or the adjoining properties.
<u>Sustainability</u> <i>“Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.”</i>	- The proposed development has been designed to obtain northern orientation where possible to obtain access to both natural light and ventilation (in particular the outdoor play areas) . The access to the natural light and ventilation is reinforced by the provision of good separation between the building on the subject land and the lot boundaries. It is contended that the design layout of the development will assist with reduced running costs of the development and allow for access to natural light and ventilation, - The use of landscaping within the front setback area and the car parking area will assist with providing adequate shading during the hot summer months. The landscaping will also assist with filtering the eastern and western sun during the summer periods. - The upper floor has been designed to allow natural light to penetrate into the ground floor play area. - The placement of landscaping within the car parking area will provide protection of the hardstand area from the sun (reduce heat generated by the hardstand). - Adequate landscaping will be provided to accord with water-sensitive design, provide natural shading during the summer months and provide adequate greenery to benefit the development. This includes the installation of new mature trees on the land to provide shading and reduce the ‘heat island effect’. - The location of windows to key internal activity rooms and the entry point along the frontage of the building will provide for improved connectivity between the public and private realms that will assist with social interaction and good passive surveillance. - The development will include the installation of solar panels to reduce running costs. - The proposed development will provide a vital community service within the Innaloo and Stirling City Centre areas. - The development has good access to public transport and a pedestrian network which will assist with reducing motor vehicle dependency and provide for alternative methods of transportation to motor vehicle usage.
<u>Amenity</u> <i>“Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.”</i>	- The development has been designed to meet the needs of the operator and to achieve the requirements prescribed statutory requirements associated with the running of a development. - The design layout also include easy connection/access between the internal and external play areas for the children. In addition, the key administrative areas have been located so they do not adversely impact the children’s active spaces. - Screening and buffers have been provided along the edge of the outdoor play areas to assist with limiting any adverse impacts on the adjoining properties in terms of noise and visual privacy.

	• Large windows have been provided along the front façade of the building to promote passive surveillance of the street. The windows also provide an outlook for the children/staff and allow for effective connectivity with the public realm. This includes the location of a staff breakout area along the front façade of the development. • Adequate boundary setbacks and the absence of parapet walls have been provided for adequate separation between the buildings on the subject land and the adjoining properties. This provides for a buffer area around the perimeter of the development that will provide a green space and limit any potential impact associated with bulk, scale, visual privacy, noise etc. • The proposed development has been designed to be located with good separation from the southern lot boundary to limit the extent of shadow being cast over the adjoining southern property. • The development has been designed to avoid any direct overlooking of the adjoining properties to preserve the amenity of both the internal and external living areas on the adjoining properties. • The development has been designed to allow for easy access for both the staff and parents attending the development.
<u>Legibility</u> <i>“Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.”</i>	• The proposed development is legible in that it provides a distinctive façade and conceals the on-site car parking area from the public realm. • One (1) crossover/driveway is proposed for the development to provide a clear vehicle entry point for both staff and parents attending the child care premises. • The main entry into the development is central and provides easy access, with the entry being directly from the street and allowing for easy access for parents and children to the child care premises. This entry is easily distinguishable and provides designated access to one secure entry area. This design philosophy will allow for clear and easy access for parents during pick up and drop off times. • The development has been designed to establish clear definable area for pick up/drop off. This includes a clear entry point and designated car parking area to service the use. • The development is well connected to the existing pedestrian path network within the adjoining road network. • The development will comprise a covered entry point that will provide protection from the elements.
<u>Safety</u> <i>“Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.”</i>	• The proposal provides multiple windows & a balcony facing the street, the vehicle/pedestrian entrances to the building, the car parking area and the outdoor play areas. • The location of windows from the child care premises over the car parking area will provide an element of passive surveillance during the day time period. • The child care premises has been designed to ensure that children will not have unsupervised access to the street. In addition, the entry foyer has been designed to ensure that parents pick up and drop of children in a safe environment and avoid the chances of a child walking into the car parking area or street without a parent. It should be noted that parents are required to sign in and out children.

	- The development has been designed to allow for all vehicles to enter the street in a forward gear. The vehicle access point comprises adequate visual sightlines to provide a safe pedestrian environment. - Gates will be provided to allow for the site to be secure after hours. - The development will include numerous windows and gates to avoid any opportunities for concealment or entrapment by intruders.
<u>Community</u> <i>"Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction."</i>	- The Stirling City Centre comprises a high employment opportunities. The proposed child care premises on the land will provide a vital service for working parents within the nearby commercial areas. This will allow for parents to work, whilst having their children close by. - The development will also provide a service to the local residential community, which comprises a changing demographic as new multiple and grouped dwelling developments emerge that may house younger families. - The development provides a child care centre with easy access to public transport, therefore catering for parents using public transport to travel to work. - The hours of operation for the child care premises will also cater for working parents that start work before 7.00am. - The proposed development provides a number of windows and a balcony which address the street to provide an active frontage and improved connectivity between both the private and public realms. - The proposed development has been provided with a 'meeting place' for parents and staff to utilise throughout the day. In addition, a coffee kiosk will be available during drop-off and pick-up periods. This will allow for an element of social interaction. - The proposed development will provide a meeting spot at the front of the development to allow parents to socialise during both pick up and drop off periods.
<u>Aesthetics</u> <i>"Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses."</i>	- Aesthetics of the proposed street facing facades is highly demonstrated by the use of a variety of materials and renders, varied setbacks, balconies and windows of varying sizes. - The proposed façade provides visual interest and an active frontage that provides a connection between the public and private realms. This includes providing varying front setbacks for the development to reduce the overall impact on the street in terms of bulk and scale. - The design of the proposed development incorporates sufficient and safe pedestrian movements, whilst allowing for ease of access to various on-site facilities such as the bin storage area, administration areas and car parking. - The proposed building is reflective of the type and scale of development anticipated within the Stirling City Centre - The proposed development has been designed to include variable front setbacks, along with active spaces, which will provide an attractive and articulated front façades. The impressive façade designs will appeal to all passers-by and engage interest from the public realm.

8.0 DEVELOPMENT STANDARDS

8.1 General Development Standards

The design of the proposed new child care premises and fast food outlet (coffee kiosk) on the subject land has been formulated with due regard for the relevant 'deemed to comply requirements' of the City of Stirling's current operative Local Planning Scheme No.3 (LPS No.3) and all associated local planning policies, including the Innaloo Precinct Local Development Plan. Any variations to the development standards will be addressed within this report.

The key development standards applicable to the subject land have been derived from the following planning framework:

- i) City of Stirling's Local Planning Scheme No.3;
- ii) City of Stirling's Local Planning Policy No.6.3 – 'Bin Storage Areas';
- iii) City of Stirling's Local Planning Policy No.6.4 – 'Child Care Premises';
- iv) City of Stirling's Local Planning Policy No.6.6 – 'Landscaping';
- v) City of Stirling's Local Planning Policy No.5.8 – 'Stirling City Centre Parking';
- vi) City of Stirling's Local Planning Policy No.6.11 – 'Trees and Develop; and
- vii) City of Stirling's Local Planning Policy No.6.12 – 'Public Art on Private Land'.

Table 4 below provides an assessment of the proposed development to assist with the consideration of the application against the applied development standards:

Table 4 – Assessment Table

DEVELOPMENT COMPONENT	PRESCRIBED DEVELOPMENT STANDARDS	PROPOSED	COMPLIANCE
SETBACKS			
Primary street	Nil setback required, with awning to be continuous along the Odin Road frontage	Min – 1.7 metres (min) and no awning over verge provided.	No (Ref to justification)
Rear	Min - 6 metres	Min – 4.5 metres (varying rear setback provided)	No (Ref to justification)
Articulation along street frontages	Primary & secondary street facade to include varying use of materials and colours	Proposed development include varying setback, use of materials and colours to provide articulation and visual interest.	Yes
Side	Min – 3 metres (northern boundary) Nil setback to southern boundary	North ground – 1.565 metres (min) North upper – 3.765 metres (min) South ground – 13.2 metres (min) South upper – 3.7 metres (min)	No (Ref to justification)

LANDSCAPING			
Deep Soil Zones	9m ² per tree	9m ² deep soil zone provided per tree	Yes
Mature Trees	Four (4) trees	Six (6) new trees, including various shade trees	Yes
Shade Tree	1 tree per 6 car parking bays	1 per 2 bays minimum (positions of car parking area is covered by building)	Yes
Landscaping Strip	2 metre landscaping strip along the rear boundary	Min 1.419 metre (min) landscaping strip	No (Ref to justification)
GENERAL/OTHER			
Building Height	Two (2) storeys (min) Four (4) storeys (max) Max wall height – 13.2 metres Max top of pitch – 16.2 metres	2 storeys Max wall HT (concealed roof – 8.7m)	Yes
Front fencing	Visually permeable Max HT – 1.8m	No front fence proposed	N/A
minimum ground floor to ceiling height	3.5 metres	3.514 metres	Yes
Visual privacy	Avoid direct overlooking of habitable rooms and outdoor living area on adjoining property.	Use of highlight windows and screens to 1.6 metres to avoid any overlooking of the adjoining properties.	Yes
Storage/refuse areas	One bin store required, screened from the street - 10m ²	One bin store screened from the street - 11.6m ²	Yes
Location of car parking	Screen car parking from primary street	Car parking area screened from Odin Road	Yes
Vehicle access/egress	Vehicles to return to street in a forward gear & crossover 6 metres max	All vehicles to return to street in a forward gear and crossover is 6 metres.	Yes
Pedestrian access	Definable entry point from street, universal access.	The building comprises a definable entry point, provides pedestrian connection with foot path network within street and allows for universal access.	Yes
Front awning	Awning to be continuous along the Odin Road frontage	No awning provided	Does not comply. (refer to justification below for front setback)
Bicycle Parking	Employees – 2 spaces Visitors – 1 space (Total 3 spaces)	4 spaces	Yes
Site Works	As per the Element 5.3.7 of the R-Codes	Retaining & fill within the street setback areas less than 500mm above NGL;	Does not comply. (refer to justification)

		- Retaining and fill along the northern side boundary greater than 500mm above NGL (max 771mm adjacent office); and - Retain wall constructed up to the northern side boundary in lieu of a 1 metre setback.	
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The following table provides written justification for those aspects of the proposed development on the subject land that does not meet the relevant 'deemed to comply requirements' of the planning framework.

The following table provides written justification for those aspects of the proposed development on the subject land that does not meet the relevant 'deemed to comply requirements' of the planning framework.

Table 5 - Justification

DEVELOPMENT PROVISION	PROPOSED VARIATION TO 'DEEMED TO COMPLY REQUIREMENTS'	JUSTIFICATION
City of Stirling - Stirling City Centre Innaloo Precinct Detailed Area Plan, Clause 3.6.2 - 'Lot boundary setbacks' Objectives <i>Front setback - To ensure that buildings provide a consistent frontage to the street.</i> <i>Lot boundary - To provide sufficient space for trees and landscaped areas and protect amenity of neighbouring properties by minimising visual intrusion and overshadowing.</i>	The application proposes that the following lot boundary setbacks for the new child care premises on the subject land do not meet the 'deemed to comply requirements' of Detailed Area Plan: i) The minimum front setback for the development will be 1.7 metres in lieu of nil; ii) The proposed development will not compromise an awning over the verge area as required by the Detailed Area Plan; iii) A portion of the upper floor of the proposed building will comprise a minimum setback of 4.5 metres from the eastern rear boundary in lieu of 6 metres; and iv) A portion of the ground floor of the proposed building will comprise a minimum setback of 1.565 metres from the	<u>Front Setback & Awning</u> - The proposed development has been designed to provide an active front setback, with a 'meeting place' for staff, parents and the local community. This includes the provision of a coffee kiosk and seating area within the front setback. Given the narrow nature of the verge, there is insufficient space to allow for gathering within the verge. As such, the proposed setback area provides sufficient space for people to congregate and socialize (which is a good planning outcome for the development). - The front setback provides a transition between the grouped dwelling development to the north (which has a larger more traditional front setback to the proposed building on the subject and. - The proposed building has been designed to provide good massing along the streetscape, along with the use of varying materials and varying setbacks. This has provided a well-articulated building that comprises an element of visual interest when viewed along the street. - The front setback allows for separation between the building and the road carriageway to improved safety for the future patrons of the child care premises. In addition, the front setback allows for the provision of landscaping to enhance the development when viewed from the street. - The proposed front setback for the new development on the subject land is consistent with existing developments along Odin Road, including a number of multiple dwelling developments. - The development provide sufficient shelter from the

	northern side boundary in lieu of 3 metres.	elements and an open aspect along the frontage of the building. <u>Lot Boundary Setbacks</u> 7. The variations for the minimum required lot boundary setbacks are considered to be minor and will not have an adverse impact on the adjoining properties and/or the streetscape in terms of bulk and scale. In regard to the rear setback variation, the extent of building intruding into the rear setback area is well setback from the street and will not be visible from the street. 8. The setback variation to the rear boundary can be attributed to the irregular shape of the subject land (i.e. angled boundary). This has resulted in the minimum setback from the rear boundary varying from 4.5 metres to 5.211 metres. It should also be note that a portion of the building will comprise a 15.2 metre setback from the rear boundary. 9. The proposed setback variations to the northern side boundary is only for the ground floor, with the upper floor comprising a setback of 3.7 metres, which is greater than the minimum allowable setback. 10. The proposed development will comprise large setbacks to the southern side boundary, which will provide a sense of openness for the development and limit the extent of shadow over the adjoining southern property. The lack of shadow being cast over the adjoining southern property will reduce any potential impacts on the amenity of that property. 11. Portions of the upper floor intruding into the eastern rear setback area is open outdoor play area. Given this, there is less bulk and scale than an enclosed two storey building or a three storey building. 12. The proposed development has been designed to incorporate landscaping within the setback areas and within the upper floor outdoor play areas to provide articulation and visual interest when viewed from the adjoining properties. 13. The proposed development on the subject land meets the 'deemed to comply requirements' of Element 5.4.2 C2.1 (i.e. 'Solar access for adjoining sites') of the R-Codes and will not impact access to light and ventilation for any future and/or existing dwellings on the adjoining properties. 14. The proposed development has been designed to provide for the effective use of all available space and the creation of adequate internal and external play areas for the child care premises. 15. The proposed development has been designed to avoid overlooking the adjoining properties. This has been achieved by providing screens to the upper floor play area. 16. That portion of the proposed child care premises on the subject land comprising reduced setbacks to the northern side boundary abuts a common driveway for the existing grouped dwelling development on adjoining No.41 Odin Road (see Figure 2 – Aerial Site Plan). The proposed
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		development will not cast a shadow over the adjoining northern property. Given these facts, it is contended that the reduced setback for the child care premises from the northern side boundary will not have an adverse impact on any key habitable spaces associated with existing development on the adjoining property. 17. That portion of the new development on the subject land seeking setback variations from the eastern rear boundary (i.e. upper floor play area) will abut the extensive rear yard areas and outbuildings of the existing single detached dwellings on adjoining Lot 4 & 5 (No.42 & 44) La Grange Street (see Figure 2 – Aerial Site Plan). Once again, the proposed development will not cast a shadow over the adjoining eastern property at 12 noon on 21 June (i.e. winter solstice). Furthermore, it is likely that the adjoining rear properties will be re-developed in the future, with car parking most likely be located to rear of those sites. Given these observations, it is contended that the proposed development on the subject land with a reduced setback from the eastern rear boundary will not have an adverse impact any key sensitive spaces of the existing dwellings and/or any future development on the adjoining eastern properties. 18. It should be noted that the LDP allows for four (4) storey development on the land. The proposed development is only two (2) storey and therefore has less impact in terms of bulk and scale (including the reduced boundary setback) compared to a development reflecting the maximum allowable building height. Having regard for the above it is contended that those portions of the new child care premises development on the subject land comprising reduced setbacks from the northern side boundary and the eastern rear boundary satisfies the 'objectives' of Innaloo Detailed Area Plan, will not have a negative impact on the adjoining properties or the streetscape and may therefore be approved by the City and the JDAP.
City of Stirling - Stirling City Centre Innaloo Precinct Detailed Area Plan, Clause 3.6.2 – 'Landscaping' <i>Objective</i> <i>Landscaping - To improve the visual appeal of development, screen service areas and provide shade and green relief in built up areas.</i>	The application proposes that a [portion of the landscaping strip along the rear boundary will comprise a width of 1.419 metres in lieu of 2 metres required by the 'deemed to comply' provisions of the Innaloo Detailed Area Plan.	1. The variation to the landscaping strip to the rear of the development is minor and can be attributed to the irregular shape of the land (i.e. angled lot boundary). It should be noted that the width of the landscaping strip ranges from 1.419 metres to 2.7 metres (where it abuts the car parking area), with the outdoor play area occupying a large portion along the rear boundary. 2. In light of the above, the variation being sought is considered minor and will not result in the development having an adverse impact on the local streetscape. 3. This application also proposes to plant new trees within the rear setback area and additional landscaping to provide a buffer between the proposed development and the adjoining eastern properties. The landscaping proposed will be irrigated and maintained to a high standard to ensure that it will enhance the development and contribute positively to the amenity of the area.

		4. The overall development on the land will comprise a high standard of landscaping and sufficient extent of landscaping throughout the development to enhance the development and provide good canopy coverage. 5. Adequate shade will be provided for the car parking area to reduce heat generation. 6. The landscaping for the entire development is considered to be effective and environmentally sustainable given current water restrictions, waterwise usage principles and ongoing maintenance costs. 7. The landscaping and setbacks for the development from the rear boundary is adequate to limit any impact the proposed development on the subject land may have on the adjoining eastern properties. The extent of landscaping and planting of trees along the rear boundary will assist with providing relief of the proposed built form of the new development on the land. Having regard for all of the above it is contended that the proposed variation to the width of the landscaping strip along the rear boundary of the new development on the subject land will not have an adverse impact on the streetscape, will not adversely impact the existing dwellings on the adjoining properties, it satisfies the 'objectives' of the Innaloo Detailed Area Plan and may therefore be supported and approved by the City and the JDAP.
R-Code Element 3.5 C3.5.2 & C3.5.3 – 'Site works & retaining walls' <i>P3.5.1 Development that considers and responds to the natural features of the site and requires minimal excavation/fill.</i> <i>P3.5.2 Where excavation/fill is necessary, all finished levels respect the natural ground level at the lot boundary of the site and as viewed from the street.</i> <i>P3.5.3 Retaining walls that result in land which can be effectively used for the benefit of residents, do not detrimentally affect the amenity of adjoining properties in the</i>	The application proposes the following variations to the 'deemed to comply requirements' of Element 5.5 of the R-Codes: i) Retaining wall/fill along the northern side boundary comprising a maximum height of 771mm above NGL in lieu of 500mm above NGL; and ii) The retaining wall along the northern side boundary comprising a nil setback in lieu of 1 metre.	1. The subject land is characterised by a fall in natural ground levels of 1.05 metres across the site. Given this variation in the natural ground level, the development has been designed to comprise a level that is consistent with the street to provide greater presence along Odin Road and avoid a slope within the front setback area. 2. The variation to the extent of fill (i.e. 271mm) is considered to be minor and will not have an adverse impact on the streetscape and/or the adjoining properties in terms of bulk and scale. 3. The proposed extent of fill and retaining wall height along the lot boundary will be appropriately engineered to ensure that the development on the subject land does not impact the existing developments on the adjoining properties. Engineering details will be provided at building permit stage. 4. The over height retaining wall along the northern side boundary ranges from nil to 771mm, given the natural fall of the land. 5. The location of the retaining wall along the boundaries will assist with providing for the effective use of all available space and the creation of adequate/usable space. 6. The proposed development on the subject land, along with the retaining walls, meet the 'deemed to comply requirements' of Element 5.4.2 C2.1 ('Solar access for adjoining sites') of the R-Codes. In addition, the extent of

<i>opinion of the decision-maker, and are designed, engineered and landscaped having due regard to the provisions of element 3.10 Visual privacy</i>	retaining walls will not adversely impact access to light and ventilation for the existing dwellings on the adjoining properties. 7. That portion of the retaining wall/fill to be build up to the northern side boundary will abut the common driveway for the existing grouped dwelling development on adjoining No.41 Odin Road (see Figure 2 – Aerial Site Plan). In addition, the proposed new development on the subject land will not cast a shadow over the adjoining northern property at 12 noon on 21 June (i.e. winter solstice). Given this observation, it is contended that the retaining wall/fill will not have an adverse impact on any sensitive habitable spaces associated with the existing grouped dwelling development on the adjoining southern property. Having regard for the above it is contended that the proposed retaining wall and fill to be built up to the northern side boundary of the subject land satisfies the ‘design principles’ of Element 3.5 of the R-Codes, is a result of the constraints of the land, will assist with providing a level/usable site, will not have a detrimental impact on the adjoining properties or local streetscape and may therefore be approved by the City and the JDAP.
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9.0 CITY OF STIRLING DESIGN REVIEW PANEL

The application was referred to the City of Stirling Design Review Panel (DRP) meeting on 20 June 2023 for consideration and comment. It is noted that the proposed use and development on the land is generally supported by the Panel, with a number of recommendations and comments being made to improve the functionality and appearance of the development.

Following a review of the comments, the plans prepared in support of the development were amended and has resulted in vast improvements to the design layout of the development. The key changes undertaken include the following:

- i) Additional trees have been provided at ground level to provide greater shade within the play area. In addition the plans have been updated to reflect the landscaping plans;
- ii) The bin store has been updated. It should be noted that the owner of the subject land also owns the adjoining southern property, which will be redeveloped in the near future. As such, the existing dwelling on the adjoining property will be removed. Furthermore, the DAP requires a commercial use ground level. Given this, the proposed location of the bin store will not have an adverse impact on the future development on the adjoining property;
- iii) Changes have been made to the upper floor circulation to improved internal access;
- iv) A coffee kiosk has been included as part of the development to promote social interaction and connectivity;
- v) The turning bay has been relocated as requested by the DRP;
- vi) Solar panels on the roof have been included to provide an energy initiative for the development;
- vii) More windows to the northern side of the building have been provided (both at ground and upper floor) to provide improved access to the northern winter sun;

- viii) Fencing within the front setback area has been removed, with the front setback area being designed to be open and allow for a 'meeting spot' for staff, parents and community members;
- ix) Entry point amended to allow for improved access, including the removal of the glass fencing and inclusion of visually permeable walls; and
- x) The façade of the building along the land's Odin Road frontage has been revised to include public artwork.

10.0 CONSULTANT REPORTS

10.1 Acoustics Report

An acoustic report has been prepared in support of the application by 'Herring Storer Acoustics' (see copy attached herewith). The report has undertaken an assessment of the noise emissions generated by the proposed development and the potential impact that noise may have on the adjoining and surrounding residential properties.

The acoustics report provides a number of recommendations for the proposed development and concludes that the proposed development is capable of operating without having any detrimental impacts on the surrounding residential properties.'

In light of the above, the acoustic report provides the following conclusion:

- i) *Noise received at the neighbouring residences from the outdoor play area would comply with day period assigned noise level.*
- ii) *The air conditioning condensing units have also been assessed to comply with the requirements of the Environmental Protection (Noise) Regulations 1997 at all times. It is noted that noise associated with cars movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors are not strictly exempt from the Regulations. Noise received at the neighbouring residences from these noise sources would also comply with the Regulatory requirements, at all times.*
- iii) *Thus, noise emissions from the proposed development, would with the implementation of noise managements as outlined in Section 7 – Assessment be deemed to comply with the requirements of the Environmental Protection (Noise) Regulations 1997. For information, the noise managements recommended are :*
 - *The boundary fencing to be as shown on the plans attached in Appendix A. We note that colourbond fencing is an acceptable fencing material for child care centres.*
 - *Children are not allowed within the outdoor play area prior to 0700 hours.*
 - *No music to be played outdoors.*
 - *Music played indoors to be of a reasonable level, without a heavy base. Doors are to be closed when music is being played.*
 - *Air conditioning condensing units to only be along the northern side of the building. Air conditioning units to be inverter type. Additionally, the air conditioning condensing units to have "low Noise" night period modes that reduce noise emissions by no less than 4 dB(A).*
 - *It is noted that the mechanical services have not been designed at this stage, thus an assessment of the design is to be undertaken to ensure compliance with the assigned noise levels.*

- *Signage to be posted within the car park asking parents / staff not to play music or radio and not to slam car doors / boots.*
- *Waste bins are not to be wheeled from the bin store to the kerb and returned during the night period (i.e. before 0700 hours).*

In light of the above, it is concluded that the design and location of the proposed development on the land is suitable and can be managed in terms of noise generation.

10.2 Traffic Impact Statement

A Traffic Impact Statement has been prepared by 'KCTT' in support of this application (see copy attached herewith). The Traffic Impact Statement (TIS) comprises the following conclusions in terms of the proposed development on the subject land:

- The additional traffic attracted to the subject site is expected to increase by a maximum of 472 vehicular trips per day and 86 vehicular trips in the AM peak hour.*
- Odin Road is classified as Distributor A as per MRWA classification with the indicative traffic volume described as 8,000 and above vehicles per day. Currently the traffic counts show approximately 20,000 VPD on Odin Road, as the traffic from the proposed development would be approximately 2% of the existing daily traffic.*
- Given this is a two-lane per direction road with provided right-turn lane opportunities from the painted median, KCTT believe that Odin Road will successfully absorb the additional traffic from the proposed development.*
- Other surrounding roads would absorb significantly less traffic than Odin Road, moreover, the traffic would be dispersed so that the impact can be considered negligible.*
- In summary KCTT believe that the proposed development will not have a negative impact on the surrounding road network.*

In light of the above, it is concluded that the design and location of the proposed development on the land is suitable in terms of traffic movement and generation.

10.3 Waste Management

A waste management plan (WMP) has been prepared by 'CF Town Planning & Development' in support of this application (see copy attached herewith). The proposed waste collection for the development will be undertaken on-site using a private contractor, servicing the site twice per week per waste stream (i.e. two collections per week).

The WMP concludes that sufficient measures are proposed to ensure that the development can adequately be serviced in terms of waste disposal & collection.

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11.0 PUBLIC ADVERTISING (SUBMISSION)

The City of Stirling advertised the development application for public comment, with advertising concluding on 29 November 2023. At the conclusion of the community consultation period, the City received three (3) submissions objecting to the development, one (1) submission of no objection and two (2) submissions providing a comment. The following table provide a summary of the submissions received by the City.

Table 6 – Submissions Received

SUBMISSIONS RECEIVED	WITHIN 200m RADIUS OF PROPOSED SITE	MORE THAN 200m RADIUS OF PROPOSED SITE	NUMBER OF SUBMISSIONS
SUPPORT	16.6% (1)	0%	16.6% (1)
OBJECT	50% (3)	0%	50% (3)
OTHER (Comment)	33.3% (2)	0%	33.3% (2)

The following table provides a summary of the comments received during the advertising period of the application (i.e. summarised by the City of Stirling), together with the Applicant's response to each comment.

Table 7 – Schedule of Submissions

COMMENT	APPLICANT'S RESPONSE
Concerns relating to traffic and congestion.	- The traffic impact statement (TIS) prepared in support of the application outlines that Odin Road is a Distributor Road A with expected traffic of 20,000 VPD. As such the minor increase in traffic movements generated by the child care premises is minor and will not adversely impact the existing traffic movements along Odin Road. - In addition to the above point, the TIS prepared in support of the application concludes that the local road network is capable of accommodating the additional traffic movements. - A traffic impact statement has been prepared by KCTT's (traffic engineer which has extensive experience in childcare centre projects), which addresses vehicle movements, traffic safety and car parking. - The TIS has been reviewed by the City's Engineering Department, with no key concerns being raised in regard to the proposed development. In light of the above response, the submission should be dismissed.

<i>Traffic safety concerns for drivers and pedestrians.</i>	• A traffic impact statement (TIS) has been prepared by a qualified traffic engineer in support of the application, which reviews traffic movement and the requirements to achieve safe access/egress for the development. • The proposed development has been provided with sufficient visual sight lines to address pedestrian safety. • In addition, the vehicular movement for the development are not excessive and will not have an adverse impact on the traffic volumes and safety along Odin Road, which is a District Distributor A Road. Furthermore, the City's Engineering Department have reviewed the TIS and the proposed development and have not raised any concerns in regard to pedestrian or traffic safety. In light of the above response, the submission should be dismissed.
<i>Insufficient landscaping is provided resulting in poor tree canopy over the development.</i>	• The subject land is currently vacant and does not contain any vegetation and/or trees. • The application proposes the installation of comprehensive landscaping throughout the site and the planting of numerous mature trees on the subject land. Given this, the proposed development will provide a greater extent of landscaping and canopy coverage of the land than currently provided. • A landscaping plan prepared by a qualified landscape consultant has been prepared in support of the application and will be assessed by the City. Appropriate plant/tree species have been selected to allow for a good barrier with the adjoining properties, whilst providing good canopy coverage and improved appearance of the development when viewed from the public realm. • The comment appears to be unfounded and suggests that the objector has not reviewed the plans in details. In light of the above response, the submission should be dismissed.
<i>Excessive bulk imposed to adjoining properties as a result of built form.</i>	• The subject land is located within The Stirling City Centre area and not within a conventional residential area. As such, the antiquated built form and bulk of buildings are expected to be greater. • The current built form character along Odin Road is dated and generally reflects the old R40 density coding set in the 1990's. The area has recently been changed to a 'Development' zone to reflect the Stirling City Centre. Given this, the built form character is anticipated to change to reflect a more intense form of development and comprise buildings with greater bulk and scale. • In addition to the above point, there are a number of commercial developments along Odin Road. • The Detailed Area Plan (DAP) prepared for the land prescribes a minimum building height of two (2) storey and a maximum height of for (4) storeys. The proposed development is two (2) storeys, which is well below the maximum allowable building height of the land.

	In light of the above responses, the comment has failed to recognise the changing planning framework and future anticipated built form character of the area. Therefore the comment should be dismissed.
<i>Excessive noise.</i>	• An acoustic report has been prepared in support of the application which addresses the noise requirements to the satisfaction of the City of Stirling. To-date, the City's Health Department have not raised any concerns or issued associated with anticipated noise generation from the proposed child care premises. • The comment has not provided any detail or basis/data on the claim that the child care premises will generate excessive noise. • The subject land is located along Odin Road, which is a District Distributor Road A with high traffic volumes. It is contended that the noise generated by Odion Road would be greater than the noise generated by the child care premises. • It is common throughout the Perth Metropolitan Area that child care premises are located within residential areas in order to provide a service to the local community. In light of the above response, the submission should be dismissed.

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12.0 SUMMARY OF JUSTIFICATIONS

Having regard for all of the above, it is contended the proposed construction of a new child care premises and fast food outlet (take-away coffee Kiosk) on Lot 435 (No.39) Odin Road, Innaloo is suitable and capable of being approved by the City of Stirling and the Metro Inner-North Joint Development Assessment Panel for the following reasons:

- It is consistent with the general objectives of the land's current 'Urban' zoning classification under the Metropolitan Region Scheme.
- The City of Stirling and JDAP have the discretion to grant approval for a child care premises and fast food outlet uses on land classified 'Development' zone the City of Stirling's Local Planning Scheme No.3 or 'Business/Residential' zones under the Stirling City Centre Structure Plan (i.e. the uses are permitted).
- The proposed development is consistent with the stated objectives the WAPC Planning Bulletin No.72/2008 entitled 'Child Care Centres'.
- The proposed development is generally compliant with the various standards and requirements prescribed in the City of Stirling's Local Planning Scheme No.3 and all associated local planning policies. Where a variation has been sought, the proposed development has addressed the 'design principles criteria' of the relevant planning framework.
- The proposed development on the subject land will complement other similar commercial land uses and large intense residential developments within the Stirling City Centre.
- The proposed development will improve the streetscape and levels of passive surveillance along adjoining road network.
- The proposed development will foster growth and the intensification of land uses within the Stirling City Centre, by providing much needed services, employment opportunities and provide for the efficient use of underutilised land.
- The proposed child care premises will provide a much needed service within the Stirling City Centre and within the Innaloo locality and will have significant benefits for the local community.
- The proposed development on the subject land is well serviced by a comprehensive pedestrian path network that will provide access for staff and patrons to the development.
- The proposed development use on the land will not generate excessive traffic volumes and will not have a detrimental impact on the surrounding road network, given the land's easy access to a comprehensive regional road network. Furthermore, there is sufficient parking available on the subject land to service the demand likely to be generated by the proposed development.
- The design layout has been amended to address the comments and recommendations provided by the City's Design Review Panel and as a result of a number of meeting with the City of Stirling's Planning Department.
- The new development on the subject land will not compromise the existing character, amenity or compatibility of land usage in the immediate locality or give rise to any land use conflicts.

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Planning & Development Consultants

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Tel: 9249 2158 Mb: 0407384140 Email: carlof@people.net.au

CVF Nominees Pty Ltd ABN: 86 110 067 395

13.0 CONCLUSION

The proposed child care premises and fast food outlet (i.e. take-away coffee outlet) on the subject land will cater for the demand for such a service within the locality (in particular within the Stirling City Centre area) and will assist with fostering the future growth and intensification of uses within the City Centre, whilst providing much needed services for the residential and commercial populations within the immediate locality.

The proposed development has been designed to have due regard for the existing/anticipated built form and character within the immediate locality whilst providing a safe environment for the future patrons of the centre. Furthermore, the development is consistent in terms of bulk and scale to other medium residential developments and various commercial development constructed along Odin Road and within the Stirling City Centre.

In light of the above information and justifications, we respectfully request the City of Stirling's and Metro Inner-North Joint Development Assessment Panel's favorable consideration and conditional approval of the application to construct a new child care premises and fast food outlet (i.e. take-away coffee kiosk) on Lot 435 (No.39) Odin Road, Innaloo in accordance with the plans prepared in support of this application at the JDAP's earliest possible convenience.

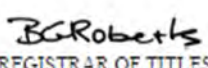


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APPENDIX 1 – RECORD OF CERTIFICATE OF TITLE

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 WESTERN AUSTRALIA	<table border="1" style="margin: auto;"> <tr> <td colspan="2">REGISTER NUMBER 435/D25605</td> </tr> <tr> <td style="width: 50%;">DUPLICATE EDITION 1</td> <td style="width: 50%;">DATE DUPLICATE ISSUED 22/7/2013</td> </tr> </table>	REGISTER NUMBER 435/D25605		DUPLICATE EDITION 1	DATE DUPLICATE ISSUED 22/7/2013
REGISTER NUMBER 435/D25605					
DUPLICATE EDITION 1	DATE DUPLICATE ISSUED 22/7/2013				
RECORD OF CERTIFICATE OF TITLE UNDER THE TRANSFER OF LAND ACT 1893					
The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.					
 REGISTRAR OF TITLES 					
LAND DESCRIPTION: LOT 435 ON DIAGRAM 25605					
REGISTERED PROPRIETOR: (FIRST SCHEDULE) GANG REN OF 2 BOXALL PLACE CHURCHLANDS WA 6018 (T 0716544) REGISTERED 28/4/2021					
LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)					
1. THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE. VOL 1681 FOL 993.					
Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. * Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title. Lot as described in the land description may be a lot or location.					
-----END OF CERTIFICATE OF TITLE-----					
STATEMENTS: The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.					
SKETCH OF LAND:	1681-993 (435/D25605)				
PREVIOUS TITLE:	1360-793				
PROPERTY STREET ADDRESS:	39 ODIN RD, INNALOO.				
LOCAL GOVERNMENT AUTHORITY:	CITY OF STIRLING				
NOTE 1:	DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING 0716544				

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APPENDIX 2 – SITE DEVELOPMENT PLANS

City of Stirling
14 December 2023
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Pan

Address: Lot 435 (#39) Odin Road, Innaloo

Child Care Centre

Job Number: 22102

Drawing Index

PD01	Cover Sheet
PD02	3D
PD03	Existing Site Survey
PD04	Site Plan
PD05	Context Plan
PD06	Ground Floor Plan
PD07	First Floor Plan
PD08	Roof Plan
PD09	Elevations



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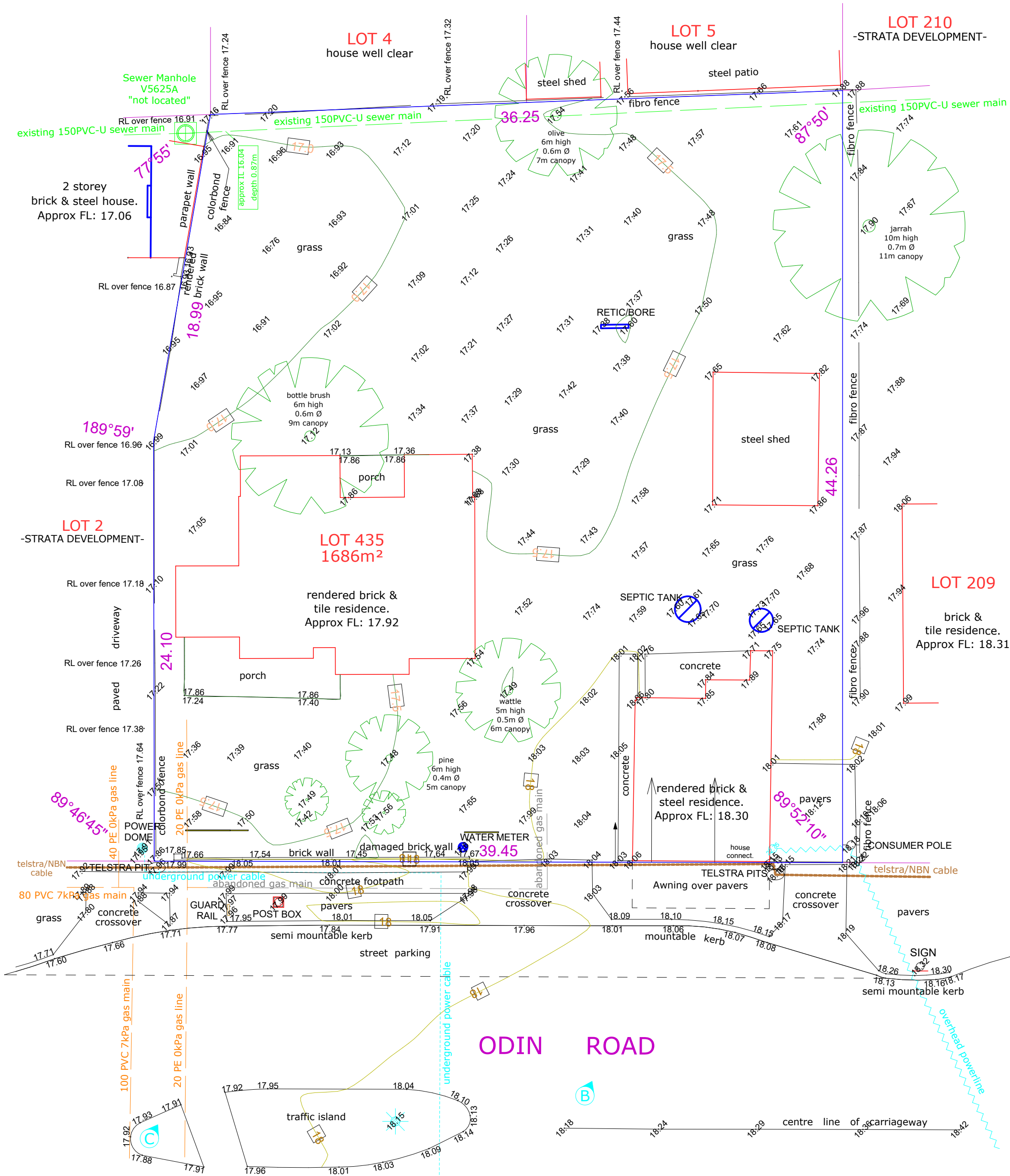
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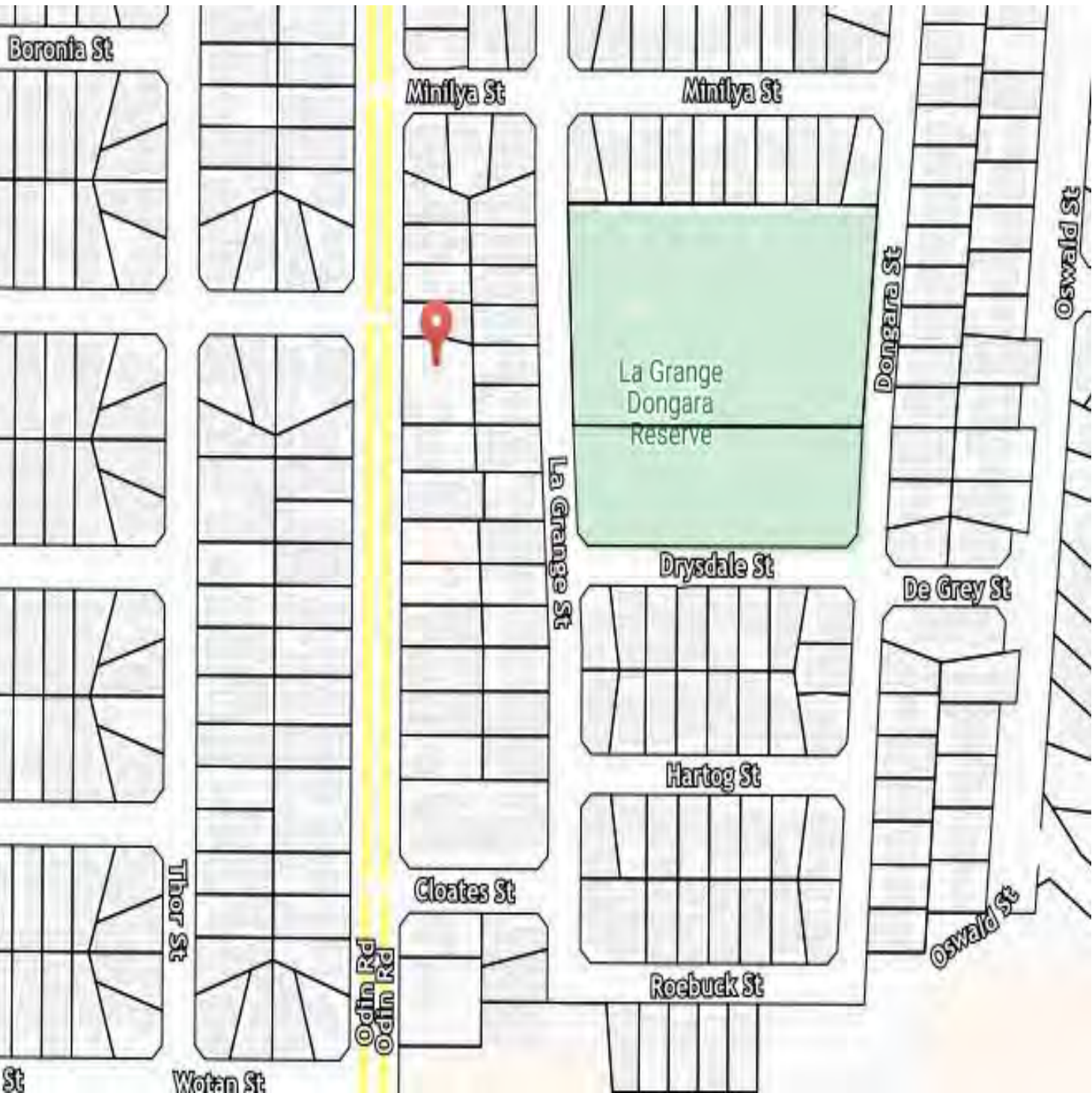
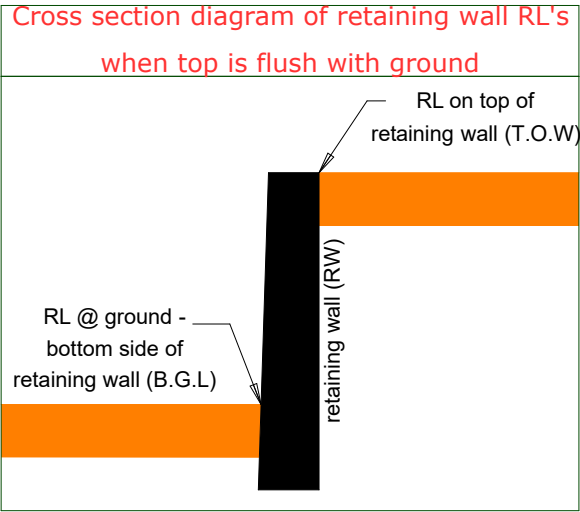
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Note: 15mm Lot Misclosure

Repeg Recommended



LEGEND	
	TBM - RL 18.38m AHD
	Gutter Line
	Overhead Powerline
	Underground Power Cable
	Gas Main
	Drainage Main
	Water Main
	Sewer Main
	Underground Telstra/NBN
	Cable
	Gully
	Fire Hydrant
	Stop Valve
	Water Meter
	Sewer Manhole
	House Connection
	Power Dome
	Power Pole
	Telstra Pit
	Bollard
	Tree
	Peg/Boundary Mark

TBM deck spike in bitumen equals RL 18.38 AHD Based on SSM - SCA 15 RL 17.752 AHD (Landgate Geodetic Section) Contractor to check datum before adopting levels

Note: Features are related to fence-lines only. No connection made to boundaries. REPEGE RECOMMENDED Position and depth of services to be confirmed on site by contractor

Client: R & J Trust
Survey Date:
09 January 2023
Scale: 1:200@A2

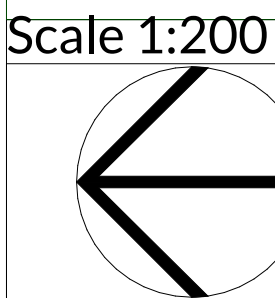


FEATURE AND CONTOUR SURVEY OF LOT 435
ON DIAGRAM 25605
39 Odín Road, Innaloo
Vol: 1681 Fol: 993
our ref: 22-9903

Rev	Date	Description	Surv	Drawn
0	18/01/2023	Feature Survey Drafted	TF	TF



Feature Survey by
THE LAND DIVISION
PLANNING | SURVEYING | DESIGN
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Scale 1:200

Client
Pan
Project Name
Child Care Centre
Project Address
Lot 435 (#39) Odín Road, Innaloo

Drawing Title:
Existing Site Survey
Scale: as noted Sheet Size: A1
Project No: 22102
Drawing No.: PD03 of 09

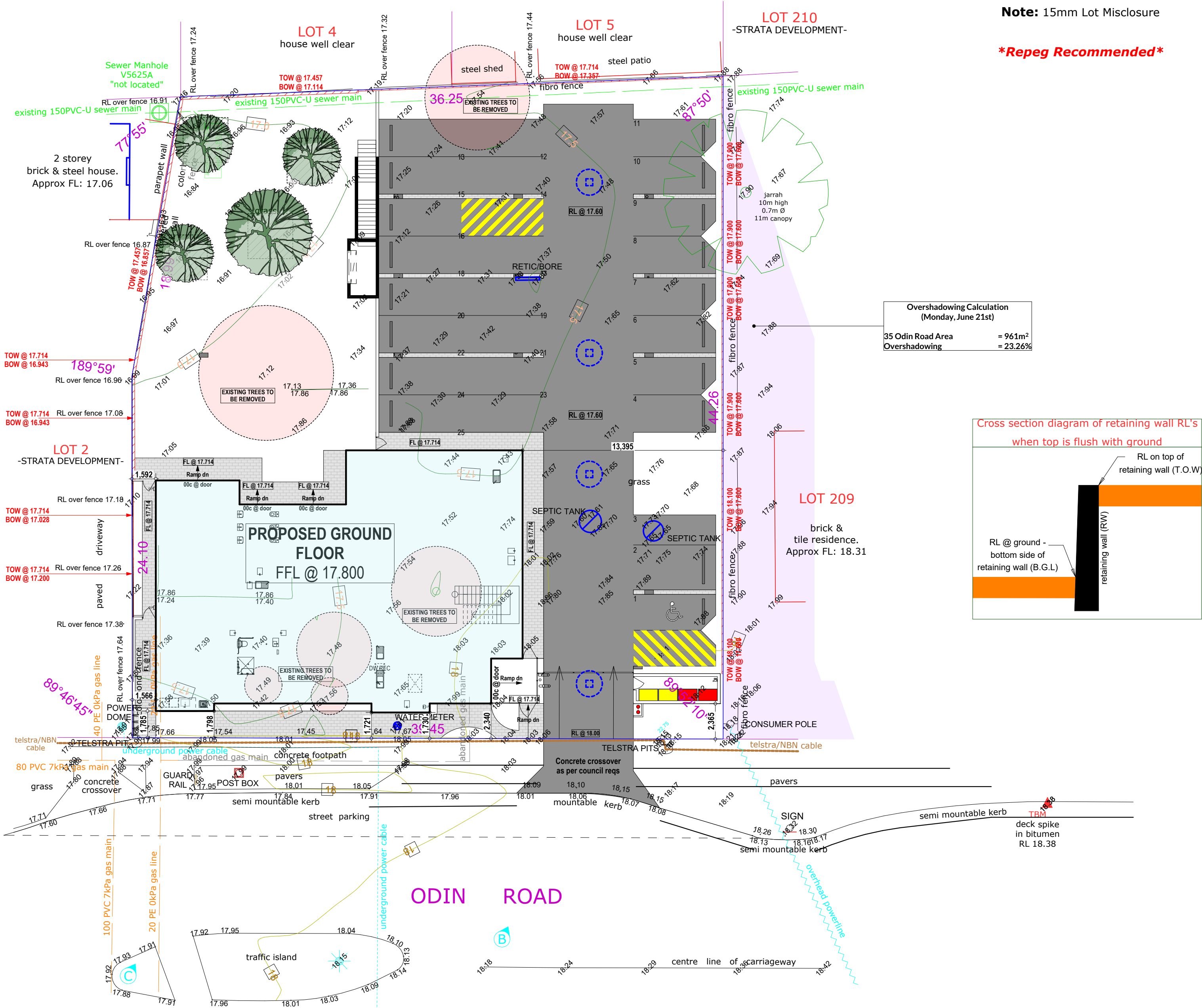
Issue:
DRP
Rev: Description: Drawn:
009 Council Comments
Revision Number: 010 Date: 01.09.2023

Revision	Description	Date
010	Amended Plans as per DA comments	24.10.23
009	Council Comments	01.09.23
008	Planner Comments	25.07.23
007	Changes	21.07.23
006	DRP Comments	28.06.23
005	DRP	06.06.23
004	Concept Design	26.05.23

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Zone	Area	Perimeter
Child Care Centre		
Store	16.62	24.26
Drying	10.03	15.90
Portico	10.50	14.27
Bin Store	11.60	15.60
Balcony	12.49	14.30
Ground Floor	374.96	88.18
First Floor	454.62	103.16
	890.82 m²	275.67 m

NOTE: No title viewed by The Land Division. A certificate of title check for easements and encumbrances is highly recommended as should they exist, they may affect design.



LEGEND	
	TBM - RL 18.38m AHD
	Gutter Line
	Overhead Powerline
	Underground Power Cable
	Gas Main
	Drainage Main
	Water Main
	Sewer Main
	Underground Telstra/NBN
	Cable
	Gully
	Fire Hydrant
	Stop Valve
	Water Meter
	Sewer Manhole
	House Connection
	Power Dome
	Power Pole
	Telstra Pit
	Bollard
	Tree
	Peg/Boundary Mark

TBM deck spike in bitumen equals RL 18.38 AHD Based on SSM - SCA 15 RL 17.752 AHD (Landgate Geodetic Section) Contractor to check datum before adopting levels	Note: Features are related to fence-lines only. No connection made to boundaries. REPEG RECOMMENDED Position and depth of services to be confirmed on site by contractor	Client: R & J Trust		FEATURE AND CONTOUR SURVEY OF LOT 435				Rev	Date	Description	Surv	Drawn	Feature Survey by
		Survey Date:		ON DIAGRAM 25605				0	18/01/2023	Feature Survey Drafted	TF	TF	THE LAND DIVISION PLANNING SURVEYING DESIGN PO Box 2444, Malaga, WA 6090 phone: 08 9209 3232 www.landdivision.com.au
		09 January 2023		39 Odin Road, Innaloo									
		Scale: 1:200@A2		Vol: 1681 Fol: 993									
				our ref: 22-9903									
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4) SEWER POSITION AND LEVELS FROM WATER CORPORATION PLANS. 5) CONSULT DIAL BEFORE YOU DIG TO CHECK LOCATION OF UNDERGROUND SERVICES. 6) BEWARE OF OVERHEAD POWER LINE HAZARDS. 7) CONSULT TLD ON ANY ANOMALY BEFORE DESIGN AND CONSTRUCTION.													

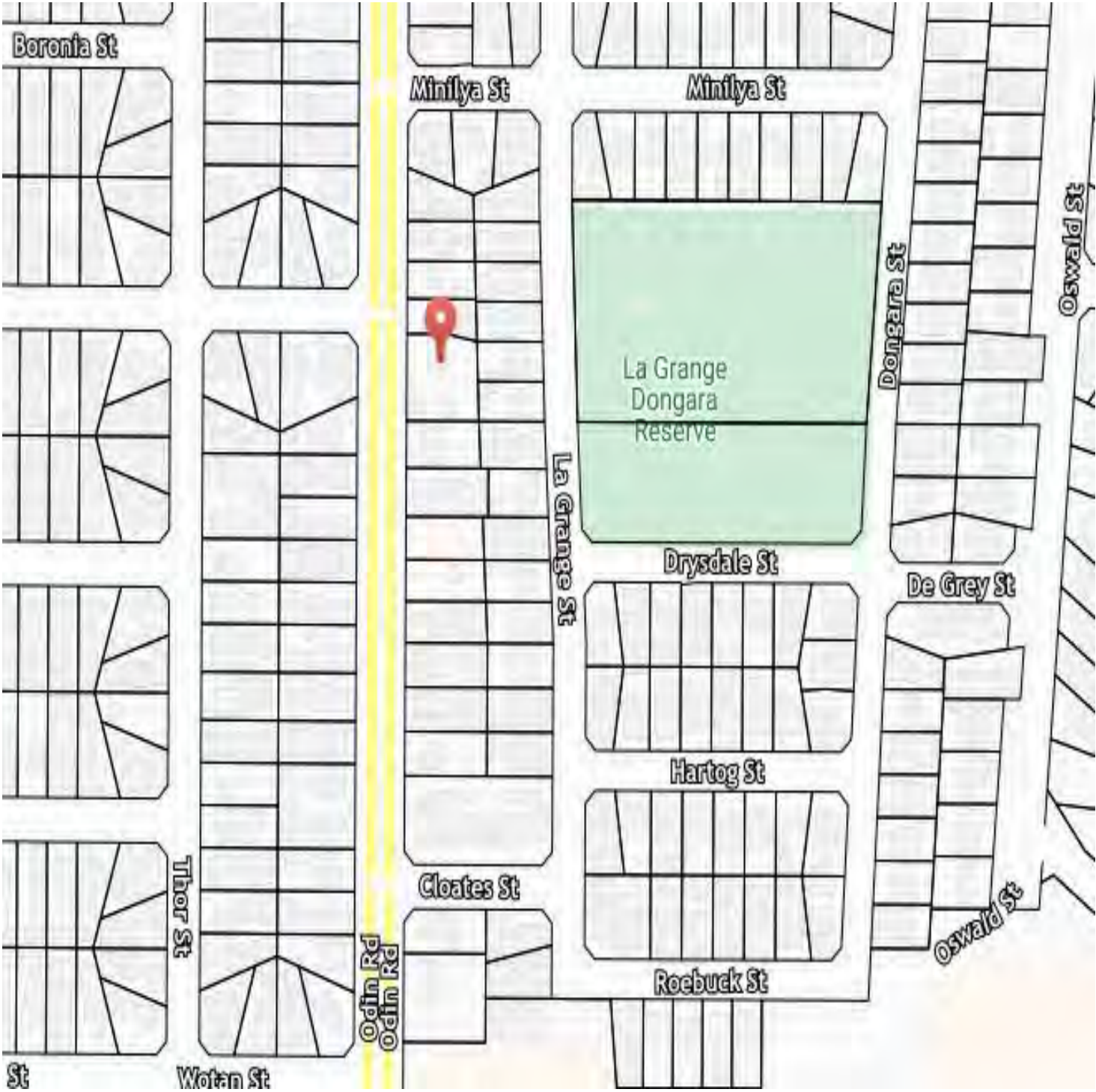
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Client Pan	Drawing Title: Site Plan	Issue: DRP
Project Name Child Care Centre	Scale: as noted Sheet Size: A1	Rev: Description: Drawn:
Project Address Lot 435 (#39) Odin Road, Innaloo	Project No: 22102	Revision Number: 010
	Drawing No.: PD04 of 09	Date: 01.09.2023

Revision	Description	Date
010	Amended Plans as per DA comments	24.10.23
009	Council Comments	01.09.23
008	Planner Comments	25.07.23
007	Changes	21.07.23
006	DRP Comments	28.06.23
005	DRP	06.06.23
004	Concept Design	26.05.23

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Multi Development - Odin Rd. Innaloo WA 6018



Commerical - 31 Odin Rd. Innaloo WA 6018



Commerical Development - Corner Scarborough Beach Road & Odin Rd. Innaloo WA 6018

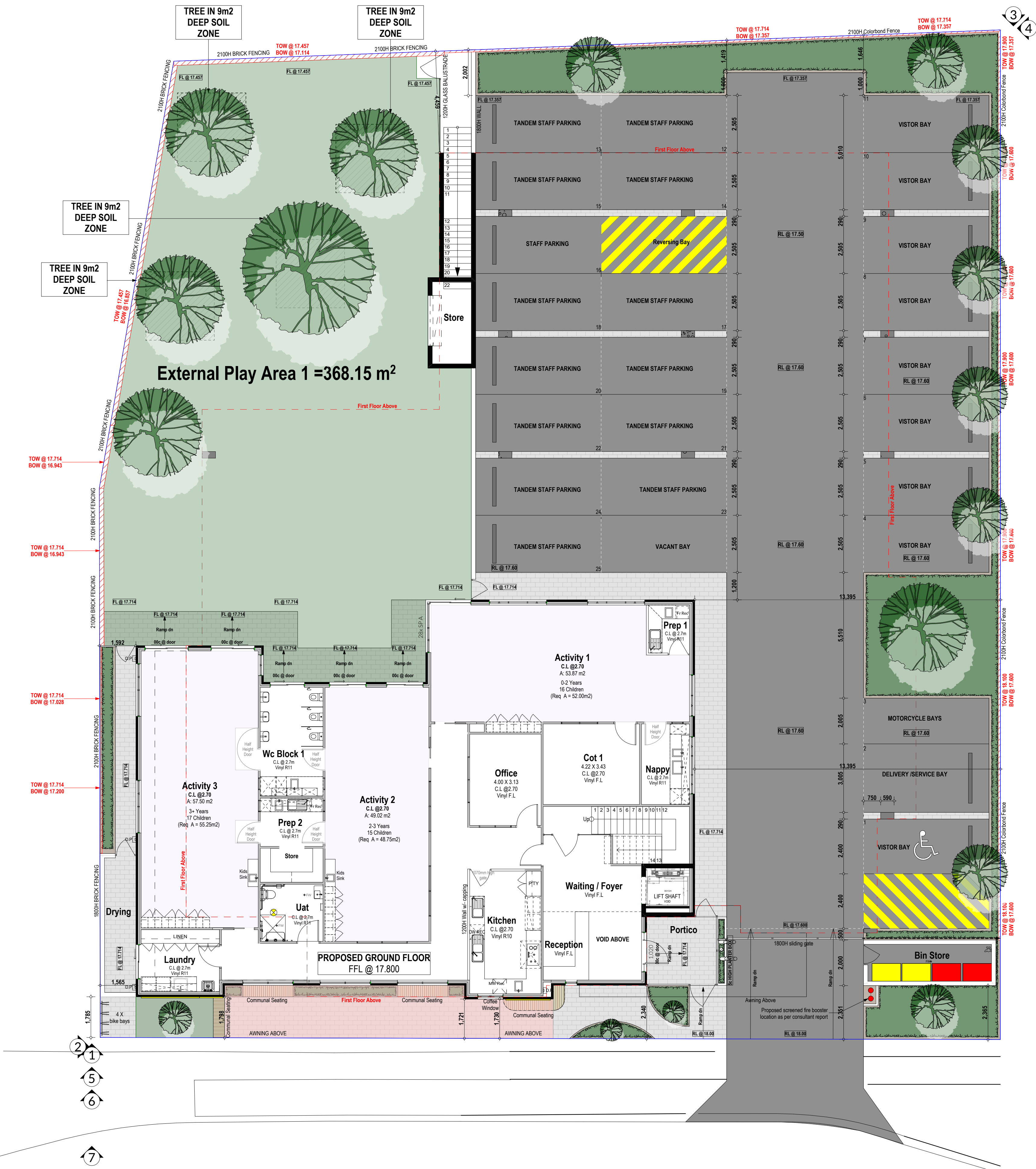


Commerical Development - Bunnings Warehouse - Corner Scarborough Beach Road & Odin Rd. Innaloo WA 6018

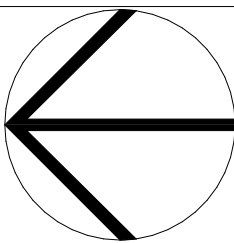
Child / Room Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	0-2	16	53.87m ²	4
Activity 2	2-3	15	49.02m ²	3
Activity 3	3+	17	57.50m ²	3
Activity 4	2-3	20	65.34m ²	4
Activity 5	3+	20	65.73m ²	2
Activity 6	3+	20	66.14m ²	2
Nutrition			34.62m ²	
Total Internal = (Min 3.25m ² per child)		108	392.22m ² (Min 344.50m ² req)	18
Total External Play Area = (Min 7m ² per child)		108	835.08m ² (Min 742m ² req)	

Zone	Area	Perimeter
Child Care Centre		
Store	16.62	24.26
Drying	10.03	15.90
Portico	10.50	14.27
Bin Store	11.60	15.60
Balcony	12.49	14.30
Ground Floor	374.96	88.18
First Floor	454.62	103.16
	890.82 m ²	275.67 m



Scale 1:100



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			Revision Number: 010	Date: 01.09.2023	008	Planner Comments	25.07.23
				CD	007	Changes	21.07.23
					006	DRP Comments	28.06.23
					005	DRP	06.06.23
					004	Concept Design	26.05.23

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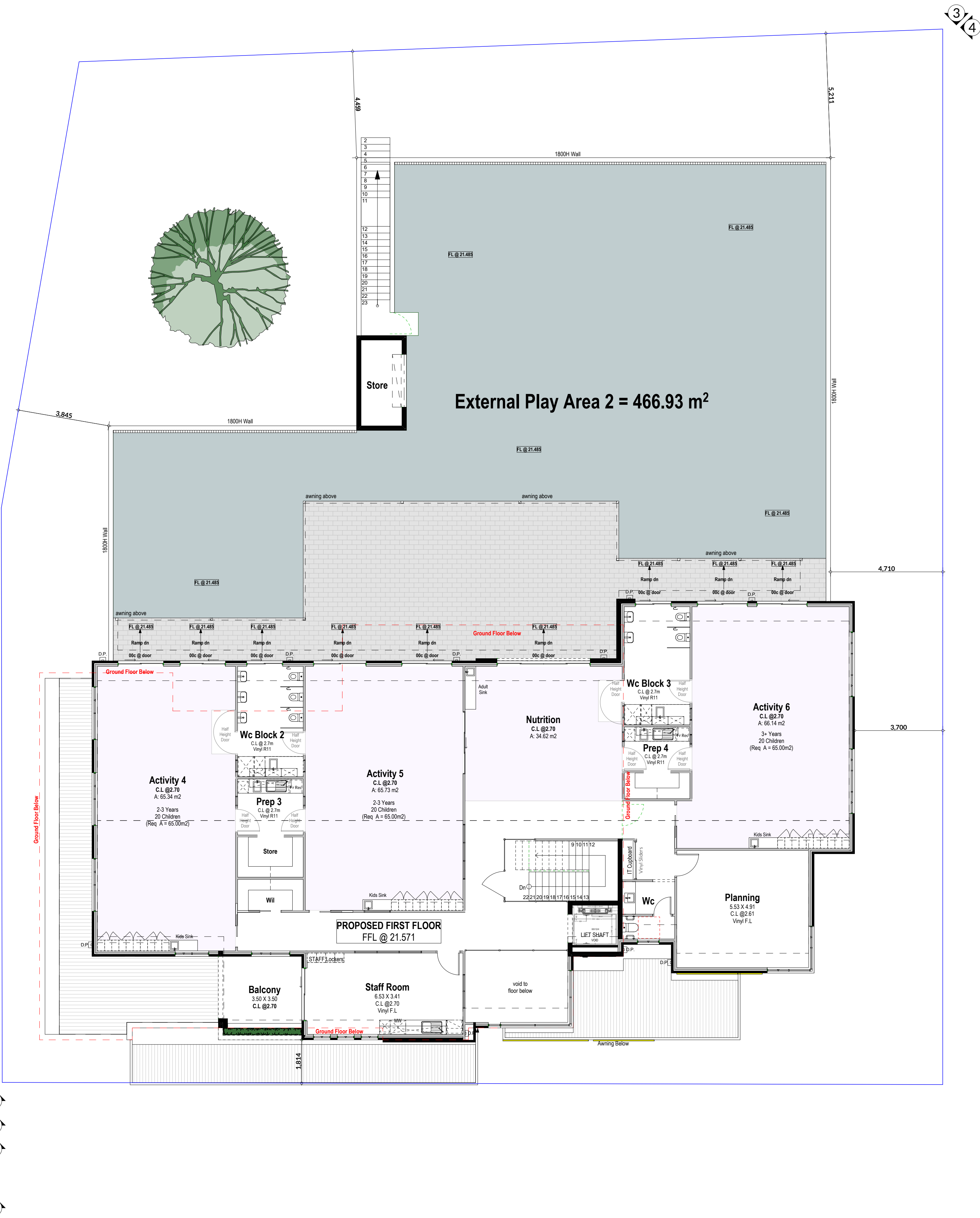
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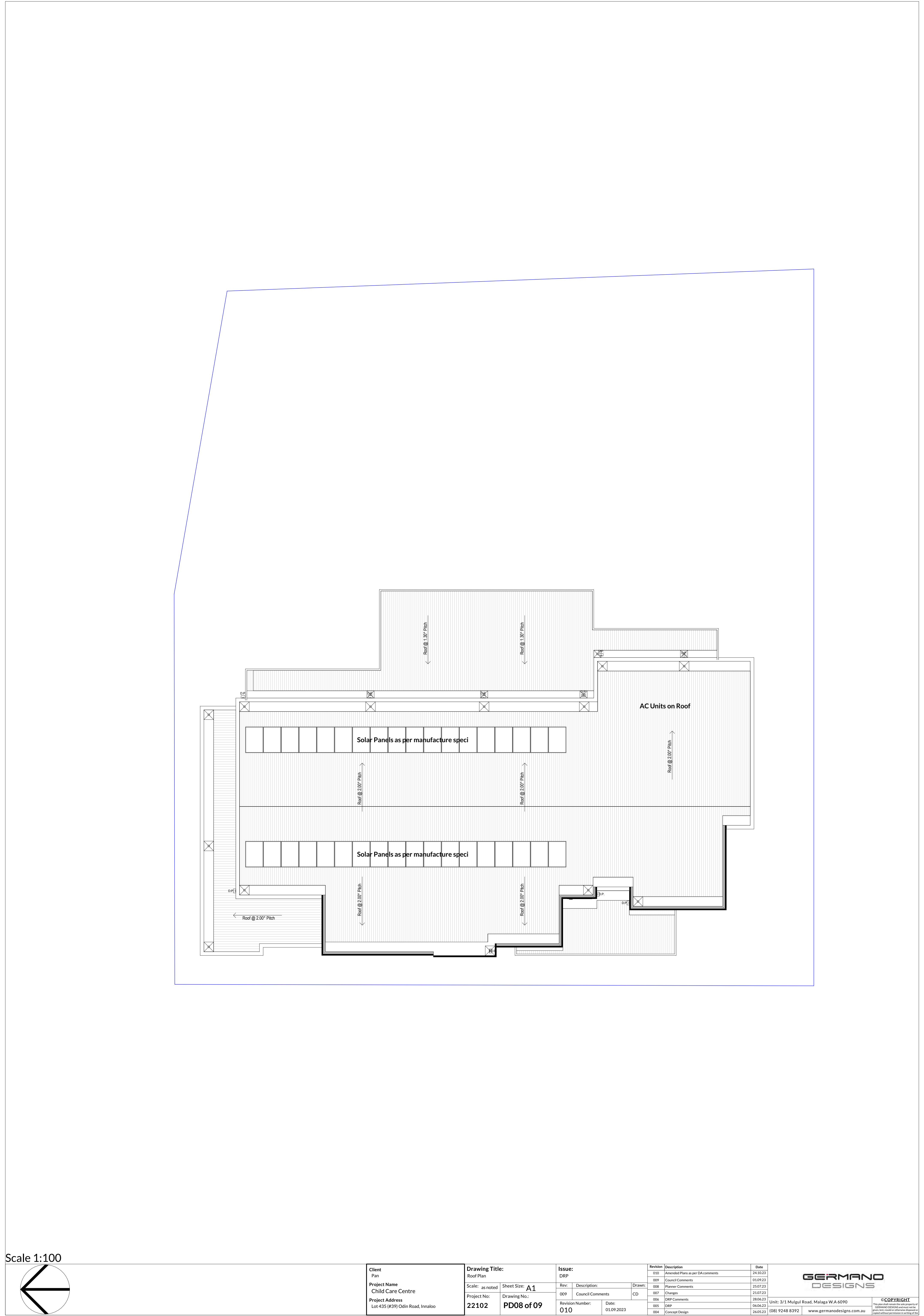
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Activity 6	3+	20	66.14m ²	2
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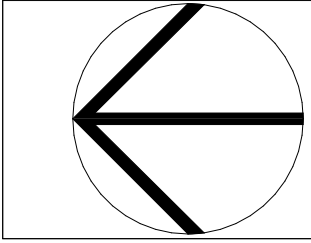
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Scale 1:100



Scale 1:100



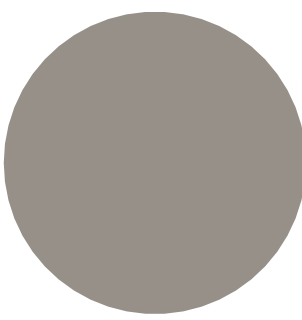
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Project Name Child Care Centre		Scale: as noted	Sheet Size: A1	Rev: 009	Description: Council Comments	Drawn: CD	<table><tr><td colspan="2">Unit: 3/1 Mulgail Road, Malaga W.A 6090</td><td>©COPYRIGHT</td></tr><tr><td colspan="2">(08) 9248 8392</td><td>This plan shall remain the sole property of GERMANO DESIGNS and must not be reproduced or used for any other project without written permission in writing from the owner.</td></tr><tr><td colspan="2">www.germanodesigns.com.au</td><td></td></tr></table>			Unit: 3/1 Mulgail Road, Malaga W.A 6090		©COPYRIGHT	(08) 9248 8392		This plan shall remain the sole property of GERMANO DESIGNS and must not be reproduced or used for any other project without written permission in writing from the owner.	www.germanodesigns.com.au																			
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Acrylic Render
Dulux "Mt Aspiring"



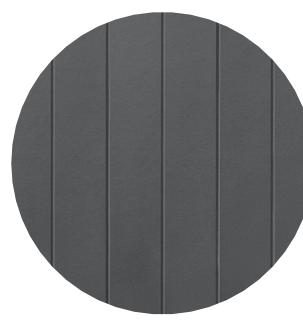
Acrylic Render
Dulux "Champignon"



Concrete
Dulux Acrasheild "Ash Rock"



Stone Cladding



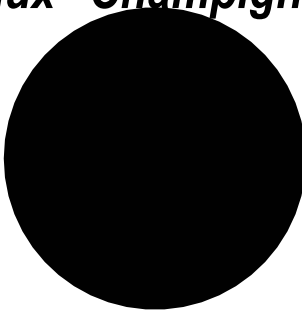
Vertical Cladding
"Axon Cladding"



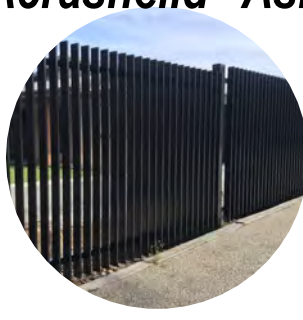
Colorbond Roof
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Window Frames
"Marble Black Satin"



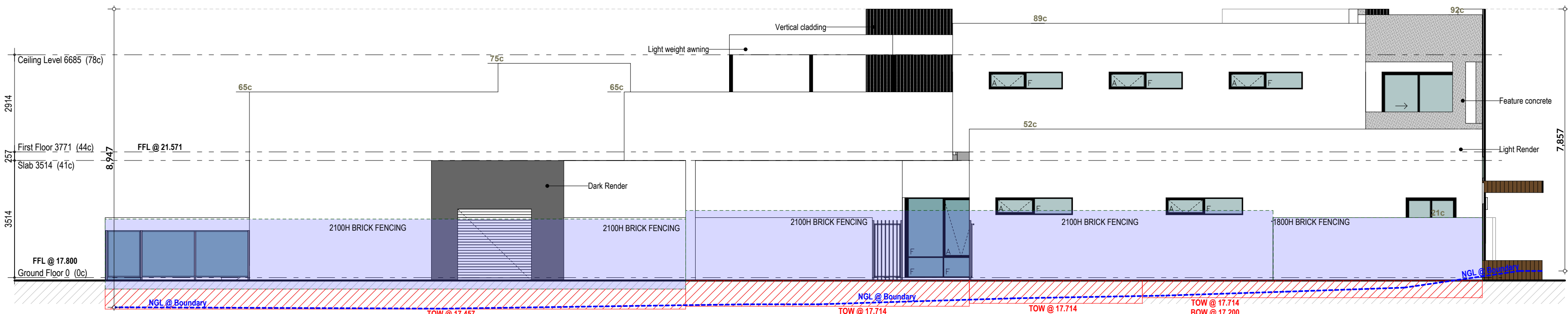
Awning
Dulux "Mt Aspiring"



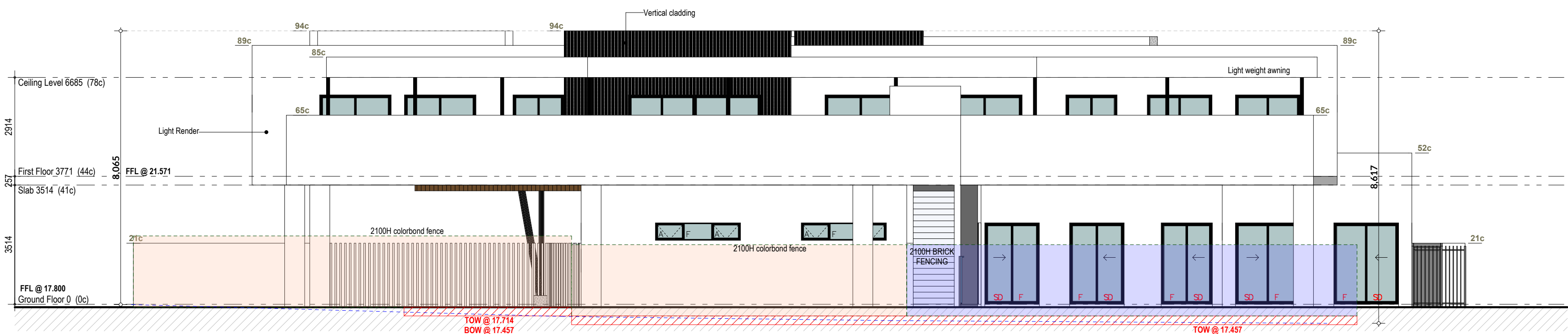
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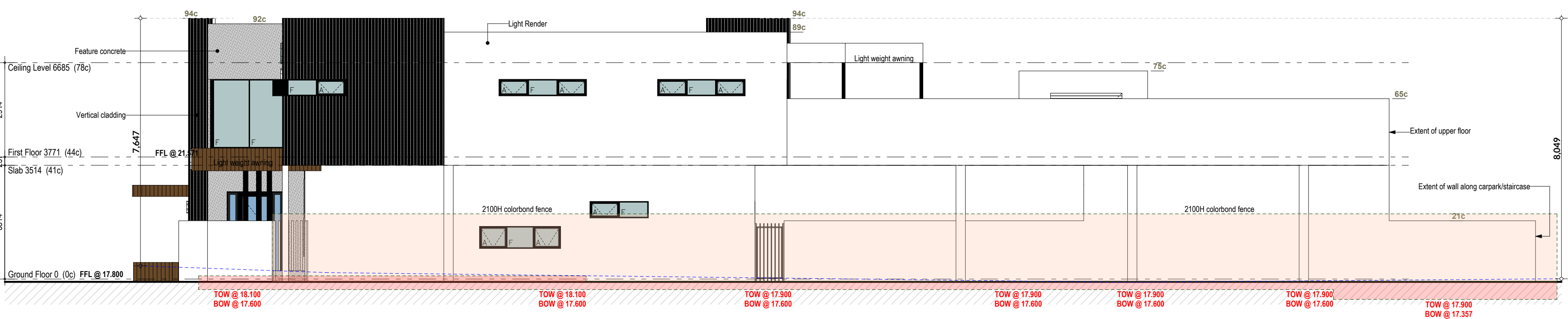
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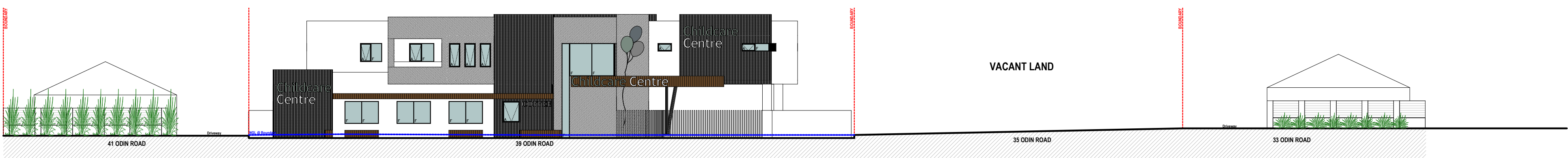
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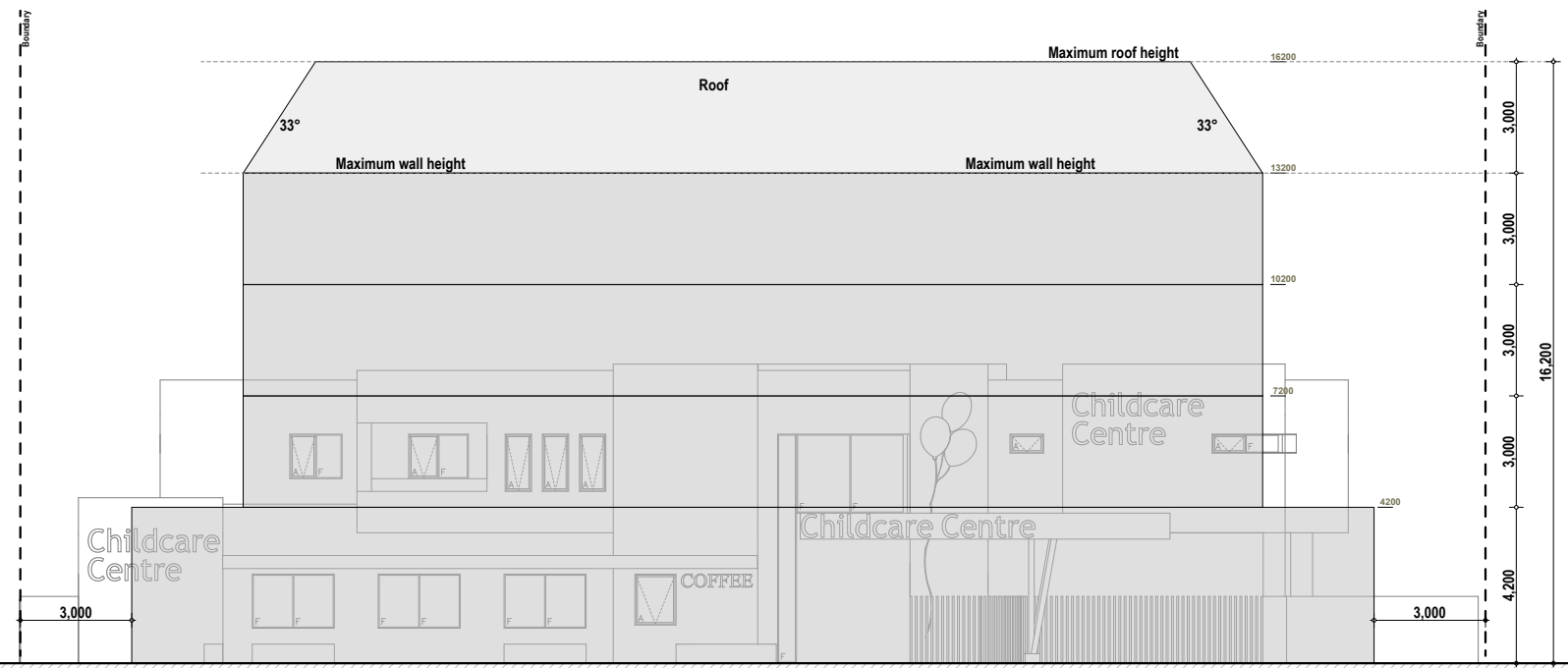
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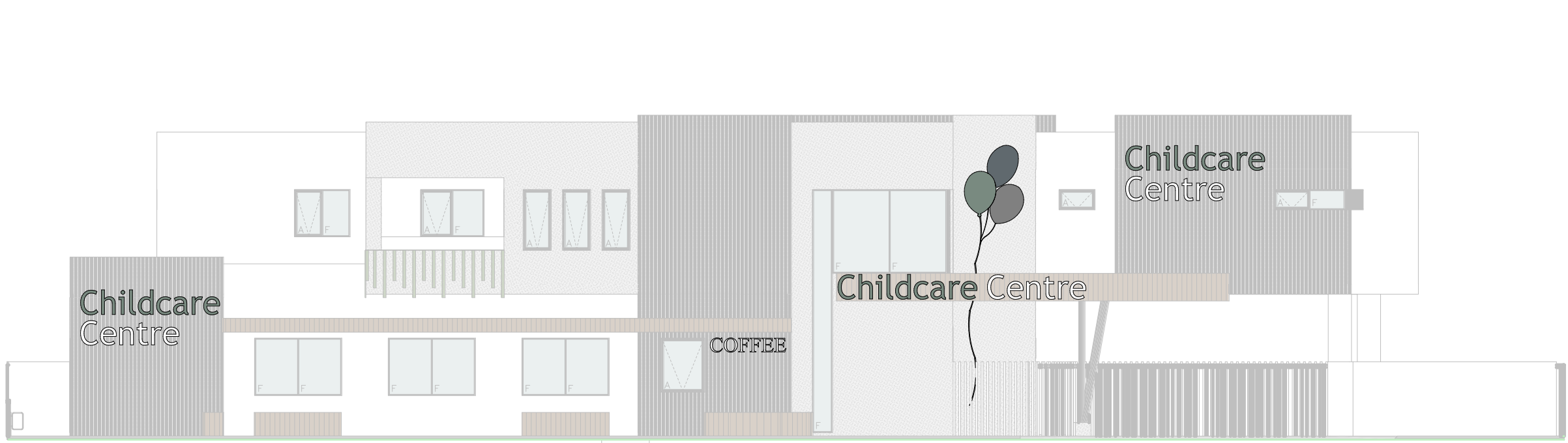
Elevation 4
Scale 1:100



Street Perspective
Scale 1:50



Permitted Building Height
Scale 1:200



Signage Location
Scale 1:125

Client Pan Project Name Child Care Centre Project Address Lot 435 (#39) Odin Road, Innaloo	Drawing Title: Elevations		Issue: DRP		RevisionDescriptionDate 010Amended Plans as per DA comments24.10.23 009Council Comments01.09.23 008Planner Comments25.07.23 007Changes21.07.23 006DRP Comments28.06.23 005DRP06.06.23 004Concept Design26.05.23		GERMANO DESIGNS			
	Scale: as noted	Sheet Size: A1	Rev:	Description:	Drawn:					
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TRANSPORT IMPACT STATEMENT

39 Odin Road

Innaloo

December 2023

Rev D



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HISTORY AND STATUS OF THE DOCUMENT

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
Rev A	8.06.2023	M Kleyweg	M Kleyweg	8.06.2023	Issued for Review
Rev B	31.07.2023	M Kleyweg	M Kleyweg	31.07.2023	Amended in Accordance with the Received Comments
Rev C	1.12.2023	M Kleyweg	M Kleyweg	1.12.2023	Proposed Layout Amended
Rev D	13.12.2023	M Kleyweg	M Kleyweg	13.12.2023	Proposed Layout Amended

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Rev A	8.06.2023	1 (PDF)	Joe Germano (Germano Designs)
Rev B	31.07.2023	1 (PDF)	Joe Germano (Germano Designs)
Rev C	1.12.2023	1 (PDF)	Joe Germano (Germano Designs)
Rev D	13.12.2023	1 (PDF)	Joe Germano (Germano Designs)

Document Printed	13/12/2023 2:14 PM
File Name	C:\Users\Nemanja\Box\KCTT Projects\KC00000 Current Projects\KC01595.000 39 Odin Road, Innaloo TIS\Outgoing\Report\231213 Rev D\KC01595.000 39 Odin Road, Innaloo, TIS, Rev D.docx
Author of the Rev A Draft	Nemanja Marijanovic
Author of the Current Revision	Nemanja Marijanovic
Project Team	Ana Marijanovic
Project Director / Project Manager	Marina Kleyweg
Name of Project	KC01595.000 39 Odin Road, Innaloo
Name of the Document	KC01595.000 39 Odin Road, Innaloo - Transport Impact Statement
Document Version	KC01595.000_R01_ Rev D

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Appendices

Appendix 1 - The layout of the proposed development

Appendix 2 - Transport Planning and Traffic Plans

Appendix 3 - Vehicle Turning Circle Plans

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1. Executive Summary

Site Context

- The project location is 39 Odin Road, Innaloo.
- The subject site is occupied by a single residence and a closed shop.
- The proposed development is a Childcare Centre with a capacity for 108 children.

Technical Findings

- The proposed development is expected to generate up to 472 vehicular trips per day, 86 vehicular trips in the AM peak and 76 vehicular trips in the PM peak.
- According to WAPC this is considered as a moderate traffic impact to the surrounding road network.
- Two major routes are expected to be utilised for access to the subject site:
 - o To/from the north via Odin Road
 - o To/from the south via Odin Road

Relationship with Policies

- According to the 5.8 Stirling City Centre Parking the proposed development requires a maximum of 22 car parking bays and a minimum of 11 car parking bays.
- The proposed development will provide 22 standard carparking bays, meeting both requirements.
- Given the land use proposed, KCTT believe that the maximum allowable provision of 22 bays is adequate for the Childcare Centre purposes.
- Additionally, an area for motorcycle parking will be provided.

Conclusion

- The additional traffic attracted to the subject site is expected to increase by a maximum of 472 vehicular trips per day and 86 vehicular trips in the AM peak hour.
- Odin Road is classified as Distributor A as per MRWA classification with the indicative traffic volume described as 8,000 and above vehicles per day. Currently the traffic counts show approximately 20,000 VPD on Odin Road, as the traffic from the proposed development would be approximately 2% of the existing daily traffic.
- Given this is a two-lane per direction road with provided right-turn lane opportunities from the painted median, KCTT believe that Odin Road will successfully absorb the additional traffic from the proposed development.
- Other surrounding roads would absorb significantly less traffic than Odin Road, moreover, the traffic would be dispersed so that the impact can be considered negligible.
- In summary KCTT believe that the proposed development will not have a negative impact on the surrounding road network.

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2. Transport Impact Statement

2.1 Proposal

Germano Designs engaged KCTT to prepare a Transport Impact Statement (TIS), to Western Australian Planning Commission's (WAPC) guidelines, for the proposed childcare centre at 39 Odin Road, Innaloo.

The proposed development will have a capacity for up to 108 children.

The subject lot is connected to the road network via Odin Road.

This report will primarily address the level of traffic impact of the proposed development and the requirements for integration of the proposed development with the surroundings, namely the existing and planned immediate road network.

2.2 Location

Lot Number	Lot 435
Street Number	No. 39
Road Name	Odin Road
Suburb	Innaloo
Description of Site	The subject lot is currently occupied by a single residence and a closed shop. The proposed development will replace the existing uses. A childcare centre is proposed with a capacity for 108 children.

2.3 Technical Literature Used

Local Government Authority	City of Stirling
Type of Development	Individual Development – Childcare Centre
Is the NSW RTA Guide to Traffic Generating Developments Version 2.2 October 2002 (referenced to determine trip generation / attraction rates for various land uses) referenced?	YES
Which WAPC Transport Impact Assessment Guideline should be referenced?	Volume 4 - Individual Developments
Are there applicable LGA schemes for this type of development?	YES
<i>If YES, Nominate:</i>	
Name and Number of Scheme	Local Planning Scheme No. 3
Are Austroads documents referenced?	YES
Are there any other relevant documents for the subject lot?	YES Stirling City Centre – Innaloo Precinct The subject development is a part of Innaloo Sub Precinct Area 6 – Odin Road

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2.4 Land Uses

Are there any existing Land Uses

YES

If YES, Nominate:

A single residence and a closed shop

Proposed Land Uses

How many types of land uses are proposed?

One (1)

Nominate land use type and yield

Childcare Centre – 108 children and 20 staff members
(18 required educators, an admin and a cook).

Are the proposed land uses complementary with the surrounding land-uses?

YES

2.5 Local Road Network Information

How many roads front the subject site?

One (1)

Name of Roads Fronting Subject Site / Road Classification and Description:

Road Name

Odin Road

Number of Lanes

two way, two lanes per direction, divided

Road Reservation Width

30m

Road Pavement Width

17m inclusive of 4.5m median

Classification

Distributor A

Speed Limit

60kph

Bus Route

YES

If YES Nominate Bus Routes

410, 422

On-street parking

NO

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2.6 Traffic Volumes

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH)				Heavy Vehicle %	Date of Traffic Count	If older than 3 years multiply with a growth rate
			AM Peak Time	AM Peak - Peak VPH	PM Peak Time	PM Peak - Peak VPH			
Odin Road	North of Scarborough Beach Road	18,992	07:45 – 1,674		16:45 – 1,516		6.9%	2018/2019	22,016 (3% annual growth rate applied)
Scarborough Beach Road	East of Odin Road	31,336	08:00 – 2,504		16:30 – 2,760		6.0%	2020/2021	–

2.7 Vehicular Crash Information

Is Crash Data Available on Main Roads WA website? YES

If YES, nominate important survey locations:

Location 1 Odin Road [SLK 0.33 – 0.53]

Period of crash data collection 01/01/2018 - 31/12/2022

Road Name	SLK	Road Hierarchy	Speed Limit	Crash Statistics			
				No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
Odin Road	0.33 – 0.53	Distributor A	60kph	0	0	2	1
MR Type	Involving Overtaking	Involving Parking	Involving Animal	Involving Pedestrian	Entering / Leaving Driveway		Other / Unknown
Count	1	0	0	0	1		1
No of MVKT Travelled at Location			Approximately (≈) 19,000 VPD * 365 * 5 years * 0.2 km = 6.94 MVKT				
KSI Crash Rate			0 KSI crashes / 6.94 MVKT = 0 KSI crashes/MVKT				
All Crash Rate			3 crashes / 6.94 MVKT = 0.43 crashes/MVKT				
Comparison with Crash Density and Crash Rate Statistics			0.43 / MVKT crashes is lower than the network average of 0.95 crashes / MVKT.				

The following tables shows crash rates and crash densities in Perth Metropolitan area on local roads and state roads for the period from 2017 to 2022, as obtained from Main Roads WA on the 31st May 2022 by email request:

Crash Density and Crash Rate on Metropolitan Local Roads Network only				
	All Crashes		Serious Injury Crashes (Fatal+Hospital)	
	Average Annual Crash Density (All Crashes/KM)	Average Annual Crash Rate (All Crashes/MVKT)	Average Annual Crash Density (Ser. Inj. Crashes/KM)	Average Annual Crash Rate (Ser. Inj. Crashes/MVKT)
Metro Local Roads - Midblock	2.51	0.95	0.12	0.05
Metro Local Roads - All	5.23	1.98	0.24	0.09

Note: Based on 5-years data for the period 2017 to 2021.

2.8 Vehicular Parking

Local Government City of Stirling

Local Government Document Utilised Policy Manual 5.8 Stirling City Centre Parking;
Department of Planning, Lands and Heritage and Western Australia
Planning Commission – Draft Position Statement – Child care premises

Description of Parking Requirements in accordance with Scheme:

Stirling City Centre special Control Area (Outer Area):

Development with plot ratio of 1.0 or less of non-residential floorspace:

Maximum parking 2.5 bays / 100m² of non-residential floorspace

Minimum parking 1.25 bays/ 100m² of non-residential floorspace

Minimum Short Stay Parking = 60%

DPLH/WAPC Draft Position Statement – Child care premises

“Generally, the minimum car parking requirement for a child care premises, including staff and visitor parking, will be one space per five children.”

Calculation of Parking in accordance with the Stirling City Centre Special Control Area

Land Use	Requirements	Yield	Total Parking
Childcare Centre	Maximum 2.5 bays / 100m ² of non-residential floorspace	890.82m ² of floorspace	22
	Minimum 1.25 bays / 100m ² of non-residential floorspace		11
Total Maximum Car Parking Requirement			22
Total Minimum Car Parking Requirement			11
Total Volume of Parking Provided by Proponent			22

Calculation of Parking in accordance with the DPLH/WAPC Draft Position Statement – Child care premises

Land Use	Requirements	Yield	Total Parking
Childcare Centre	1 bay per 5 children	108	22
Total Volume of Parking Provided by Proponent			22

Justification

According to the Policy Manual 5.8 Stirling City Centre Parking the proposed development requires the maximum of 22 car parking bays and a minimum of 11 car parking bays.

The proposed development will provide 22 car-parking bays, meeting both requirements. 13 bays have to be designated as short stay parking to comply with the requirement for 60% Minimum Short Stay Parking.

According to the DPLH/WAPC Draft Position Statement – Child care premises the proposed development requires 22 parking bays. The proposed development meets the DPLH/WAPC requirement.

Additionally, an area for motorcycle parking will be provided.

Given the land use proposed, KCTT believes that the maximum allowable provision of 22 bays is adequate for Childcare Centre purposes.

It should be noted that the proposed development will provide an ACROD bay and a delivery/service bay which are not accounted for in the above 22 bays provision. However, this is considered as additional provision as per Policy Manual 5.8 (page 4): “In addition to the provision of car parking bays in accordance with Table 1, the approval of a development or use may require the on-site provision of parking reserved exclusively for the use of disabled motorists, delivery and servicing vehicles, couriers, taxis, buses and coaches, park and ride and kiss and ride at train stations at the discretion of the City of Stirling.”

2.9 Compliance with AS2890.1:2004 and AS2890.6

Number of Parking Bays on-site 22 standard bays
1 ACROD bay

Are Austroads documents referenced? YES
If YES, Nominate:

- Australian/New Zealand Standard, Parking facilities, Part 1: Off-street car parking - Originated as AS 2890.1—1986.
- Australian/New Zealand Standard, Parking facilities, Part 6: Off-street parking for people with disabilities - Originated as AS2890.6

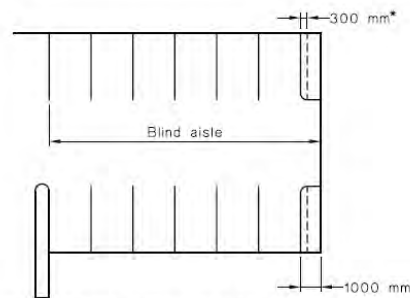
Proposed development User Class User Class 1A (Residential, domestic and employee parking)
User Class 3 (visitors' parking)
User Class 4

AS2890.1:2004 Off-street car parking AS2890.6 Off-street parking for people with disabilities						
Parking Bay Type	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A)	5.4m	5.5m	2.4m	2.505m	5.8m	6.0m
All bays at 90° (User Class 3)	5.4m	5.5m	2.6m	2.505m	5.8m	6.0m
ACROD Parking	5.4m	5.5m	2.4m-ACROD 2.4m-shared space	2.4m-ACROD 2.4m-shared space	5.8m	6.0m

Name the other requirements in the AS2890.1:2004 document.

'At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence.

In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards."



*Additional widening required if there is a wall or fence at the side of the last space, see Clause 2.4.1(b)(ii).

DIMENSIONS IN MILLIMETRES

FIGURE 2.3 BLIND AISLE EXTENSION

KCTT comment:

Blind aisle	Extended by a minimum of 1 m.
Reversing bay	Reversing bay is provided.

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5.2 COLUMN LOCATION AND SPACING

The dimensions for locating columns in a short span structure shall be as given in Figure 5.1. The design envelope around a parked vehicle which is to be kept clear of columns, walls or other obstructions, is shown in Figure 5.2. If this requirement is met, the dimensions in Figure 5.1 will also be achieved.

NOTE: Columns should not be located at the edge of a parking aisle. The difficulty of manoeuvring into a parking space is increased by such a location. It is also desirable to avoid locating a column directly opposite a car door."

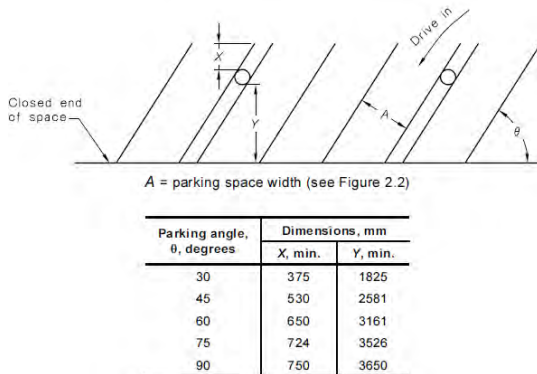
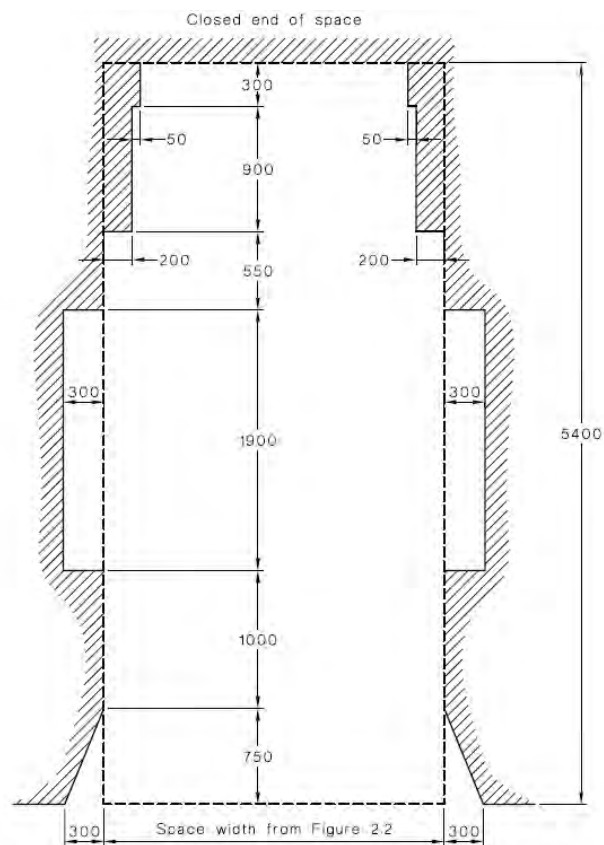


FIGURE 5.1 COLUMN LOCATION



DIMENSIONS IN MILLIMETRES

FIGURE 5.2 DESIGN ENVELOPE AROUND PARKED VEHICLE TO BE KEPT CLEAR OF COLUMNS, WALLS AND OBSTRUCTIONS

KCTT comment:

Column position

All proposed columns, as shown on plans enclosed in Appendix 1, are positioned at appropriate locations and in accordance with the AS2890.1:2004 requirement. This is further supported with the conducted swept path analysis, presented in Appendix 3.

Does the parking area meet the requirements set in AS2890.1:2004?

KCTT reviewed the proposed development layout and concluded that the dimensions of all car parking bays and aisle width generally comply with the Australian Standard AS/NZS 2890.1/2004.

Bays for visitors are 2.505m wide instead of the required 2.6m. However, this is mitigated by providing longer bays and wider aisle than required.

As shown in Appendix 3, no navigability issues are found for the proposed parking area.

Does the parking area meet the requirements set in AS2890.6?

YES

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2.10 Bicycle Parking

Local Government

City of Stirling

Reference Document Utilised

Policy Manual 5.8 – Stirling City Centre Parking

Description of Parking Requirements in accordance with Scheme:

Other Non – Residential Uses:

- 0.25 spaces per 100m² of NLA for residents
- 0.1 spaces per 100m² of NLA for visitors

Calculation of Parking

Land Use	Requirements	Yield	Total Parking
Childcare	0.25 spaces per 100m ² of NLA for residents	829.58m ²	2.07
Centre	0.1 spaces per 100m ² of NLA for visitors		0.93
Total Bicycle Parking Requirement			3
Total Volume of Parking Provided by Proponent			4

Justification

According to the Policy Manual 5.8, the proposed development requires 3 bicycle parking bays. The plans show 4 bicycle bays provided, meeting the requirement.

2.11 ACROD Parking

Class of Building

Class 9b

Does this building class require specific provision of ACROD Parking? YES

Reference Document Utilised

Building Code of Australia

Description of Parking Requirements:

Class 9b — (b) Other assembly building — (i) up to 1000 carparking spaces; - 1 space for every 50 carparking spaces or part thereof

Parking Requirement in accordance with regulatory documents

Land Use	Requirements	Yield	Total Parking
Childcare Centre	1 space for every 100 carparking spaces or part thereof	22	1
Total Volume of ACROD Parking Required			1
Total Volume of ACROD Parking Provided by Proponent			1

Justification

The plans for the proposed development show one ACROD parking bay as required.

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2.12 Delivery and Service Vehicles

Guideline Document used as reference

City of Stirling 6.7 Parking and Access Policy

Requirements

Delivery Bays

In non-residential developments with over 500m² of GFA, at least one bay shall be permanently set aside and marked for the exclusive use of delivery and service, and courier vehicles

Parking Requirement in accordance with regulatory documents

Land Use	Minimum Requirements	Yield	Total Parking
Childcare Centre	Minimum 1 bay for over 500m ² of GFA	890.82m ²	1
Total Volume of Service and Delivery Parking Provided by Proponent			1

Justification

The proposed development will provide 1 delivery/service bay, meeting the requirement.

Waste collection is expected to be safely conducted on-site outside of hours of operation. Drawing S27 in Appendix 3 shows the vehicle swept path of a small 6.4m waste vehicle, utilising the dedicated service bay for turning around on-site. No navigability issues have been found.

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2.13 Calculation of Development Generated / Attracted Trips

What are the likely hours of operation?	06:30 - 19:00
What are the likely peak hours of operation?	AM peak 07:30 - 08:30 PM peak 16:30 - 17:30
Do the development generated peaks coincide with existing road network peaks?	YES
If YES, Which:	Partially AM peak
Guideline Document Used	NSW RTA Guide to Traffic Generating Developments
Rates from above document:	Child Day Care: 0.8 trips in AM Peak per child 0.7 trips in PM Peak per child <i>It should be noted that these rates are given for a 2-hour peak period. For the purposes of this report KCTT will use the worst-case scenario where the two-hour traffic volume will be attracted to the development within one hour.</i>

Given that the WAPC Transport Assessment Guidelines and NSW RTA Guide to Traffic Generating Developments do not offer daily vehicular trip generation rate for these land uses KCTT have assumed the following to apply:

Childcare centres vehicular daily trips can be assumed to be 4 VPD per child and 2 VPD per employee. Each parent will make 2 vehicular trips when dropping off the child to the day care centre and 2 vehicular trips when picking the child up. Employees will make 1 vehicular trip arriving to work, and another vehicular trip when leaving work. For the calculations below, a conservative approach has been applied **showing the theoretical maximum number of children, under the assumption that all children are driven to school, there are no siblings in the centre and no sick children absent from the centre.**

Land Use Type	Rate above	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
				AM	PM
Childcare Centre	4 VPD per child+2 VPD per employee 0.8 VPH AM Peak per child 0.7 VPH PM Peak per child	108 children 20 staff members	472	86	76

Does the site have existing trip generation / attraction?	NO Based on the aerial imagery and available street view photos (April 2022), it seems that there is no traffic generation from the existing single residence and the closed shop.
What is the total impact of the new proposed development?	The proposed development is expected to generate 472 daily vehicular trips, 86 vehicle trips in the AM peak and 76 in the PM peak. According to WAPC this is considered as a moderate traffic impact to the surrounding road network.

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2.14 Traffic Flow Distribution

How many routes are available for access / egress to the site? Two (2)

Route 1 / Movement 1

Provide details for Route No 1 To/from the north via Odin Road
Percentage of Vehicular Movements via Route No 1 50% [236 VPD; AM 43 VPH; PM 38 VPH]

Route 2 / Movement 2

Provide details for Route No 2 To/from the south via Odin Road
Percentage of Vehicular Movements via Route No 2 50% [236 VPD; AM 43 VPH; PM 38 VPH]

Note - For a more detailed plans of the estimated vehicular traffic volumes and distribution please refer to the plans provided in Appendix 2.

2.15 Vehicle Crossover Requirements

Are vehicle crossovers required onto existing road networks? YES
How many existing crossovers? One
How many proposed crossovers? One new crossover to replace the existing one.
How close are proposed crossovers to existing intersections? 35m
Does this meet existing standards? YES

Justification

According to AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking the user class of the access point is: User Class 1A - Residential, domestic and employee Proposed development plans indicate a total of 25 parking bays and 1 crossover.

This crossover serves between 25 and 100 parking bays from an arterial road, making it a "Category 2 driveway"

TABLE 3.1
SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:

- When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.
- This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

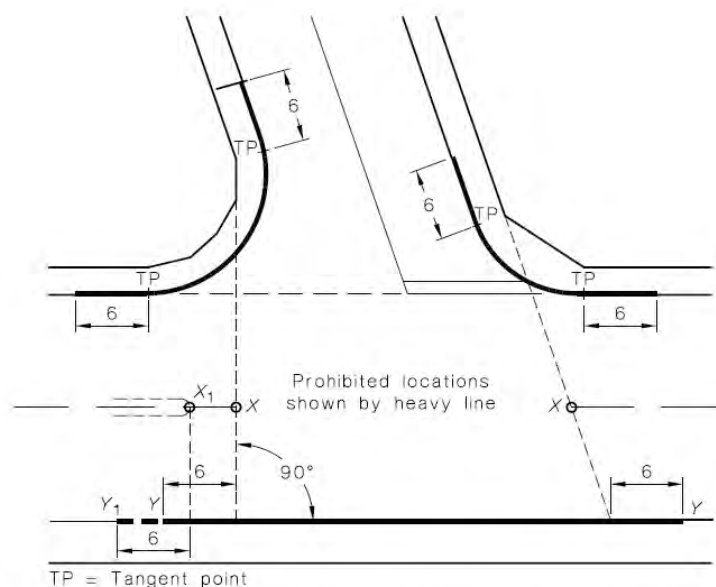
Therefore, the following requirements from AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking apply:

“(a) Driveway Categories 1 and 2: At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in Figure 3.1. **This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalized intersections.**

Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement.

At signalized intersections, the minimum distance from the intersection, measured from the property boundary along both legs, shall be increased as necessary to locate access driveways beyond the influence of normal queue lengths at the intersections. If this is not practicable, it may be necessary to provide-

- (i) an arrangement which confines traffic to turning left when either entering or leaving the car park;
- (ii) a signalized driveway with signals coordinated with the intersection signals; or
- (iii) other traffic management means of providing for safe and efficient operation of the driveway.”



NOTES:

- 1 Accesses to domestic driveways are excluded from the prohibition in respect of the kerb section marked Y-Y (see Clause 3.2.3(a)).
- 2 The points marked X₁ and X are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y-Y extends to Point Y₁.

DIMENSIONS IN METRES

FIGURE 3.1 PROHIBITED LOCATIONS OF ACCESS DRIVEWAYS

As shown on the layout for the proposed development in Appendix 1, the proposed crossover is not located in any of the areas shown by heavy lines and therefore complies with the AS/NZS 2890.1:2004 requirements.

If the crossovers do not comply with the AS/NZS 2890.1:2004 requirements, provide justification:

Are auxiliary lanes warranted?

YES

Justification

An existing widening on Odin Road will be used for Left In turn movements. The existing painted median strip is 4.5m wide and therefore can be comfortably used as a right-turn deceleration lane.

2.16 Public Transport Accessibility

How many bus routes are within 400 metres of the subject site?

Four (4)

How many rail routes are within 800 metres of the subject site?

None – Stirling Station is just outside of 800m radius from the subject site

Bus Route	Description	Peak Frequency	Off-Peak Frequency
410	Stirling Station - Scarborough Beach Bus Station	10 minutes	60 minutes
421	Stirling Station - Scarborough Beach Bus Station via Sackville Terrace	10 minutes	60 minutes
422	Stirling Station - Scarborough Beach Bus Station via Karrinyup Bus Station	20 minutes	60 minutes
423	Stirling Station - Warwick Station via Karrinyup Bus Station & Hillarys Boat Harbour	10 minutes	60 minutes

Walk Score Rating for Accessibility to Public Transport

64 | Good Transit. Many nearby public transportation options.

2.17 Pedestrian Infrastructure

Describe existing local pedestrian infrastructure within a 400m radius of the site:

Classification	Road Name
"Other Shared Path (Shared by Pedestrians and Cyclists)"	Cedric Street
Pedestrian Paths	Odin Road, King George Street, Cloates Street, Donar Street, Thor Street, Wotan Street
Does the site have existing pedestrian facilities	YES
Does the site propose to improve pedestrian facilities?	NO
What is the Walk Score Rating?	
80 Very Walkable. Most errands can be accomplished on foot.	

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2.18 Cyclist Infrastructure

Are there any PBN Routes within an 800m radius of the subject site? YES

If YES, describe:

Classification	Road Name
"Other Shared Path (Shared by Pedestrians and Cyclists)"	Cedric Street; Ellen Stirling Boulevard; Scarborough Beach Road; Liege Street
"Good Road Riding Environment"	Odin Road (North of Cedric Street); Grant Street; Boronia Street
"Perth Bicycle Network - Continuous Signed Routes"	NW1 – Thor Street, Wotan Street, Shaw Road

Are there any PBN Routes within a 400m radius of the subject site? YES

If YES, describe:

Classification	Road Name
"Other Shared Path (Shared by Pedestrians and Cyclists)"	Cedric Street
"Perth Bicycle Network - Continuous Signed Routes"	NW1 – Thor Street, Wotan Street
Does the site have existing cyclist facilities?	YES
Does the site propose to improve cyclist facilities?	NO

2.19 Site-Specific Issues and Proposed Remedial Measures

How many site-specific issues need to be discussed? One (1)

Site-Specific Issue No 1	Parking Requirements
Remedial Measure / Response	According to the Policy Manual, 5.8 Stirling City Centre Parking the proposed development requires a maximum of 22 car parking bays and a minimum of 11 car parking bays. The proposed development will provide 22 car-parking bays, meeting both requirements. 13 bays have to be designated as short stay parking to comply with the requirement for 60% Minimum Short Stay Parking. Given the land use proposed, KCTT believes that the maximum allowable provision of 22 bays is adequate for Childcare Centre purposes.

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Appendix 1

The Layout of the Proposed Development

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Pan

Address: Lot 435 (#39) Odin Road, Innaloo

Child Care Centre

Job Number: 22102

Drawing Index	
PD01	Cover Sheet
PD02	3D
PD03	Existing Site Survey
PD04	Site Plan
PD05	Context Plan
PD06	Ground Floor Plan
PD07	First Floor Plan
PD08	Roof Plan
PD09	Elevations



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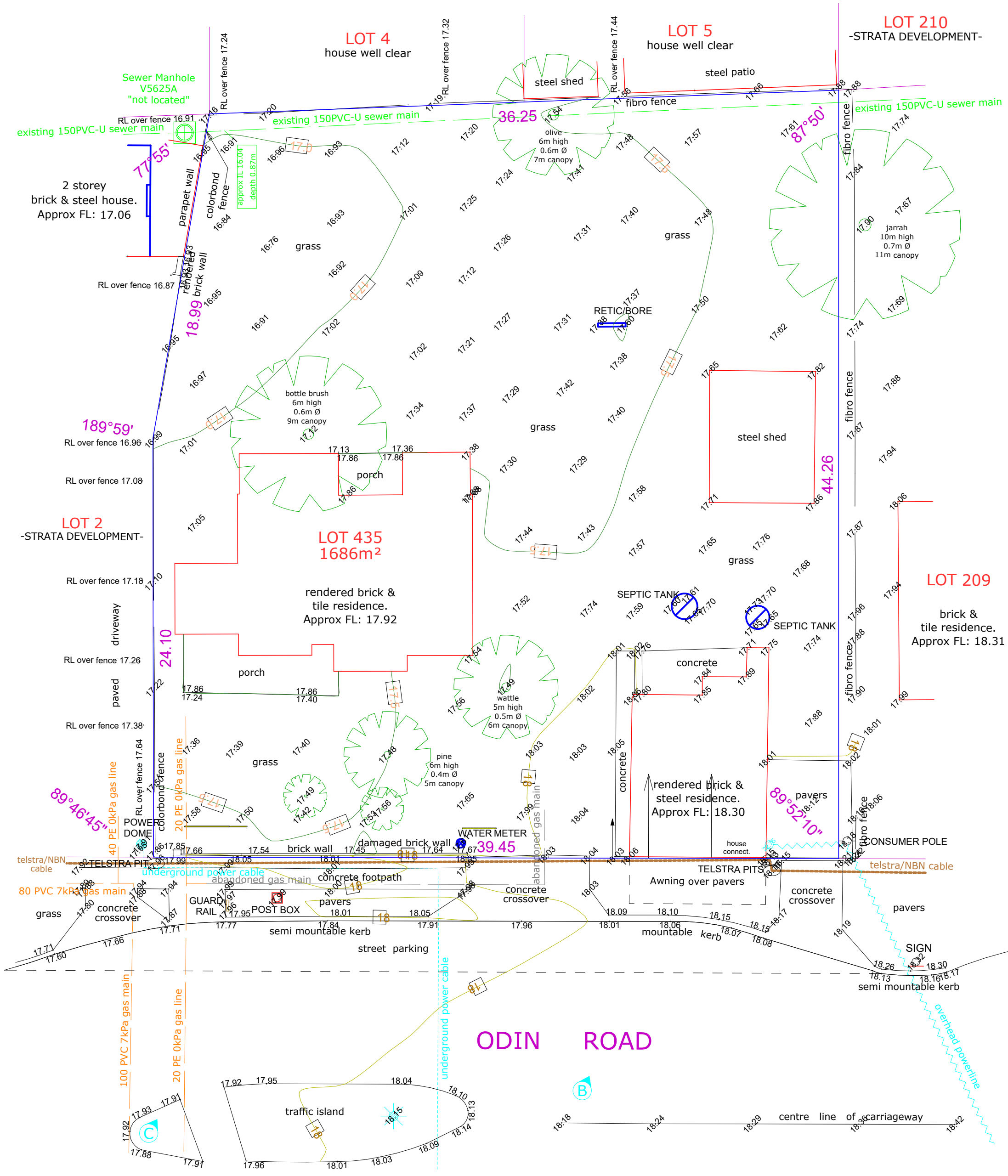


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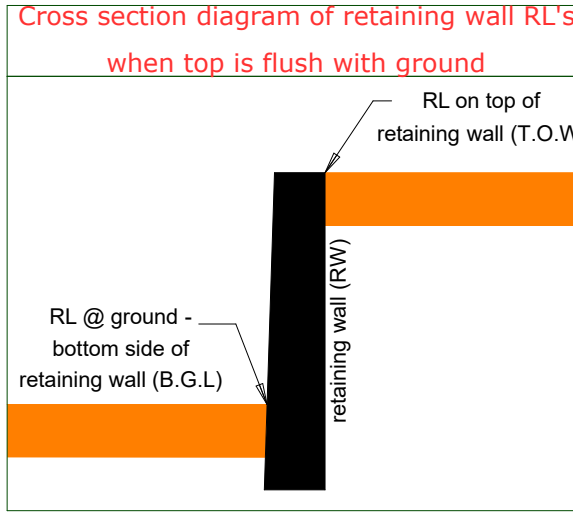
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NOTE: No title viewed by The Land Division. A certificate of title check for easements and encumbrances is highly recommended as should they exist, they may affect design.

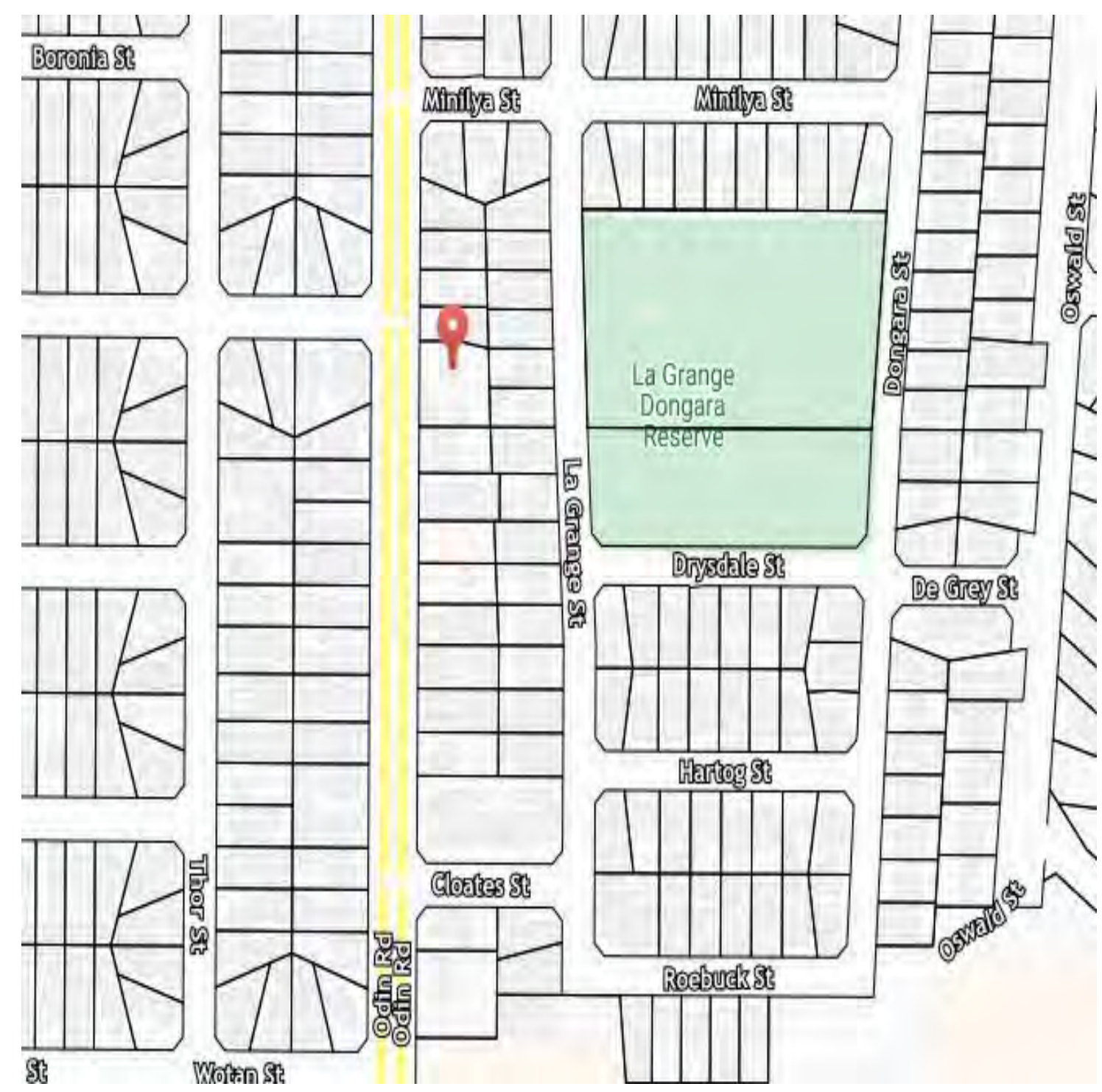


Note: 15mm Lot Misclosure

Repeg Recommended



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LEGEND	
	TBM - RL 18.38m AHD
	Gutter Line
	Overhead Powerline
	Underground Power Cable
	Gas Main
	Drainage Main
	Water Main
	Sewer Main
	Underground Telstra/NBN
	Cable
	Gully
	Fire Hydrant
	Stop Valve
	Water Meter
	Sewer Manhole
	House Connection
	Power Dome
	Power Pole
	Telstra Pit
	Bollard
	Tree
	Peg/Boundary Mark

TBM deck spike in bitumen equals RL 18.38 AHD Based on SSM - SCA 15 RL 17.752 AHD (Landgate Geodetic Section) Contractor to check datum before adopting levels

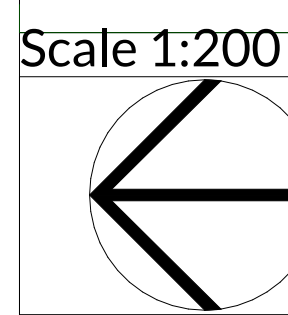
Note: Features are related to fence-lines only. No connection made to boundaries. REPEGE RECOMMENDED Position and depth of services to be confirmed on site by contractor

Client: R & J Trust
Survey Date: 09 January 2023
Scale: 1:200@A2

FEATURE AND CONTOUR SURVEY OF LOT 435
ON DIAGRAM 25605
39 Odín Road, Innaloo
Vol: 1681 Fol: 993
our ref: 22-9903

Rev	Date	Description	Surv	Drawn
0	18/01/2023	Feature Survey Drafted	TF	TF

Feature Survey by
THE LAND DIVISION
PLANNING | SURVEYING | DESIGN
PO Box 2444,
Malaga, WA 6090
phone: 08 9209 3232
www.landdivision.com.au



Scale 1:200

NOTES: 1) CONSULT LEGAL ADVICE ON EASEMENTS, ENCUMBRANCES AND CAVEATS THAT MAY APPEAR ON THE CERTIFICATE OF TITLE. 2) LEVELS ON ADJOINING PROPERTIES ARE APPROXIMATE DUE TO ACCESS RESTRICTIONS. 3) SERVICES PLOTTED AS VISUALLY SEEN ON SITE AND ARE APPROXIMATE. 4) SEWER POSITION AND LEVELS FROM WATER CORPORATION PLANS. 5) CONSULT DIAL BEFORE YOU DIG TO CHECK LOCATION OF UNDERGROUND SERVICES. 6) BEWARE OF OVERHEAD POWER LINE HAZARDS. 7) CONSULT TLD ON ANY ANOMALY BEFORE DESIGN AND CONSTRUCTION.

Client
Pan
Project Name
Child Care Centre
Project Address
Lot 435 (#39) Odín Road, Innaloo

Drawing Title:
Existing Site Survey
Scale: as noted Sheet Size: A1
Project No: 22102
Drawing No.: PD03 of 09

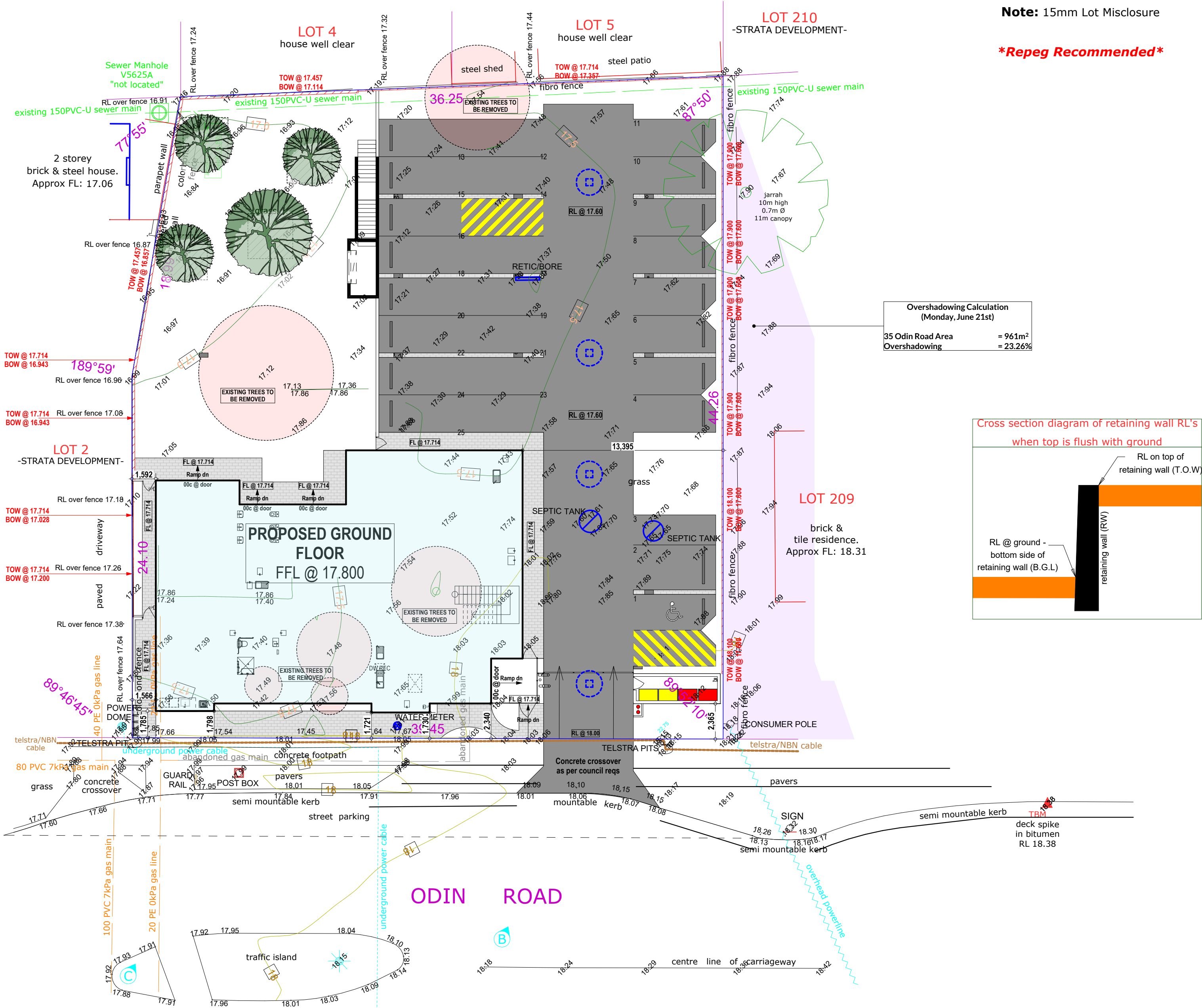
Issue:
DRP
Rev: Description: Drawn: CD
Revision Number: 010 Date: 01.09.2023

Revision	Description	Date
010	Amended Plans as per DA comments	24.10.23
009	Council Comments	01.09.23
008	Planner Comments	25.07.23
007	Changes	21.07.23
006	DRP Comments	28.06.23
005	DRP	06.06.23
004	Concept Design	26.05.23

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Zone	Area	Perimeter
Child Care Centre		
Store	16.62	24.26
Drying	10.03	15.90
Portico	10.50	14.27
Bin Store	11.60	15.60
Balcony	12.49	14.30
Ground Floor	374.96	88.18
First Floor	454.62	103.16
	890.82 m²	275.67 m

NOTE: No title viewed by The Land Division. A certificate of title check for easements and encumbrances is highly recommended as should they exist, they may affect design.



LEGEND	
	TBM - RL 18.38m AHD
	Gutter Line
	Overhead Powerline
	Underground Power Cable
	Gas Main
	Drainage Main
	Water Main
	Sewer Main
	Underground Telstra/NBN
	Cable
	Gully
	Fire Hydrant
	Stop Valve
	Water Meter
	Sewer Manhole
	House Connection
	Power Dome
	Power Pole
	Telstra Pit
	Bollard
	Tree
	Peg/Boundary Mark

TBM deck spike in bitumen equals RL 18.38 AHD Based on SSM - SCA 15 RL 17.752 AHD (Landgate Geodetic Section) Contractor to check datum before adopting levels	Note: Features are related to fence-lines only. No connection made to boundaries. REPEG RECOMMENDED Position and depth of services to be confirmed on site by contractor	Client: R & J Trust		FEATURE AND CONTOUR SURVEY OF LOT 435				Rev	Date	Description	Surv	Drawn	Feature Survey by
		Survey Date:		ON DIAGRAM 25605				0	18/01/2023	Feature Survey Drafted	TF	TF	THE LAND DIVISION PLANNING SURVEYING DESIGN PO Box 2444, Malaga, WA 6090 phone: 08 9209 3232 www.landdivision.com.au
		09 January 2023		39 Odin Road, Innaloo									
		Scale: 1:200@A2		Vol: 1681 Fol: 993									
				our ref. 22-9903									
NOTES: 1) CONSULT LEGAL ADVICE ON EASEMENTS, ENCUMBRANCES AND CAVEATS THAT MAY APPEAR ON THE CERTIFICATE OF TITLE. 2) LEVELS ON ADJOINING PROPERTIES ARE APPROXIMATE DUE TO ACCESS RESTRICTIONS. 3) SERVICES PLOTTED AS VISUALLY SEEN ON SITE AND ARE APPROXIMATE.													
4) SEWER POSITION AND LEVELS FROM WATER CORPORATION PLANS. 5) CONSULT DIAL BEFORE YOU DIG TO CHECK LOCATION OF UNDERGROUND SERVICES. 6) BEWARE OF OVERHEAD POWER LINE HAZARDS. 7) CONSULT TLD ON ANY ANOMALY BEFORE DESIGN AND CONSTRUCTION.													

Scale 1:200

Client Pan	Drawing Title: Site Plan	Issue: DRP
Project Name Child Care Centre	Scale: as noted Sheet Size: A1	Rev: Description: Drawn:
Project Address Lot 435 (#39) Odin Road, Innaloo	Project No: 22102 Drawing No.: PD04 of 09	Revision Number: 010 Date: 01.09.2023

Revision	Description	Date
010	Amended Plans as per DA comments	24.10.23
009	Council Comments	01.09.23
008	Planner Comments	25.07.23
007	Changes	21.07.23
006	DRP Comments	28.06.23
005	DRP	06.06.23
004	Concept Design	26.05.23

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City of Stirling
14 December 2023
RECEIVED



Multi Development - Odin Rd. Innaloo WA 6018



Commerical - 31 Odin Rd. Innaloo WA 6018



Commerical Development - Corner Scarborough Beach Road & Odin Rd. Innaloo WA 6018



Commerical Development - Bunnings Warehouse - Corner Scarborough Beach Road & Odin Rd. Innaloo WA 6018

Client
Pan
Project Name
Child Care Centre
Project Address
Lot 435 (#39) Odin Road, Innaloo

Drawing Title:
Context Plan
Scale: as noted
Sheet Size: A1
Project No:
22102
Drawing No.:
PD05 of 09

Issue:
DRP
Rev: Description:
009 Council Comments
Revision Number:
010
Date:
01.09.2023

Revision	Description	Date
010	Amended Plans as per DA comments	24.10.23
009	Council Comments	01.09.23
008	Planner Comments	25.07.23
007	Changes	21.07.23
006	DRP Comments	28.06.23
005	DRP	06.06.23
004	Concept Design	26.05.23

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Child / Room Calculations

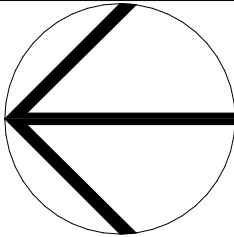
Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	0-2	16	53.87m ²	4
Activity 2	2-3	15	49.02m ²	3
Activity 3	3+	17	57.50m ²	3
Activity 4	2-3	20	65.34m ²	4
Activity 5	3+	20	65.73m ²	2
Activity 6	3+	20	66.14m ²	2
Nutrition			34.62m ²	
Total Internal = (Min 3.25m ² per child)		108	392.22m ² (Min 344.50m ² req)	18
Total External Play Area = (Min 7m ² per child)		108	835.08m ² (Min 742m ² req)	

Zone	Area	Perimeter
Child Care Centre		
Store	16.62	24.26
Drying	10.03	15.90
Portico	10.50	14.27
Bin Store	11.60	15.60
Balcony	12.49	14.30
Ground Floor	374.96	88.18
First Floor	454.62	103.16
	890.82 m ²	275.67 m



City of Stirling
14 December 2023
RECEIVED

Scale 1:100



Client Pan	Drawing Title: Ground Floor Plan	Issue: DRP	Revision Description Date
Project Name Child Care Centre	Scale: as noted Sheet Size: A1	Rev: Description: CD	010 Approved Plans as per DA comments 24.10.23
Project Address Lot 435 (#39) Odlin Road, Innaloo	Project No: 22102	Revision Number: 010	009 Council Comments 01.09.23
	Drawing No.: PD06 of 09	Date: 01.09.2023	008 Planner Comments 25.07.23
			007 Changes 21.07.23
			006 DRP Comments 28.06.23
			005 DRP 06.06.23
			004 Concept Design 26.05.23

GERMANO
DESIGNS

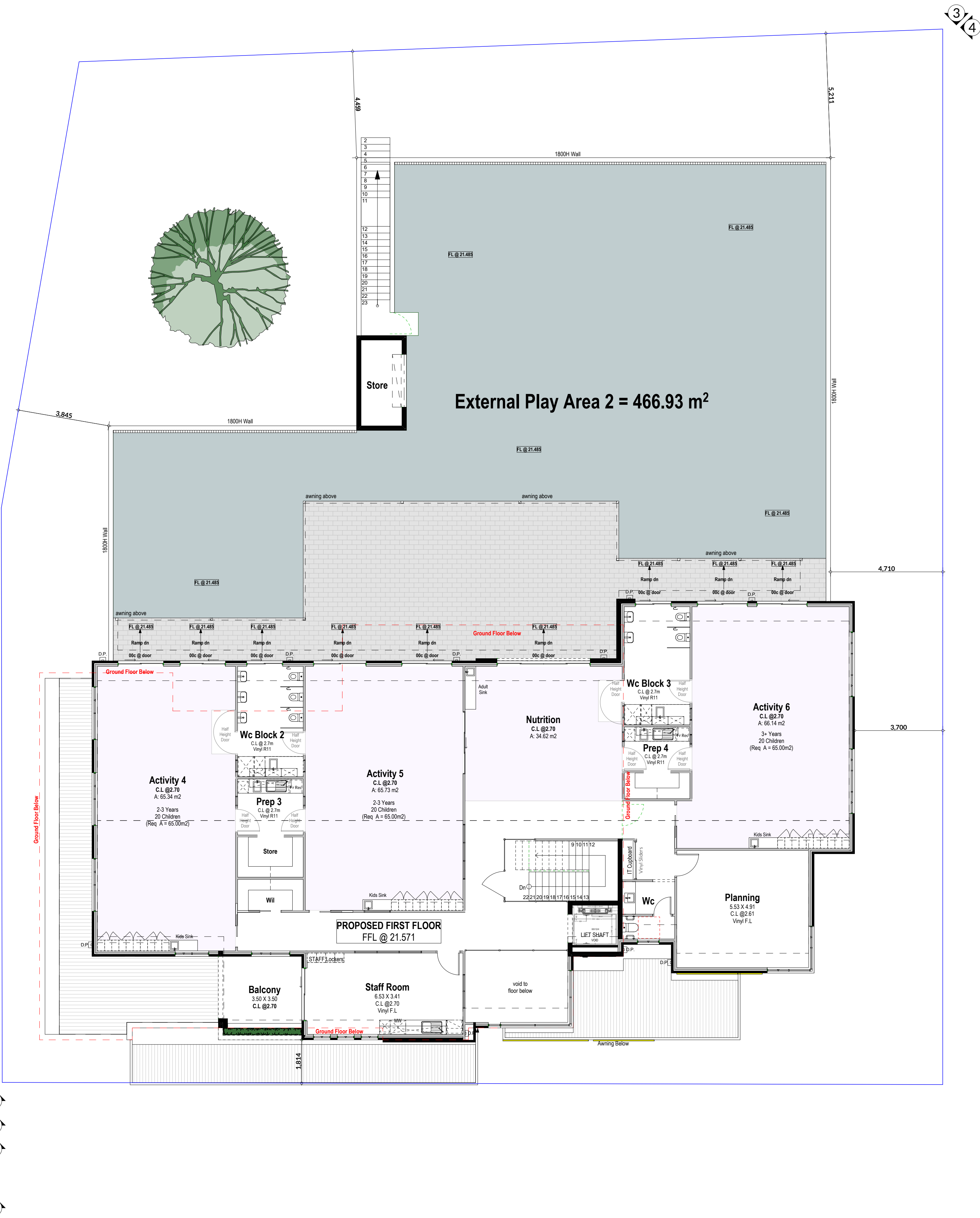
Unit: 3/1 Mulgool Road, Malaga W.A. 6090
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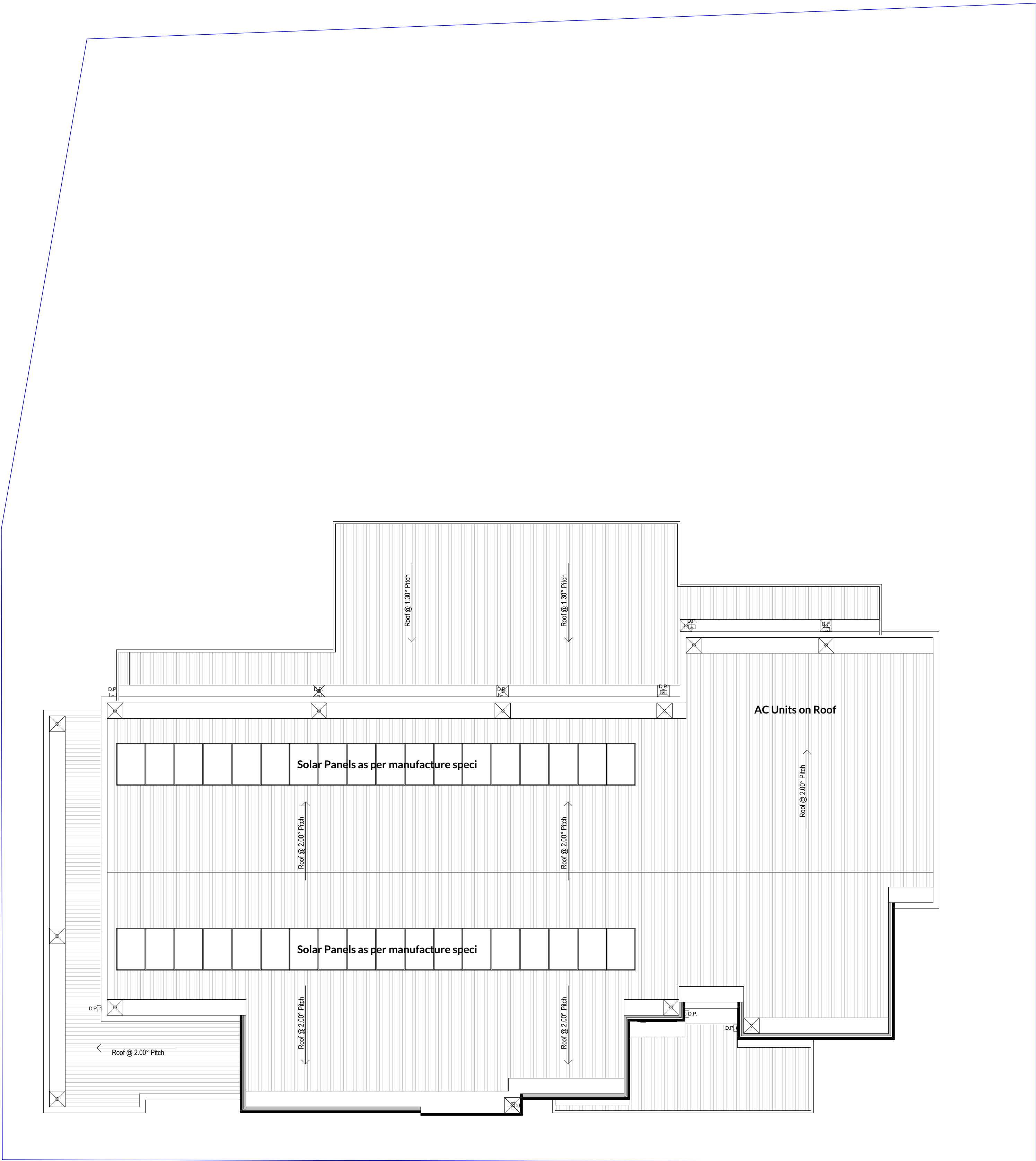
Child / Room Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	0-2	16	53.87m ²	4
Activity 2	2-3	15	49.02m ²	3
Activity 3	3+	17	57.50m ²	3
Activity 4	2-3	20	65.34m ²	4
Activity 5	3+	20	65.73m ²	2
Activity 6	3+	20	66.14m ²	2
Nutrition			34.62m ²	
Total Internal = (Min 3.25m ² per child)		108	392.22m ² (Min 344.50m ² req)	18
Total External Play Area = (Min 7m ² per child)		108	835.08m ² (Min 742m ² req)	

Zone	Area	Perimeter
Child Care Centre		
Store	16.62	24.26
Drying	10.03	15.90
Portico	10.50	14.27
Bin Store	11.60	15.60
Balcony	12.49	14.30
Ground Floor	374.96	88.18
First Floor	454.62	103.16
	890.82 m ²	275.67 m



Scale 1:100



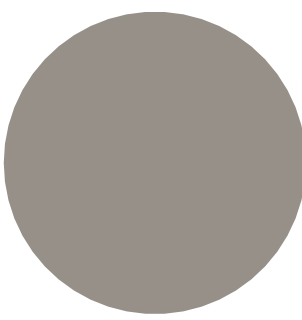
City of Stirling
14 December 2023
RECEIVED

Scale 1:100

Material & Colour Schedule



Acrylic Render
Dulux "Mt Aspiring"



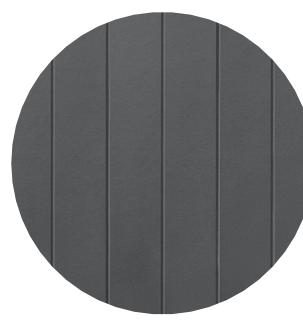
Acrylic Render
Dulux "Champignon"



Concrete
Dulux Acrasheild "Ash Rock"



Stone Cladding



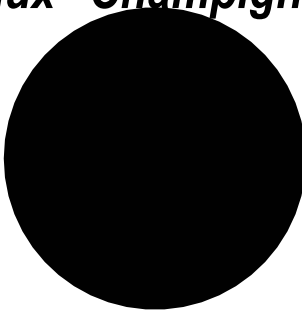
Vertical Cladding
"Axon Cladding"



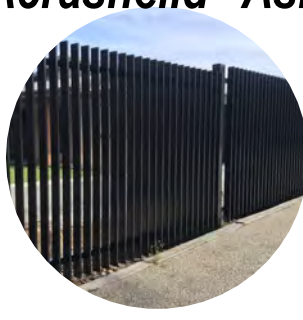
Colorbond Roof
"Surfmist"



Window Frames
"Marble Black Satin"



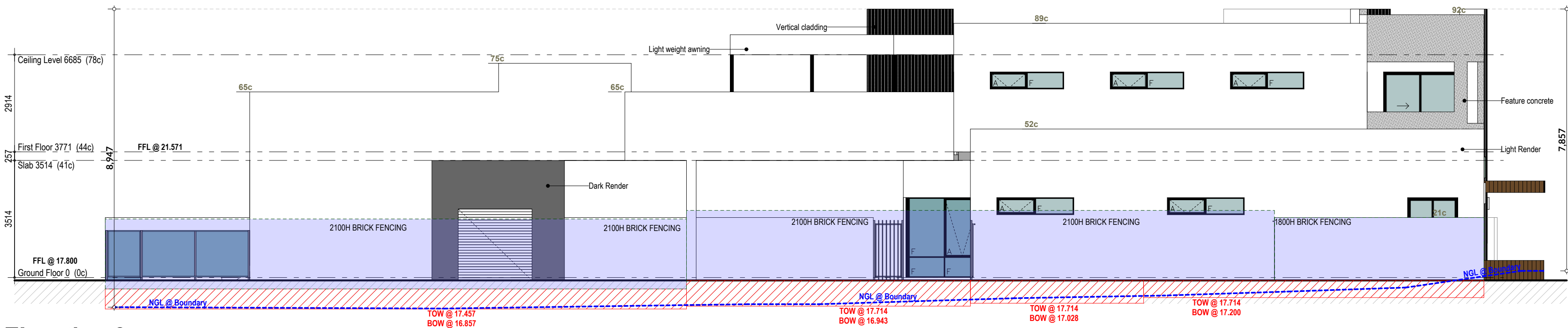
Awning
Dulux "Mt Aspiring"



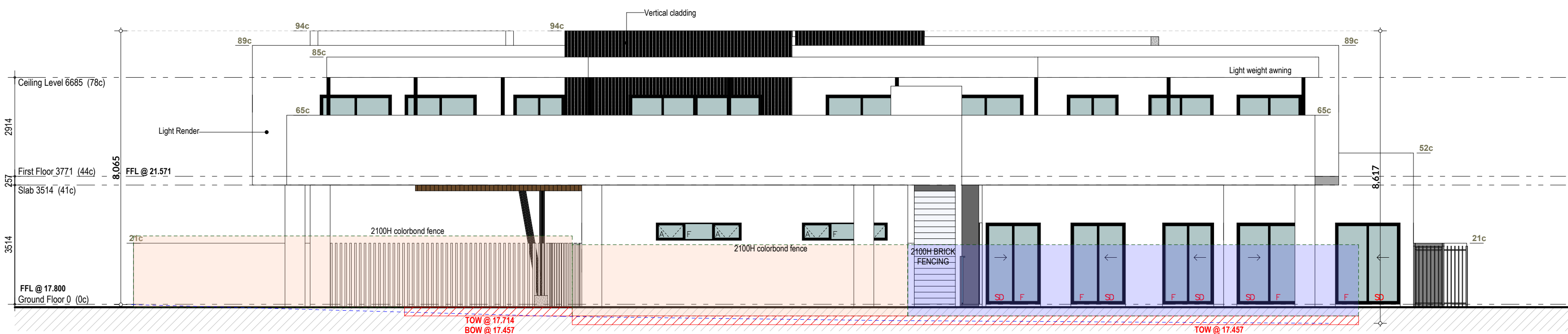
P/Coated Fence



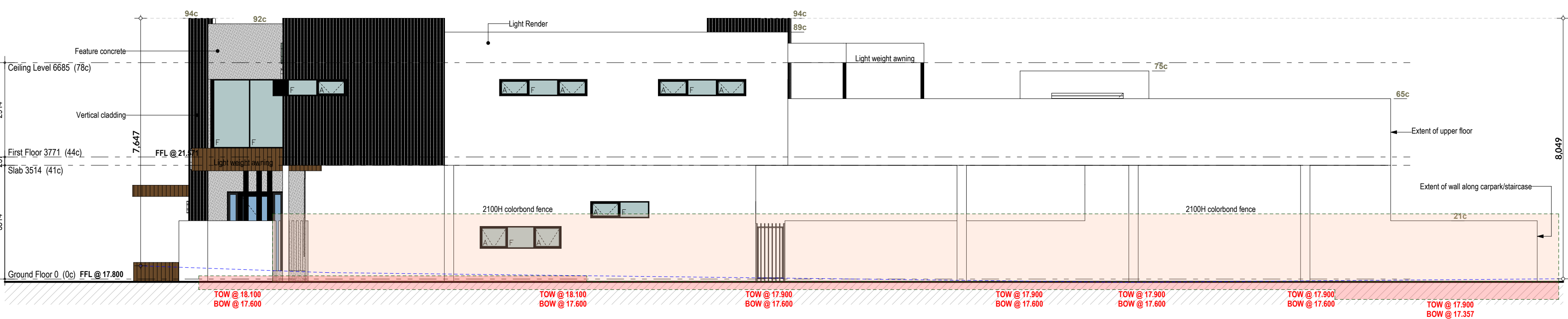
Elevation 1
Scale 1:100



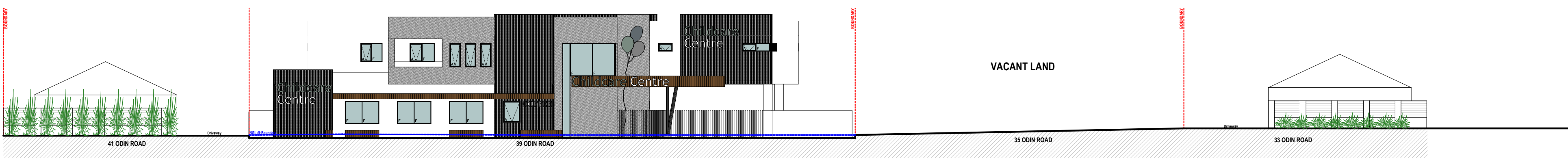
Elevation 2
Scale 1:100



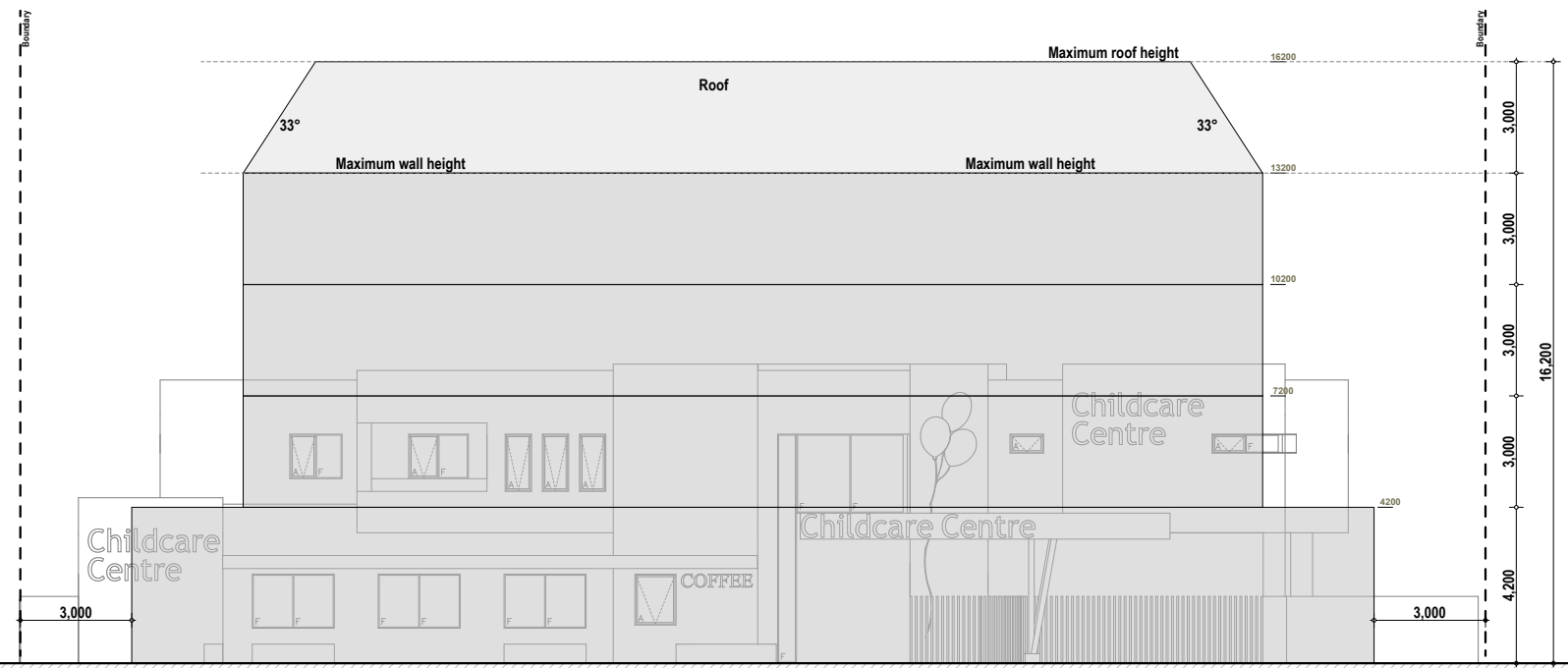
Elevation 3
Scale 1:100



Elevation 4
Scale 1:100

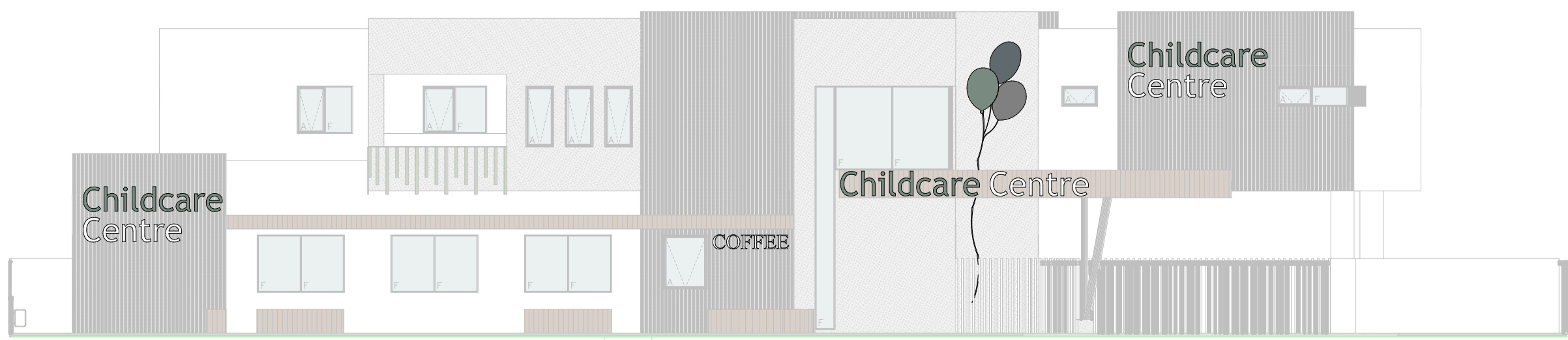


Street Perspective
Scale 1:50



Permitted Building Height
Scale 1:200

Signage Location
Scale 1:125



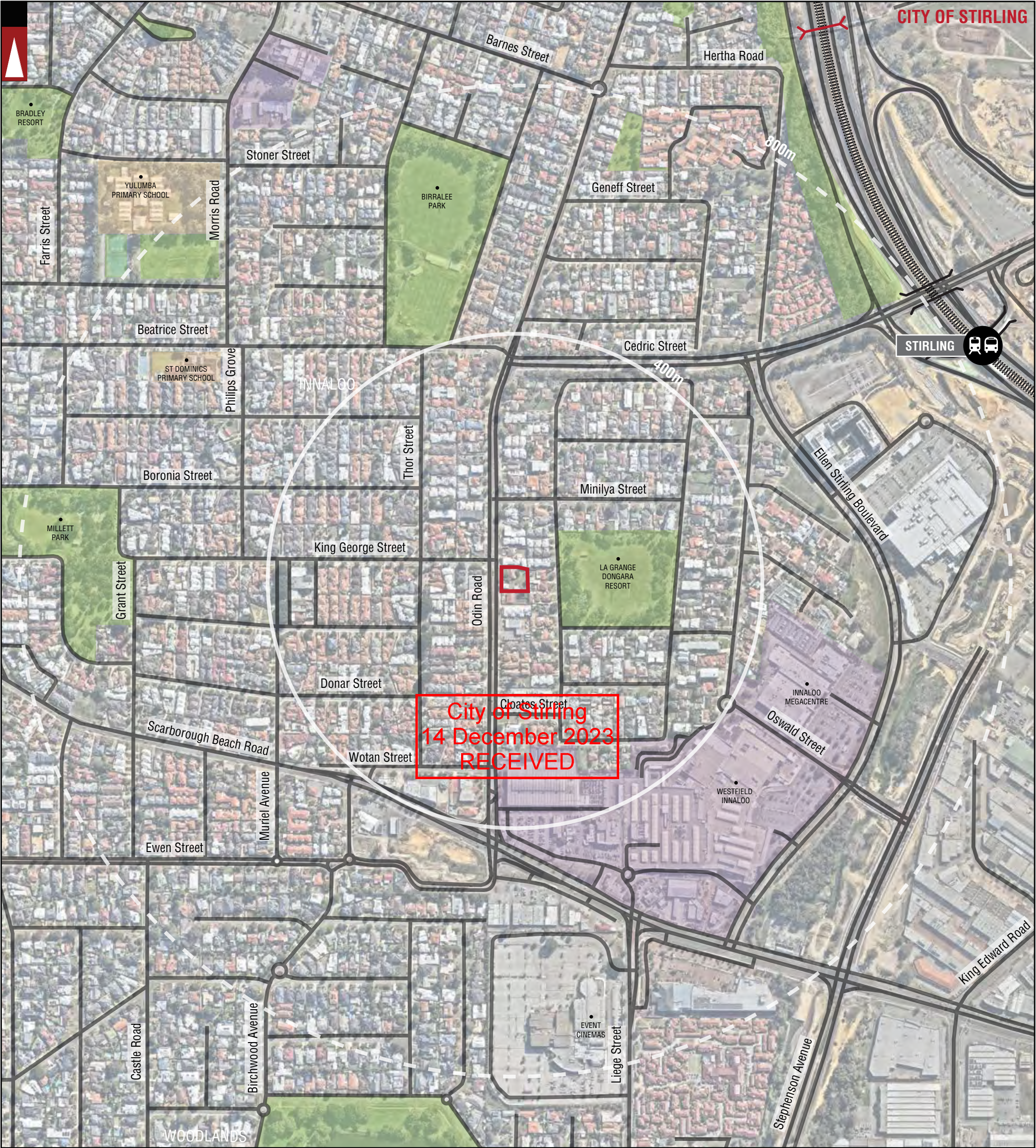
City of Stirling
14 December 2023
RECEIVED

Client Pan Project Name Child Care Centre Project Address Lot 435 (#39) Odin Road, Innaloo	Drawing Title: Elevations		Issue: DRP		Revision Description Date		GERMANO DESIGNS Unit: 3/1 Mulgool Road, Malaga W.A 6090 (08) 9248 8392 www.germanodesigns.com.au ©COPYRIGHT This plan shall remain the sole property of GERMANO DESIGNS and shall not be given, lent, resold or otherwise disposed of except without permission in writing of the		
	Scale: as noted	Sheet Size: A1	Rev:	Description:	Drawn:	009			Council Comments
	Project No: 22102	Drawing No: PD09 of 09	009	Council Comments	CD	007			Changes
			006	DRP Comments		005			DRP
			Revision Number: 010	Date: 01.09.2023	004	Concept Design			26.05.23

Appendix 2

Transport Planning and Traffic Plans

City of Stirling
14 December 2023
RECEIVED



PARKS AND RECREATION

INDUSTRIAL

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street

STREET NAME

RAILWAY

TRAIN AND BUS TRANSFER

ROAD BRIDGE, FOOT BRIDGE, UNDERPASS

CITY OF STIRLING

NORTHBRIDGE

LOCATION BOUNDARY

DISTANCE FROM LOCATION

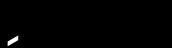
LOCAL GOVERNMENT NAME

SUBURB NAME

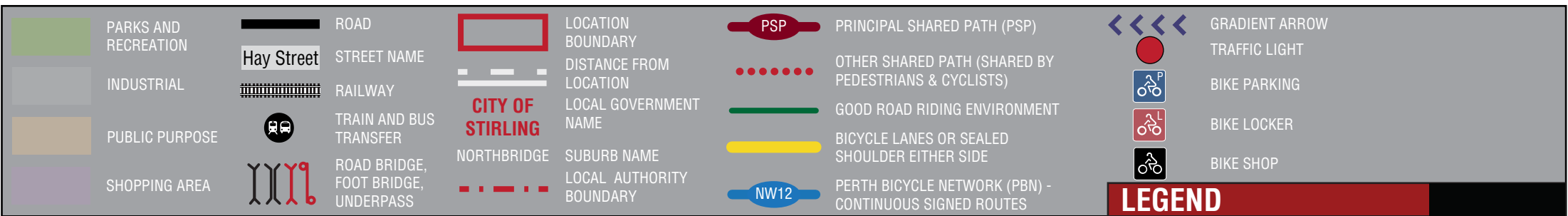
LOCAL AUTHORITY BOUNDARY

LEGEND

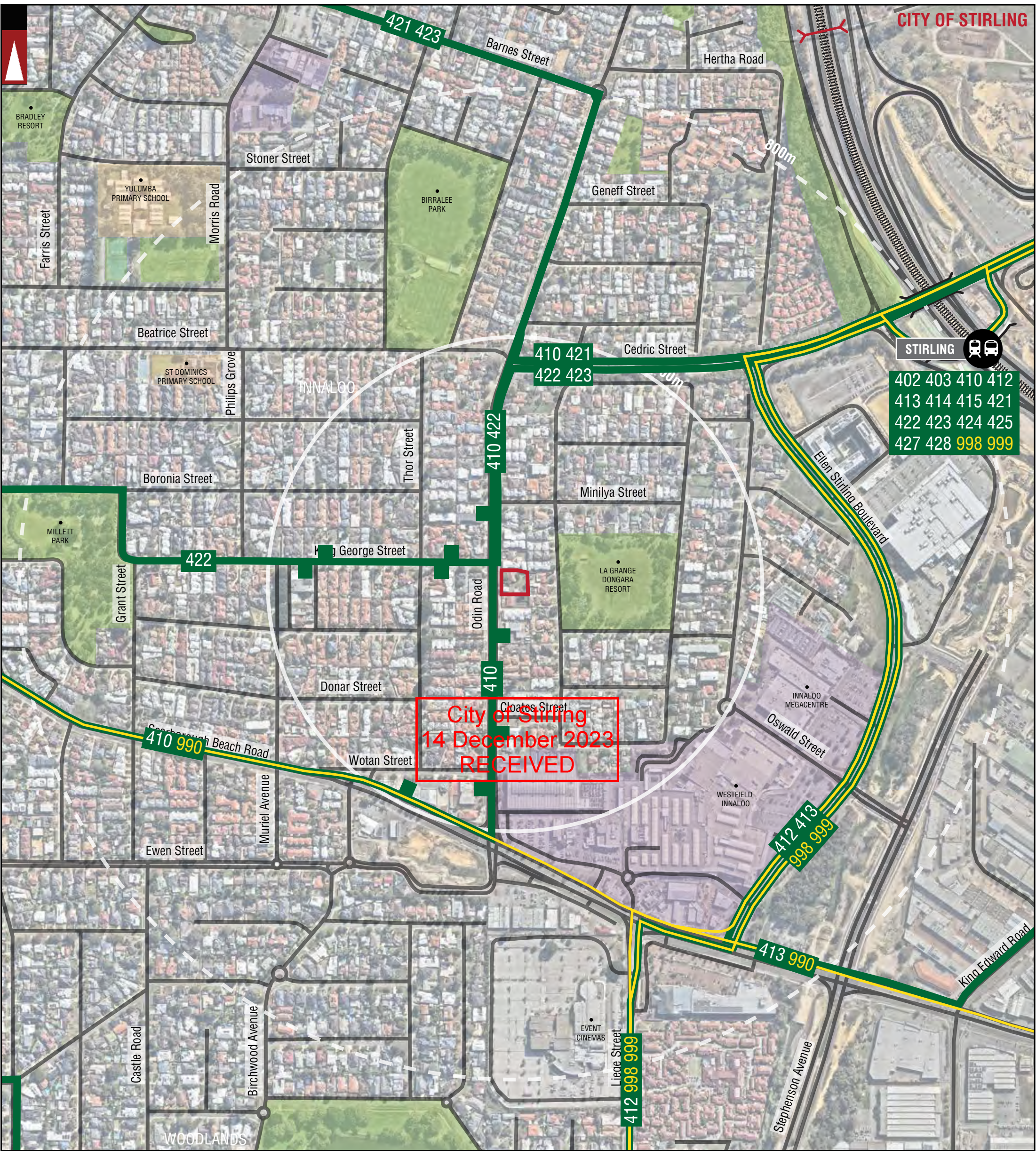
			PROJECT: 39 ODIN ROAD, INNALOO	DRAWN BY:	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922 PH: 08 9441 2700 WEB: www.kctt.com.au
			TITLE: LOCALITY PLAN - 800M RADIUS	A.M.	
A	25-05-2023	ISSUED FOR REVIEW	DRAWING NUMBER: KC01595.000_ S01		
No	DATE	AMENDMENT			







			PROJECT: 39 ODIN ROAD, INNALOO	DRAWN BY:	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922 PH: 08 9441 2700 WEB: www.kctt.com.au	
			TITLE: BICYCLE NETWORK PLAN - 800M RADIUS	A.M.		
A	25-05-2023	ISSUED FOR REVIEW	DRAWING NUMBER: KC01595.000_ S02			
No	DATE	AMENDMENT				



PARKS AND RECREATION

INDUSTRIAL

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street

STREET NAME

RAILWAY

TRAIN AND BUS TRANSFER

ROAD BRIDGE, FOOT BRIDGE, UNDERPASS

CITY OF STIRLING

NORTHBRIDGE

SUBURB NAME

LOCAL AUTHORITY BOUNDARY

BUS ROUTES

HIGH FREQUENCY BUS ROUTE

BUS STOPS (WITHIN 400M)

103

BUS ROUTE NUMBER

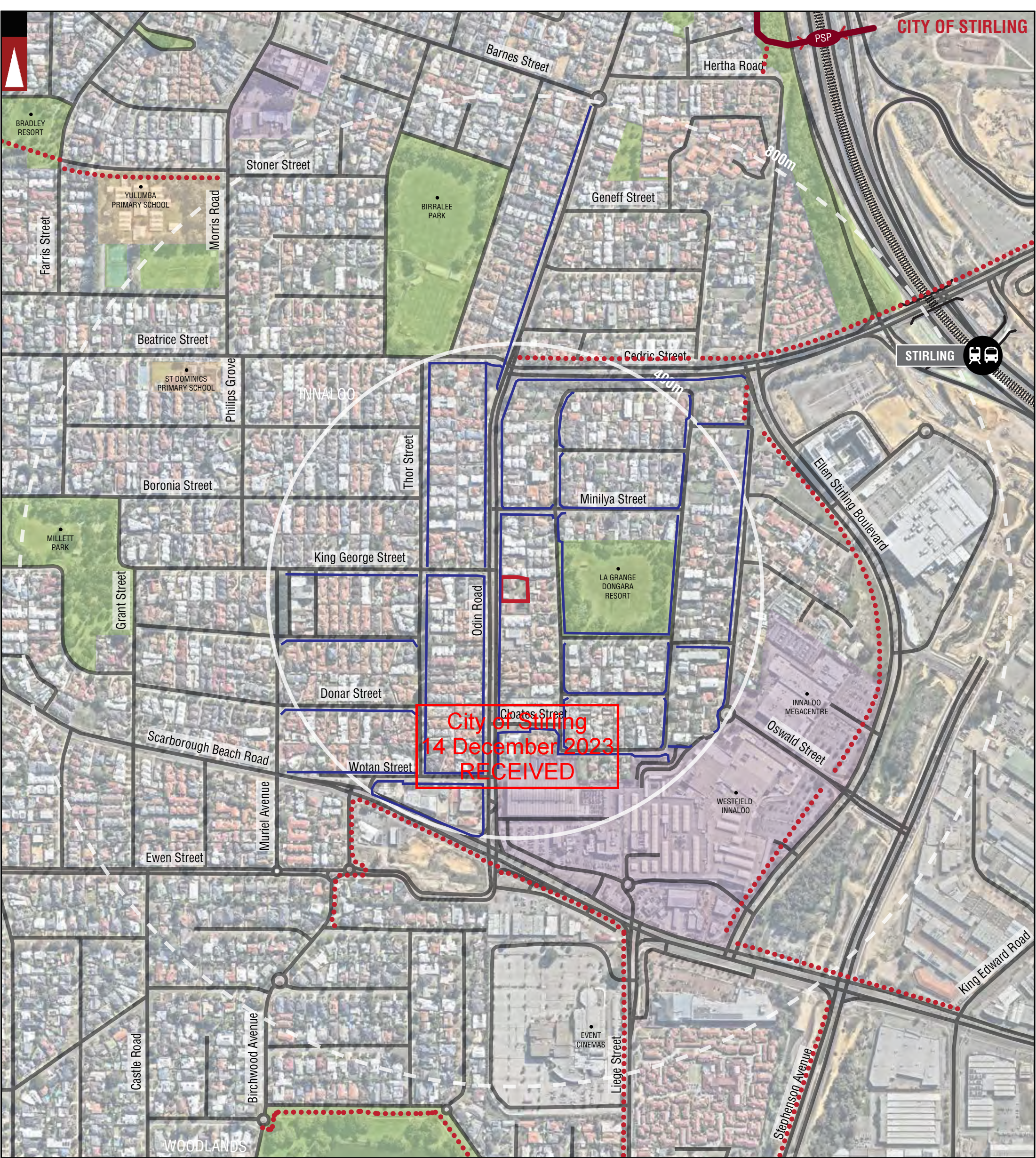
990

HIGH FREQUENCY BUS ROUTE NUMBER

NOTE: FOR MORE INFORMATION REGARDING THE DESCRIPTION OF BUS ROUTES AND THEIR INDICATIVE PEAK AND OFF-PEAK FREQUENCIES REFER TO THE REPORT.

LEGEND

			PROJECT:	39 ODIN ROAD, INNALOO	DRAWN BY:	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922 PH: 08 9441 2700 WEB: www.kctt.com.au	
			TITLE:	PUBLIC TRANSPORT PLAN - 800M RADIUS	A.M.		
			DRAWING NUMBER:	KC01595.000_ S03			
A	25-05-2023	ISSUED FOR REVIEW					
No	DATE	AMENDMENT					



PARKS AND RECREATION

INDUSTRIAL

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street

STREET NAME

RAILWAY

TRAIN AND BUS TRANSFER

ROAD BRIDGE, FOOT BRIDGE, UNDERPASS

CITY OF STIRLING

NORTHBRIDGE

SUBURB NAME

LOCAL AUTHORITY BOUNDARY

LOCATION BOUNDARY

DISTANCE FROM LOCATION

LOCAL GOVERNMENT NAME

SUBURB NAME

LOCAL AUTHORITY BOUNDARY

PSP

PRINCIPAL SHARED PATH (PSP)

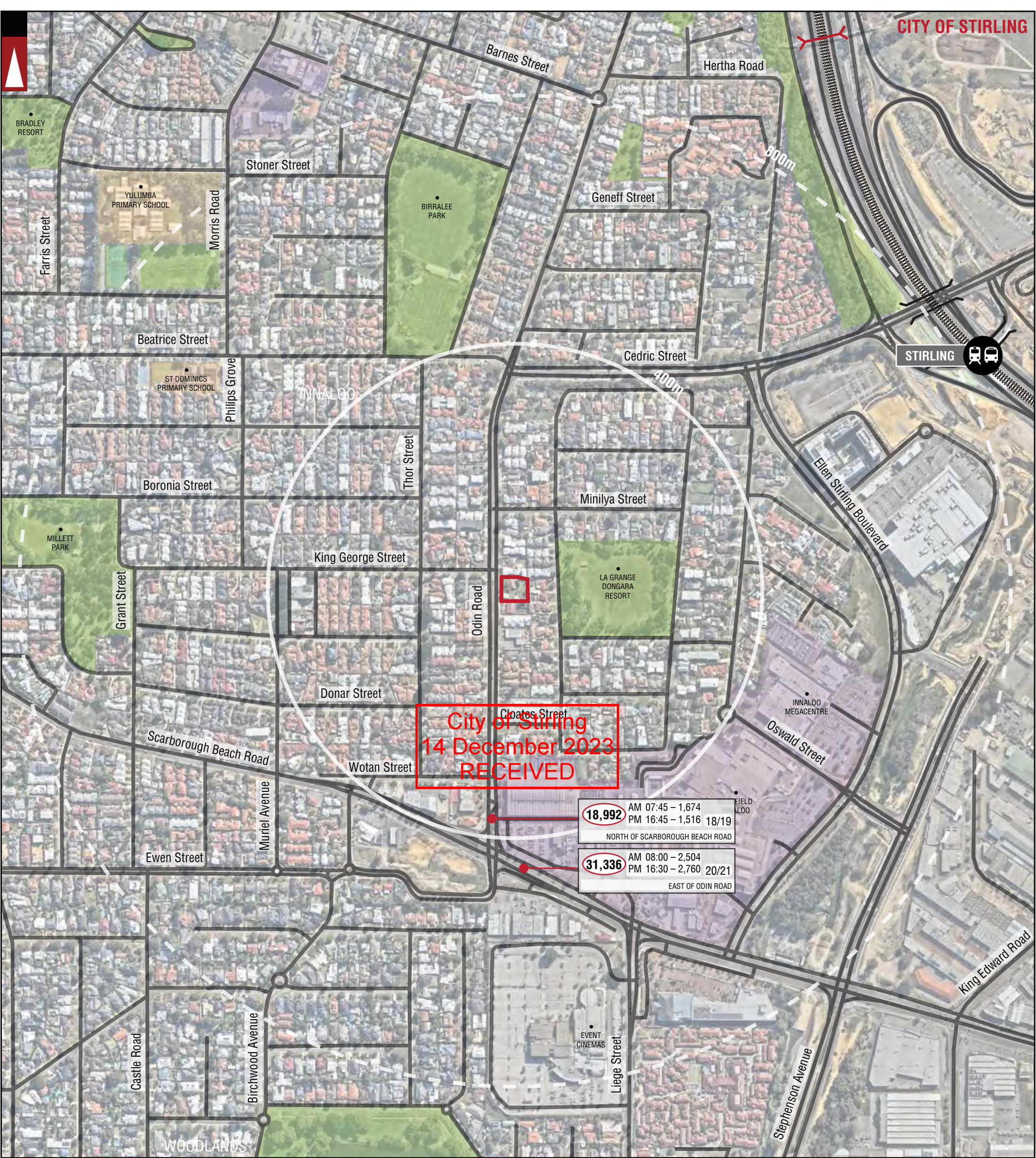
OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)

PEDESTRIAN PATH (WITHIN 400M)

LEGEND

			PROJECT:	39 ODIN ROAD, INNALOO	DRAWN BY:	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922
			TITLE:	PEDESTRIAN PATHS PLAN - 800M RADIUS	A.M.	PH: 08 9441 2700 WEB: www.kctt.com.au kctt
			DRAWING NUMBER:	KC01595.000_ S04		
A	25-05-2023	ISSUED FOR REVIEW				
No	DATE	AMENDMENT				





PARKS AND RECREATION

INDUSTRIAL

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street

STREET NAME

RAILWAY

TRAIN AND BUS TRANSFER

ROAD BRIDGE, FOOT BRIDGE, UNDERPASS

CITY OF STIRLING

NORTHBRIDGE

SUBURB NAME

LOCAL AUTHORITY

BOUNDARY

5,512

NUMBER OF VEHICLES PER DAY

AM 11:45 – 381

PM 16:30 – 480

NUMBER OF VEHICLES PER AM PEAK HOUR

2014

YEAR

EAST OF HARLOW ROAD

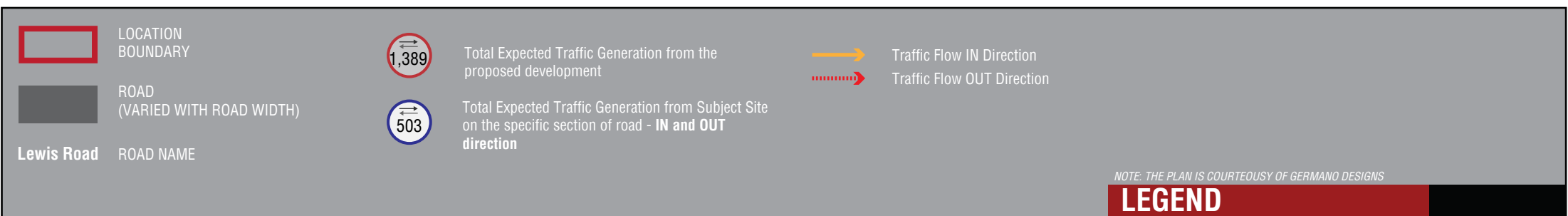
LOCATION

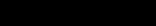
LEGEND

			PROJECT: 39 ODIN ROAD, INNALOO	DRAWN BY:	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922 PH: 08 9441 2700 WEB: www.kctt.com.au
			TITLE: EXISTING TRAFFIC COUNTS - 800M RADIUS	A.M.	
			DRAWING NUMBER: KC01595.000_ S05		
A	25-05-2023	ISSUED FOR REVIEW			
No	DATE	AMENDMENT			







			PROJECT: 39 ODIN ROAD, INNALOO	DRAWN BY: N.M.	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922 PH: 08 9441 2700 WEB: www.kctt.com.au	
C	13-12-2023	PROPOSED LAYOUT AMENDED	TITLE: TRAFFIC FLOW DIAGRAM			
B	01-12-2023	PROPOSED LAYOUT AMENDED				
A	07-06-2023	ISSUED FOR REVIEW				
No	DATE	AMENDMENT	DRAWING NUMBER: KC01595.000_ S06			





LOCATION
BOUNDARY

ROAD
(VARIED WITH ROAD WIDTH)

Lewis Road

ROAD NAME

000

000

000

Traffic Flow IN Direction

000

000

000

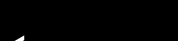
Traffic Flow OUT Direction

1,389

Total Expected Traffic Generation from the
proposed development - AM peak

NOTE: THE PLAN IS COURTEOUSY OF GERMANO DESIGNS

LEGEND

			PROJECT: 39 ODIN ROAD, INNALOO	DRAWN BY:	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922 PH: 08 9441 2700 WEB: www.kctt.com.au	
C	13-12-2023	PROPOSED LAYOUT AMENDED	TITLE: TRAFFIC FLOW DIAGRAM - AM PEAK	N.M.		
B	01-12-2023	PROPOSED LAYOUT AMENDED				
A	07-06-2023	ISSUED FOR REVIEW				
No	DATE	AMENDMENT	DRAWING NUMBER: KC01595.000_ S07			



LOCATION
BOUNDARY

ROAD
(VARIED WITH ROAD WIDTH)

Lewis Road

ROAD NAME

000

000

000

Traffic Flow IN Direction

000

000

000

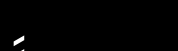
Traffic Flow OUT Direction

1,389

Total Expected Traffic Generation from the
proposed development - PM peak

NOTE: THE PLAN IS COURTEOUSY OF GERMANO DESIGNS

LEGEND

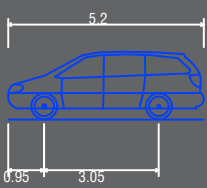
			PROJECT: 39 ODIN ROAD, INNALOO	DRAWN BY:	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922 PH: 08 9441 2700 WEB: www.kctt.com.au	
C	13-12-2023	PROPOSED LAYOUT AMENDED	TITLE: TRAFFIC FLOW DIAGRAM - PM PEAK	N.M.		
B	01-12-2023	PROPOSED LAYOUT AMENDED				
A	07-06-2023	ISSUED FOR REVIEW				
No	DATE	AMENDMENT	DRAWING NUMBER: KC01595.000_ S08			



Appendix 3

Vehicle Turning Circle Plan

City of Stirling
14 December 2023
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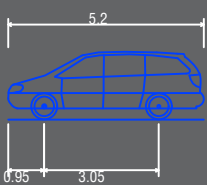


Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chassis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

D	13-12-2023	PROPOSED LAYOUT AMENDED	PROJECT: 39 Odin Road, Innaloo	DRAWN BY:	Civil & Traffic Engineering Consultants PO Box 1456 Scarborough WA 6922 PH: 08 9441 2700 WEB: www.kctt.com.au  PART OF  Premise
C	01-12-2023	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	N.M.	
B	13-07-2023	AMENDED ACCORDING TO RECEIVED COMMENTS	DRAWING NUMBER: KC01595.000_S20		
A	07-06-2023	ISSUED FOR REVIEW			
NO	DATE	AMENDMENT			



Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chassis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

DRAWN BY:

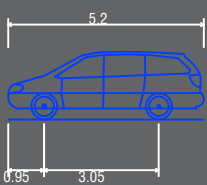
Civil & Traffic Engineering Consultants
PO Box 1456 Scarborough WA 6922

N.M.

PH: 08 9441 2700
WEB: www.kctt.com.au

PART OF Premise

D	13-12-2023	PROPOSED LAYOUT AMENDED	PROJECT: 39 Odin Road, Innaloo	DRAWN BY: N.M.
C	01-12-2023	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	
B	13-07-2023	AMENDED ACCORDING TO RECEIVED COMMENTS	DRAWING NUMBER: KC01595.000_S21	
A	07-06-2023	ISSUED FOR REVIEW		
NO	DATE	AMENDMENT		



Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chassis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

DRAWN BY:

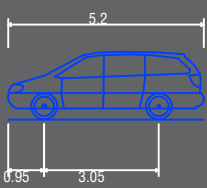
Civil & Traffic Engineering Consultants
PO Box 1456 Scarborough WA 6922

N.M.

PH: 08 9441 2700
WEB: www.kctt.com.au

PART OF Premise

D	13-12-2023	PROPOSED LAYOUT AMENDED	PROJECT: 39 Odin Road, Innaloo	DRAWN BY: N.M.
C	01-12-2023	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	
B	13-07-2023	AMENDED ACCORDING TO RECEIVED COMMENTS	DRAWING NUMBER: KC01595.000_S22	
A	07-06-2023	ISSUED FOR REVIEW		
NO	DATE	AMENDMENT		

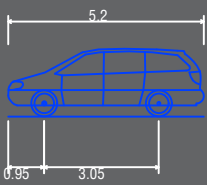


Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chassis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

D	13-12-2023	PROPOSED LAYOUT AMENDED	PROJECT: 39 Odin Road, Innaloo	DRAWN BY:	Civil & Traffic Engineering Consultants PO Box 1456 Scarborough WA 6922 PH: 08 9441 2700 WEB: www.kctt.com.au  PART OF  Premise
C	01-12-2023	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	N.M.	
B	13-07-2023	AMENDED ACCORDING TO RECEIVED COMMENTS	DRAWING NUMBER: KC01595.000_S23		
A	07-06-2023	ISSUED FOR REVIEW			
NO	DATE	AMENDMENT			



Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chassis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

DRAWN BY:

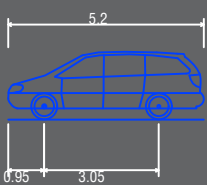
Civil & Traffic Engineering Consultants
PO Box 1456 Scarborough WA 6922

N.M.

PH: 08 9441 2700
WEB: www.kctt.com.au

PART OF Premise

D	13-12-2023	PROPOSED LAYOUT AMENDED	PROJECT: 39 Odin Road, Innaloo	DRAWN BY: N.M.
C	01-12-2023	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	
B	13-07-2023	AMENDED ACCORDING TO RECEIVED COMMENTS	DRAWING NUMBER: KC01595.000_S24	
A	07-06-2023	ISSUED FOR REVIEW		
NO	DATE	AMENDMENT		



Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chassis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

DRAWN BY:

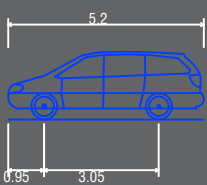
Civil & Traffic Engineering Consultants
PO Box 1456 Scarborough WA 6922

N.M.

PH: 08 9441 2700
WEB: www.kctt.com.au

PART OF Premise

D	13-12-2023	PROPOSED LAYOUT AMENDED	PROJECT: 39 Odin Road, Innaloo	DRAWN BY: N.M.
C	01-12-2023	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	
B	13-07-2023	AMENDED ACCORDING TO RECEIVED COMMENTS	DRAWING NUMBER: KC01595.000_S25	
A	07-06-2023	ISSUED FOR REVIEW		
NO	DATE	AMENDMENT		



Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chassis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

DRAWN BY:

Civil & Traffic Engineering Consultants
PO Box 1456 Scarborough WA 6922

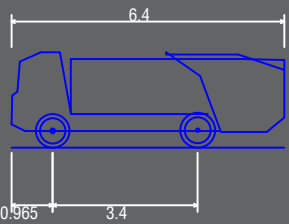
N.M.

PH: 08 9441 2700
WEB: www.kctt.com.au

kctt

PART OF Premise

D	13-12-2023	PROPOSED LAYOUT AMENDED	PROJECT: 39 Odin Road, Innaloo	DRAWN BY: N.M.
C	01-12-2023	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	
B	13-07-2023	AMENDED ACCORDING TO RECEIVED COMMENTS	DRAWING NUMBER: KC01595.000_S26	
A	07-06-2023	ISSUED FOR REVIEW		
NO	DATE	AMENDMENT		



Waste Vehicle 6.4m
Overall Length 6.400m
Overall Width 2.260m
Overall Body Height 2.244m
Min Body Ground Clearance 0.374m
Max Track Width 2.330m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 7.200m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chassis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

D	13-12-2023	PROPOSED LAYOUT AMENDED	PROJECT: 39 Odin Road, Innaloo	DRAWN BY:	Civil & Traffic Engineering Consultants PO Box 1456 Scarborough WA 6922 PH: 08 9441 2700 WEB: www.kctt.com.au  PART OF  Premise
C	01-12-2023	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - Waste Vehicle (6.4m)	N.M.	
B	13-07-2023	AMENDED ACCORDING TO RECEIVED COMMENTS	DRAWING NUMBER: KC01595.000_S27		
A	07-06-2023	ISSUED FOR REVIEW			
NO	DATE	AMENDMENT			



City of Stirling
25 August 2023
RECEIVED

**PROPOSED CHILD CARE CENTRE
LOT 435 (#39) ODIN ROAD
INNALOO**

**STATE PLANNING POLICY 5.4
NOISE MANAGEMENT PLAN**

JULY 2023

OUR REFERENCE: 31142-1-23195



DOCUMENT CONTROL PAGE

SPP 5.4 – NOISE MANAGEMENT PLAN
CHILD CARE CENTRE – INNALOO

Job No: 23195

Document Reference: 31142-1-23195

FOR

GERMANO DESIGNS

DOCUMENT INFORMATION				
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Date of Issue:	5 July 2023			

REVISION HISTORY				
Revision	Description	Date	Author	Checked

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1	1	Germano Designs Attn: Joe Germano Email: joe@germanodesigns.com.au		✓

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APPENDICIES

A	Child Care Plans
B	Acoustic Requirements
C	MRWA Traffic Flow Data

1. INTRODUCTION

Herring Storer Acoustics was commissioned by Germano Designs to undertake an acoustic assessment for the proposed child care centre, located at Lot 435 (#39) Odin Road, Innaloo, with regards to vehicles travelling along Odin Road. The acoustic assessment is to comply with the requirement of State Planning Policy 5.4 “*Road and Rail Transport Noise*” (SPP5.4). As part of this assessment, the following was carried out:

- Determine by modelling, the noise that would be received at child care centre from trains on Odin Road.
- Assess the predicted noise levels for compliance with the appropriate criteria.
- If exceedances are predicted, comment on possible noise amelioration options for compliance with the appropriate criteria.

For information, plans for the child care centre are attached in Appendix A.

2. SUMMARY

It is noted that the child care centre is only occupied during the day period, thus under State Planning Policy 5.4 “*Road and Rail Transport Noise*” only the criteria for the day period is applicable.

Based on the noise modelling undertaken, the highest noise level received at the development would be 65 dB(A). As a result, upgraded construction listed in Appendix B would be required to comply with the requirements of State Planning Policy 5.4.

3. CRITERIA

Road traffic noise received at a sensitive premise needs to comply with the requirements of State Planning Policy 5.4 “*Road and Rail Transport Noise*”. Under this policy, for non-residential noise sensitive premises, internal noise levels should meet the design sound levels as listed in Table 1 of AS/NZ 2107:2000 “*Acoustics – Recommended design sound levels and reverberation times for building interiors*”. Under AS 2017, the internal criteria would:

Sleep Rooms	-	L _{Aeq} (Day) of 35 dB(A).
Play/Group Rooms	-	L _{Aeq} (Day) of 40 dB(A).
Staff Room	-	L _{Aeq} (Day) of 45 dB(A).
Office	-	L _{Aeq} (Day) of 40 dB(A).
Reception	-	L _{Aeq} (Day) of 45 dB(A).
Work areas (eg: Laundry)	-	L _{Aeq} (Day) of 50 dB(A).

Additionally, under SPP 5.4, noise received at least one outdoor area should be design as far as is reasonable and practical to comply with the Policies outdoor Target Noise level of an L_{Aeq}(Day) of 55 dB(A).

4. MEASUREMENTS

The noise measurements were conducted at 27 April 2021 to determine the L_{A10} noise level traffic for approximately 15 minutes. This time period has been identified as peak traffic period for the road to ensure of a conservative measurement. Traffic volume details for this road section are included in Appendix C.

Utilising this measurement, reference to the DEFRA publication has been sought and the difference between the $L_{A10,18hr}$ and the $L_{Aeq,8hr}$ and the $L_{Aeq,16hr}$ has been calculated. The location of the measurements is shown in Appendix A.

Noise measurements were conducted with a Larson Davis 831 Sound Level Meter. The Sound Level Meter was calibrated prior to and after use with a Bruel and Kjaer 4230 Calibrator. All equipment used is currently NATA laboratory calibrated. Calibration certificates are available on request.

TABLE 3.1: SUMMARY OF MEASURED NOISE LEVELS

Measurement Location	Measured/Calculated Noise Level, dB(A)		
	L_{A10}	$L_{Aeq, day}$ (6am to 10pm)	$L_{Aeq, night}$ (10pm to 6am)
16 La Grange Street	52.1	50.0	41.7

5. MODELLING

To determine the noise levels from traffic on Odin Road, acoustic modelling was carried out using Sound Plan, using the Calculation of Road Traffic Noise (CoRTN)¹ algorithms.

The input data for the model included:

- Topographical and cadastral data supplied by client (Shown in Appendix A).
- Traffic data as per Table 4.1 (Obtained from MRWA Traffic Map, Attached in Appendix C).
- Adjustments as listed in Table 4.2.

TABLE 4.1 - NOISE MODELLING INPUT DATA

Parameter	Odin Road (Current) 2021	Odin Road (Future) 2041
Traffic Volumes	18,990 vpd	29,950 vpd
Percentage traffic 0600 – 2400 hours (Assumed)	94%	94%
Heavy Vehicles (%) (Assumed)	6.9%	6.9%
Speed (km/hr)	60km/hr	60km/hr
Road Surface	Chip Seal	Dense Graded Asphalt

TABLE 4.2 – ADJUSTMENTS FOR NOISE MODELLING

Description	Value
Façade Reflection Adjustment	+2.5 dB
Conversion from L_{A10} (18 hour) to L_{Aeq} (16 hour) (Day)	-2.1 dB*

¹ Calculation of Road Traffic Noise UK Department of Transport 1987

6. TRAFFIC NOISE ASSESSMENT

Using the data contained in Tables 3.1, 4.1 and 4.2, modelling was carried out under existing conditions for calibration. The Sound Plan model for the site has been set up for the 2041 scenario as defined in Table 4.1. The following assumptions have been made:

- 18 hour traffic count will be 94% of daily figures.
- Noise model calibrated to measured noise level as per Table 3.1
- The same diurnal relationship will exist in the future between the L_{A10} (18 hour) and the L_{Aeq} parameters; and
- 2.5 dB(A) has been added to the results for façade reflection.

The noise requirements based on the above have been listed in Appendix B.

It is noted that these requirements pertain to acoustic requirements only, with regard to *State Planning Policy 5.4*, and may be superseded by other requirements (BAL, Thermal, etc).

7. CONCLUSION

In accordance with the WAPC Planning Policy 5.4, an assessment of the noise that would be received within the development of Lot 435 (#39) Odrin Road, from vehicles travelling on Odin Road has been undertaken.

In accordance with the Policy, the following would be the acoustic criteria applicable to this project:

External

Day	55 dB(A) L_{Aeq}
Night	50 dB(A) L_{Aeq}

Internal

Sleeping Areas	35 dB(A) $L_{Aeq(night)}$
Living Areas	40 dB(A) $L_{Aeq(day)}$

The results of the acoustic assessment indicate that noise received at the development from future traffic, exceed external noise level criteria. Therefore, noise amelioration listed in Appendix B, is required.

APPENDIX A

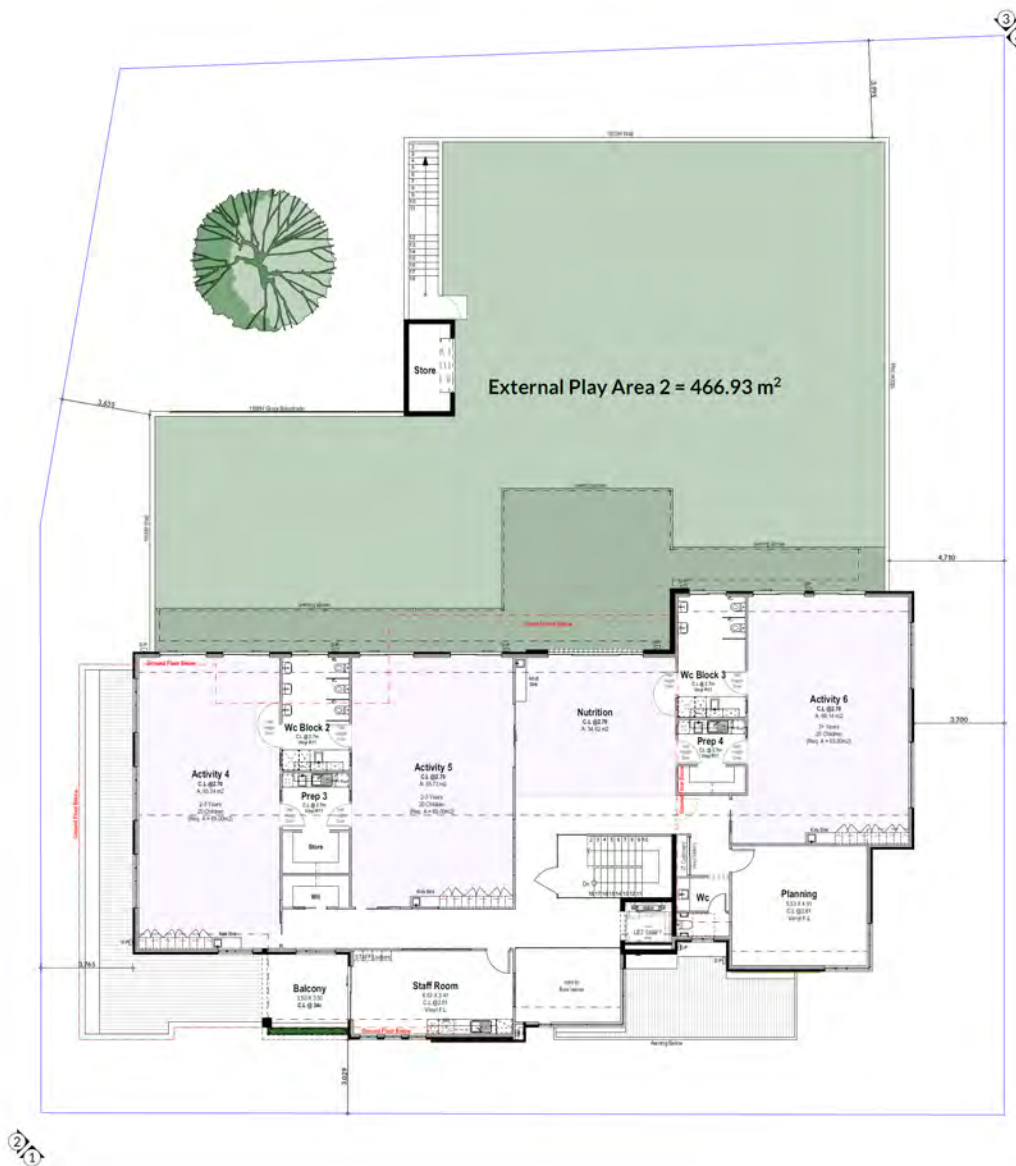
PLAN

Zone	Area	Perimeter
Police Care Centre		
Police	14.86	14.24
Police	14.86	14.24
Police	30.50	14.23
Police	14.86	14.24
Police	12.49	14.30
Ground Floor	274.78	88.18
First Floor	454.62	105.16
	890.06 m ²	275.08

[illegible]

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	0-2	15	53.87m ²	
Activity 2	2-3	15	49.52m ²	1
Activity 3	3-4	17	57.50m ²	3
Activity 4	2-3	20	65.34m ²	4
Activity 5	3-4	20	65.73m ²	2
Activity 6	3-4	20	66.16m ²	2
Kitchen			34.52m ²	
Total Internal *		108	387.55m ² (Min 344.50m ² req)	
Total External Play Area *		108	617.26m ² (Min 742m ² req)	

Zone	Area	Perimeter
Public Area/Canteen		
Workshop	15.62	24.29
Office	1.66	5.14
Portico	30.50	14.27
Garage	2.10	5.14
Balcony	12.49	14.30
Ground Floor	574.78	68.18
First Floor	434.62	503.14
	890.00 m ²	275.00



Scale 1:100

[illegible]

APPENDIX B

GLAZING REQUIREMENTS

Calculated Noise Levels and Required R _w and C _{tr} Ratings		
Location	Level	R _w + C _{tr}
GF ACTIVITY 1 CORNER	43	23
GF ACTIVITY 1 SIDE	57	23
GF ACTIVITY 2	46	23
GF ACTIVITY 3 REAR	42	23
GF ACTIVITY 3 SIDE	59	23
GF ACTIVITY1 REAR	35	23
GF HALLWAY FRONT FACING	64	27
GF LAUNDRY	61	23
GF NAPPY	58	23
GF OFFICE	64	24
GF RECEPTION	60	23
GF WC BLOCK1	46	23
1F ACTIVITY4 FRONT	63	23
1F ACTIVITY4 REAR	43	23
1F ACTIVITY4 SIDE	60	23
1F ACTIVITY5	44	23
1F ACTIVITY6 REAR	44	23
1F ACTIVITY6 SIDE	59	23
1F FRONT CORNER VOID	65	27
1F HALLWAY BALCONY	62	23
1F NUTRITION	44	23
1F PLANNING	64	28
1F STAFFROOM	65	23
1F WC	61	23
1F WC BLOCK2	43	23
1F WC BLOCK3	45	23

Notes: The required R_w rating can be reduced by reducing the area of glazing.
Requirements pertain to only acoustic advice in regard to *State Planning Policy 5.4* and may be superseded by other requirements (BAL, Thermal, etc).

APPENDIX C

MRWA TRAFFIC FLOW DATA

Hourly Volume

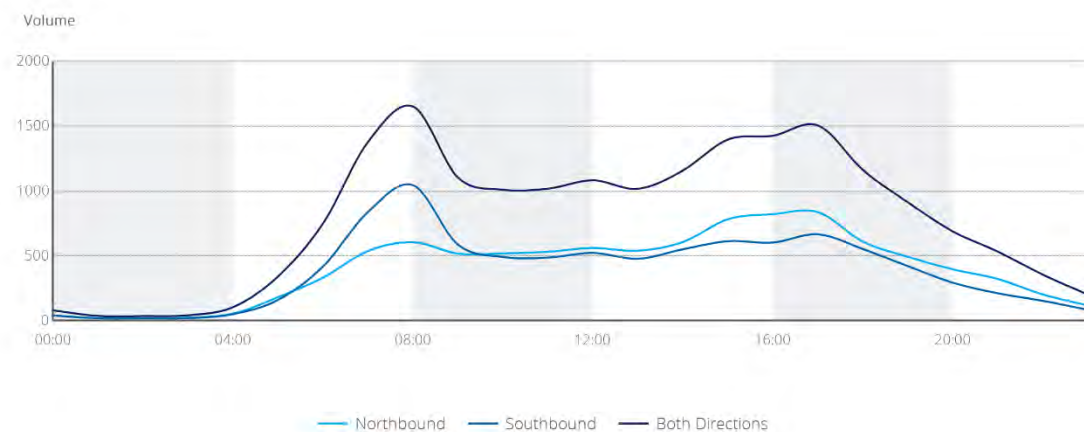
Odin Rd (1250104)

2018/19
Monday to Friday

North of Scarborough Beach Rd (SLK 0.34)

	 All Vehicles			 Heavy Vehicles			
	 NB	 SB	 Both	 NB	 SB	 Both	 %
00:00	41	39	80	2	2	4	5.0
01:00	18	18	36	1	0	1	2.8
02:00	17	18	35	0	0	0	0.0
03:00	22	19	41	2	0	2	4.9
04:00	54	50	104	9	3	12	11.5
05:00	181	160	341	32	7	39	11.4
06:00	332	418	750	59	32	91	12.1
07:00	538	839	1377	60	40	100	7.3
08:00	605	1046	1651	50	45	95	5.8
09:00	518	587	1105	53	35	88	8.0
10:00	519	492	1011	57	31	88	8.7
11:00	532	487	1019	60	28	88	8.6
12:00	561	523	1084	63	34	97	8.9
13:00	540	478	1018	68	24	92	9.0
14:00	607	551	1158	64	22	86	7.4
15:00	783	613	1396	78	24	102	7.3
16:00	822	603	1425	60	23	83	5.8
17:00	838	667	1505	62	21	83	5.5
18:00	610	553	1163	42	15	57	4.9
19:00	493	421	914	22	10	32	3.5
20:00	396	293	689	19	7	26	3.8
21:00	322	211	533	17	3	20	3.8
22:00	202	153	355	7	1	8	2.3
23:00	118	84	202	6	3	9	4.5
TOTAL	9669	9323	18992	893	410	1303	6.9

		 Peak Statistics					
AM	TIME	07:45	07:45	07:45	11:30	07:45	07:15
	VOL	613	1061	1674	63	47	103
PM	TIME	16:30	17:00	16:45	14:45	12:00	14:45
	VOL	862	667	1516	82	34	109





City of Stirling
25 August 2023
RECEIVED

**PROPOSED CHILD CARE CENTRE
LOT 435 (#39) ODIN ROAD
INNALOO**

ENVIRONMENTAL ACOUSTIC ASSESSMENT

JULY 2023

OUR REFERENCE: 31248-1-23195



DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT
PROPOSED CHILD CARE CENTRE
ODIN ROAD, INNALOO

Job No: 23195

Document Reference: 31248-1-23195

FOR

GERMANO DESIGNS

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1	1	Germano Designs Attn: Joe Germano Email: joe@germanodesigns.com.au		✓

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

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APPENDICIES

A	PLANS
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1. INTRODUCTION

Herring Storer Acoustics were commissioned to undertake an acoustic assessment of noise emissions associated with the proposed day care centre to be located at Lot 435 (#39) Odin Road, Innaloo.

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

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

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

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

2. SUMMARY

Noise received at the neighbouring residences from the outdoor play areas would comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* during the day period. Thus, the outdoor play is limited to the day period (ie after 7am).

The air conditioning condensing units have also been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times.

It is noted that noise associated with cars movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors are not strictly exempt from the Regulations. Noise received at the neighbouring residences from these noise sources would with the parking restrictions, as shown on Figure 5.1 in Section 5 comply with the Regulatory requirements, at all times.

Thus, noise emissions from the proposed development, would, with the implementation of the following recommendations, be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation :

- The boundary fencing, as shown on the plan attached in Appendix A. We note that colourbond fencing is an acceptable fencing material for child care centres.
- Children are not allowed within the outdoor play area prior to 0700 hours.
- NO music to be played outdoors.
- Music played indoors to be of a reasonable level, without a heavy base. Doors are to be closed when music is being played.
- Air conditioning condensing units to only be located along the northern side of the building. Air conditioning units to be inverter type and to have a sound pressure level not exceeding 64 dB(A) @ 1 metre when operating at rated conditions. Additionally, the air conditioning condensing units to have "low Noise" night period modes that reduce noise emissions by no less than 4 dB(A).
- It is noted that the mechanical services have not been designed at this stage, thus an assessment of the design is to be undertaken to ensure compliance with the assigned noise levels.
- Signage to be posted within the car park asking parents / staff not to play music or radio and not to slam car doors / boots.
- Waste collection to occur during the day period (ie between 0700 and 1900 hours Monday to Saturday, excluding Public Holidays).

Note : Although not required to achieve compliance with the regulatory requirements, other practicable noise managements are listed in Section 7 – Assessment.

3. CRITERIA

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

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		LA10	LA1	L _{Amax}
Noise sensitive premises: highly sensitive area	0700 - 1900 hours Monday to Saturday (Day)	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days (Evening)	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35 + IF	45 + IF	55 + IF

Note: LA10 is the noise level exceeded for 10% of the time.
LA1 is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.
IF is the influencing factor.

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

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

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

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

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

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

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

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

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

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

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

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

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

For this development, the closest neighbouring residences neighbouring the child care centre are shown below on Figure 3.1.

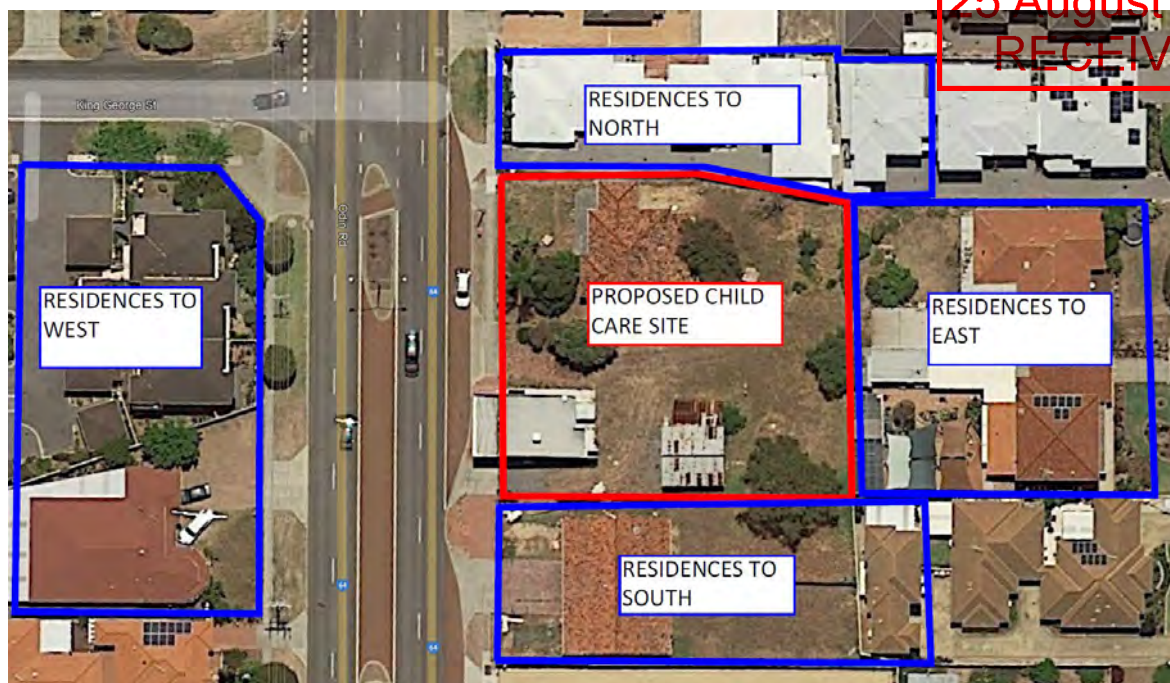


FIGURE 3.1 – NEIGHBOURING LOTS

It should be noted that Figure 01 only shows the neighbouring residences located near the proposed child care for which assessments with regards to compliance with the Regulations have been undertaken and do not show the actual assessment locations for those premises. As noted in Section 4 – Results, noise modelling was undertaken for a number of locations within each premises and particularly to the neighbouring residences to the north, east and south. However, to simplify the assessment, only the noise received at the worst case location for each of the neighbouring premises has been assessed, for with compliance achieved at these worst case locations, compliance would be achieved at all other locations within the premises.

Noting that the child care site and neighbouring residence are within 100 metres of Odin Road, which would be considered as an major road, the influencing factor at the neighbouring residences has been determined to be +6 dB. Thus, the assigned noise levels would be as listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: highly sensitive area	0700 - 1900 hours Monday to Saturday (Day)	51	61	71
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	46	56	71
	1900 - 2200 hours all days (Evening)	46	56	61
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	41	51	61

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

4. PROPOSAL

From information supplied, we understand that the child care centre normal hours of operations would be between 0630 and 1900 hours, Monday to Friday (closed on public holidays). It is understood that the proposed childcare centre will cater for a maximum of 108 children: with the following breakdown:

Activity 1	0 – 2 years	16 places
Activity 2	2 – 3 years	15 places
Activity 3	3+ years	17 places
Activity 4	2 – 3 years	20 places
Activity 5	3+ years	20 places
Activity 6	3+ years	20 places

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

The air conditioning condensing units are to be located along the northern side of the child care centre. We note that the air conditioning condensing units would be screened from the neighbouring residence to the north.

5. MODELLING

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

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

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

TABLE 5.1 – SOUND POWER LEVELS

Item	Sound Power Level, dB(A)
Children Playing	83 (per 10 children)
Car Moving in Car Park	79
Car Starting	85
Door Closing	87
Air conditioning condensing Unit	3 @ 72 2 @ 68

Notes:

- 1 Even though the noise emissions from children under the age of 2 years is relatively low compared to the other children, to be conservative, acoustic modelling of outdoor play noise was made, based on 110 children playing within the outdoor play areas at the one time, utilising 11 groups of 10 children, sound power levels distributed as plane sources.
- 2 The noise level for the air conditioning has been based on the sound power levels used for previous assessment of child care centres. From other studies, we understand that the noise associated with the condensing units would be conservative.
- 3 From information received, it is understood that the air conditioning condensing units would be located along the north façade of the development. Additionally, these condensing units are to be installed with "Low Noise" night period modes, which reduce noise during the night period by a minimum of 4 dB(A).
- 4 The noise modelling has been based on the boundary fencing being, as shown on the plans attached in Appendix A.
- 5 It has been noted that some residences to the north and west are 2 storeys, thus modelling has been undertaken to both levels.
- 6 Noise modelling was undertaken to a number of different receiver locations for each of the neighbouring residences. However, to simplify the assessment, only the noise level in the worst case location (ie highest noise level), have been listed.

6. RESULTS

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

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

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

Neighbouring Premises	Children Playing	Calculated Noise Level (dB(A))	
		Mechanical	
		Day Period	Night Period
North	47	38 (43)	34 (39)
East	46	16 (21)	11 (16)
South	42	10 (15)	6 (11)
West	30	17 (22)	13 (18)

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

With regards to noise associated with cars within the parking area, resultant noise levels are tabulated in Tables 6.2 and 6.3. It is noted that noise emissions from a moving car being an L_{A1} noise level, with noise emissions from cars starting and doors closing being an L_{Amax} noise level.

Based on the definitions of tonality, noise emissions from car movements and car starts, being an L_{A1} and L_{Amax} respectively, being present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable, and the assessment would be as listed in Table 6.2 (Car Moving) and Table 6.3 (Car Starting). However, noise emissions from car doors closing could be impulsive, hence the +10dB penalty has been included in the assessment.

**TABLE 6.2 - ACOUSTIC MODELLING RESULTS L_{A1} CRITERIA
CAR MOVEMENT**

Neighbouring Premises	Calculated Noise Level (dB(A))
North	35
East	44
South	44
West	40

**TABLE 6.3 - ACOUSTIC MODELLING RESULTS L_{Amax} CRITERIA
CAR STARTING / DOOR CLOSING**

Neighbouring Premises	Calculated Noise Level (dB(A))	
	Car Starting	Door Closing
North	34	36 [46]
East	46	49 [59]
South	47	50 [60]
West	42	43 [53]

[] Includes +10 dB(A) penalty for impulsiveness.

7. ASSESSMENT

The following outlines the assessment of noise received at the neighbouring residences. The assessment is for the worst case location on each premises for the noise source being considered. Thus, if noise received at this location complies with the assigned noise levels, then noise would comply the Regulatory requirements at all other locations on the premises being considered.

7.1 OUTDOOR PLAY

Noise emissions from children playing is a broadband noise and does not contain any annoying characteristics.

The outdoor play area would only be in use during the day period. Thus, noise emissions from children within the outdoor play area needs to comply with the assigned L_{A10} day period noise level of 51 dB(A).

Table 7.1 summarise the applicable Assigned Noise Levels, and assessable noise level emissions for children within the outdoor play area.

**TABLE 7.1 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS
OUTDOOR PLAY (DAY PERIOD)**

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	47	51	Complies
East	46	51	Complies
South	42	51	Complies
West	30	51	Complies

To achieve compliance, the following are noted :

- NO outdoor play to be permitted before 0700 hours.
- Soft finishes (ie grass, sand pit(s) soft fall surfacing) in the outdoor play area are to be maximised, to limited impact type noise.
- Crying children to be taken inside to be comforted.
- No music to be played outside.

7.2 MECHANICAL SERVICES

Noise emissions from the mechanical services would be tonal and a +5 dB(A) penalty would be applicable, as shown in Table 6.1.

The mechanical services would operate during the day and night periods. Thus, noise emissions from mechanical services needs to comply with the assigned L_{A10} day period noise level of 51 dB(A) with all condensing units operating at full load; and the assigned L_{A10} night period noise level of 41 dB(A) with the units operating in night modes and conditions.

Tables 7.2 and 7.3 summarise the assessable noise level emissions for the mechanical services operating under for load for the night period and night mode and conditions for the night period.

**TABLE 7.2 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS
MECHANICAL (DAY PERIOD)**

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	43	51	Complies
East	21	51	Complies
South	15	51	Complies
West	22	51	Complies

**TABLE 7.3 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS
MECHANICAL (NIGHT PERIOD)**

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	39	41	Complies
East	16	41	Complies
South	11	41	Complies
West	18	41	Complies

To achieve compliance, the following are noted :

- Air conditioning condensing units to only be located within the AC Store located on the northern side of the building, as shown on Figure 02.
- Air conditioning units to be inverter type.
- To have a sound pressure level not exceeding 64 dB(A) @ 1 metre when operating at rated conditions.
- Air conditioning condensing units to be installed with “low noise” night modes that reduce noise emission by at least 4 dB(A).
- The number of units operating during the night period to be limited, as determined from the acoustical assessment undertaken for the mechanical services design.

7.3 NOISE EMISSIONS FROM CAR PARK

Based on the definitions of tonality, noise emissions from car movements and car starts, being an L_{A1} and L_{Amax} respectively, being present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable to car movements or car starts, and the assessment would be as listed in Table 6.2 (Car Moving) and Table 6.3 (Car Starting and car doors). Although, noise emissions from car doors closing, with the proposed noise management, is unlikely to be impulsive, to be conservative, the +10dB penalty for impulsiveness has been included in the assessment.

As the car park would be used before 0700 hours, noise emissions from car movements within the car park would need to comply with the assigned L_{A1} night period noise level of 51 dB(A), with noise received from car starting and doors closing needing to comply with the assigned L_{Amax} night period noise level of 61 dB(A).

Table 7.4 summarise the applicable Assigned Noise Levels, and assessable noise level emissions with regards to car movements on site.

**TABLE 7.4 – ASSESSMENT OF L_{A1} NIGHT PERIOD NOISE LEVEL EMISSIONS
CAR MOVEMENTS**

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	35	51	Complies
East	44	51	Complies
South	44	51	Complies
West	40	51	Complies

Table 7.5 summarise the applicable Assigned Noise Levels, and assessable noise level emissions with regards to cars starting.

**TABLE 7.5 – ASSESSMENT OF L_{Amax} NIGHT PERIOD NOISE LEVEL EMISSIONS
CAR START**

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	34	61	Complies
East	46	61	Complies
South	47	61	Complies
West	42	61	Complies

Table 7.6 summarise the applicable Assigned Noise Levels, and assessable noise level emissions with regards to car doors closing on site.

**TABLE 7.6 – ASSESSMENT OF L_{Amax} NIGHT PERIOD NOISE LEVEL EMISSIONS
CAR DOOR**

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	46	61	Complies
East	59	61	Complies
South	60	61	Complies
West	53	61	Complies

With noise received at the neighbouring residence from the car park, it is noted that the critical noise source with regards to compliance is that associated with car doors closing.

To achieve compliance, the following are noted :

- Signage to be posted within the car park asking parents / staff not to play music or radio and not to slam car doors / boots.

7.4 OTHER ITEMS / SOURCES

As noted by council, the following are provided with regards to waste collections and music played within the child care centre.

WASTE COLLECTION

With regards to the collection of waste, it is noted that under the *Environmental Protection (Noise) Regulations 1997*, the handling and collection of waste is under Regulation 14A – Waste collection and other works, exempt from needing to comply with the assigned noise levels as outlined above. Even so, it is recommended that the waste bins are to only be moved from the bin store to the kerb and returned during the day period (ie 0700 – 1900 hours Monday to Saturday, excluding Public Holidays).

MUSIC PLAYED WITHIN THE CHILD CARE CENTRE

Music played within child care centres is usually of short duration and is played at low levels, thus allowing children to still understand instructions. Even so, to minimise the noise breakout from the child care centre the following are to be implemented with regards to music :

- Music played indoors only and to be of a reasonable level, without heavy bass.
- Doors are to be closed when music is being played.

Finally, it is noted that music is NOT to be played outside.

8. CONCLUSION

Noise received at the neighbouring residences from the outdoor play area would comply with day period assigned noise level.

The air conditioning condensing units have also been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times.

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

Thus, noise emissions from the proposed development, would with the implementation of noise managements as outlined in Section 7 – Assessment be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. For information, the noise managements recommended are :

- The boundary fencing to be as shown on the plans attached in Appendix A. We note that colourbond fencing is an acceptable fencing material for child care centres.
- Children are not allowed within the outdoor play area prior to 0700 hours.
- NO music to be played outdoors.
- Music played indoors to be of a reasonable level, without a heavy base. Doors are to be closed when music is being played.
- Air conditioning condensing units to only be along the northern side of the building. Air conditioning units to be inverter type. Additionally, the air conditioning condensing units to have “low Noise” night period modes that reduce noise emissions by no less than 4 dB(A).
- It is noted that the mechanical services have not been designed at this stage, thus an assessment of the design is to be undertaken to ensure compliance with the assigned noise levels.
- Signage to be posted within the car park asking parents / staff not to play music or radio and not to slam car doors / boots.
- Waste collection to occur during the day period (ie between 0700 and 1900 hours Monday to Saturday, excluding Public Holidays).

Note : Although not required to achieve compliance with the regulatory requirements, other practicable noise managements are listed in Section 7 – Assessment.

APPENDIX A

PLANS

AMENDED PLAN

City of Stirling
26 Oct 2023
RECEIVED

1.5 MM HIGH FORT WITH BALUSTRADE,
DOUBLE SLIDE AND CARGO NET

BALANCE LOGS
LOG STEPPERS

BRIDGE

GARDEN BED

CONCRETE EDGING

CONCRETE BIKE PATH

PLANT IN POT

GARDEN BED

CONCRETE EDGING

TOW @ 17.714
BOW @ 16.943

RECONSTITUTED LIMESTONE WALL

EXISTING TREE TO BE REMOVED

CUBBY HOUSE

SAND KITCHEN

500MM HIGH FORT WITH SLIDE

TOW @ 17.714
BOW @ 16.943

IN GROUND SANDPIT

TOW @ 17.714
BOW @ 17.028

TOW @ 17.714
BOW @ 17.200

EXISTING TREE TO BE REMOVED

EXISTING TREE TO BE REMOVED

EXISTING TREE TO BE REMOVED

EXISTING TREE TO BE REMOVED

TOW @ 17.457
BOW @ 17.114

MULCH

NATURAL GRASS

RUBBER
NATURAL COLOUR

SAND

DECK

Activity 1

0-2 Years

Office

Cot 1

Activity 2

2-3 Years

Activity 3

3+ Years

Drying

Uat

Kitchen

Waiting / Foyer

Reception

VOID ABOVE

Bin Store

CONCRETE PATH

EXISTING PAVERS

EXISTING TREE TO BE REMOVED

First Floor Above

2100H Colorbond Fence

2100H Colorbond Fence

First Floor Above

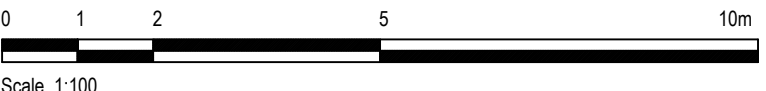
2100H Colorbond Fence

2

3

First Floor Above
Proposed fire isolator location
as per consultant report

Awning Above



SOIL DEPTHS	
SYMBOL	SOIL DEPTH AND DETAIL
	700mm of non-toxic potting mix soil in a light weight concrete pot measuring 800mm x 880mm
	350mm of non-toxic potting mix soil in a 400mm high raised garden bed
	DPZ - 9m2 Deep Planting Zone
	White play sand to a minimum of 300mm deep
	Certified softfall mulch to a depth of a minimum of 300mm deep

ALL MEASUREMENTS AND LEVELS FOR BUILT WORKS ARE FOR GARDEN DESIGN PURPOSES ONLY AND ARE THEREFORE SUBJECT TO CHANGE.
ALL MEASUREMENTS AND LEVELS SHOULD BE AUTHORISED BY AN APPROVED BUILDER, STRUCTURAL ENGINEER AND LOCAL COUNCIL BEFORE COMMENCEMENT.

WORK IN PROGRESS (NOT FOR CONSTRUCTION)



e-mail: admin@childscapes.com.au
web: childscapes.com.au

PROJECT

CHILD CARE CENTRE

ADDRESS

LOT 435 ODIN ROAD, INNALOO

DRAWING

GROUND FLOOR LANDSCAPE PLAN

DRAWING NO

L-101

SCALE

1:100

SHEET

A1

REVISION

4

ISSUE

ISSUED FOR DA

DRAWN

SV

DATE

25/10/23

North Arrow

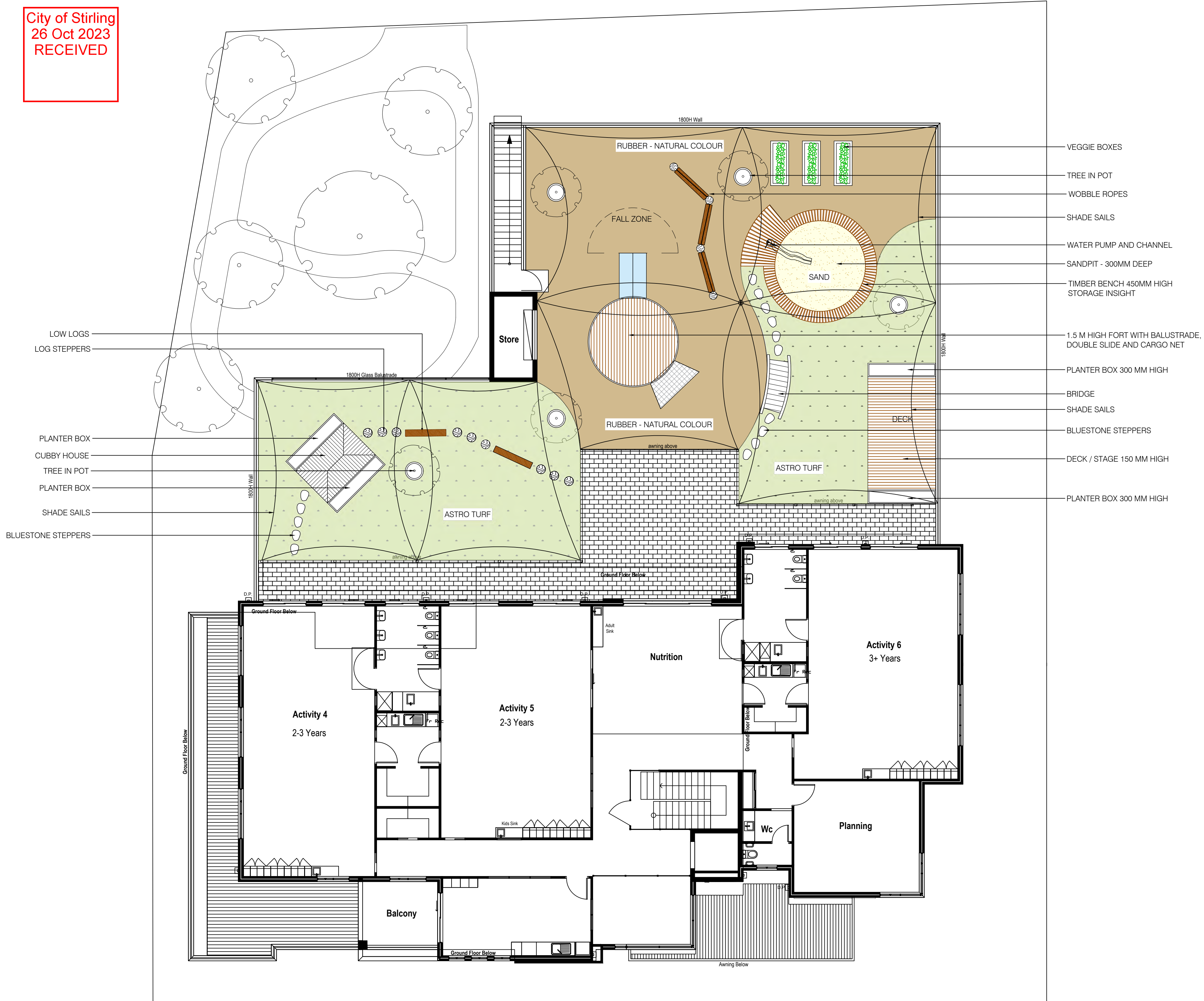
REVISIONS

No	DATE	DRAWN	DETAILS
1	26/06/23	SV	ISSUED FOR FEEDBACK
2	01/08/23	SV	ISSUED FOR DA
3	04/09/23	SV	ISSUED FOR DA
4	25/10/23	SV	ISSUED FOR DA - AMENDMENT TO PLANT SPECIES

DRAFT

AMENDED PLAN

City of Stirling
26 Oct 2023
RECEIVED



SOIL DEPTHS	
SYMBOL	SOIL DEPTH AND DETAIL
	700mm of non-toxic potting mix soil in a light weight concrete pot measuring 800mm x 880mm
	350mm of non-toxic potting mix soil in a 400mm high raised garden bed
	Astro turf
	White play sand to a minimum of 300mm deep
	Rubber - natural colour

ALL MEASUREMENTS AND LEVELS FOR BUILT WORKS ARE FOR GARDEN DESIGN PURPOSES ONLY AND ARE THEREFORE SUBJECT TO CHANGE.
ALL MEASUREMENTS AND LEVELS SHOULD BE AUTHORISED BY AN APPROVED BUILDER, STRUCTURAL ENGINEER AND LOCAL COUNCIL BEFORE COMMENCEMENT.

WORK IN PROGRESS (NOT FOR CONSTRUCTION)



e-mail: admin@childscapes.com.au
web: childscapes.com.au

PROJECT	
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CHILD CARE CENTRE

ADDRESS

LOT 435 ODIN ROAD, INNALOO

DRAWING

FIRST FLOOR LANDSCAPE PLAN

DRAWING NO
L-102

SCALE
1:100

SHEET
A1

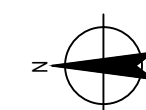
REVISION
4

ISSUE

ISSUED FOR DA

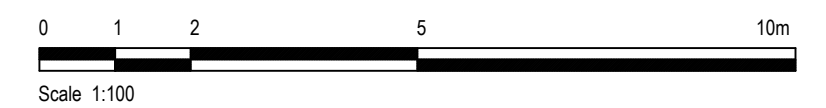
DRAWN
SV

DATE
25/10/23



	REVISIONS
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No	DATE	DRAWN	DETAILS
1	26/06/23	SV	ISSUED FOR FEEDBACK
2	01/08/23	SV	ISSUED FOR DA
3	04/09/23	SV	ISSUED FOR DA
4	25/10/23	SV	ISSUED FOR DA - ASTROTURF AND SHADE SAILS ADDED, AMENDMENTS TO TREE POTS LOCATION



DRAFT

City of Stirling
26 Oct 2023
RECEIVED



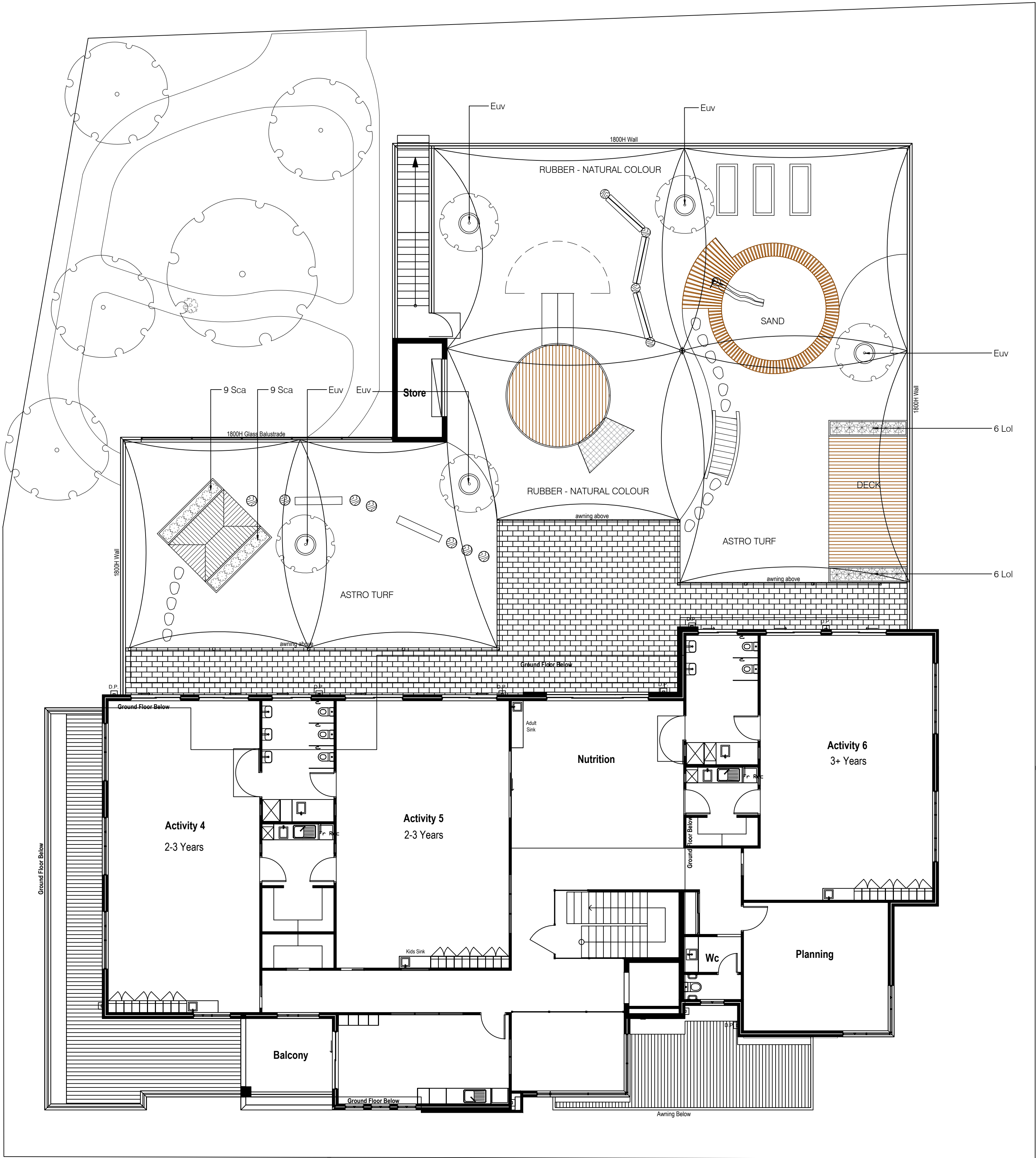
**ALL MEASUREMENTS AND LEVELS SHOULD BE AUTHORISED BY AN APPROVED
BUILDER, STRUCTURAL ENGINEER AND LOCAL COUNCIL BEFORE COMMENCEMENT.**



No	DATE	DRAWN	DETAILS
1	26/06/23	SV	ISSUED FOR REVIEW
2	01/08/23	SV	ISSUED FOR DA
3	04/09/23	SV	ISSUED FOR DA
4	25/10/23	SV	ISSUED FOR DA, MELALEUCA HUEGELII REPLACED BY HAKEA LAURINA

AMENDED PLAN

City of Stirling
26 Oct 2023
RECEIVED

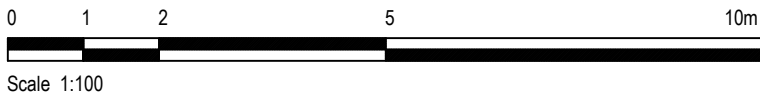


NOTES:
EXISTING SOIL IN PLANTING AREAS SHOULD BE TREATED WITH A SOIL WETTING AGENT.
PLANTED AREAS SHOULD BE SPREAD WITH 50MM OF APPROVED STANDARD SOIL CONDITIONER THAT SHOULD BE RIPPED INTO EXISTING SOIL TO MINIMUM DEPTH OF 200MM.
PLANTING:
PLANTED AREAS SHOULD BE MULCHED WITH AN ORGANIC CHILD-SAFE MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75MM.
MULCH PRODUCT TO DISPLAY WATER WISE AND SMART APPROVED WATERMARK SYMBOLS.
ADVANCED TREES SHOULD BE STAKED WITH 3X85MM DIAMETER POLES.
POSTS SHOULD BE PAINTED BLACK AND INSTALLED TO A MINIMUM DEPTH OF 600MM.
TREES SHOULD BE SECURED TO POLES WITH THREE RUBBER TIES IN FIGURE 8.
ALL PLANTING AREAS AND TURF TO BE IRRIGATED BY A FULLY AUTOMATIC SYSTEM FROM NAMES.
ALL SAND PITS TO BE AT LEAST 300MM DEEP IN SAND.
ALL FALL ZONE AREA TO BE AT LEAST 300MM DEEP IF CERTIFIED SOFT-FALL MULCH HAS BEEN USED.

ALL MEASUREMENTS AND LEVELS FOR BUILT WORKS ARE FOR GARDEN DESIGN PURPOSES ONLY AND ARE THEREFORE SUBJECT TO CHANGE.
ALL MEASUREMENTS AND LEVELS SHOULD BE AUTHORISED BY AN APPROVED BUILDER, STRUCTURAL ENGINEER AND LOCAL COUNCIL BEFORE COMMENCEMENT.

NOTE: REFER TO DRAWING L-201 FOR PLANT LIST

WORK IN PROGRESS (NOT FOR CONSTRUCTION)



DRAFT

	e-mail: admin@childscapes.com.au web: childscapes.com.au	PROJECT		DRAWING				ISSUE			REVISIONS			
		CHILD CARE CENTRE		FIRST FLOOR PLANTING PLAN				ISSUED FOR DA			No	DATE	DRAWN	DETAILS
		ADDRESS		DRAWING NO	SCALE	SHEET	REVISION	DRAWN	DATE		1	26/06/23	SV	ISSUED FOR FEEDBACK
		LOT 435 ODIN ROAD, INNALOO		L-202	1:100	A1	4	SV	25/10/23		2	01/08/23	SV	ISSUED FOR DA
											3	04/09/23	SV	ISSUED FOR DA

WASTE MANAGEMENT PLAN



LOT 435 (NO.39) ODIN ROAD, INNALOO

**PROPOSED CHILD CARE PREMISES & FAST FOOD
OUTLET (TAKE-AWAY COFFEE KIOSK)
CITY OF STIRLING**

Prepared for

Germano Designs and the landowners for the construction of a new child care premises and take-away coffee kiosk (i.e. fast food outlet) on Lot 435 (No.39) Odin Road, Innaloo.

Prepared by

CF Town Planning & Development
Planning & Development Consultants

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Carlo Famiano
Director
CF Town Planning & Development

Name	Position	Document Revision	Date
Mr Carlo Famiano	Town Planner	Waste Management Plan (i)	25 July 2023

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1.0 BACKGROUND & DESCRIPTION

CF Town Planning & Development have been commissioned by Germano Designs and the landowners to prepare a Waste Management Plan (WMP) in support of the development application currently being considered by the Metro Inner-North Joint Development Assessment Panel's (JDAP) and the City of Stirling for a new child care premises and take-away coffee kiosk on Lot 435 (No.39) Odin Road, Innaloo ('Subject Land').

Under the terms of the City of Stirling's current operative Local Planning Scheme No.3 (LPS No.3), the Subject Land is classified 'Development' zone and is located within 'Stirling City Centre Special Control Area' (SCA), with the land being located within the 'Innaloo Precinct' of the Stirling City Structure Plan. According to the Structure Plan the Subject Land is located within the 'City Centre Sector'.

Under the terms of the Stirling City Centre Structure Plan, the development and use of land within the 'City Centre' area for the 'Child Care Premises' and 'Fast Food Outlet' purposes is identified as a permitted ("P") use.

Lot 435 is irregular in shape, comprises an area of 1,686m², has direct frontage and access to Odin Road along its western lot boundary. The current approved use of Subject Land is 'Single House' and 'Shop' purposes and currently contains a number of physical improvements including a single detached dwelling, a single storey commercial building, an outbuilding, sealed driveway/crossover and boundary fencing. The current waste collection for the land is undertaken via verge pick up of mobile garbage bins (MGB's).

The proposed development includes the construction of a two (2) storey building for child care premises purposes. In addition, the development will include a take-away coffee kiosk that will operate in conjunction with the child care premises kitchen during the drop off and pick up periods.

1.1 Building Area

A copy of the site development plans are provided in Appendix 2. It is significant to note that the development will comprise a floor area of 1,696.21m² (including the outdoor play area and other facilities). The following table provides a breakdown of the areas for the development:

Table 1 – Floor Area Usage

USAGE	AREA
Ground Floor Area of Building	374.96m ²
Upper Floor Area of Building	454.62m ²
Outdoor Plan Area	838.51m ²
Store & Portico	27.12m ²
Total Active Area of Child Care Premises	1,695.21m²

For the purpose of calculating waste generation, it should be noted that the floor area of the staff room, reception, kitchen/prep, cot room, planning room and playrooms (i.e. active areas) of the proposed child care premises totals 498.56m² (round up to 500m² for the purpose of this WMP).

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2.0 PURPOSE OF WASTE MANAGEMENT PLAN

This Waste Management Plan has been prepared and submitted with the JDAP and the City of Stirling as part of the current development application being considered for the Subject Land.

The aim of this Plan is to:

1. Identify the indicative volume of waste generation.
2. Ensure adequate facilities are provided to serve the future operations of the child care premises on the Subject Land.
3. Demonstrate the proposed design meets industry best practice.
4. Provide for an adequate on-site bin pick-up location and minimize any impacts on traffic safety and vehicle movements along the adjoining road network.
5. Develop the framework of operational procedures required from the center operator to ensure that the management of waste is to best practice.

3.0 KEY REFERENCE MATERIAL

- WALGA Commercial and Industrial Waste Management Plan Guidelines; and
- New South Wales (NSW) Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities; and
- Sustainability Victoria (Victorian State Government).

4.0 ESTIMATED VOLUMES & BIN TYPE

4.1 Types of Waste Generated

Commercial and industrial operations can generate a wide variety of the waste types. Table 2 below lists the types of waste typically generated for commercial/industrial developments (Table from WALGA 'Commercial and Industrial Waste Management Plan Guidelines'). It is recognised that the waste type generated will vary between different business operations.

Table 2 – Waste Types

WASTE STREAM	COMMENT
General Waste	The quantity and composition of general waste generated by a commercial or industrial operation can vary significantly. General waste includes non-recyclable plastics, food waste, recyclable packaging which is contaminated with food waste and other non-recyclable materials, as well as recyclables which have not been placed in the correct bin.
Recyclables	Workers frequently consume beverages packaged in recyclable containers, such as aluminium cans and polyethylene terephthalate (PET) bottles and milk is often provided by organisations in liquid paperboard or high density polyethylene (HDPE) containers. These materials can form a significant proportion of the waste stream in commercial and industrial buildings. Occasional company events can also generate irregular but significant quantities of glass and other containers.

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Glass	Glass bottles are a primary component of the waste streams generated within licensed venues such as pubs and clubs, as well as food retailers such as cafes and some take-away shops. Glass is very dense which makes it difficult to store and move efficiently
Office Paper	Waste audits have shown that by quantity, paper is by far the largest waste stream generated from offices. Office paper is generally white, A4-size and 80 grams per square metre (gsm, g/m ²), although many other combinations of colour, size and grade are also generated. Office paper is a higher grade paper and as it is usually generated in large quantities it is generally collected separately and recycled.
Cardboard and Bulk Packaging	Most waste generated from non-food retail facilities is bulk packaging material that protects goods delivered to the facility for sale or distribution.
Plastic Film	Plastic film, such as shrink pallet wrap, is another major component of non-food retail building waste. This material is very bulky, but very light weight and compacts well.
Food Waste	Most commercial and industrial developments generate some quantities of food waste. The volumes of food waste generated within a development can vary significantly depending on the type and scale of the business; ranging from uneaten employee/staff meals within office buildings through to food outlets, which can produce large quantities of food waste on a daily basis.
Cooking Oil & Grease	Used cooking oil is produced in large volumes by food retailers such as fish and chips shops and fried chicken stores. Waste oil can cause significant issues if improperly disposed of to the sewage system.
Controlled Waste	The Environmental Protection (Controlled Waste) Regulations 2004 apply to a controlled waste that is produced by, or as a result of: • An industrial or commercial activity • A medical, nursing, dental, veterinary, pharmaceutical or other related activity • Activities carried out on or at a laboratory • An apparatus for the treatment of sewage. An apparatus for the treatment of sewage. Controlled Waste is defined as all liquid waste, and any waste that cannot be disposed at a Class I, II or III landfill site.
Other Wastes	These can include printers, copies, and toner cartridges, IT equipment, batteries, mobile phones, furniture, florescent lights, paint, pallets and mattresses, timber, ferrous and non-ferrous metal

The staff of the child care premises will be responsible to sort the waste through the provision of labeled bins throughout the building. The waste and recyclable streams that would apply to the proposed child care premises on the Subject Land would be as following:

- General waste; and
- Co-mingled recycling, which includes all paper, cardboard, plastic, glass, aluminum and steel cans.

4.2 Volume

As previously mentioned, the proposed new child care premises on the Subject Land will include the construction of one (1) building comprising an active area (i.e. internal and external) of 1,696.21m². For the purpose of calculating waste generation, it should be noted that the floor area of the staff room,

reception, kitchen/prep, cot room, planning room and playrooms (i.e. active areas) of the proposed child care premises total 500m².

In order to provide the necessary service, this Waste Management Plan estimates the volume of waste generated by the use. The waste generation rates prescribed by 'Sustainability Victoria' has been adopted for the proposed child day care centre (using the generation rates prescribed for 'Commercial Development – Childcare').

In light of the above and in accordance with Sustainability Victoria, the following weekly waste generations rates associated for each stream of waste (i.e. general waste and recycling) are provided:

Table 3: Waste Generation Rates

USE TYPE	GENERAL WASTE	RECYCLE WASTE
Childcare	350L/100m ² per week	350L/100m ² per week

It should be noted that the proposed child day care premises on the Subject Land will operate between Monday to Friday (i.e. 5 days).

The following equation was used to calculate the anticipated weekly general waste and recycling generation:

- Waste, recycle generation calculations

$$\text{Total Amount of Waste Type} = (\text{Floor Area}/100\text{m}^2) \times \text{Waste Rate}$$

The following weekly waste generation calculations are provided in support of the development for the purpose of establishing the number of bins required in support of the new child care premises, based on the entire usable area of the site:

Table 4 – Weekly Waste Generation

USE TYPE	AREA OF BUILDING (ACTIVE SPACE)	GENERAL WASTE	RECYCLE WASTE
Child Care Premises	500m ²	1,750 litres	1,750 litres

Note: It should be noted that the kitchen for the child care premises will be used to operate the take-away coffee kiosk during the pick-up drop-off periods and will not operate outside of these hours. Given this, it is concluded that the waste generation for the kitchen/coffee kiosk have been included as part of the waste generation rates applicable to the 'Childcare' prescribed within 'Sustainability Victoria' guidelines and that a separate calculation for the coffee kiosk is not required in this instance given the small scale of the operation.

4.3 Bin Type

Given the volume of waste being generated by the proposed use on the land, this Waste Management Plan recommends the use of 660L rubbish bins to service the property with collection rates for each stream of waste will be twice per week. Figure 1 illustrates the dimension of a 660L bin.

As outlined above and later within this report, the waste collection intervals will be twice per week for both general and recycle waste in lieu of a weekly service only. The additional services will assist with reducing the number of waste bins required (i.e. half the required number) to accommodate the waste generation for the child care premises and reduced the space needed to accommodate the bins. The extra service will also keep potential odours to a minimum and reduce the dwell time for the collection truck.

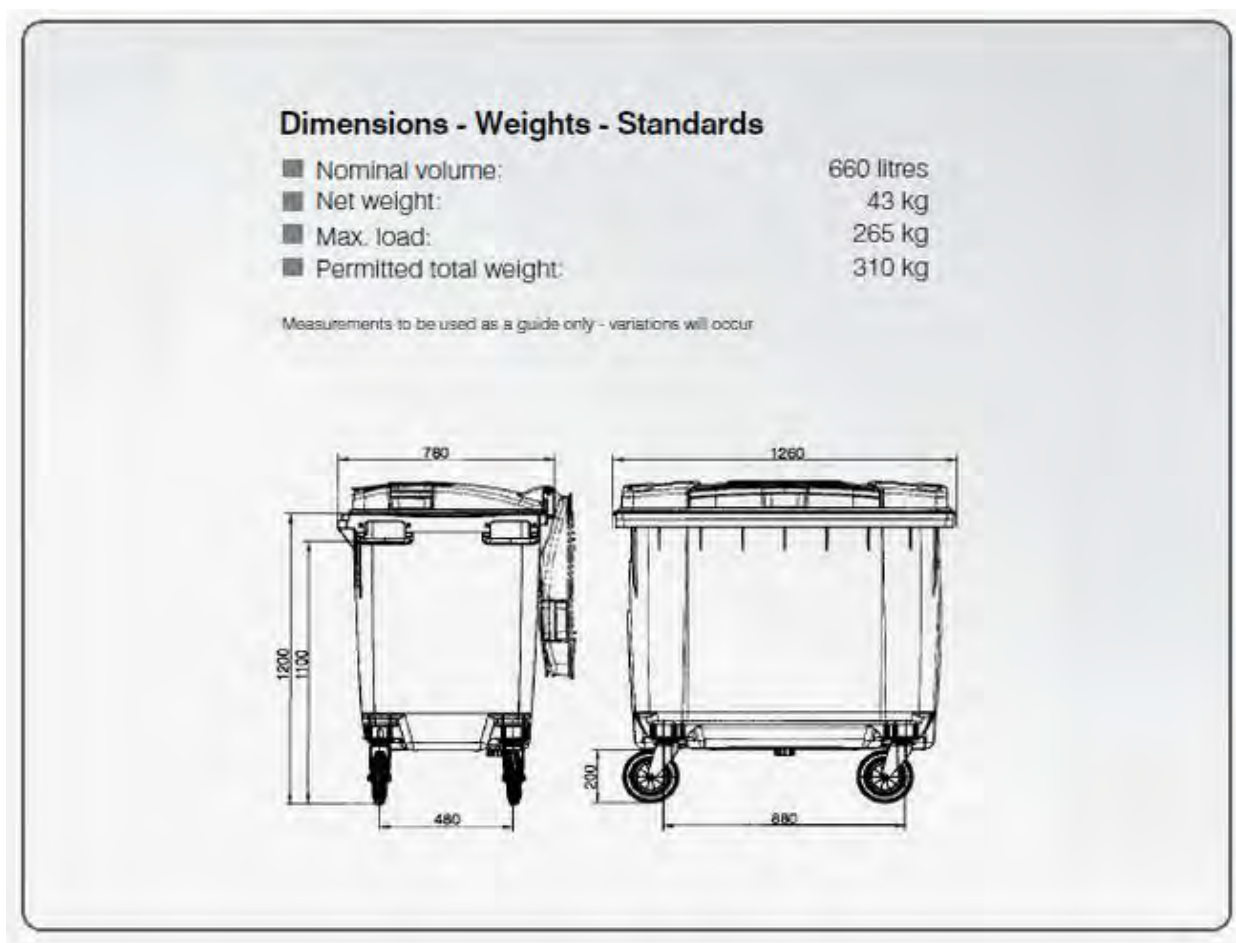


Figure 1 – Bin type & dimensions

The following equation was used to calculate the number of bins required to service the development:

- Total bins required for general/recycle waste

Total Number of Bins Required = Total Weekly Waste Generated/660L (the total number will then be halved to allow for two picks per week).

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Given the waste generation calculation outlined in Table 4, the following bin requirements will be applied to the proposed child care premises on the Subject Land:

- General waste bins- 2 x 660L
- Recycle waste bins- 2 x 660L

It should be noted that there is sufficient space within the proposed bin storage areas to accommodate the various bins required to service the development. The following calculation (i.e. Table 5) are provided in support of the waste generation and the number of bins required to service the use:

The following calculation are provided in support of the waste generation and the number of bins required to service the use:

Table 5 – Bin Capacity

WASTE TYPE	BIN SIZE	NUMBER OF BINS	COLLECTION INTERVALS	BIN CAPACITY	ACTUAL WASTE COLLECTION
General Waste	660L	2	2 per week	2,640L per week	1,750 litres
Recycle Waste	660L	2	2 per week	2,640L per week	1,750 litres

In light of the above bin capacity calculations, it is contended that the provision of the bin numbers and pick up intervals listed in Table 5, including associated storage facilities, is sufficient to accommodate the needs of the future occupants of the development.

5.0 COLLECTION FREQUENCY & PROVIDER

The operator of the child care premises will appoint a private contractor as the rubbish collection service provider, with the following indicative collection services being provided for the development on the Subject Land:

- Twice weekly 660 litre general waste bin collection (i.e. potentially Tuesday & Friday).
- Twice weekly 660 litre recycling bin collection (i.e. potentially Monday & Thursday).

Given the oversupply of bin capacity, there may be instances where the waste collection service may not be required twice per week (i.e. only one pick up per week). This will be determined by the operator on a needs basis.

It is significant to note that all green waste will be collected and disposed of by a private landscape contractor which will collect and disposal of green waste (i.e. small garden prunings etc) as part of the weekly maintenance of the landscaping area and outdoor activity areas of the development.

All bins will be collected by the private contractor on-site using a 6.4 metre long truck, which is a rear loading truck equipped with a reverse camera system (see Figure 2). The rubbish truck will service the development from the Odin Road, accessing the site in forward, with the ability to turn on-site and exit onto Odin Road in a forward gear to avoid any adverse impacts on traffic movements along Odin

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Road. Pick-up times will be undertaken during non-peak periods of the child care premises during time when parents are not attending the site and therefore allowing for vacant bays within the car parking area. Figure 3 illustrates the truck movement paths prepared by KCTT (consulting traffic engineers).

On collection day, the truck will be stationary for a short period of time, with collection time being outside of the peak vehicle movement periods for the child day care premises (i.e. outside the pick-up and drop-off times). This will result in the rubbish service attending the site between 9am and 2pm twice per week per rubbish type. Given this, it is expected that there will be little disruptions to the on-site vehicle movements experienced during the weekly rubbish pick-up period. Furthermore, the service will not conflict with the peak vehicles movements on the adjoining streets.

It should be noted that there is sufficient space within the car parking area to enable the trucks to service the rubbish bins for pick-up (see Appendix 1 – Bin Storage Location).

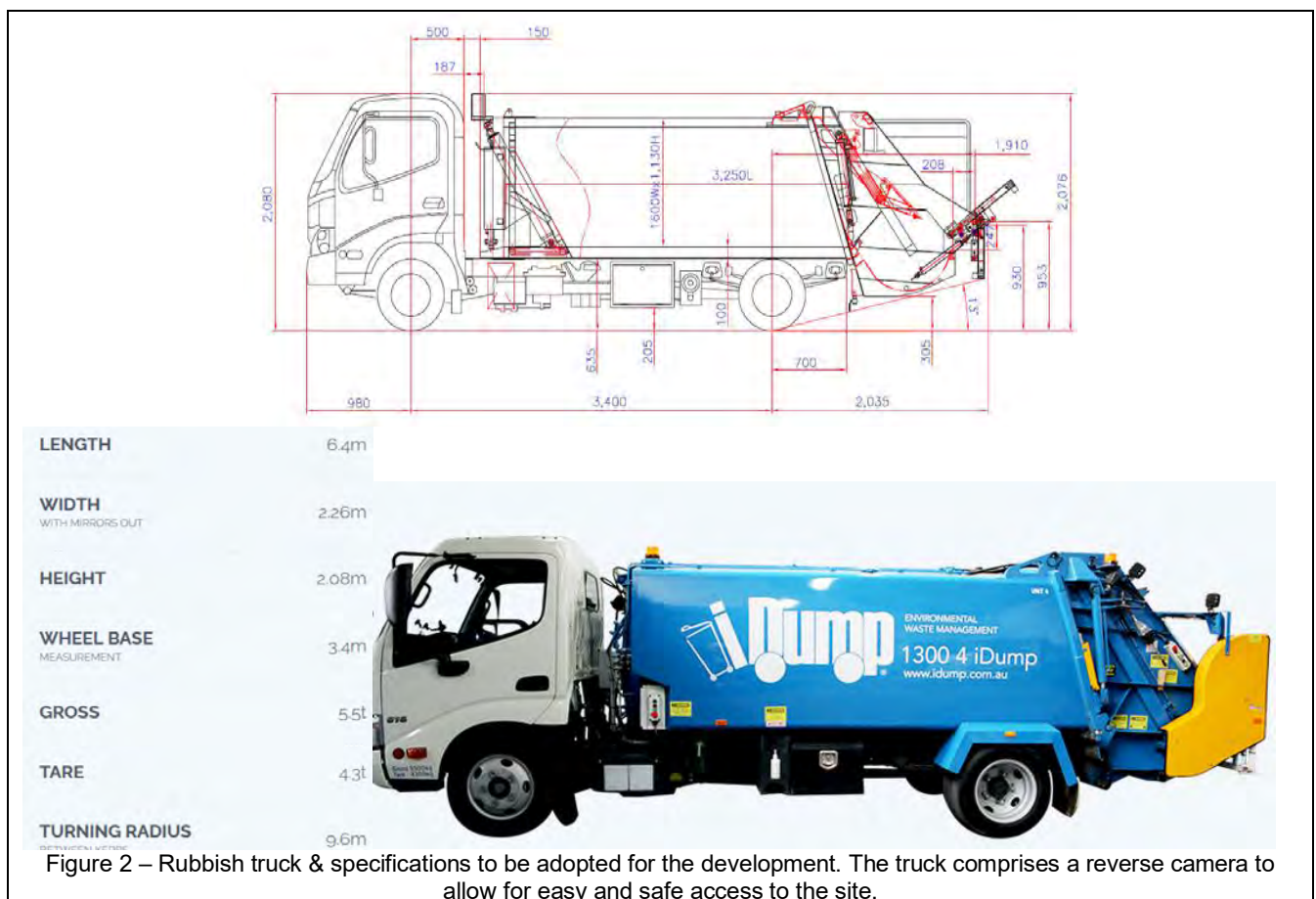




Figure 3 – On-site turning area for the waste collection truck (KCTT)

6.0 LOCATION, SIZE & FEATURES OF BIN STORAGE AREA

6.1 Bin Store Area & layout

As previously mentioned, the proposed child care premises on the Subject Land will require a total of four (4) 660 litre bulk rubbish bins. The following table provides a breakdown of the required area for the bin storage area to accommodate the required bins:

Table 6 – Bin Storage Area

BIN SIZE	BIN AREA ALLOWANCE	QUANTITY	MANOEURING SPACE ALLOWANCE	AREA REQUIRED
660L MGB (General Waste)	1.16m ²	2 bins	X 2 (shared access)	4.64m ²
660L MGB (Recycle Waste)	1.16m ²	2 bins	X 2 (shared access)	4.64m ²
			Total Area Required	9.28m²
			Total Area provided	11.6m²

As demonstrated above, the bin store area comprises sufficient area to accommodate the bins and provide surplus area to accommodate any other waste materials. The bin store area proposed for the development will comprise gates to allow for easy access and storage of the bins. The store has been designed to provide easy removal of the bins for servicing and cleaning (see Appendix 1 – Bin Store Location & Figure 5).

6.2 Bin Store Location & Features

The development will include one (1) bin storage area to service the child care premises on the land.

The bin storage area will be located within the undercroft car parking area of the proposed building on the Subject Land, along the southern side of the building. Despite the location of the bin store within the undercroft area, it will still contain a masonry screen fence to provide a barrier between the bin store and the adjoining southern property, along with screening the facility from being viewed from the street (see Appendix 1 – Bin Store Location & Figure 4). It should be noted that the adjoining property is also zoned 'City Centre' under the Stirling City Centre Structure Plan and is expected to be developed for commercial purposes on the ground level.



Figure 4 – Aerial Site Plan. Location of the bin store on the Subject Land.

The proposed location of the bin storage area will:

- Minimise odour levels impacting on the occupants/patrons of the child care premises;
- The bin store is located away from any habitable rooms of the existing dwelling/s on any adjoining/adjacent properties;
- There is sufficient separation between the bin store of the subject land and the usable space associated with the residential development on the adjoining property; and
- Provide easy access for the future operators of the child care premises.

Key design points of the bin storage area are as follows:

- The bin storage area will comprise a tap and connection to sewer for wash-down purposes.
- The bin storage area will comprise a 100mm concrete floor.
- The bin store will be located within the undercroft car parking area of the development, will comprise a screen wall and will therefore not visible from the street or and adjoining/adjacent properties.
- The bin store area will be screened (i.e. 1.8 metre high masonry wall) and gated to hide its view from the internal pedestrian path.
- The bin store will be well away from the outdoor play area and will provide security.
- The bin storage area will be secured and screened from the operators of the development.
- Adequate space to move and access bins.

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- Provide adequate ventilation of the bins store area.
- Install appropriate signage.
- Provide a secure area from theft and vandalism.
- Adequate on-site collection area (see Appendix 1 – Bin Store Location & Figure 5).

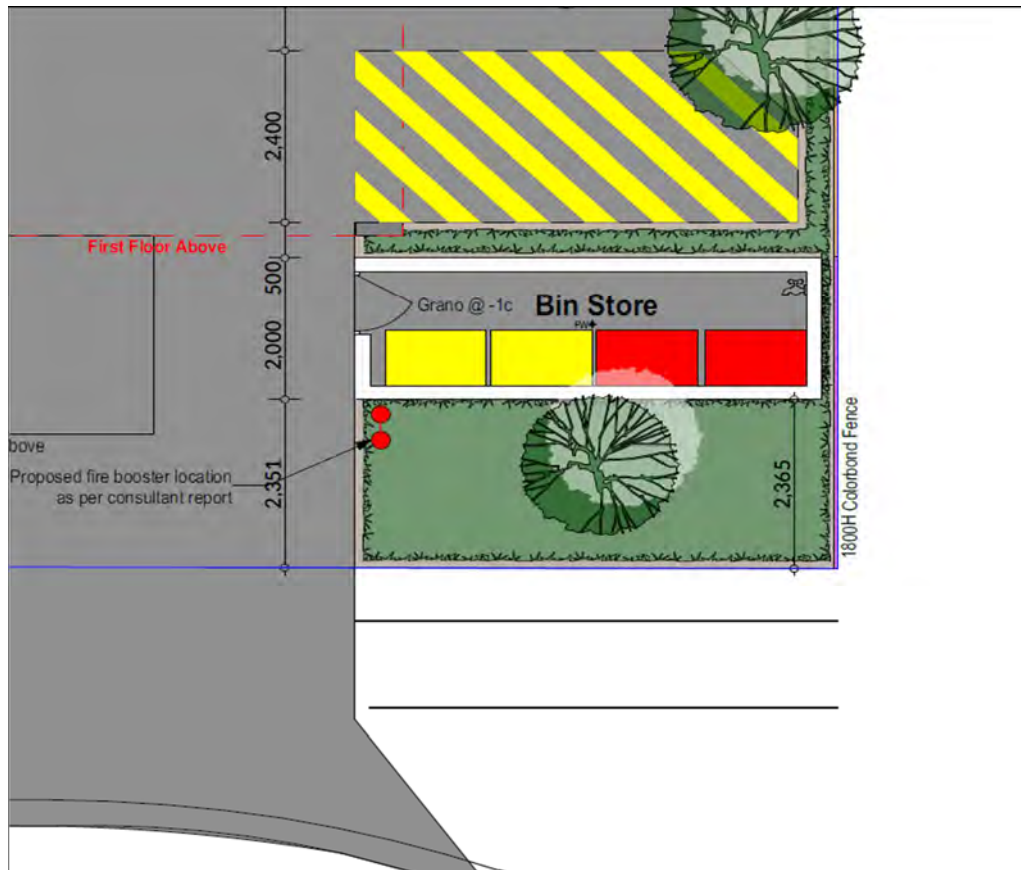


Figure 5 – The proposed bin storage area.

7.0 NOISE, ODOUR & MINIMIZING LANDFILL

It is anticipated that the location of the bin storage area within the undercroft and in close proximity to the car parking area of the development will provide easily access by the operators of the child care premises on the land.

Noise

The bin storage area will be screened and located within the undercroft level of the development on the Subject Land. A masonry fence will be provided between the bin store and southern lot boundary. The bin storage area will comprise a masonry wall around the perimeter of the compound to provide security and further reduce any transfer of noise.

It is expected that the bin storage area will generate minimal vertical and horizontal noise transfer during use. As such, it is contended that the noise generated from the bin storage area will not result

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in any undue impacts on the adjoining properties and would be consistent with noise generated by a typical residential development.

In light of the above, it is contended that there will be no notable impacts on the existing development on the adjoining/adjacent properties from the proposed child care premises on the Subject Land in terms of waste management.

Odour

Strategies to minimize odour are:

- Locating the bin storage area within the undercroft level, in close proximity to the car parking area for the development and away from any openings to the child care premises;
- Construction of a masonry wall around the perimeter of the bin storage area.
- Screening the bin storage area.
- Allowing for natural ventilation of the bin storage area.
- Regular washing of the bins and storage area.
- Ensure general waste is bagged prior to placement in bins. Recyclables must be rinsed and loose.
- Ensure that bin lids are kept firmly closed.
- Arrange for the general waste bin to be collected on a Friday to limit the amount of waste within the bin over the weekend period.

Minimising landfill

Given that the proposed child care premises on the Subject Land will be provided with two (2) separate bin types (i.e. general waste & recycling), it allows operators of the child care premises to sort rubbish accordingly. The provision of recycling bins will enable occupants of the development to place the following items for recycle collection:

- Glass bottles and jars (excluding broken glass, plates, pottery etc).
- Plastic bottles and containers.
- Newspapers and glossy magazines, paper, envelopes.
- Cardboard boxes etc.
- Cans - steel and aluminum, excluding aerosols cans.
- Milk and juice cartons.



This Waste Management Plan has been developed with the aim of reducing waste through best practices and education of staff. It is contended that adequate measures are available for the operators of the child care premises to minimize disposal of rubbish within the general waste bin resulting in long term reduction of landfill.

Vermin

The bin lids will remain closed at all times to reduce access by vermin. The use of bait stations could be implemented/considered by the operator in instances of vermin appearing.

8.0 SCREENING & BLENDING OF BIN STORARE AREA

The bin storage area will be a purpose built compound specifically designed, located and screened from the public realm (i.e. screened from any adjoining roads). The bin storage area will be located within the undercroft level and not visible from the street and/or any adjoining properties.

9.0 IMPACT ON ADJOINING/ADJACENT PROPERTIES

The development on the Subject Land has been designed to locate the bin storage area in a location away from any internal activity areas of the child care premises and provides adequate separation from any key sensitive areas associated with the existing developments on the adjoining properties (i.e. the bin storage area is located within the undercroft car parking level of the development).

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It is contended that the bin storage area is consistent with a bin storage area akin to a conventional residential development (i.e. grouped or multiple dwelling development). Notwithstanding this fact, it is significant to note that the bin store for the new child care premises on the Subject Land is located and will be constructed to minimize any adverse impacts on the adjoining or adjacent properties.

In light of the above, it is contended that any potential impacts on the adjoining and adjacent properties from the proposed bin storage area on the Subject Land is expected to be minimal and would be consistent with the waste disposal activities of a typical a residential type development within the immediate locality.

10.0 GENERAL WASTE & RECYCLING TRANSFER

The new child care premises will include adequate general waste and recycle bins within each key functional area of the building to enable staff and patrons of the use to appropriately dispose of waste. This includes the activity areas/outdoor play areas for the child care premises, all amenities and staff rooms throughout the development. The bins will be no larger than 60 litres and will be appropriately labelled or coloured to distinguish between the different waste types.

All bins will be regularly cleaned to reduce the extent of odours and attraction of pests. All waste within the bins located throughout the development will be transferred to the large storage bins once full and at the end of every day. This will include cleaning and sanitizing the bins on a daily basis to reduce any potential odours or pests.

11.0 MANAGEMENT REQUIREMENTS (WASTE MANAGEMENT)

The appointed centre manager for the child care premises will be responsible to:

- i) Appoint a staff member to be responsible for:
 - arranging pick-up times for the bins by the private contractor;
 - arrange for all internal bins to be emptied daily or when full and arrange for the bins to be cleared and sanitized daily;
 - coordinating the cleaning of the bins and bin storage areas every two (2) to three (3) weeks;
 - Ensure the bins are in working order and arrange maintenance if required; and
 - Ensure all staff/cleaners of the child care premises are aware of the requirements/responsibility of the waste management plan.
- ii) Ensure litter is cleaned up through regular landscape maintenance;
- iii) Co-ordinate the ordering of any skip bins if required for bulk pick-ups;
- iv) Deal promptly with any issues or complaints relating to hygiene, noise, odour or other inconvenience; and
- v) Arrange for a private contractor to collect and disposal of green waste (i.e. small garden prunings etc) as part of maintaining the landscaping areas for the development.

A copy of the Waste Management Plan will be maintained within the office/administration area of the child care premises for reference and records.

12.0 CONSTRUCTION WASTE

During construction, a waste compound will be provided on-site to store any waste produced during the construction process and will be serviced regularly (when required) by a private contractor. The contractor will provide off-site sorting of the waste to ensure that waste is recycled where possible to minimize landfill waste.

Sub-contractors will be responsible for pre-sorting of waste products into appropriate areas within the waste compound as much as possible to reduce overall construction costs. The site manager will monitor the disposal of waste and sorting of recycle material.

No waste compounds or rubbish will be placed or stored on the street verge area or footpaths surrounding the project boundaries. All pedestrian and vehicle access areas will remain clear from construction debris at all times.

More details regarding on-site management during the construction phase of the development will be provided as part of a Construction Management Plan (CMP) to be prepared by the builder prior to the commencement of construction. The requirement for a CMP is typically imposed as a condition on any development approval granted by the determining authority.

13.0 CONCLUSION

As demonstrated within this Waste Management Plan, the proposed development (i.e. child care premises and fast food outlet) on Subject Land provides sufficient bin storage and adequate bins to service the business operations for both general waste and recyclables. Given the waste levels generated, the use of 660 litre bins for each waste stream and collected twice per week (if required) is adequate to service the needs of the proposed development on the Subject Land.

Furthermore the servicing of the bins by the private contractor (on-site) can adequately be achieved without having an adverse impact on the local residents and the local street network. An appointed staff member of the child care premises will be responsible to oversee the operation/implementation of the waste management plan.

25 July 2023

CF Town Planning & Development
Planning & Development Consultants

APPENDIX 1 – BIN STORE LOCATION

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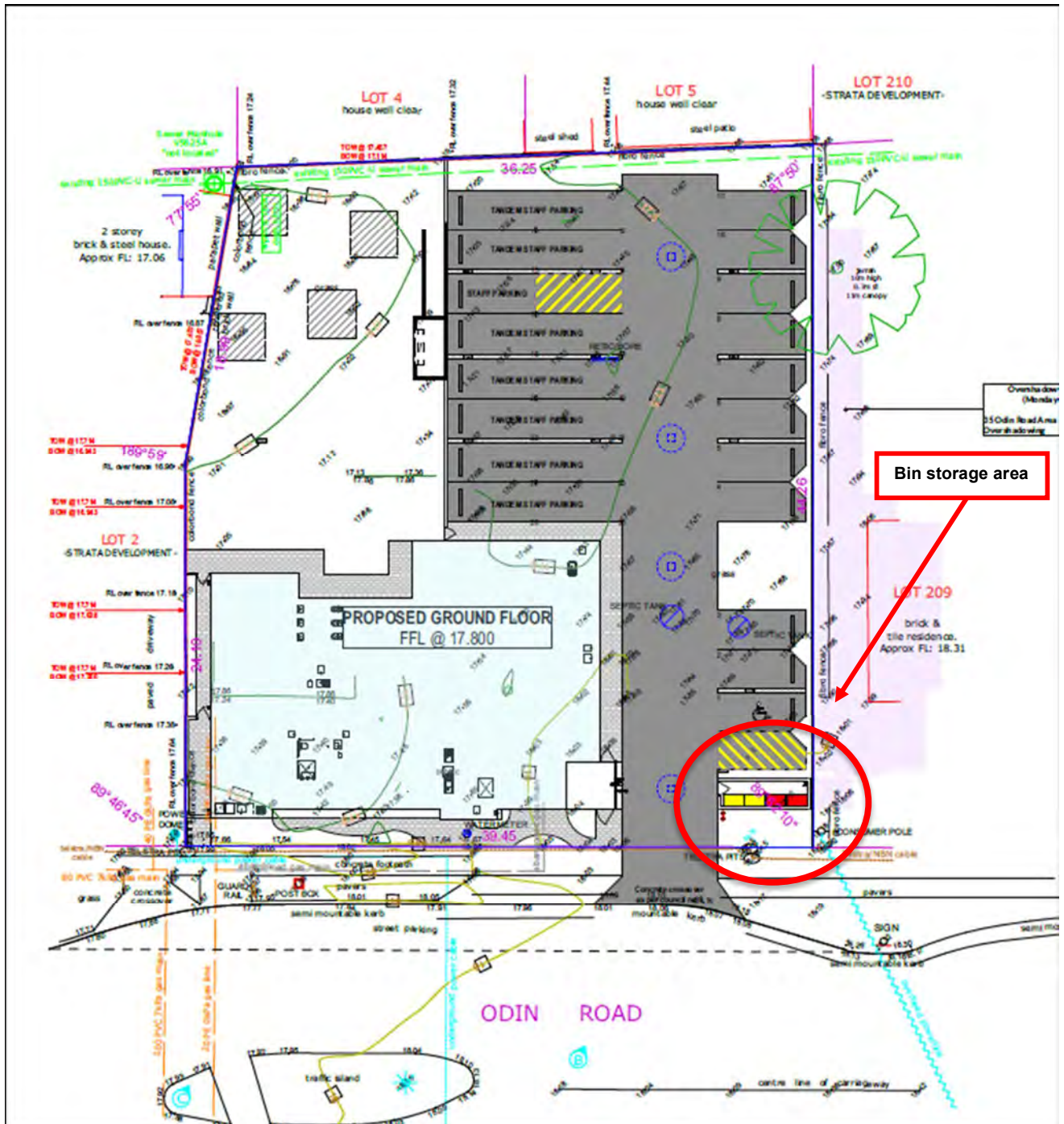
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Location of Bin Storage Area

Bin Storage Area (Site Plan)

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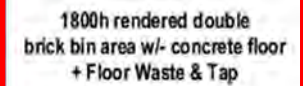
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APPENDIX 2 – SITE DEVELOPMENT PLANS

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Address:Lot 435 (#39) Odin Road, Innaloo

Child Care Centre

Job Number: 22102

City of Stirling
25 August 2023
RECEIVED

Drawing Index

PD01	Cover Sheet
PD02	3D
PD03	Existing Site Survey
PD04	Site Plan
PD05	Context Plan
PD06	Ground Floor Plan
PD07	First Floor Plan
PD08	Roof Plan
PD09	Elevations



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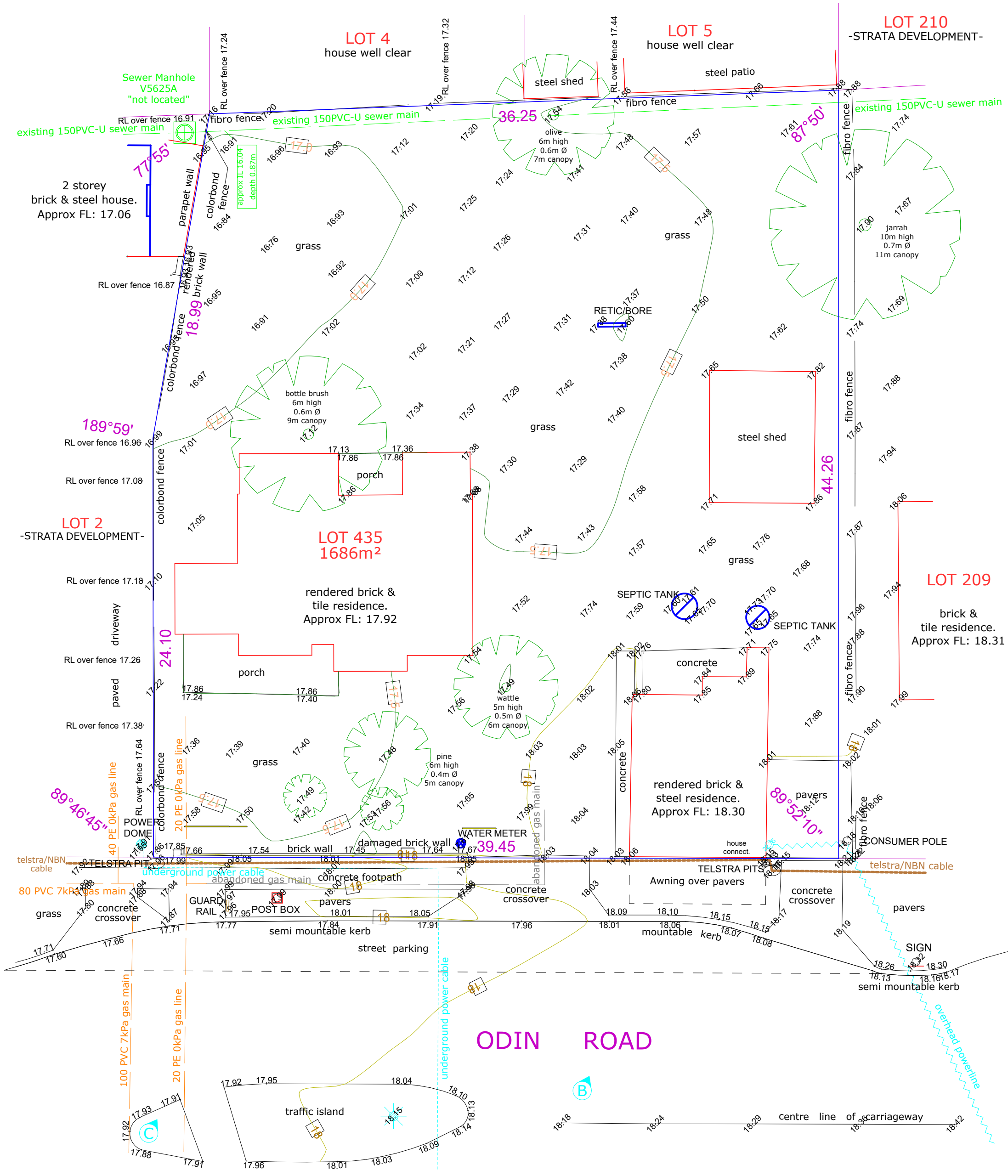
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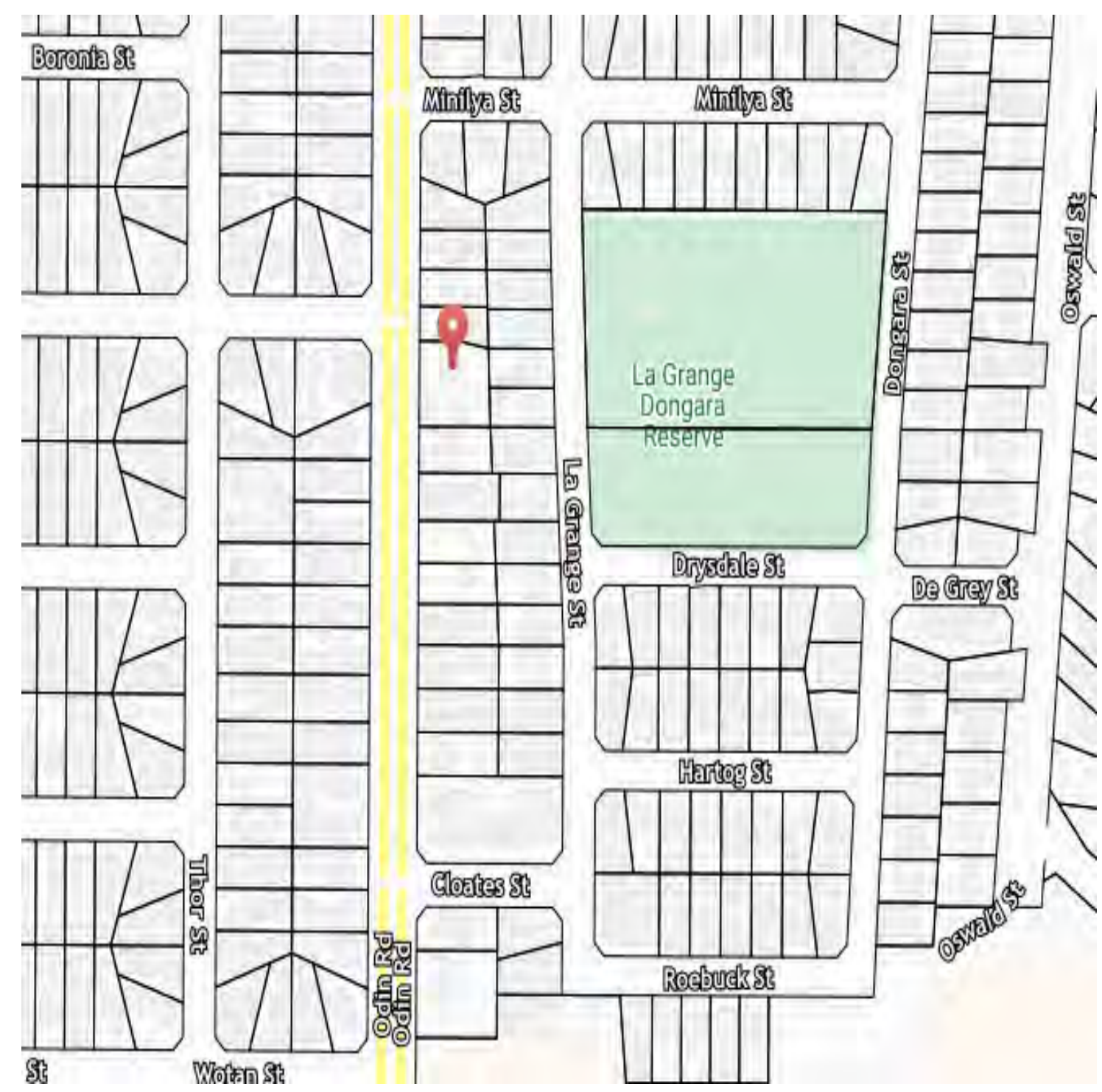
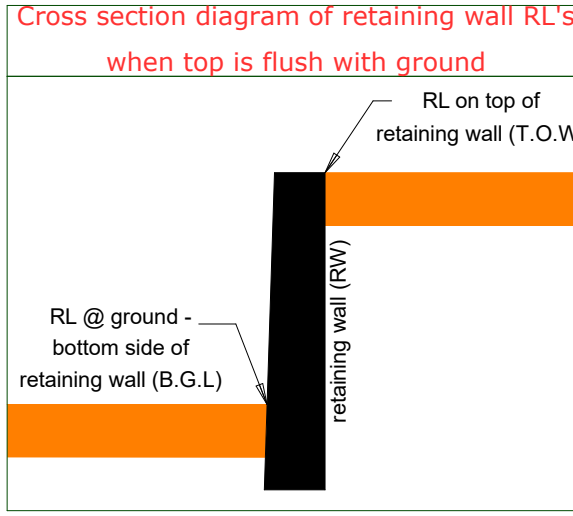
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NOTE: No title viewed by The Land Division. A certificate of title check for easements and encumbrances is highly recommended as should they exist, they may affect design.



Note: 15mm Lot Misclosure

Repeg Recommended



LEGEND	
	TBM - RL 18.38m AHD
	Gutter Line
	Overhead Powerline
	Underground Power Cable
	Gas Main
	Drainage Main
	Water Main
	Sewer Main
	Underground Telstra/NBN
	Cable
	Gully
	Fire Hydrant
	Stop Valve
	Water Meter
	Sewer Manhole
	House Connection
	Power Dome
	Power Pole
	Telstra Pit
	Bollard
	Tree
	Peg/Boundary Mark

TBM deck spike in bitumen equals RL 18.38 AHD Based on SSM - SCA 15 RL 17.752 AHD (Landgate Geodetic Section) Contractor to check datum before adopting levels

NOTE: 1) CONSULT LEGAL ADVICE ON EASEMENTS, ENCUMBRANCES AND CAVEATS THAT MAY APPEAR ON THE CERTIFICATE OF TITLE. 2) LEVELS ON ADJOINING PROPERTIES ARE APPROXIMATE DUE TO ACCESS RESTRICTIONS. 3) SERVICES PLOTTED AS VISUALLY SEEN ON SITE AND ARE APPROXIMATE. 4) SEWER POSITION AND LEVELS FROM WATER CORPORATION PLANS. 5) CONSULT DIAL BEFORE YOU DIG TO CHECK LOCATION OF UNDERGROUND SERVICES. 6) BEWARE OF OVERHEAD POWER LINE HAZARDS. 7) CONSULT TLD ON ANY ANOMALY BEFORE DESIGN AND CONSTRUCTION.

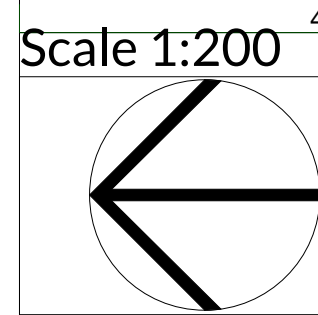
Note: Features are related to fence-lines only. No connection made to boundaries. REPEGE RECOMMENDED Position and depth of services to be confirmed on site by contractor

Client: R & J Trust
Survey Date: 09 January 2023
Scale: 1:200@A2

FEATURE AND CONTOUR SURVEY OF LOT 435
ON DIAGRAM 25605
39 Odín Road, Innaloo
Vol: 1681 Fol: 993
our ref: 22-9903

Rev	Date	Description	Surv	Drawn
0	18/01/2023	Feature Survey Drafted	TF	TF

Feature Survey by
THE LAND DIVISION
PLANNING | SURVEYING | DESIGN
PO Box 2444,
Malaga, WA 6090
phone: 08 9209 3232
www.landdivision.com.au



Scale 1:200

Client
Pan
Project Name
Child Care Centre
Project Address
Lot 435 (#39) Odín Road, Innaloo

Drawing Title:
Existing Site Survey
Scale: as noted Sheet Size: A1
Project No: 22102
Drawing No: PD03 of 09

Issue:
DRP
Rev: Description: Drawn: CD
008 Planner Comments
Revision Number: 008 Date: 25.07.2023

Revision	Description	Date
006	Planner Comments	25.07.23
007	Changes	21.07.23
008	DRP Comments	28.06.23
009	DRP	06.06.23
004	Concept Design	26.05.23
003	Concept Design	23.05.23
002	Concept Design	23.05.23

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Zone	Area	Perimeter
Child Care Centre		
Store	16.62	24.26
Drying	10.03	15.90
Portico	10.50	14.27
Bin Store	11.60	15.60
Balcony	12.49	14.30
Ground Floor	374.96	88.18
First Floor	454.62	103.16
	890.82 m ²	275.67 m

NOTE: No title viewed by The Land Division. A certificate of title check for easements and encumbrances is highly recommended as should they exist, they may affect design.

LEGEND	
	TBM - RL 18.38m AHD
	Gutter Line
	Overhead Powerline
	Underground Power Cable
	Gas Main
	Drainage Main
	Water Main
	Sewer Main
	Underground Telstra/NBN
	Cable
	Gully
	Fire Hydrant
	Stop Valve
	Water Meter
	Sewer Manhole
	House Connection
	Power Dome
	Power Pole
	Telstra Pit
	Bollard
	Tree
	Peg/Boundary Mark

TBM deck spike in bitumen equals RL 18.38 AHD Based on SSM - SCA 15 RL 17.752 AHD (Landgate Geodetic Section) Contractor to check datum before adopting levels

Note: Features are related to fence-lines only. No connection made to boundaries. **REPEP RECOMMENDED** Position and depth of services to be confirmed on site by contractor

Client: R & J Trust
Survey Date:
09 January 2023
Scale: 1:200@A2

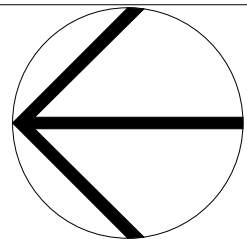


FEATURE AND CONTOUR SURVEY OF LOT 435
ON DIAGRAM 25605
39 Odin Road, Innaloo
Vol: 1681 Fol: 993
our ref: 22-9903

Rev	Date	Description	Surv	Drawn
0	18/01/2023	Feature Survey Drafted	TF	TF

Feature Survey by
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phone: 08 9209 3232
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Scale 1:200



Client
Pan
Project Name
Child Care Centre
Project Address
Lot 435 (#39) Odin Road, Innaloo

Drawing Title:
Site Plan
Scale: as noted Sheet Size: **A1**
Project No:
22102
Drawing No:
PD04 of 09

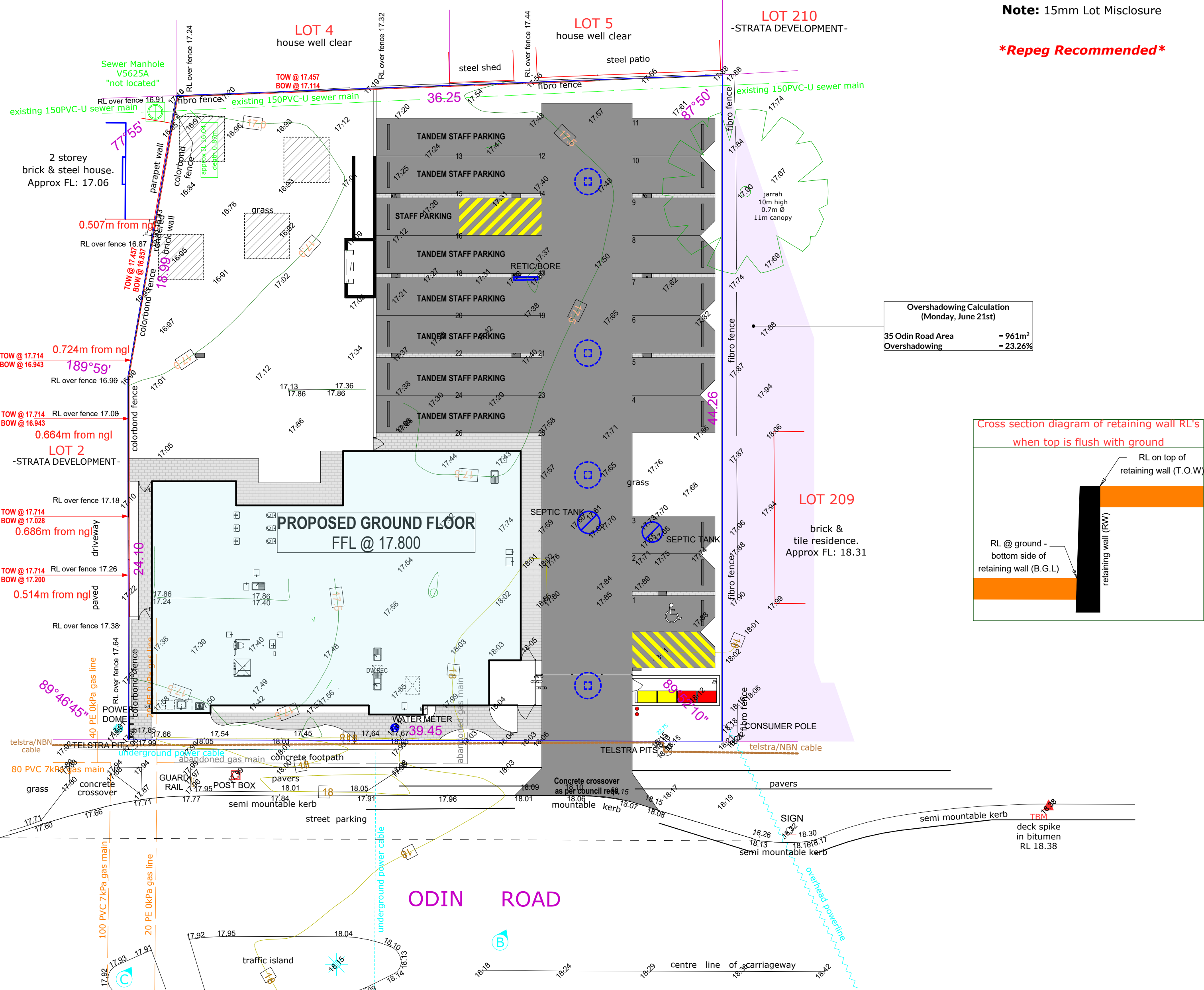
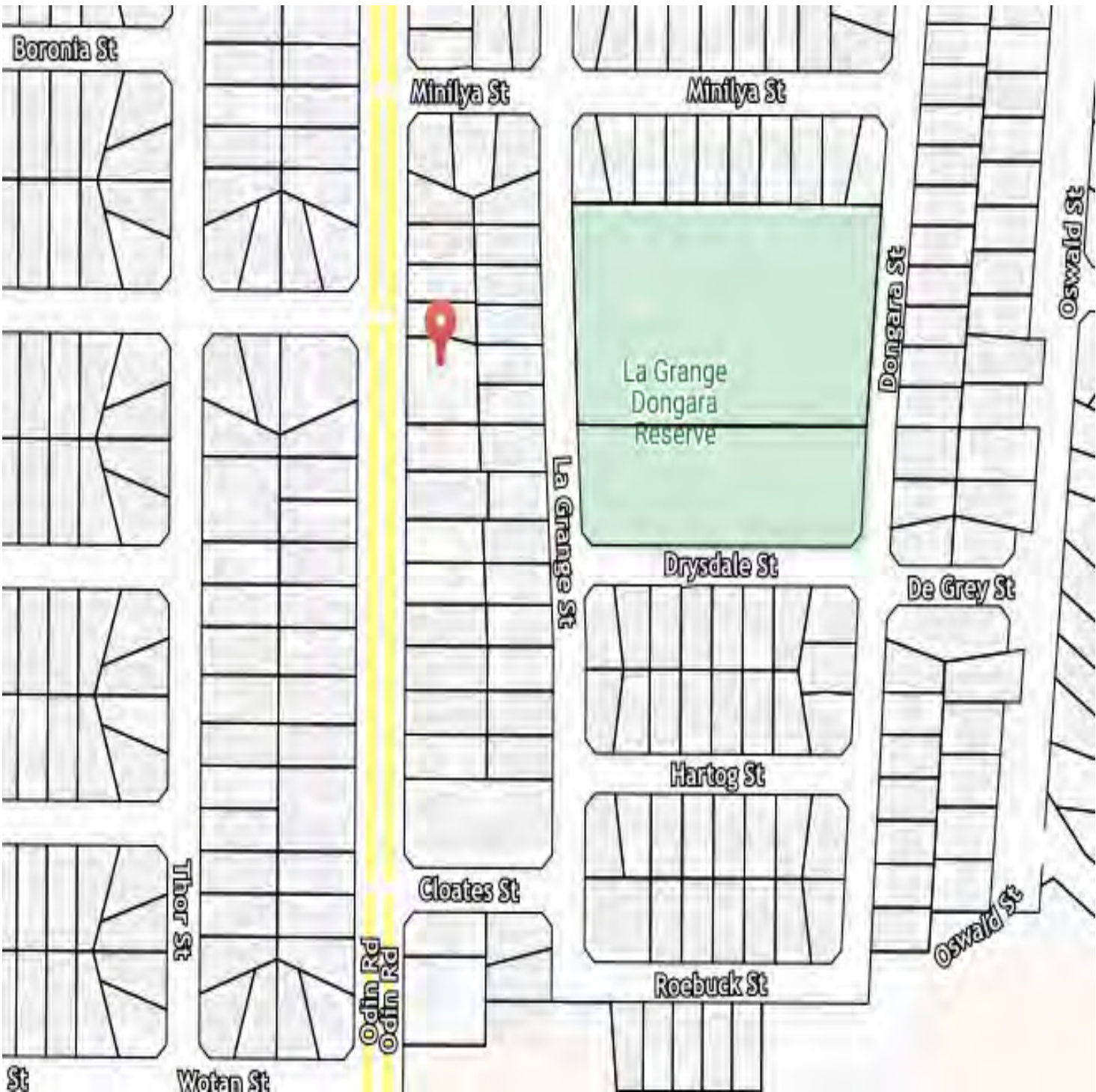
Issue:
DRP
Rev: Description: Drawn:
008 Planner Comments CD
Revision Number: 008 Date: 25.07.2023

Revision	Description	Date
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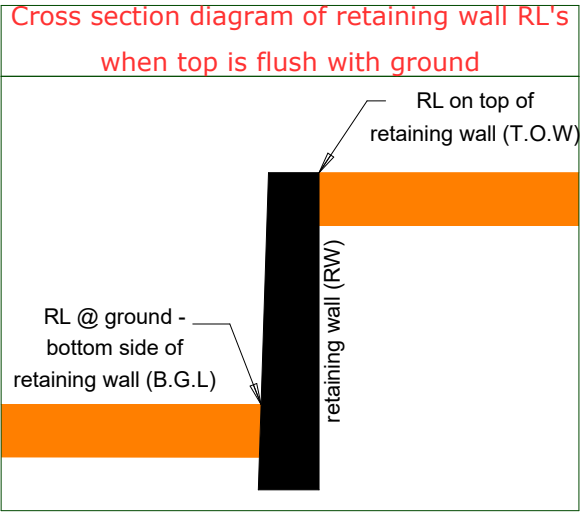
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Note: 15mm Lot Misclosure

Repeg Recommended

Overshadowing Calculation
(Monday, June 21st)
35 Odin Road Area
Overshadowing
= 961m²
= 23.26%





Multi Development - Odin Rd. Innaloo WA 6018



Commerical - 31 Odin Rd. Innaloo WA 6018



Commerical Development - Corner Scarborough Beach Road & Odin Rd. Innaloo WA 6018



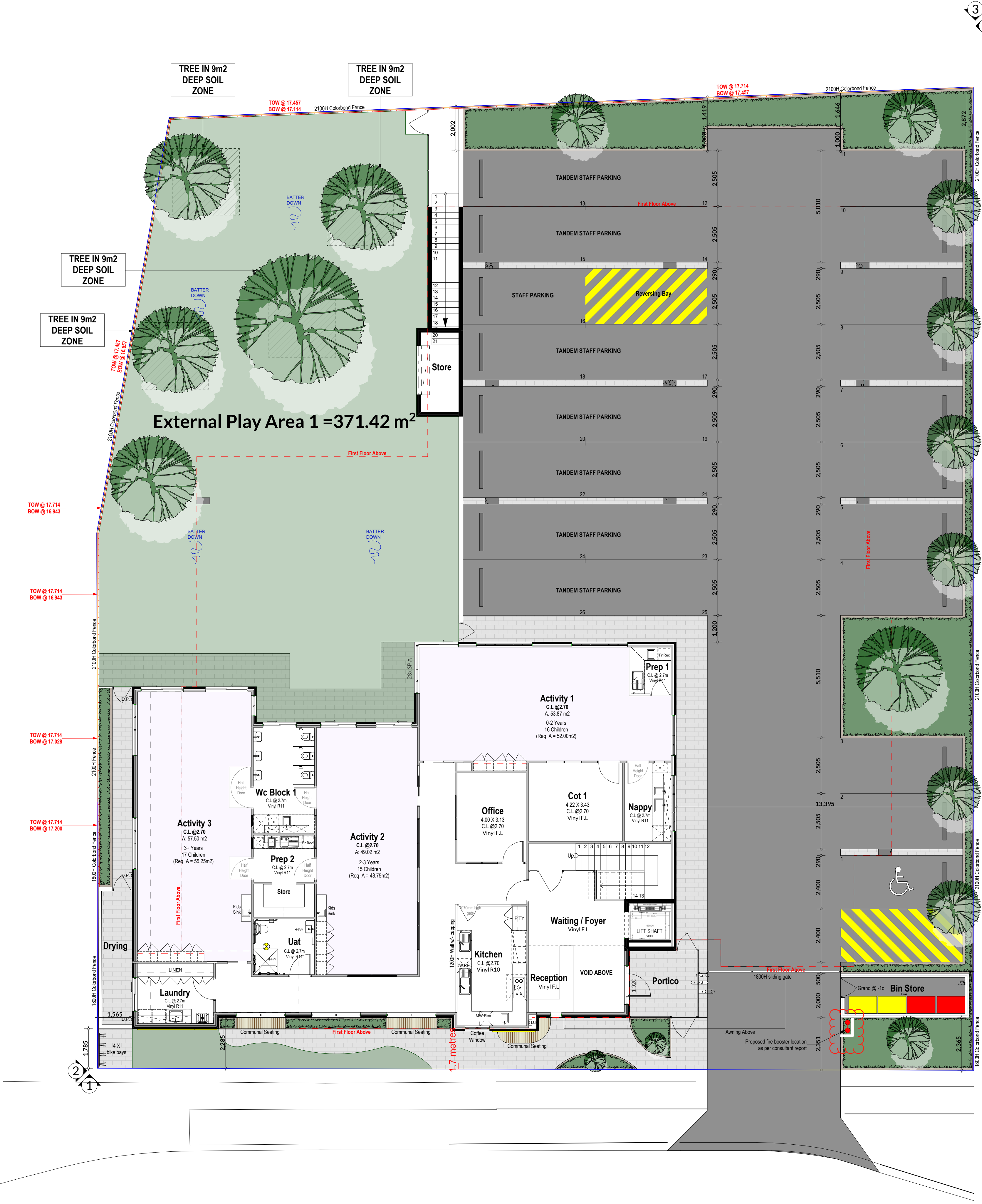
Commerical Development - Bunnings Warehouse - Corner Scarborough Beach Road & Odin Rd. Innaloo WA 6018

Child / Room Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	0-2	16	53.87m ²	4
Activity 2	2-3	15	49.02m ²	3
Activity 3	3+	17	57.50m ²	3
Activity 4	2-3	20	65.34m ²	4
Activity 5	3+	20	65.73m ²	2
Activity 6	3+	20	66.14m ²	2
Nutrition			34.52m ²	
Total Internal = (Min 3.25m ² per child)		108	387.51m ² (Min 344.50m ² req)	18
Total External Play Area = (Min 7m ² per child)		108	838.35m ² (Min 742m ² req)	

Zone	Area	Perimeter
Child Care Centre	14.49	24.24
Store	10.03	15.90
Drying	10.50	14.27
Portico	11.60	15.60
Bin Store	12.49	14.30
Balcony	374.96	88.18
Ground Floor	454.62	103.16
First Floor	890.82 m ²	275.67 m

City of Stirling
25 August 2023
RECEIVED



Scale 1:100

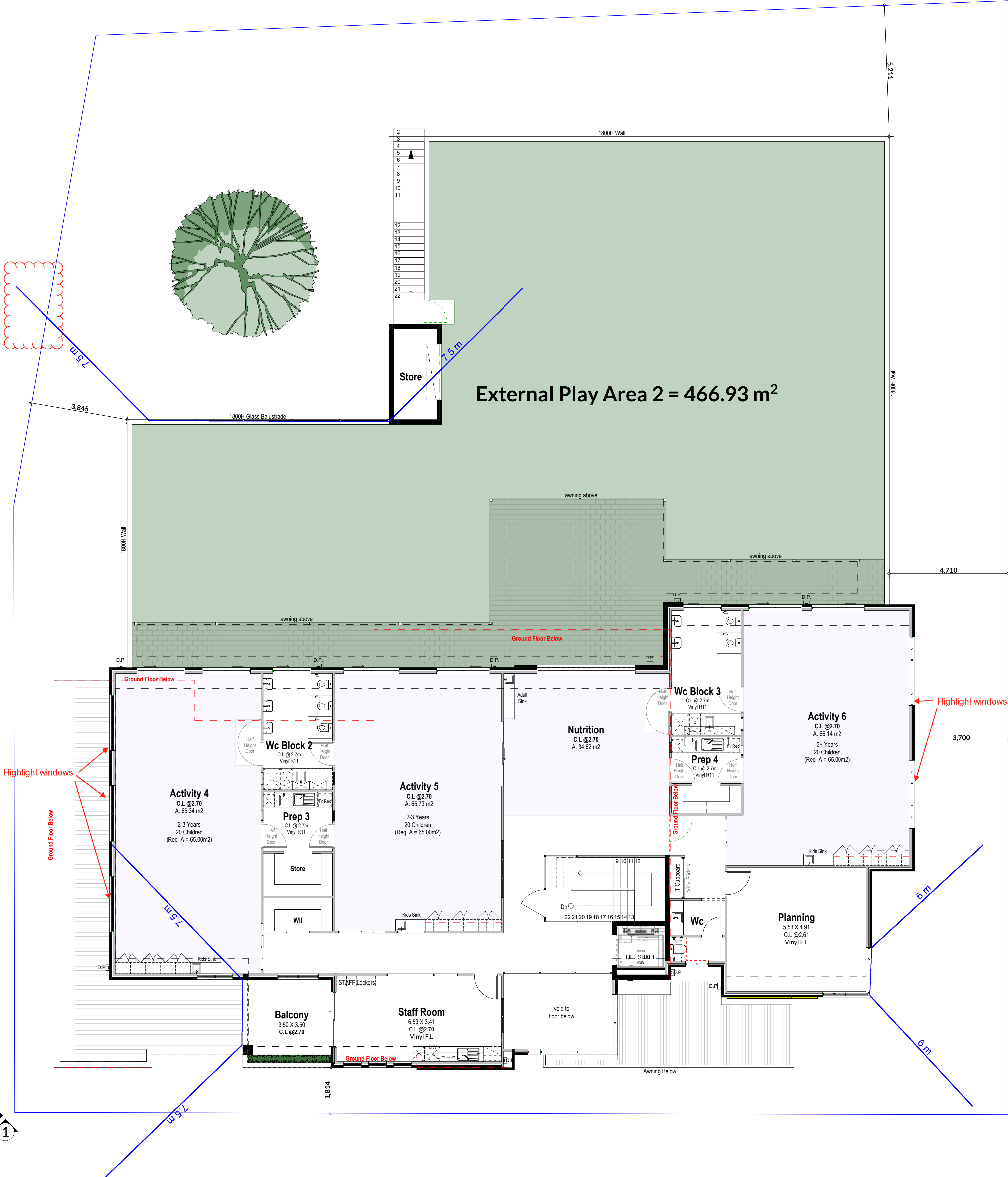
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	Revision	Description	Date														
	008	Planner Comments	25.07.23														
	007	Changes	21.07.23														
Project Name Child Care Centre	Scale: as noted	Sheet Size: A1	Rev:	Description:	Drawn:	006 DRP Comments 28.06.23											
Project Address Lot 435 (#39) Odin Road, Innaloo	Project No:	Drawing No.:	008	Planner Comments	CD	005 DRP 06.06.23											
	22102	PD06 of 09	Revision Number: 008	Date: 25.07.2023		004 Concept Design 26.05.23 003 Concept Design 23.05.23 002 Concept Design 23.05.23											
Unit: 3/1 Mulgool Road, Malaga WA 6090						©COPYRIGHT This plan shall remain the sole property of GERMANO DESIGNS and shall not be copied, reproduced or otherwise disposed or created without permission in writing of the											
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Child / Room Calculations

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Activity 5	3+	20	65.73m ²	2
Activity 6	3+	20	66.14m ²	2
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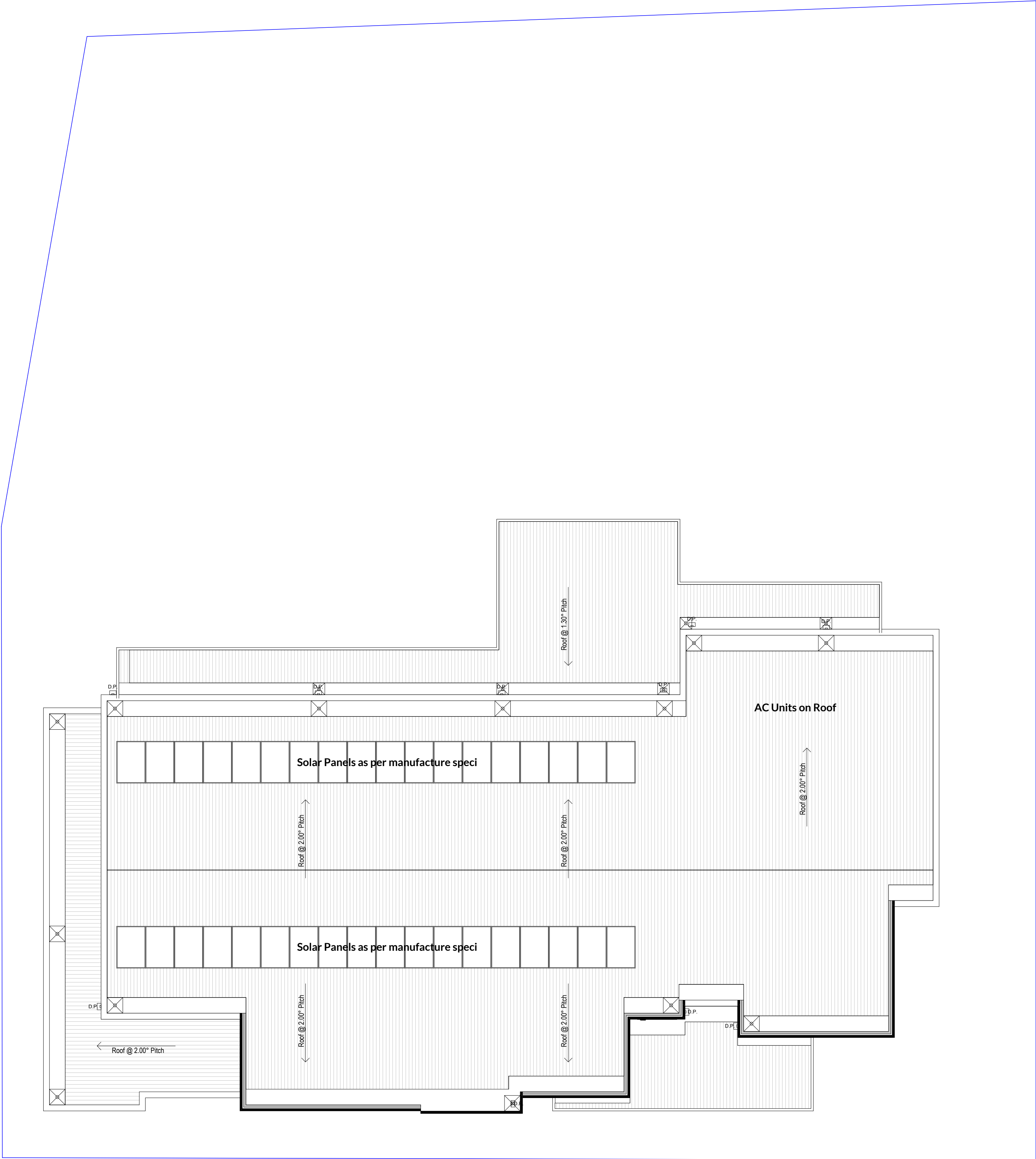
Zone	Area	Perimeter
Child Care Centre	16.43	24.34
Store	10.03	15.90
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Portico	11.60	15.60
Bin Store	12.49	14.30
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City of Stirling
25 August 2023
RECEIVED

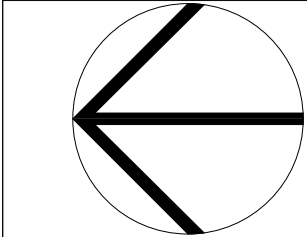


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	Client Pan	Drawing Title: First Floor Plan		Issue: DRP		<table><tr><th>Revision</th><th>Description</th><th>Date</th></tr><tr><td>008</td><td>Planner Comments</td><td>25.07.23</td></tr><tr><td>007</td><td>Changes</td><td>21.07.23</td></tr><tr><td>006</td><td>DRP Comments</td><td>28.06.23</td></tr><tr><td>005</td><td>DRP</td><td>06.06.23</td></tr><tr><td>004</td><td>Concept Design</td><td>26.05.23</td></tr><tr><td>003</td><td>Concept Design</td><td>23.05.23</td></tr><tr><td>002</td><td>Concept Design</td><td>23.05.23</td></tr></table>		Revision	Description	Date	008	Planner Comments	25.07.23	007	Changes	21.07.23	006	DRP Comments	28.06.23	005	DRP	06.06.23	004	Concept Design	26.05.23	003	Concept Design	23.05.23	002	Concept Design	23.05.23	
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Project Address Lot 435 (#39) Odin Road, Innaloo	Project No: 22102	Drawing No.: PD07 of 09	Revision Number: 008			Date: 25.07.2023																										



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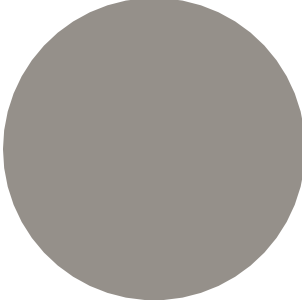


Client Pan	Drawing Title: Roof Plan		Issue: DRP		<table><tr><th>Revision</th><th>Description</th><th>Date</th></tr><tr><td>008</td><td>Planner Comments</td><td>25.07.23</td></tr><tr><td>007</td><td>Changes</td><td>21.07.23</td></tr><tr><td>006</td><td>DRP Comments</td><td>28.06.23</td></tr><tr><td>005</td><td>DRP</td><td>06.06.23</td></tr><tr><td>004</td><td>Concept Design</td><td>26.05.23</td></tr><tr><td>003</td><td>Concept Design</td><td>23.05.23</td></tr><tr><td>002</td><td>Concept Design</td><td>23.05.23</td></tr></table>			Revision	Description	Date	008	Planner Comments	25.07.23	007	Changes	21.07.23	006	DRP Comments	28.06.23	005	DRP	06.06.23	004	Concept Design	26.05.23	003	Concept Design	23.05.23	002	Concept Design	23.05.23			
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Project Name Child Care Centre	Scale: as noted	Sheet Size: A1	Rev: 008	Description: Planner Comments	Drawn: CD																													
Project Address Lot 435 (#39) Odlin Road, Innaloo	Project No: 22102	Drawing No.: PD08 of 09	Revision Number: 008		Date: 25.07.2023	Unit: 3/1 Mulgul Road, Malaga WA 6090		©COPYRIGHT This plan shall remain the sole property of GERMANO DESIGNS and shall not be given, lent, resold or otherwise disposed or copied without permission in writing of the																										
						(08) 9248 8392	www.germanodesigns.com.au																											

Material & Colour Schedule



Acrylic Render
Dulux "Mt Aspiring"



Acrylic Render
Dulux "Champignon"



Concrete
Dulux Acrasheid "Ash Rock"



Stone Cladding



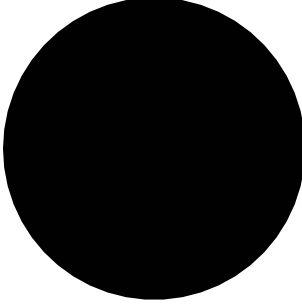
Vertical Cladding
"Axon Cladding"



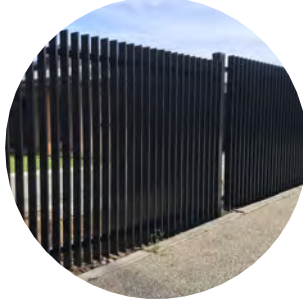
Colorbond Roof
"Surfmist"



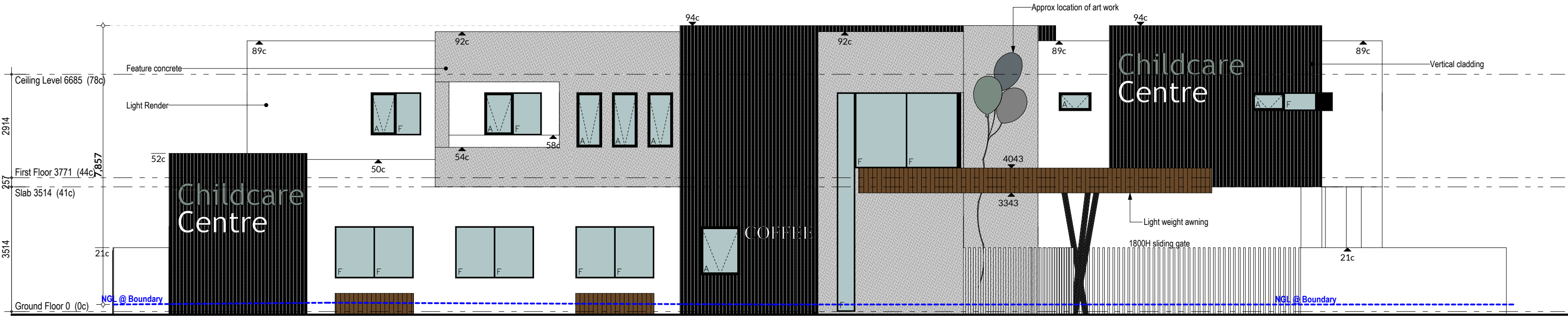
Window Frames
"Marble Black Satin"



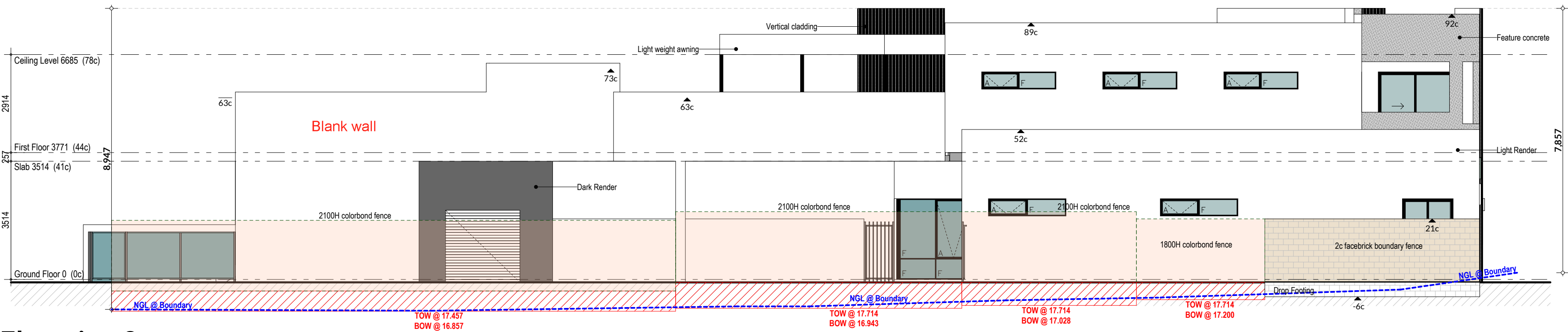
Awning
Dulux "Mt Aspiring"



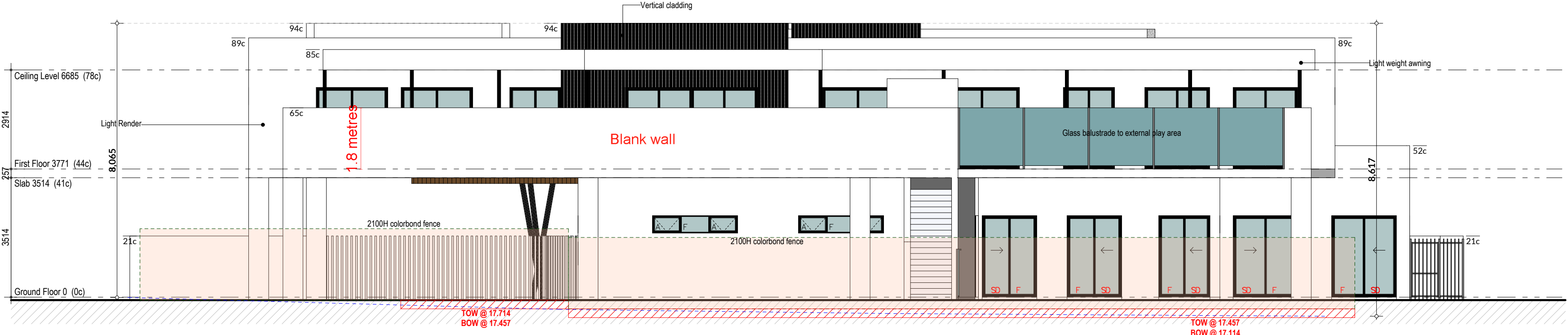
P/Coated Fence



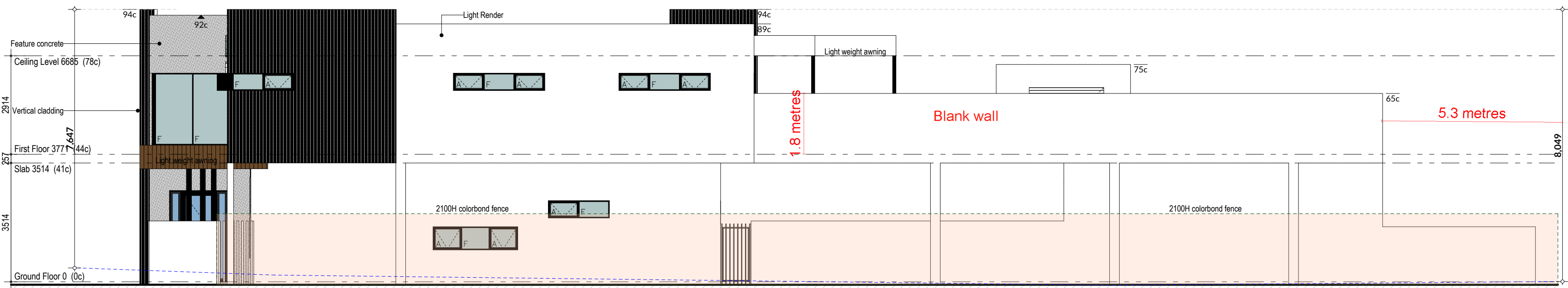
Elevation 1
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Elevation 2
Scale 1:100



Elevation 3
Scale 1:100



Elevation 4
Scale 1:100

Client Pan	Drawing Title: Elevations		Issue: DRP		Revision	Description	Date		
	Scale: as noted		Sheet Size: A1		008	Planner Comments	25.07.23		
	Project No:		Drawing No.:		007	Changes	21.07.23		
	22102		PD09 of 09		006	DRP Comments	28.06.23		
					005	DRP	06.06.23		
Project Name Child Care Centre	Project No:		Drawing No.:		004	Concept Design	26.05.23	Unit: 3/1 Mulgool Road, Malaga WA 6090	
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Project Address Lot 435 (#39) Odin Road, Innaloo				Revision Number: 008	Date: 25.07.2023			©COPYRIGHT This plan shall remain the sole property of GERMANO DESIGNS and shall not be reproduced, stored in a retrieval system, or copied without permission in writing of the	
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Design Review Report – Item 1

Local government:	City of Stirling	
Item no.:	Item 1 – PDA23/0046 – 39 Odin Road, Innaloo - – Pre Development Application – Child Care Premise	
Chairperson:	Emma Williamson	
Panel members:	Philip Gresley David Karotkin Lisa Shine	
Local government officers:	Adrian Di Nella Cameron Howell Karina Bowater Tracey Baglin Simone Palmer	Acting Coordinator Planning Senior Planning Officer Senior Planning Officer Acting Senior Planning Officer DRP Support Officer
Observers	Gareth Glanville	Senior Strategic Planning Officer
Date:	20 June 2023	Time: 2pm
Venue:	City of Stirling – Challenger Room	

Proponent/s		
	Carlo Famiano Joe Germano	CF Town Planning & Development (<i>Applicant</i>) Germano Designs
	Owners	Mr Gang Ren
Observer/s		

Briefings		
Development assessment overview	Tracey Baglin	Acting Senior Planning Officer
Technical issues	Tracey Baglin	Acting Senior Planning Officer
Design Review		
Proposed development	Item 1 – PDA23/0046 – 39 Odin Road, Innaloo - – Pre Development Application – Child Care Premise	
Property address	39 Odin Road, Innaloo	
Background		
Proposal		
Applicant or applicant's representative address to the design review panel	Carlo Famiano	CF Town Planning & Development
Key issues / recommendations	The Panel support the developing proposal and sees real benefit to the community that will come from creating a densely planted landscape with considerable tree canopy within the street setback.	

	The Applicant is encouraged to continue to refine the design to respond to the orientation of the building, incorporate sustainability at the heart of the design and ensure ease of movement internally. Refer to attached Design Quality Evaluation Report.
Chairperson signature	

Design quality evaluation Item 1 – PDA23/0046 – 39 Odin Road, Innaloo – Pre Development Application – Child Care Premise DRP Meeting – Thursday 22 June 2023	
	<i>Design Principle satisfied</i>
	<i>Design Principle pending further attention</i>
	<i>Design Principle not satisfied</i>
Principle 1 Context and character	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	1a. This principle is supported by the Panel.
Principle 2 Landscape quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	2a. The Panel stated the trees located in the car park are positive. 2b. It was noted by the Panel there is an opportunity for additional trees in the ground floor outdoor play area. 2c. The Panel noted the opportunity to transplant the large olive tree located at the rear of the lot and would encourage the applicant to consider this. Similarly, there may be an opportunity to retain the 6m bottle brush within the outdoor play area. 2d. Comment was made by the Panel to check the visualization of the trees in the renders and ensure these are consistent with the information on the plans. 2e. The Panel questioned the viability of the natural grass on the upper-deck and stated maintenance of this should be demonstrated. The Panel note that artificial turf is not supported. 2f. Comment was made the north-facing play areas are supported but shade needs to be incorporated and a balance between shade and solar access should be considered.
Principle 3 Built form and scale	<i>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.</i>
	3a. This design principle is supported by the Panel. 3b. It was noted by the Panel elevations would be helpful and assist with understanding this proposal and drawings should be oriented with North facing up the page, as per convention. 3c. Comment was made by the Panel the composition of the street elevation is positive and reads well. 3d. Comment was made the general approach to mass and the location on the site is logical and appropriate.
Principle 4 Functionality and build quality	<i>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.</i>
	4a. The Panel noted that the location and configuration of the bin store may negatively impact neighbours and may require a roof to manage odours. This modification would also improve the composition of the elevation as a result of the increase in height. 4b. The Panel commented that circulation on the upper level is impractical, requiring movement through two doors past the stairwell to access the nutrition space and an activity room. 4c. It was stated by the Panel section drawings would be beneficial to assist in demonstrating how the safety barrier works and its interaction with the vehicle and pedestrian paths. 4d. It was suggested by the Panel to swap the car turning bay with one of the tandem bays which would enable the design to have two single bays, reducing the number of tandem bays by one.

	4e. The Panel questioned access to the entry from the carpark and queried whether there is enough room for strollers and prams to move through as the gate looks tight.
Principle 5 Sustainability	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	5a. This principle was not demonstrated or discussed. 5b. The Panel emphasised the importance of making a strong commitment to sustainability. Engaging a sustainability consultant to assist in this regard is strongly encouraged. 5c. The Panel commented on the opportunity to use sustainability strategies as an educational tool.
Principle 6 Amenity	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.</i>
	6a. Comment was made by the Panel access to natural light for activity room two on the ground floor is problematic and opportunities for natural light to be integrated into this room is essential. Borrowing light from the western corridor may be viable. 6b. The Panel commented the shade for the upper play area needs further consideration. Shade structures should form an integrated part of the design. 6c. It was stated by the Panel the staff room and the balcony off the staff room are supported as it provides passive surveillance to the street and increases amenity for staff. 6d. The Panel commented it would be beneficial to incorporate the air conditioning condensers into the plans to assist with understanding their location. 6e. The Panel commented that development of the design to integrate shading and diminish heat load will be important to the comfort of users and the use of energy for cooling.
Principle 7 Legibility	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	7a. It was noted by the Panel the pedestrian entry is moving in the right direction although this would benefit from further development and an understanding of the location of possible signage in this area. 7b. It was suggested signage be included in the proposal in order that the Panel can understand the implications of this to legibility and as a response to the context.
Principle 8 Safety	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	8a. This principle is supported by the Panel.
Principle 9 Community	<i>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.</i>
	9a. The suggestion was made by the Panel removal of the fence on the ground floor is positive and this will create opportunity to include more trees, enhancing the public realm. 9b. The panel is supportive of the idea of the hole-in-the-wall coffee shop to assist with street activation and encourage the applicant to explore this option and the possible implications of other aspects of the design.
Principle 10 Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	10a. The Panel feels the aesthetics is moving in the right direction, noting that shading to openings and the shade structures will impact the aesthetics.

10b. It was stated by the Panel the stone clad element of the laundry seems out of keeping with the material palette. It was suggested the Applicant could reuse the lighter grey material in this location as an alternative to the introduction of an additional material.

Design Review progress

**Item 1 – PDA23/0046 – 39 Odin Road, Innaloo - – Pre Development Application – Child Care Premise
DRP Meeting – Thursday 22 June 2023**

	<i>Design Principle satisfied</i>		
	<i>Design Principle pending further attention</i>		
	<i>Design Principle not satisfied</i>		
	DR1 22/6/2023	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			

Recommendations Summary
Item 1 – PDA23/0046 – 39 Odin Road, Innaloo

DR1 – DRP Recommendations DRP Meeting – 20/6/2023	DR2 – Applicant Response DRP Meeting – 20/6/2023	DR2 DRP Recommendations DRP Meeting –	DR2 – Applicant Response DRP Meeting –
2b. It was noted by the Panel there is an opportunity for additional trees in the ground floor outdoor play area. 2c. The Panel noted the opportunity to transplant the large olive tree located at the rear of the lot and would encourage the applicant to consider this. Similarly, there may be an opportunity to retain the 6m bottle brush within the outdoor play area. 2f. Comment was made the north-facing play areas are supported but shade needs to be incorporated and a balance between shade and solar access should be considered.			
3b. It was noted by the Panel elevations would be helpful and assist with understanding this proposal and drawings should be oriented with North facing up the page, as per convention.			
4a. The Panel noted that the location and configuration of the bin store may negatively impact neighbours and may require a roof to manage odours. This modification would also improve the composition of the elevation as a result of the increase in height. 4b. The Panel commented that circulation on the upper level is impractical, requiring movement through two doors past the stairwell to access the nutrition space and an activity room. 4c. It was stated by the Panel section			

drawings would be beneficial to assist in demonstrating how the safety barrier works and its interaction with the vehicle and pedestrian paths. 4d. It was suggested by the Panel to swap the car turning bay with one of the tandem bays which would enable the design to have two single bays, reducing the number of tandem bays by one.			
5b. The Panel emphasised the importance of making a strong commitment to sustainability. Engaging a sustainability consultant to assist in this regard is strongly encouraged. 5c. The Panel commented on the opportunity to use sustainability strategies as an educational tool.			
6a. Comment was made by the Panel access to natural light for activity room two on the ground floor is problematic and opportunities for natural light to be integrated into this room is essential. Borrowing light from the western corridor may be viable. 6b. The Panel commented the shade for the upper play area needs further consideration. Shade structures should form an integrated part of the design. 6d. The Panel commented it would be beneficial to incorporate the air conditioning condensers into the plans to assist with understanding their location.			
7a. It was noted by the Panel the pedestrian entry is moving in the right direction although this would benefit from further development and an understanding of the			

location of possible signage in this area. 7b. It was suggested signage be included in the proposal in order that the Panel can understand the implications of this to legibility and as a response to the context.			
9a. The suggestion was made by the Panel removal of the fence on the ground floor is positive and this will create opportunity to include more trees, enhancing the public realm. 9b. The panel is supportive of the idea of the hole-in-the-wall coffee shop to assist with street activation and encourage the applicant to explore this option and the possible implications of other aspects of the design.			
10b. It was stated by the Panel the stone clad element of the laundry seems out of keeping with the material palette. It was suggested the Applicant could reuse the lighter grey material in this location as an alternative to the introduction of an additional material.			