Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 19 November 2024; 9:30am
Meeting Number: MIDAP/44
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MIDAP/44 - 19 November 2024 - City of Canning

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Members on Leave of Absence
4. Noting of Minutes

PART B – CITY OF CANNING

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 1 (23) Tribute Street West, Shelley – Child Care Premises – DAP/24/02718
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. Meeting Closure

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation

ATTENDANCE

DAP Members

Francesca Lefante (Presiding Member)
Eugene Koltasz (Deputy Presiding Member)
Neema Premji (Specialist Member)

Part B – City of Canning
Cr Ben Kunze (Local Government DAP Member, City of Canning)
Cr Shenjeet Sekhon-Gill (Local Government DAP Member, City of Canning)

Minute Secretary

Laura Simmons (DAP Secretariat)

Officers in Attendance

Ashlee Kelly (DAP Secretariat)

PART A – INTRODUCTION

1. **Opening of Meeting, Welcome and Acknowledgement**
2. **Apologies**
3. **Members on Leave of Absence**
4. **Noting of Minutes**

PART B – CITY OF CANNING

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 1 (23) Tribute Street West, Shelley – Child Care Premises – DAP/24/02718

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B - Item 3.1 - LOT 1 (23) TRIBUTE STREET WEST, SHELLEY – CHILD CARE PREMISES

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Canning
Applicant:	Lateral Planning
Owner:	SNS Custodian Nominees Pty Ltd
Value of Development:	$3 million
Responsible Authority:	City of Canning
Authorising Officer:	Austin Donaghey – Manager City Planning
LG Reference:	105.2200
DAP File No:	DAP/24/02718
Application Received Date:	17/06/2024
Report Due Date:	11/11/2024
Application Statutory Process Timeframe:	90 Days with an additional 42 days agreed in accordance with Cl 75 (c) of the *Planning and Development (Local Planning Schemes) Regulations 2015.*
Attachment(s):	1. Location Plan 2. Development Plans 3. Schedule of Submissions 4. Design Review Minutes 5. Operational Management Plan 6. Transport Impact Statement 7. Acoustic Assessment 8. Landscaping plans 9. Applicant's Planning Report

Responsible Authority Recommendation

That the Metro Inner Development Assessment Panel resolves to:

Approve DAP Application reference DAP/24/02718 and accompanying plans 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 Canning Local Planning Scheme No. 42, subject to the following conditions:

Conditions:

General

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

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

3. 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:

List of Development Plans

Drawing Title	Sheet No.	Date	Drawn By
Survey	SK01	7/11/2024	PROEKT
Site Plan	SK02	7/11/2024	PROEKT
Ground Floor Plan	SK03	7/11/2024	PROEKT
First Floor Plan	SK04	7/11/2024	PROEKT
Roof Plan	SK05	7/11/2024	PROEKT
North Elevation	SK06	7/11/2024	PROEKT
South Elevation	SK07	7/11/2024	PROEKT
East Elevation	SK08	7/11/2024	PROEKT
West Elevation	SK09	7/11/2024	PROEKT
Section AA	SK10	7/11/2024	PROEKT
Solar Access – Hourly Schedule	SK11	7/11/2024	PROEKT
Solar Access – Hourly Schedule	SK12	7/11/2024	PROEKT
Landscape Concept Plans		October 2024	PLAN\E

Operational Management Plan

4. The operation of the Child Care Premises shall be carried out in accordance with the Operational Management Plan Rev 2 prepared by Lateral Planning dated 8 November 2024 at all times to the satisfaction of the City, that includes:

   a. No more than 85 children and 15 employees shall be present at the Premises at any one time.
   b. Hours of operation shall be 6:30am to 6:30pm, Monday to Friday.
   c. The proposed outdoor play areas shall not be occupied by children before 7:00am or after 6:30pm, Monday to Friday.

Parking and Access

5. Prior to the occupation of the development, the number and allocation of car parking spaces provided on-site shall be as follows:

   Seven (7) Drop Off spaces,
   Ten (10) employee spaces,

One (1) ACROD space, and
One (1) turn-around bay.

Car parking spaces shall be maintained thereafter to the satisfaction of the City.

6. Prior to the commencement of any site or construction works, a Construction Management Plan and Traffic Management Plan are to be submitted by the owner/developer, in accordance with the requirements of *Pt 3: Traffic control for works on roads* of Australian Standard *AS1742 Manual of uniform traffic control devices* and approved by the City.

7. Redundant vehicle crossover(s) are to be removed and the kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping, to the specifications of the City.

8. Prior to the submission of a building permit, a detailed plan for the proposed new car parking spaces together with their access aisles is to be prepared in compliance with *AS2890.1* and *AS2890.6* and submitted to the satisfaction of the City of Canning.

9. Prior to the occupation of the development, all 'Drop Off' car parking spaces and the reversing bay shall be signed posted and marked in accordance with AS2890.1 and maintained thereafter to the satisfaction of the City.

Works within the Road Reserve

10. Prior to the commencement of any site or construction works, detailed plans and specifications for all works within the road reserve are to be submitted by and at the cost of the owner/developer to the satisfaction of the City, including:

    a. the modification of the existing on-street car parking space; and
    b. the construction of a new vehicular crossover.

    Prior to the occupation of the development, the approved works within the road reserve are to be implemented by and at the cost of the owner/developer to the satisfaction of the City.

Fencing/Boundary Walls

11. Prior to the submission of a building permit, details certified by a structural engineer are to be provided for a crash barrier to be installed and incorporated into the new street fence, to the satisfaction of the City. Prior to the occupation of the development, the approved crash barrier is to be constructed and maintained thereafter to the satisfaction of the City.

12. A 2.1m masonry wall/fence is to be provided to the eastern lot boundary of the subject site. The masonry wall/fence shall be constructed at the applicant's/landowners cost and thereafter maintained to the satisfaction of the City.

13. The external finish of the boundary wall on the eastern boundary shall be consistent with the remainder of the building, unless otherwise agreed to by the City. The external finish of the boundary wall shall have either face-brick or rendered clean finish and thereafter maintained to the satisfaction of the City.

Utilities, Facilities and External Fixtures

14. A suitable bin enclosure for the storage and cleaning of receptacles on the premises is to be provided prior to the occupation of the development and thereafter maintained to the satisfaction of the City.

15. Prior to the submission of a building permit, a lighting plan indicating lighting to the pathways, communal open space, pedestrian and vehicle entry points, and car parking areas is to be submitted to and approved by the City. Prior to the occupation of the development, the approved lighting is to be installed and thereafter maintained by and at the cost of the owner/developer to the satisfaction of the City.

16. External lighting shall be positioned in accordance with Australian Standard *AS/NZS 4282:2019 Control of the Obtrusive Effects of Outdoor Lighting*, to the satisfaction of the City.

17. The development is required to be connected to sewer.

Stormwater Management

18. Prior to the submission of a building permit, a certified stormwater management plan is to be submitted to the satisfaction of the City. The approved stormwater management system is to be implemented and thereafter maintained to the satisfaction of the City.

19. Storm water from all roofed and paved areas must be collected and contained on site via soakwells. Storm water must not affect or be allowed to flow onto or into any other property. Drainage systems must be in accordance with the Building Code of Australia.

Waste Management

20. Prior to the submission of a building permit, the applicant/landowner shall provide a waste management plan for approval by the City. The approved waste management plan shall thereafter be implemented to the satisfaction of the City.

21. All waste collection vehicles and delivery vehicles are not to attend the property outside the hours of 10:30am to 2:30pm Monday to Saturday, and not at all on a Sunday or Public Holidays, unless otherwise approved by the City.

Noise Management

22. Recommendations contained within the Acoustic Report, dated April 2024, prepared by Herring Storer Acoustics shall be implemented in full (except for colour bond fencing) and written certification shall be provided to the City, prior to occupation of the development, confirming that these recommendations have been implemented. All recommendations must be shown on the plans at Building Permit stage.

23. A noise report (including ground truthing of noise emissions) is to be submitted by an accredited acoustic consultant, within 3 months following occupation of the

development that confirms noise from the development complies with the *Environmental Protection (Noise) Regulations 1997*, to the satisfaction of the City. This report shall be at the landowner's cost.

Landscaping

24. Prior to the submission of a building permit, the submitted Landscape Concept Plans dated October 2024 shall be amended to suitably replace tree species Brachychiton Jerilderie Red and remove the rock boulder bollards from the City's verge to the satisfaction of the City.

25. Prior to the occupation of the development, the amended landscaping plan shall be installed and thereafter be maintained to the satisfaction of the City.

26. The tree indicated on the approved plan are to be retained as part of the development, in accordance with Australian Standard *AS 4970-2009 Protection of Trees on Development Sites* and *AS 4373-2007 Pruning of Amenity Trees* and shall not be removed thereafter unless written approval is granted by the City.

27. Prior to the occupation of the development, a total of 19 trees are to be planted on site and maintained thereafter in accordance with the City of Canning's Local Planning Policy *LP.09 – Tree retention and Planting – Development* to the satisfaction of the City.

Construction Management Plan

28. Prior to the commencement of any site or construction works, a Construction Management Plan in accordance with the requirements of Australian Standard *AS 1742.3* is to be submitted by the owner/developer to the satisfaction of the City. The approved plan is to be thereafter implemented for the duration of the construction of the development to the satisfaction of the City.

Advice Notes

(a) If the development that is the subject of this approval is not substantially commenced within a period of four (4) years, or another period specified in the approval after the date of the determination, the approval will lapse and be of no further effect.

(b) Where an approval has so lapsed, no development must be carried out without the further approval of the City of Canning having first being sought and obtained.

(c) This approval does not authorise the commencement of any building works. The applicant is advised that a building permit must be obtained prior to the commencement of any works. To obtain a building permit it will be necessary to submit documentation in compliance with the Building Regulations, including plans incorporating all conditions of this approval, specifications and structural drawings.

(d) This Development Application does not authorise construction of a crossover. An application to construct a crossover must be made to the City on the prescribed form, accompanied by a site plan clearly showing the design, dimensions and specifications of the proposed crossover and an application fee. Please go to the City's website for more information or contact the City's Development Engineer.

(e) Any redundant Crossovers shall be removed and the kerb, Verge and Footpath (If present) reinstated to fit in with the surrounding form/development pattern. Where the redundant Crossover previously crossed the footpath, a new section of footpath is to be constructed on both sides of the existing concrete path and made to match.

(f) The applicant/land owner is advised that compliance and/or further approvals may be required in accordance with the following:

- Food Act 2008,
- Food Regulations 2009,
- Australia New Zealand Food Standards Code.
- Australian Standards AS4674:2004 Design, construction and fit-out of food premises,
- AS1668.2-2002 – The use of ventilation and airconditioning in buildings, Part 2: Mechanical ventilation in buildings, and
- AS1851-2012 – Routine service of fire protection systems and equipment.

(g) A completed Food Business Notification and Registration Form' and detailed fit out plans, including elevations, are to be submitted to the City following development approval showing all fixtures, fittings and finishes. Please contact the City's Environmental Health Services on 9231 0503 or visit the City's website for a Food Business Notification and Registration Form'.

(h) The Exhaust canopy servicing the Food Business kitchen, shall be specifically designed (i.e. fitted with an odour suppression device) to suit the subject site to minimise the emission of cooking odours from the premises, to the satisfaction of the City's Environmental Health Officer.

(i) A suitable bin enclosure for the storage and cleaning of receptacles on the premises is to be provided to the satisfaction of the City. A suitable bin enclosure shall be provided with a water supply; have impervious walls and floor, a floor graded to a floor waste gully connected to sewer, have a gate and be of sufficient size to accommodate all receptacles used on the premises, but in any event having a floor area not less than a size approved by the Manager of Waste Services or an Environmental Health Officer.

(j) The applicant is advised that a separate development approval may be required for any signage on site, subject to assessment against the City of Canning's Local Planning Policy *LP.07 – Advertising Signs*.

(k) Please be advised that minor amendments to the approved landscaping plan can be considered without a further amendment to the development application, in writing and to the discretion of the City.

(l) If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.

(m) If the land owner wishes to amend or cancel the development application, they may lodge an application with the City of Canning, in accordance with clause 77

of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Details: Outline of Development Application

Region Scheme	Metropolitan Region Scheme (MRS)
Region Scheme Zone/Reserve	Urban
Local Planning Scheme	City of Canning Local Planning Scheme No.42 (LPS42)
Local Planning Scheme - Zone/Reserve	Mixed Use
Applicable Residential Density	R40
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	'Child Care Premises' - Discretionary 'D' use
Lot Size:	Lot 1 – 995m^2
Existing Land Use:	Vacant Medical Centre
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:

Development approval is sought for the construction of a 'Child Care Premises'. The development compromises the following:

- Demolition of the existing Medical Centre
- Construction of a two-storey Child Care Premises to accommodate a maximum of 85 children and 15 employees.
- A total of 18 undercroft car parking spaces at the rear of the site comprising of:
    - One (1) ACROD space,
    - Seven (7) patron drop-off spaces,
    - Ten (10) employee parking spaces, and
    - One (1) turn-around bay.
- Vehicle access via a modified crossover onto Monota Avenue resulting in a reduction of one on-street car parking space.
- Provision of two (2) outdoor play areas, one at ground floor level fronting Tribute Street West and Monota Avenue. The second is provided on the first-floor deck located to the rear of the site, above the proposed car park.

Proposed Land Use	Child Care Premises – 'D' land use
Proposed No. Storeys	Two storeys

Background:

The development is situated within the suburb of Shelley which, mainly a low-density residential suburb. The subject site abuts a two-storey single house to the east, Tribute Street West to the north, Montana Avenue to the west and Shelley Primary School to the south.

The surrounding residential area is predominately zoned Residential R30. A mixed-use development comprising of a Café and multiple dwellings is located across the road from Monota Avenue and the Shelley Hub Local Centre is located approximately 80m to the West of the subject site.

An aerial image of the application site is provided below.

Figure 1 - Aerial of Subject Site (Nearmaps)

Zoning

The subject site is zoned as 'Urban' under the Metropolitan Region Scheme (MRS) and 'Mixed Use' under the City's Local Planning Scheme No. 42 (LPS42).

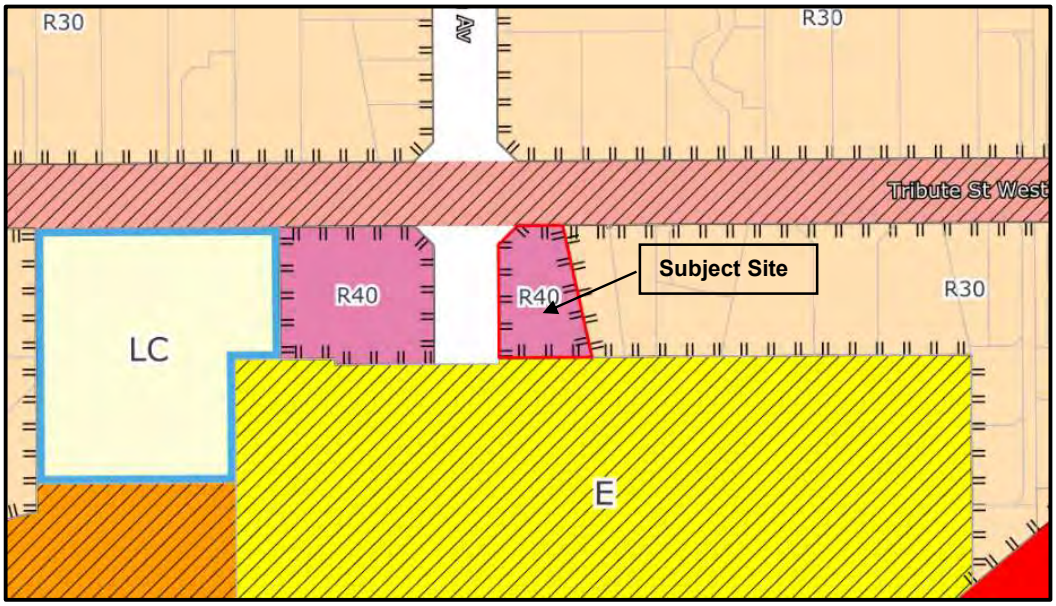


Figure 2 - Local Planning Scheme No. 42 Zoning (Mixed Use)

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Development Assessment Panel) Regulations 2011*
- *Planning and Development (Local Planning Schemes) Regulations 2015 (Deemed Provisions)*
- *Metropolitan Region Scheme (MRS)*
- *City of Canning Local Planning Scheme No. 42 (LPS42)*
- *Residential Design Codes Volume 1, Part C*

State Government Policies

- *State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)*
- *Draft Position Statement: Child Care Premises November 2022 (DPS)*

Local Policies

- *Local Planning Policy LP.02 – Public Consultation of Planning Proposals (LP.02)*
- *Local Planning Policy LP.06 – Design Review Panel and Assessment of Significant Developments (LP.06)*
- *Local Planning Policy LP.09 –Tree Retention and Planting – Development (LP.09)*

Consultation:

Public Consultation

The proposed development was advertised to affected landowners and occupiers in accordance with Subclauses 64(1) and (3) of *the Deemed Provisions* and the City's Policy LP.02.

The application was advertised for 14 days to landowners and occupiers within a radius of 200m from the subject site. The advertising period commenced on 21 October 2024 and concluded on 4 November 2024.

In addition, the letters mailed to affected landowners and occupiers, the development application was also placed on the City's 'Your Say Canning' webpage during this period.

Following the closure of the public consultation period a total of 28 submissions were received. The submissions comprised of:

- 11 submissions in support of the proposal.
- 14 objections to the proposal, and
- Three (3) objections received outside of the public consultation period.

A summary of the matters raised by the objections received is provided in Table 1 below. A Schedule of Submissions is provided as Attachment 3.

Table 1 – Summary of Objections Received

Matters Raised	***Officer's Comments***
Additional traffic will increase the existing traffic issues in the locality.	*The applicant has provided a suitably prepared Traffic Impact Statement (TIS) which has been reviewed by the City's Design Engineers and is considered to be acceptable.* *The TIS demonstrates that the increased traffic created by the proposed development is unlikely to create any significant detrimental impacts on the surrounding road network.*
Proposed car parking will increase car parking issues in the locality.	*The applicant's Operational Management Plan (OMP) informed by the TIS, outlines details on how on-site car parking will be managed. The OMP has been reviewed by the City and is considered to demonstrate that the proposed shortfall of 6 car parking spaces can be managed through staggering of available parking spaces among employees and patrons during different times of the day.* *Based on the OMP measures, it is considered that the proposed shortfall is unlikely to result in any significant negative impacts on the surrounding road network or the surrounding land uses.*
Increased risk to pedestrian safety.	*The locality of the subject site is served by existing high quality pedestrian links that provide access to Shelley Primary School with footpaths evident on both sides of Monota Avenue.* *The TIS has demonstrated that the increase in car trips generated by the proposed use is unlikely to significantly impact the capacity of*

	the surrounding road network during peak times.
Impacts on residential amenity.	*The applicant has provided a suitably prepared Acoustic Assessment that has been reviewed by the City's Environmental Health Department and is considered to be acceptable. A condition of development approval is recommended that requires the recommendations of the assessment be implemented in full to ensure the existing residential amenity of the locality is maintained.*

Design Review Panel Advice

A pre-lodgement review was undertaken on 12 March 2024 by the City of Canning's Design Review Panel (the City's DRP). The City's DRP minutes is contained within Attachment 4.

The key comments and/or issues raised by the City's DRP are outlined in the table below.

Table 2 – Summary of Key issues Raised at DRP

DRP Comments/Issue Raised	**Officer's comments**
Context and Character *The use appears to fit with surrounding uses and the built form.*	***Supported*** *DRP comments Noted.*
Built Form & scale. *The proposed side setbacks present variations that should be addressed. Further articulation is to be provided to the upper floor east side acoustic wall, to reduce its visual dominance as viewed from the adjoining property.* *Landscape screening and additional tree planting should be considered.* *The design does look like two or more styles coalesced together. This does help break up the building mass, however, more could be done to bind the design together. More consistency in the slat fencing could be a unifying element.*	***Supported*** *The development plans have provided additional articulation and cladding to address the eastern elevation of the proposed development.* *A detailed landscaping plan has been provided that proposes additional tree planting as well as the retention of an existing tree.* *Amended plans have been provided which detail additional materials and finishes as well as modified slat fencing.*
Functionality and build quality. *The street it is on is short and congested. A detailed study is needed to ensure functional movements for trucks, cars, bikes, and pedestrians are accommodated as well as traffic projections.* *The turning areas at the end of the parking aisle appeared insufficient. Confirm functionality.* *A safe route to the front door should be provided on the north side of the car park. Include wheel stops to avoid parking over the path.*	***Supported*** *Transport Impact Statement (TIS) provided.* *A turn-around bay has been provided.* *Addressed in the TIS.* *Wheel stops are provided.*

Sustainability *Is the skylight to the gable needed in addition to north facing windows. This may create a heat load that is hard to manage.* *Document WSUD. Use permeable paving where possible.* *Confirm solar panel commitment.*	***Supported*** *Skylight removed in amended plans provided.* *Permeable paving has been provided.* *Solar panels have been provided.*
Amenity *The Panel commented that the application must demonstrate that noise from the outdoor play areas is mitigated especially in relation to the neighbouring property.* *The Panel commented that the application must demonstrate how issues such as bin smells and overlooking have all been managed.*	***Supported*** *Acoustic assessment has been provided. Also addressed through the design.* *No overlooking proposed. A condition of approval is recommended that requires the applicant to provide a waste management plan.*
Legibility *Legibility within the car park area needs attention.*	***Supported*** *Amended plans have been provided to relocate the waste bin area closer to the building.* *A pedestrian path has been provided to enable safer pedestrian movement as well as allow for waste bin movement. It is considered that the desired legibility has been achieved.*
Safety *Ensure the front play area is car-crash resilient. The planter proposed around the retained tree appears to be a useful part of the strategy.* *The car park could be unsafe due to conflicting movements of vehicles and pedestrians. Review the design and consider initiatives such as:* *• Ensuring on-site servicing arrangements minimises reversing;* *• Extending the car park path to the entry door;* *• Improve turn around areas;* *• Avoiding columns that could be a barrier;* *• Installing wheel stops to stop cars rolling over the car park path; and* *• Ensuring elbow room for family "pickup trucks" and people movers.*	***Supported*** *Crash barrier has been provided.* *The design of the car park has been modified.* *A TIS and an OMP have been provided.* *The proposed car parking spaces comply with AS2890.1 and AS2890.6 with wheel stops provided, as applicable.* *A turnaround bay has also been provided.*
Aesthetics *Some of the proportioning related to elevations could be more rhythmic. The Applicant outlined that the proportions followed the floor plan, and disruption was part of the aesthetic. The Panel suggest a more even balance can be found.*	***Supported*** *A wave pattern has been provided on the eastern elevation. Additional finishes and materials have also been provided.*

It is considered that the applicant has addressed the majority of the issues raised by DRP.

City of Canning Internal Referrals

The application was referred to several internal business units at the City of Canning during the assessment process.

Engineering Design

The City's Engineering Design Department have raised no objections to the submitted TIS and the OMP subject to recommended conditions of development approval.

Parks

The City's Parks team have raised no objections to the development subject to the submission of an amended landscaping plan to replace proposed tree species Brachychiton Jerilderie Red and the proposed rock boulder bollards which do not meet the City's specifications. A condition of approval is recommended that requires the submitted landscaping concept plan be amended to address the concerns raised.

Environmental Health

The City's Environmental Health team have raised no objections to the submitted acoustic assessment. Conditions of development approval are recommended that require the recommendations of the acoustic assessment be implemented in full, with the exception of the Colorbond fencing which is to be replaced with a masonry wall along the eastern lot boundary.

Planning Assessment:

The proposal has been assessed against all the relevant legislative requirements of LPS42, Residential Design Codes Volume 1 and Local Planning Policies outlined in the Legislation and Policy section of this report.

The following matters have been identified as being key considerations, for the determination of the application.

Local Planning Scheme No. 42 (LPS42)

The subject site is located within the 'Mixed Use' zone of the LPS42. The objectives of the 'Mixed Use' zone are outlined below:

- *To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.*
- *To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.*

The subject site is zoned Mixed Use within LPS42 where a 'Child Care Premises' is a discretionary "D" land use.

Further commentary on compliance with the City's Scheme and other development controls is provided in the Planning Assessment section below.

Car Parking

Clause 4.10.1(a) in LPS42 identifies car parking is to be provided in accordance with Table 4 – Land Use Car Parking Requirements. The minimum carparking requirements for the land use of 'Child Care Premises' is provided in Table 3 below.

Table 3 - Car Parking Requirements

Land Use	Car Parking Space Ratio	Proposed	Required Spaces
'Child Care Premises'	1 space per employee	15 employees	15 employee spaces
	1 space per 10 children	85 children	8.5 patron spaces
		Total spaces required	(23.5) 24 spaces
		Total spaces provided	18 spaces, including: 1 x ACROD space 7 x drop-off spaces 10 x staff spaces
		Total parking spaces shortfall	6 spaces

The development proposes a total car parking shortfall of 6 car parking spaces. The shortfall can also be split between the 'mployee' and 'Children' requirements of the above car parking ratio which is provided below.

- Employee parking spaces shortfall: 5 parking spaces, and
- Patron (children) parking spaces shortfall: 1.5 parking spaces.

It is noted that the ACROD space has not been included as either an 'employee' or 'patron' space but could be utilised for either.

The proposal will also result in the loss of one (1) out of five (5) existing on-street car parking spaces along Monota Avenue.

The applicant has provided an OMP (Attachment 5) that sets out that the on-site parking spaces will be managed through a shared car parking arrangement between employees and patrons on site and ensure that there are no impacts on the surrounding land uses and road network.

The OMP states that there will be a maximum of 15 employees on site at any given time. The provided employee roster shows that the maximum number of employees will be present from 9:30am to 3:30pm. The roster shows that the number of employees will incrementally increase before 10:30am and then decrease after 3:30pm. The employee roster is provided in Figure 5 below.

	OPENING	MORNING PEAK			OFF-PEAK			AFTERNOON PEAK			CLOSE
	6-6.30	6.30-7.30	7.30-8.30	8.30-9.30	9.30-10.30	10.30-2.30	2.30-3.30	3.30-4.30	4.30-5.30	5.30-6.30	6.30-7
Educators	3	6	9	11	14	14	14	11	9	6	3
Manager			1	1			1	1	1		
Cook					1	1					
Total Staff	**3**	**6**	**10**	**12**	**15**	**15**	**15**	**12**	**10**	**6**	**3**

Figure 5 – OMP Employee Roster

The intention is to ensure sufficient parking spaces are available for patrons to pick up or drop off children during the AM and PM peak periods. The provided parking spaces can then be utilised by employees during the off-peak period between 9:30am and 3:30pm on the basis that there will be little or no patrons visiting the premises.

The OMP allocates the on-site parking spaces between patrons and employees as shown in the figure 6 below.

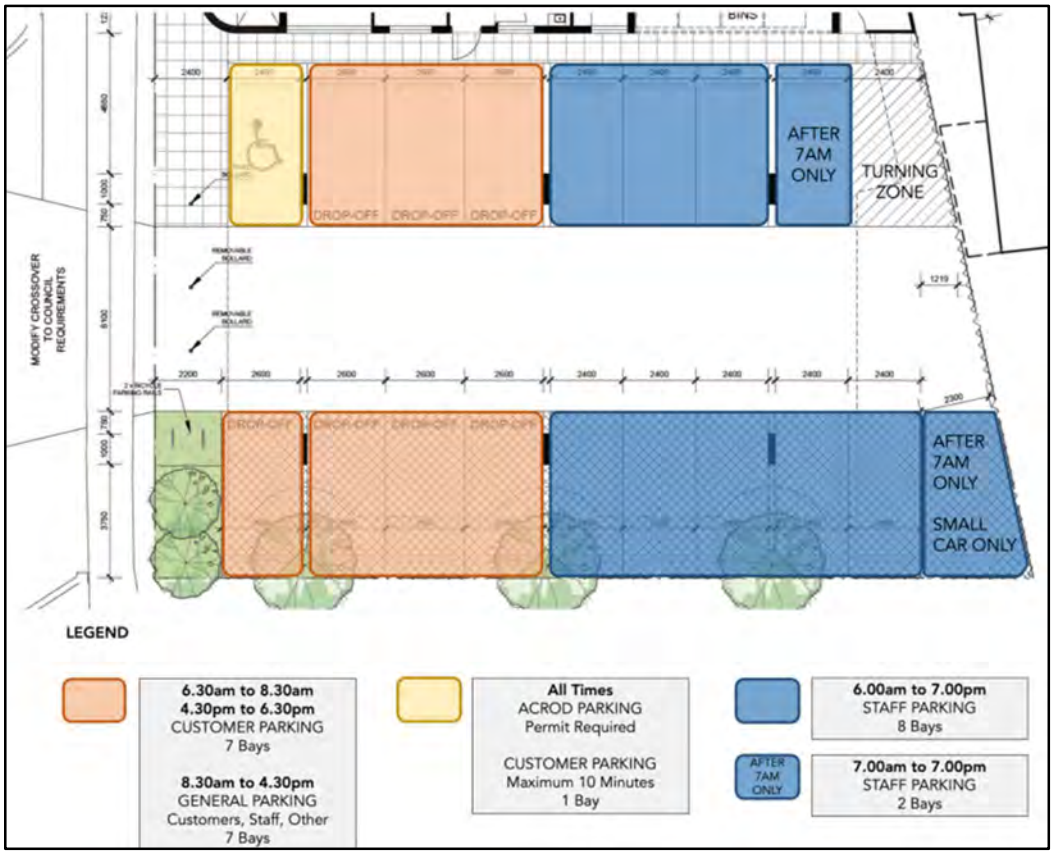


Figure 6 – Allocation of Employee and Patron Parking Spaces

The anticipated utilisation of car parking spaces between patrons and employees over a standard day is shown in the table below.

Table 4 – Car Parking Space Utilisation

	OPENING	MORNING PEAK			OFF-PEAK			AFTERNOON PEAK			CLOSE
	6-6.30	6.30-7.30	7.30-8.30	8.30-9.30	9.30-10.30	10.30-2.30	2.30-3.30	3.30-4.30	4.30-5.30	5.30-6.30	6.30-7
Staff	3	6	10	12	15	15	15	12	10	6	3
Customers	0	2	6	5	2	1	2	4	7	2	0
TOTAL	**3**	**8**	**16**	**17**	**17**	**16**	**17**	**16**	**17**	**8**	**3**
Customer Car Bay Demand based on 6 drop-offs / pick-ups per customer car bay per hour. Refer to Traffic Impact Statement for expected arrival / departure times.											

The applicant has provided a suitably prepared TIS prepared by KCTT (Attachment 6) in support of the development application. The TIS has been reviewed by the City's Engineering Design Department and is considered to be acceptable.

The TIS assumes that patrons would occupy a car bay for an average of 10 minutes during drop-offs and pick-ups. Therefore, each drop off parking space could service six (6) patrons per hour.

The table below shows the number of patron drop-offs and employee arrivals along with the number of trips generated based on the parking space utilisation during the AM peak as provided in Table 4 above.

Table 5 - Number of Patrons and Employees and Vehicle Trips During AM Peak

	Morning Peak Time Periods			
	6am - 6:30	6:30 – 7:30	7:30 – 8:30	8:30 – 9:30
Number of employees	3	6	10	15
Number of employee vehicle trips	3	6	10	15
Number of patrons (1 space serving six patrons per hour)	0	12	36	30
Number of patron vehicle trips	0	24	72	60

Based on each patron parking space, servicing 6 patron drop-offs per hour, the provided patron parking can accommodate 78 drop-offs during the AM peak period, generating 156 vehicle trips.

The applicant has stated that the proposed parking arrangement is conservative and based on 100% occupancy which, may not occur.

The Department of Planning Lands and Heritage Draft *Position Statement: Child Care Premises,* November 2022 (DPS) identifies that:

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

Based on this minimum car parking requirement, the proposed development would require 17 parking spaces with 18 parking spaces provided.

The subject site is adjacent to Shelley Primary School and is located approximately 80m east of Shelley Hub Local Centre, providing opportunities for linked trips at drop off and pick up times.

Patrons may choose to use the existing parking spaces at Shelley Primary School while dropping off older siblings and then walk to the Child Care Premises. Equally,

patrons may park at Shelley Hub Local Centre in order to use the services provided before or after dropping off a child at the Child Care Premises.

It is also noted that up to four (4) on–street parking spaces on Monota Avenue will be available for patrons of the Child Care Premises, particularly during the off-peak traffic periods.

Clause 5.4 Suitable requirements for child care premises of the DPS identifies that sites near existing schools and local centres are suitable locations for Child Care Premises subject to permissibility and impacts on surrounding land uses.

In addition, the proposed development provides bicycle parking and end-of-trip facilities for employees in accordance with requirements of LPS42.

The subject site is also well-served by the existing footpath network as well as the No. 178 bus route which stops near the subject site.

Based on the above information, it is considered that there will be an acceptable level of parking spaces provided on-site at any given time, and accordingly the proposed car parking shortfall is supported by the City.

Traffic Generation

It is noted that Shelley Primary School commences at 8:45am and finish at 2:55pm. Therefore, the AM peak period of the proposed development is likely to take place at the same time as Shelley Primary School.

The TIS states that the proposed development would generate a total of 372 vehicle trips per day.

The TIS includes a queue length survey of Monota Avenue during the schools AM peak over 3 days. The survey identified that the maximum queue length observed over the survey period was 6 cars during the schools AM peak period.

As required by Clause 4.24.5(a) of LPS42, the proposed variation to the minimum on-site car parking requirements has been considered against the relevant sub-clauses of Clause 67(2) of the *Deemed Provisions* and is considered to be acceptable.

The proposed car parking variation is not considered to create any significant negative impacts on the availability of car parking on the surrounding land uses or result in a significant increase in traffic on Monota Avenue and Tribute Street West.

A condition of development approval is recommended that requires the OMP be implemented at all times to ensure the efficient use of parking spaces on the subject site.

Service Access

The applicant's TIS proposes that waste vehicles service the site by reversing into the car park and then leave in forward gear. The City supports the proposed arrangement.

A condition of approval is recommended that requires waste collection, deliveries and other servicing requirements are conducted between the hours of 10:30am to 2:30pm

Monday to Saturday, to avoid conflicts with the peak periods for both the proposed Child Care Premises and Shelley primary school.

Street Setbacks

Clause 4.19.3, Setbacks in LPS42 requires developments in the Mixed Use zone to provide setbacks in accordance with Table 7 – Mixed Use Zone Setback Requirements. Table 7 requires that development is setback between 0-2m from the Primary and Other streets.

The 'Primary Street' is considered to be Monota Avenue due to the orientation of the main entrance and the vehicular access to the site. The proposed development is setback 1.5m from Monota Avenue which, complies with the requirements of Table 7. The development proposes a variation to the 'Other Street' setback requirements of Table 7. The ground floor and first floor are setback a minimum of 2.5m and a maximum of 6.5m from Tribute Street.

As required by Clause 4.24.5(a) of LPS42, the proposed variation has been considered against the relevant sub-clauses of Clause 67(2) of the *Deemed Provisions* and is considered to be acceptable.

The operational requirements of the Child Care Premises require a large area of open space for outdoor play. This requirement has been met by pushing the building away from the lot boundary with Tribute Street. The provided street setbacks allow the development to be sympathetic to the adjoining and the surrounding residential development context of the site and reducing the developments impact on the character of the streetscape.

In addition, the development provides varied street setbacks as well as varying heights. These aspects of the design are considered to reduce the appearance of building bulk and provide visual interest to the streetscape. It is also noted that the overall design of the development was commended by the City's Design Review Panel.

Lot Boundary Setbacks

Table 7 identifies that lot boundary setbacks are to comply with the requirements of the Residential Design Codes Volume 1 (R-Codes). The proposed lot boundary setbacks have been assessed against Part C of the R-Codes.

A portion of the proposed wall of the staircase and the first-floor outdoor play area is setback 1.5m from the east lot boundary shared with 25A Tribute Street West. The wall has a length of 17.4m in lieu of a maximum of 14m after which, a 3m x 3m separation is to be provided to meet Deemed-to-comply requirements.

The extent of the proposed variation is shown in Figure 7 below.

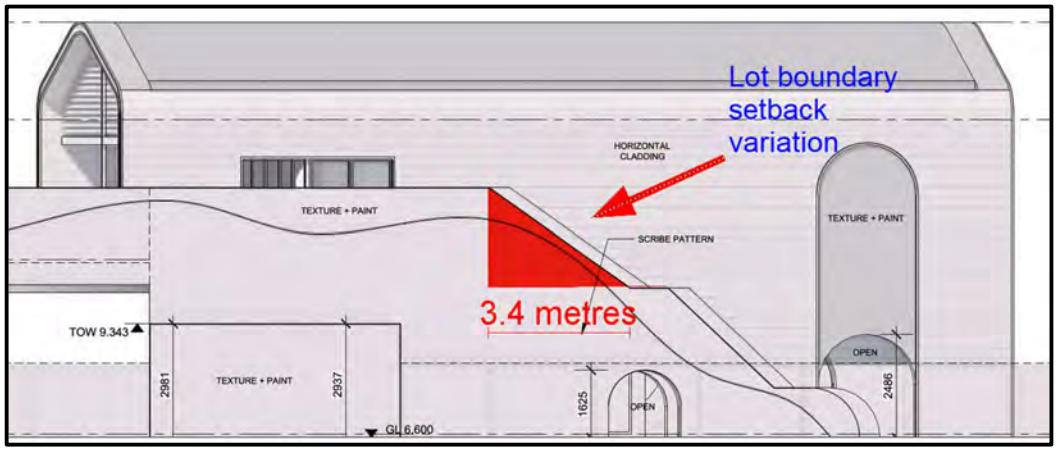


Figure 7 – Proposed Variation to Lot Boundary Setbacks

The proposed variation has been advertised to the affected property owner at 25A Tribute Street West for a period of 14 days in accordance with Clause 64(1) and (3) of the *Deemed Provisions*. An objection was received from the property owner that raised concern regarding increased noise and traffic congestion. No comments were received with regards to the lot boundary variation.

An assessment against the relevant design principles of Clause 3.4, Lot Boundary Setback is provided in the table 5 below.

Table 5 – Design Principles Assessment for the Lot Boundary Setback Variation, East.

Design Principle	*Officer Comment*
P3.4.1 Lot boundary setbacks reinforce the location's streetscape character and are consistent with the existing or desired built form local character.	*The proposed variation is not considered to detrimentally impact the Tribute Street streetscape. The location of the variation is behind the street setback areas and is unlikely to be clearly identifiable from the street. The proposed development is considered to be consistent with the existing /desired character of the area.* *The development is located next to an existing two storey dwelling and provides features that provide a residential feel to the development. Such as the pitched roof, glazing and a landscaped outdoor play area in the street setback area.*
P3.4.2 The setback of development from lot boundaries provides a transition between sites with different land uses or intensity of development.	*The provided setbacks are considered to provide a suitable transition between the subject lot and the abutting residential R30 lot at 25A Tribute Street West. The proposed variation is created by a sloping section of the proposed wall (staircase) and is not considered to result in any significant negative impacts on the abutting single house in terms of building bulk.*
P3.4.3 Buildings are set back from lot boundaries or adjacent buildings on the same lot to:	

i. provide adequate solar access and natural ventilation to the building and open spaces on the site and adjoining properties; and	*The proposed variation is not considered to result in any significant impacts on solar access to the existing dwelling at 25A Tribute Street West. Due to the orientation of the subject site, the proposed overshadowing is contained within the subject lot and is not considered to impact the existing outdoor living area or major openings to habitable rooms.* *The proposed setbacks are considered to provide sufficient access to ventilation when considered alongside the setbacks of the existing dwelling at 25A Tribute Street West.*
ii. address the potential for overlooking and resultant loss of privacy on adjoining properties.	*The proposed variation is not considered to result in any loss of privacy or overlooking at the existing dwelling at 25A Tribute Street West. A portion of the proposed wall forms part of the staircase, providing access to the first floor and is not considered to be an active habitable space in accordance with the with A1 Definitions of the R-Codes.* *The remaining portion of the wall abuts Outdoor Play Area 2 and is provided with a 1.8 metre-high solid fence. The fence height is greater than 1.6m above the finished floor level of the Outdoor Play Area 2 and satisfies the screening requirements of the R-Codes.*

The proposed variation is not considered to create any significant impacts on the amenity of the existing residential dwelling and is supported.

Noise

The applicant has provided an acoustic assessment prepared by Herring Storer Acoustics dated April 2024 (Attachment 7). The acoustic assessment has been reviewed by the City's Environmental Health team and is considered to be acceptable. The acoustic assessment provides a recommendation for acoustic fencing on the east lot boundary and the east elevations of the outdoor play areas.

The eastern elevation of the development does not propose any windows to activity rooms that directly face the existing dwelling at 25A Tribute Street West. Where openings are proposed, they are provided behind solid fencing in order to reduce the impact of noise on the existing dwelling.

In addition, the OMP states that access to the outdoor play areas will be restricted before 7am and after 6pm.

A condition of approval is also recommended that requires that a 2.1m high masonry fence is provided along the entire eastern boundary to help mitigate noise and amenity impacts upon the existing residential amenity of 25A Tribute Street.

A separate condition of approval is recommended that requires the remaining recommendations of the acoustic assessment to be implemented in full.

Landscaping

The applicant has prepared a detailed landscaping plan (Attachment 8) which has been reviewed by the City's Parks team and is considered to be acceptable subject to conditions. The provided deep soil areas equate to 15.4% of the total lot area, exceeding the 12% minimum provided by Clause 4.19.6 (a) in LPS42.

The proposed landscaping plan proposes the retention of an existing tree located adjacent to the corner truncation of the lot. The retention of the tree is supported by the City's Parks Services. A condition of development approval is recommended that requires the retention of the tree to be in accordance with Australian Standard AS 4970-2009 *Protection of Trees on Development Sites* and AS 4373-2007 *Pruning of Amenity Trees*.

In addition to the retained tree, the landscaping plan also provides an additional 19 trees on site. 13 of the proposed trees are provided within deep soil areas located within the street setback areas and the rear carpark. The remaining trees are located on the Outdoor Play Area on the first floor and planted in 200 litre planters to provide shade.

The proposed number of trees exceeds the minimum 7 trees required by Local Planning Policy *LP.09 – Tree Retention and Planting– Development*. A condition of development approval is recommended that requires 19 trees be provided on-site.

Signage

No details of the proposed signage have been provided as part of the application. Any future signage would require development approval from the City. An Advice Note is recommended that requires any future signage to comply with the City of Canning's Local Planning Policy LP.07 – Advertising Signs.

Waste Management

The applicants OMP demonstrates that the provided bin store is sufficient to accommodate the forecast waste volumes associated with the proposed land use. However, a Waste Management Plan has not been provided. Appropriate conditions of development approval are recommended that require a Waste management Plan be prepared and implemented and that the bin store be provided and is connected to sewer.

Conclusion:

The proposed development has been assessed in accordance with the requirements of the City's planning framework and is not considered to create any negative impacts on the residential amenity or surrounding land uses of the locality or the surrounding road network.

The proposed development is considered to be consistent with the objectives of the Mixed-Use zone. It is considered that the proposed Child Care Premises will complement the surrounding land uses while enhancing the range of services available to residents in the locality.

It is considered the development is well suited to the current and future context of the area. As such, it is recommended the application be approved subject to conditions.

CITY OF CANNING
A welcoming and thriving city

Location Plan
DAP/24/02718
23 Tribute Street West, Shelley

11/11/2024

1:3000

CITY OF CANNING
8/11/2024

AMENDED PLAN

CITY OF CANNING
8/11/2024

AMENDED PLAN

SYMBOL LEGEND:

WATER METER | SEWER AC | TELSTRA PIT | LIGHT POLE | POWER DOME | TREE (TO SCALE)

SEWER CONN. | TEMP. BENCHMARK | SIGN POLE | WATER VALVE | W1 1ST FLOOR WINDOW

W WINDOW | PB POWER BOX | GULLY | SEP SIDE ENTRY PIT | COL COLUMN | AC AIRCON UNIT

Tree ID	Trunk	Canopy	Tree Height	Comment
T1	0.40	8.0	10.0	0.5DBH
T2	0.70	8.0	9.0	0.8DBH
T3	0.70	8.0	9.0	0.8DBH
T4	1.20	6.0	7.0	

T1 TREE TO BE RETAINED

MONOTA AVENUE

Road Centre Line

Semi-Mnt.

Paving

Concrete Footpath

Sewer Line

Mnt. Kerb

Bollards

Concrete

Grass

Barrier

Traffic Island

Barrier Kerb

No Kerb

Sewer Junction
In: 4.8m
Up: 1.1m
Depth: 1.2m
Invert: 4.25

T1

T2

T3

T4

LOT 1

R31485
LOT 5042

LOT 2
Double Storey
Rendered Brick & Tile
House #25

High Rendered Wall

Timber Deck

Balcony

Verandah

Gable Veranda over Timber Deck

13.54 (ridge/ht)

Shelley Primary School

TBM Nail & Plate
RL 6.01 AHD
(Approx)
Est from
Network GPS

SEP

Gate

Mnt. Kerb

LEGEND

DEMOLITION SHOWN IN RED

N

SITE SURVEY

1:200 @ A3, 1:100 @ A1

0 10m

(UNDERTAKEN BY VISIONSURVEYS CONSULTING ON 11/09/2023)

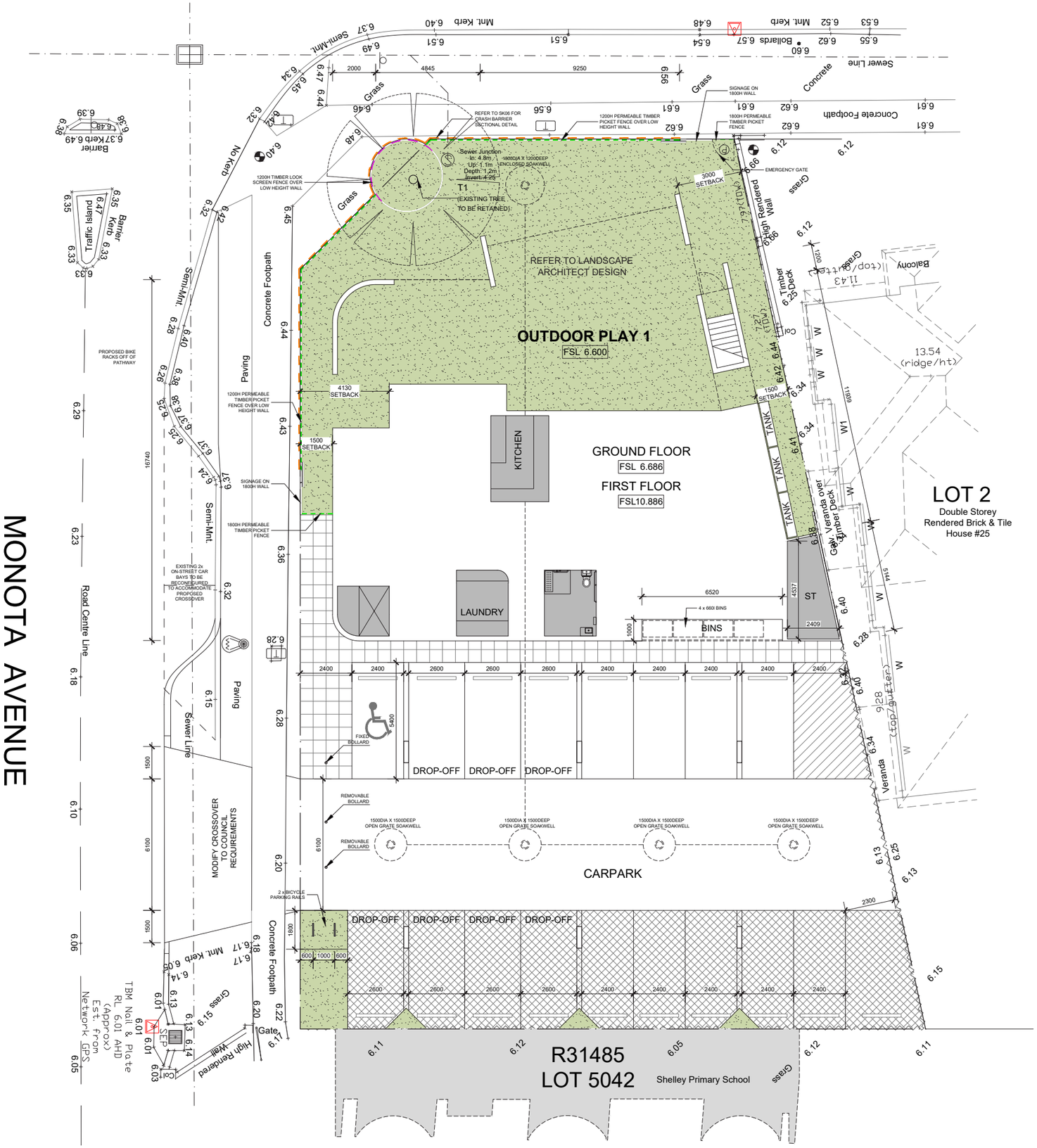
SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
07.11.24

PROJECT #
2320

DRAWING #
SK01

PROEKT



SITE AREA		996m²
PLACEMENTS	KIDS	STAFF
GROUP 1 (0-2Yr)	20	5
GROUP 2 (2-3Yr)	25	5
GROUP 3 (3+Yr)	40	4
TOTAL	85	14

INDOOR PLAY	REQUIRED	PROVIDED
GROUP 1	65m²	66m²
GROUP 2	81.25m²	82m²
GROUP 3	130m²	131m²
TOTAL		279m²

OUTDOOR PLAY	REQUIRED	PROVIDED
85 kids x 7m²	595m²	606m²

CITY OF CANNING
8/11/2024

AMENDED PLAN

STORMWATER CALCULATIONS

IMPERVIOUS TOTAL AREA: 883.6m^2
ROOF AREA: 471.1m^2
FIRST FLOOR IMPERVIOUS AREA: 337.2m^2
GROUND FLOOR IMPERVIOUS AREA: 75.3m^2

PROPOSED SOAKWELLS ON SITE
REQUIRE DRAINAGE CAPACITY: 883.6m^2 x 0.0150 = 13.254m^3
SIZE OF SOAKWELLS: 1500DIA X1500DEEP / 1800DIA x1200DEEP
CAPACITY OF EACH SOAKWELL: 2.65m^3 / 3.05m^3
CAPACITY OF ALL SOAKWELLS: 4 x 2.65m^3 + 1 x 3.05m^3= 13.65m^3
NUMBER OF SOAKWELLS: 5

OVERSHADOWING DIAGRAM AS PER: NOON 21st JUNE

SOUTHERN LOT 5042 (30 MONOTA AVENUE SHELLEY 6148)
LOT AREA: 49884m²
AREA OF OVERSHADOWING: 85.2m²
OVERSHADOWING PERCENTAGE: 0.17%

LEGEND

- NEW 1800 COLOURBOND FENCE
- PERMEABLE TIMBER PICKET FENCE AND GATE
- TIMBER LOOK SCREEN FENCE
- CRASH BARRIER
- PAVING TYPE 1
- PAVING TYPE 2

N

SITE PLAN

1:200 @ A3, 1:100 @ A1

0 10m

SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
07.11.24

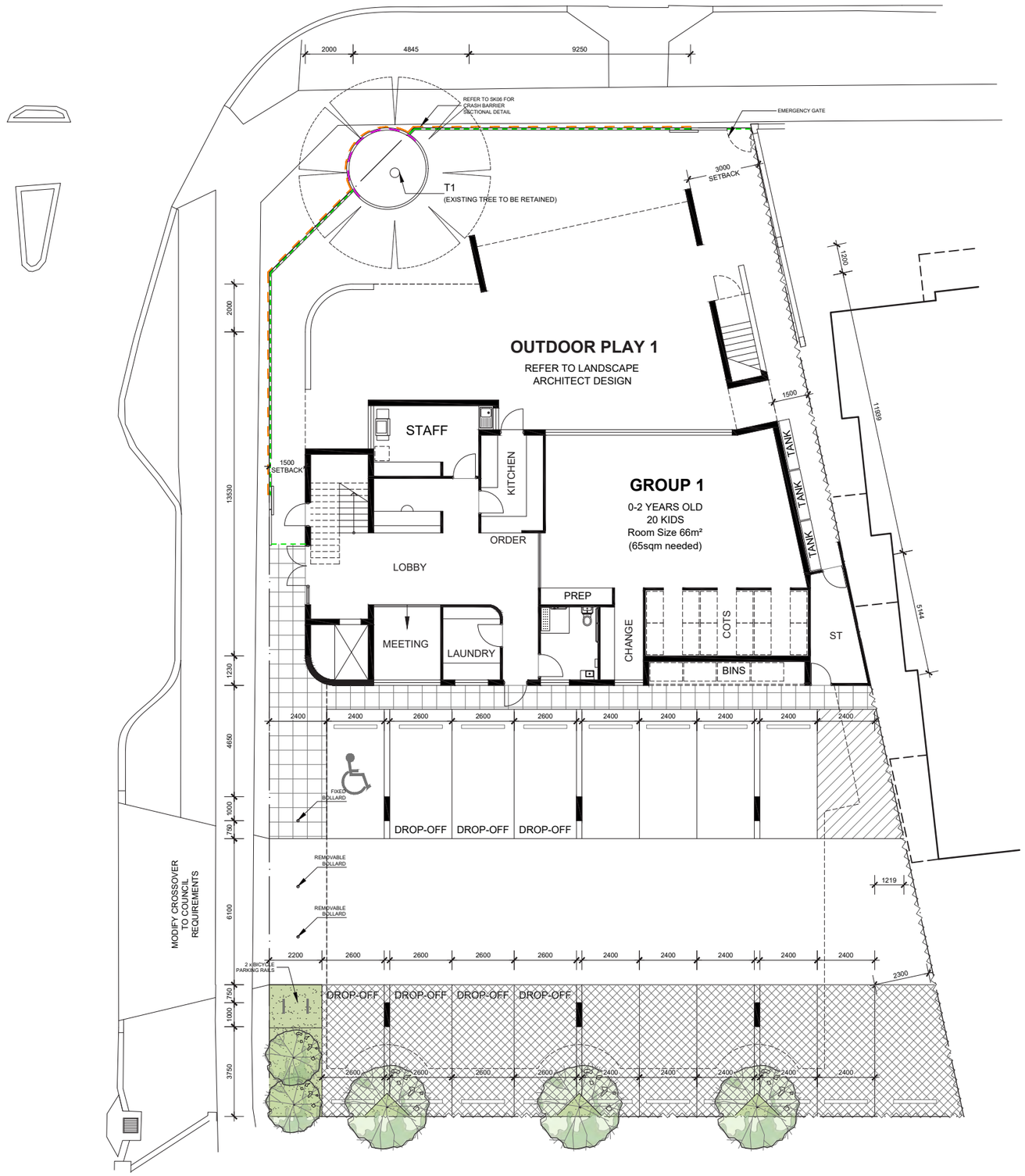
PROEKT

PROJECT #
2320

DRAWING #
SK02

CITY OF CANNING
8/11/2024

AMENDED PLAN



LEGEND

- NEW 1800 COLOURBOND FENCE
- PERMEABLE TIMBER PICKET FENCE AND GATE
- TIMBER LOOK SCREEN FENCE
- CRASH BARRIER
- PAVING TYPE 1
- PAVING TYPE 2

N

GROUND FLOOR PLAN

1:200 @ A3, 1:100 @ A1

0 10m

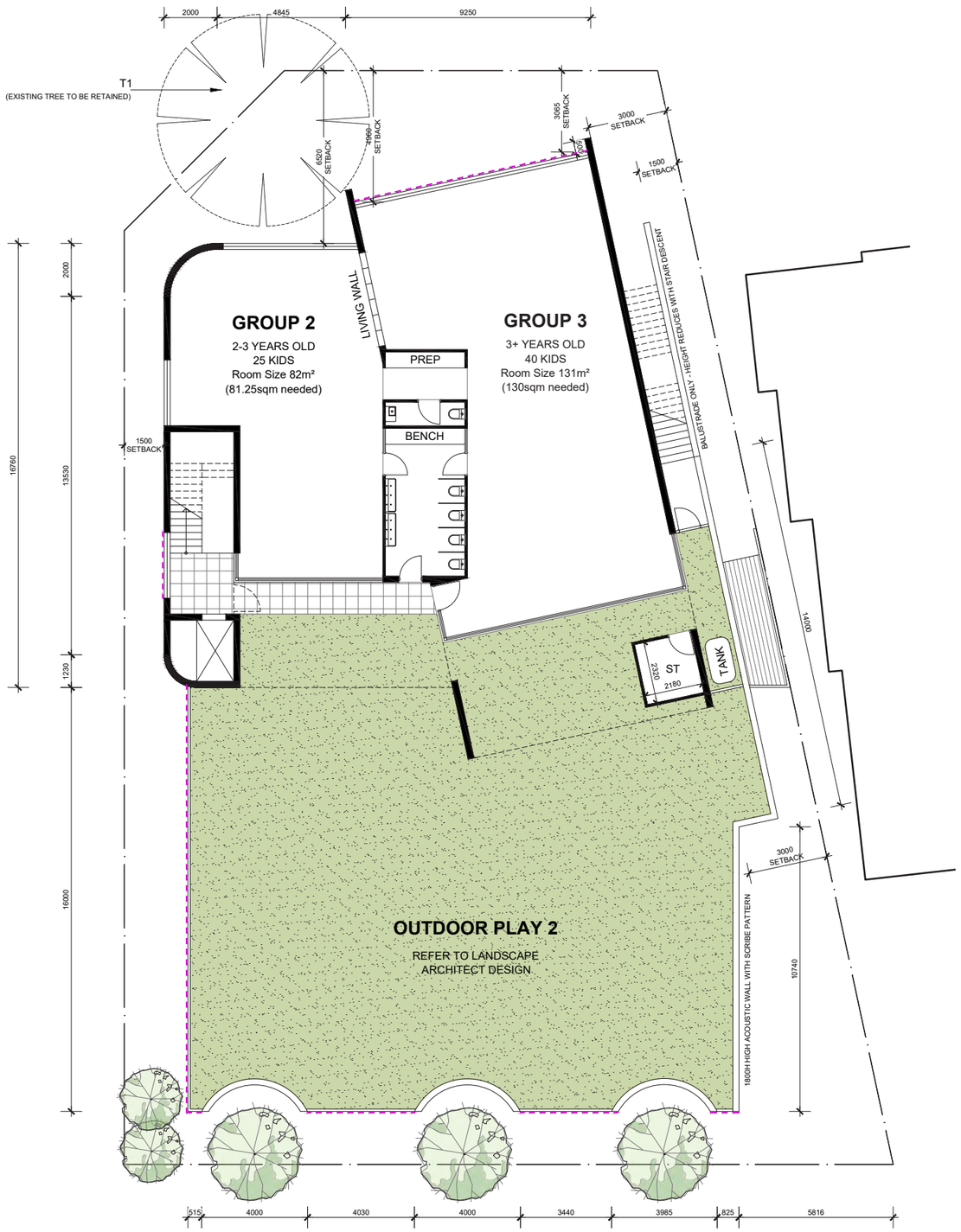
SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
07.11.24

PROJECT #
2320

DRAWING #
SK03

PROEKT



CITY OF CANNING
8/11/2024

AMENDED PLAN

LEGEND

TIMBER LOOK SCREEN

N

FIRST FLOOR PLAN

1:200 @ A3, 1:100 @ A1

0 10m

SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
07.11.24

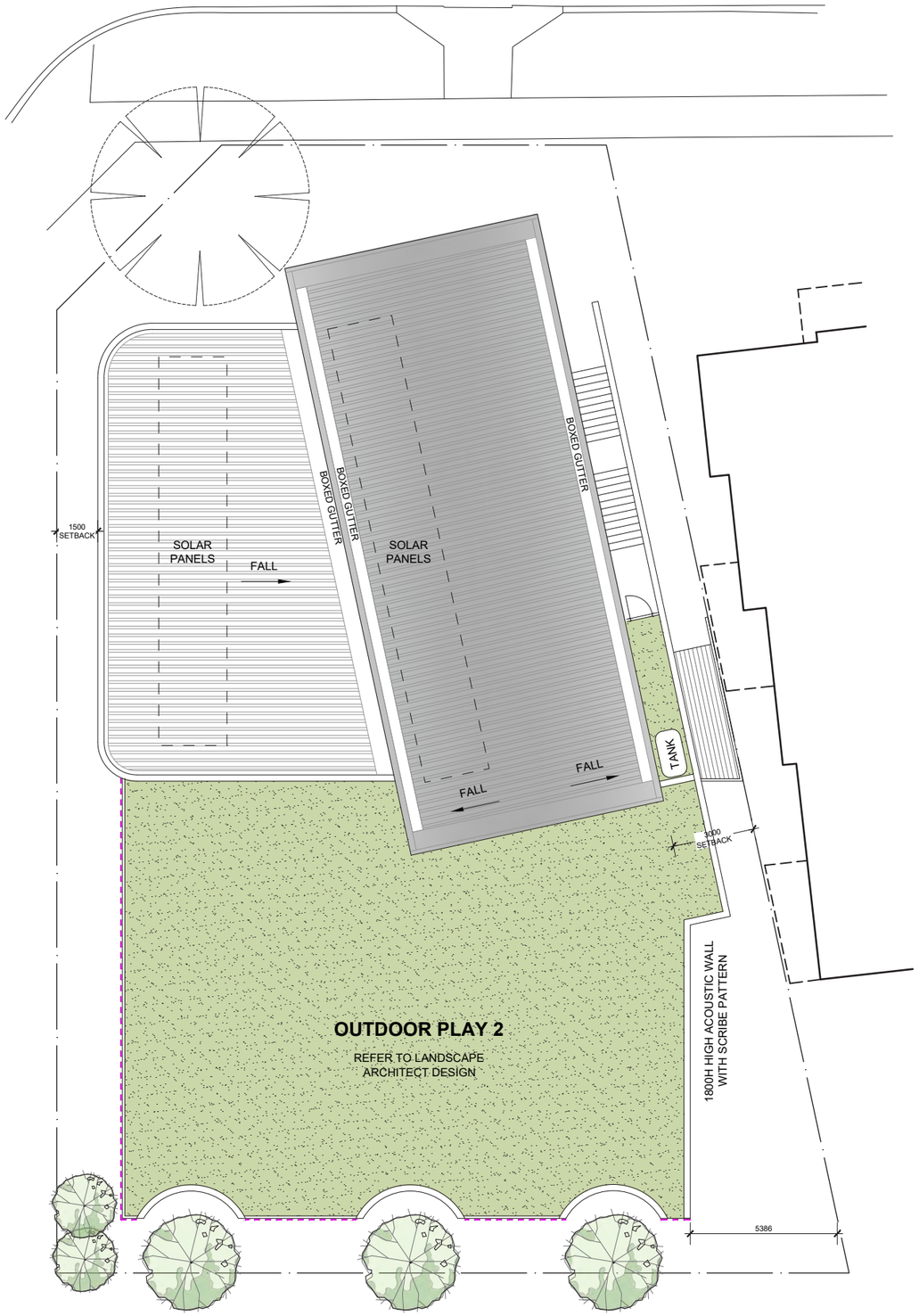
PROEKT

PROJECT #
2320

DRAWING #
SK04

CITY OF CANNING
8/11/2024

AMENDED PLAN



N

ROOF PLAN

1:200 @ A3, 1:100 @ A1

0 10m

SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
07.11.24

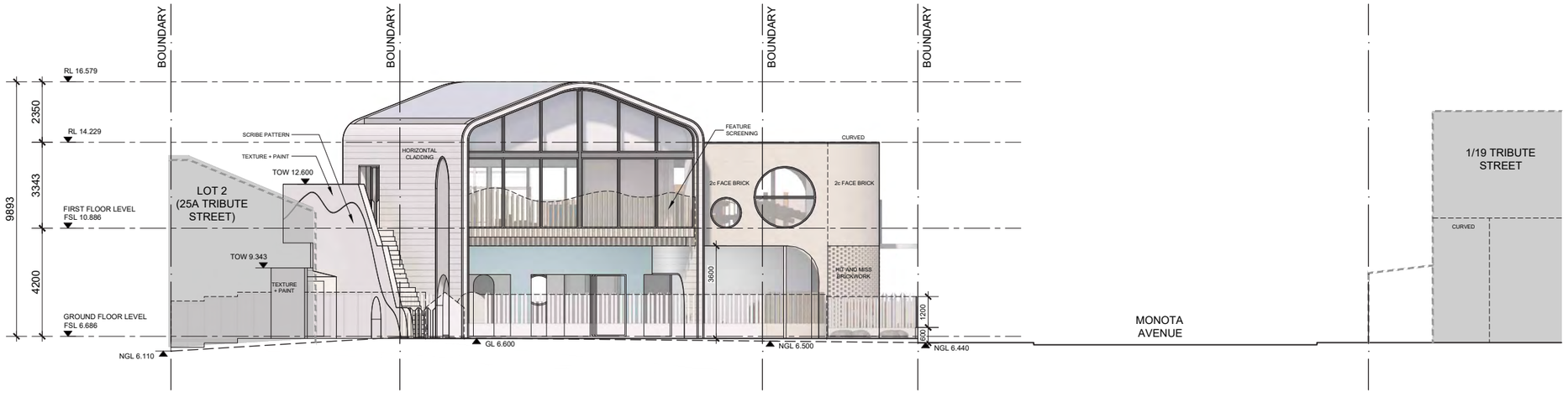
PROEKT

PROJECT #
2320

DRAWING #
SK05

CITY OF CANNING
8/11/2024

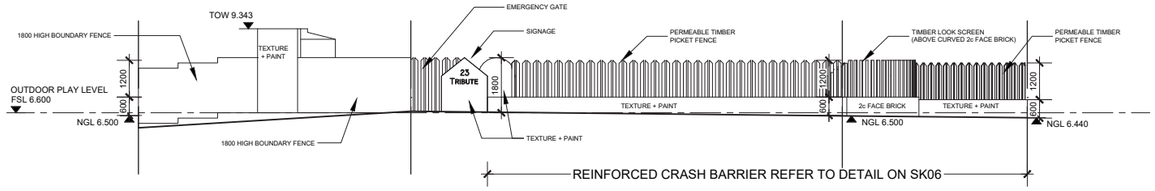
AMENDED PLAN



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

NORTH ELEVATION

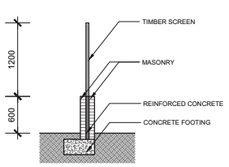
1:200 @ A3, 1:100 @ A1



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

NORTH ELEVATION (FENCE AND BOUNDARY WALL)

1:200 @ A3, 1:100 @ A1



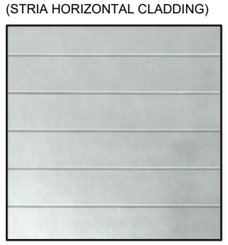
SECTION DETAIL OF CRASH BARRIER

1:100 @ A3, 1:50 @ A1

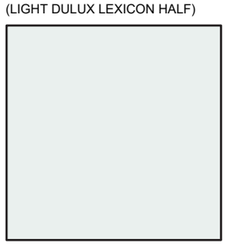
BRICK WALL
(SAND COLOUR BASE BRICK)

HIT AND MISS BRICK WALL
(SAND COLOUR BASE BRICK)

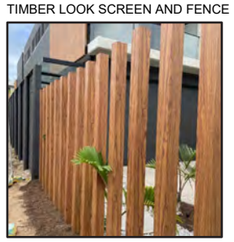
HORIZONTAL CLADDING
(STRIA HORIZONTAL CLADDING)



EXTERNAL PAINT RENDER
(LIGHT DULUX LEXICON HALF)

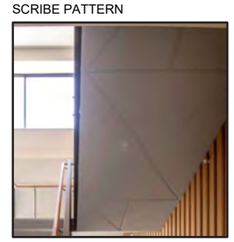


TIMBER LOOK SCREEN AND FENCE

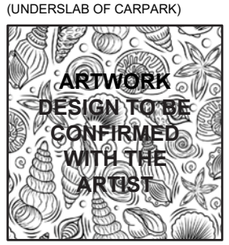


PERMEABLE TIMBER PICKET FENCE

SCRIBE PATTERN



PAINT ARTWORK UNDER SLAB
(UNDERSLAB OF CARPARK)



WINDOW FRAME
(DULUX POWDER COAT NIGHT SKY)

SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

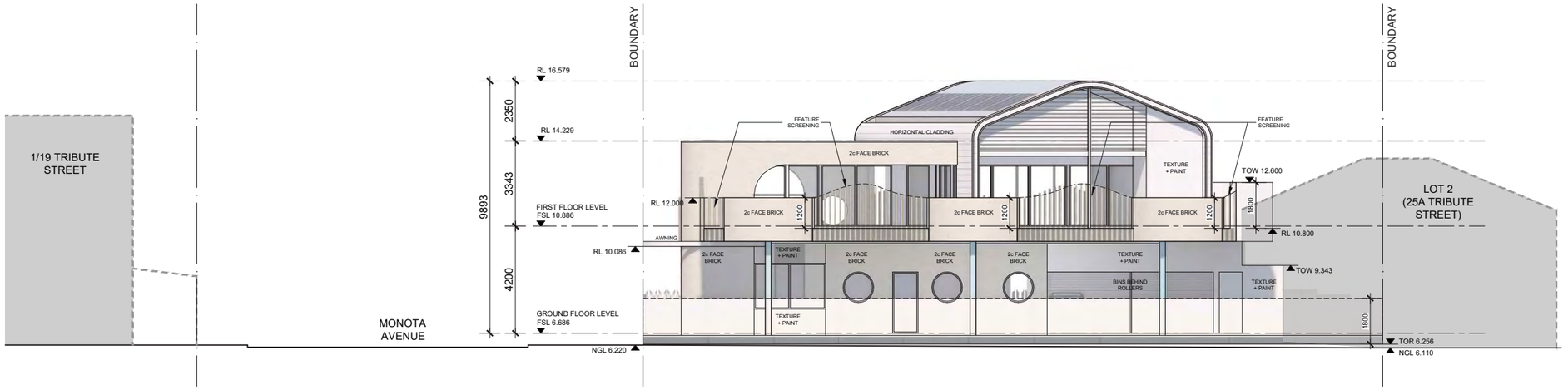
PROEKT

PROJECT #
2320

DRAWING #
SK06

CITY OF CANNING
8/11/2024

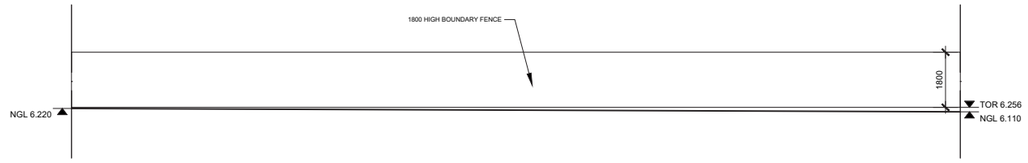
AMENDED PLAN



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

SOUTH ELEVATION

1:200 @ A3, 1:100 @ A1



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

SOUTH ELEVATION (FENCE AND BOUNDARY WALL)

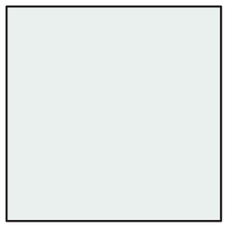
1:200 @ A3, 1:100 @ A1

BRICK WALL
(SAND COLOUR BASE BRICK)

HIT AND MISS BRICK WALL
(SAND COLOUR BASE BRICK)

HORIZONTAL CLADDING
(STRIA HORIZONTAL CLADDING)

EXTERNAL PAINT RENDER
(LIGHT DULUX LEXICON HALF)



TIMBER LOOK SCREEN AND FENCE

PERMEABLE TIMBER PICKET FENCE

SCRIBE PATTERN

PAINT ARTWORK UNDER SLAB
(UNDERSLAB OF CARPARK)

WINDOW FRAME
(DULUX POWDER COAT NIGHT SKY)

SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

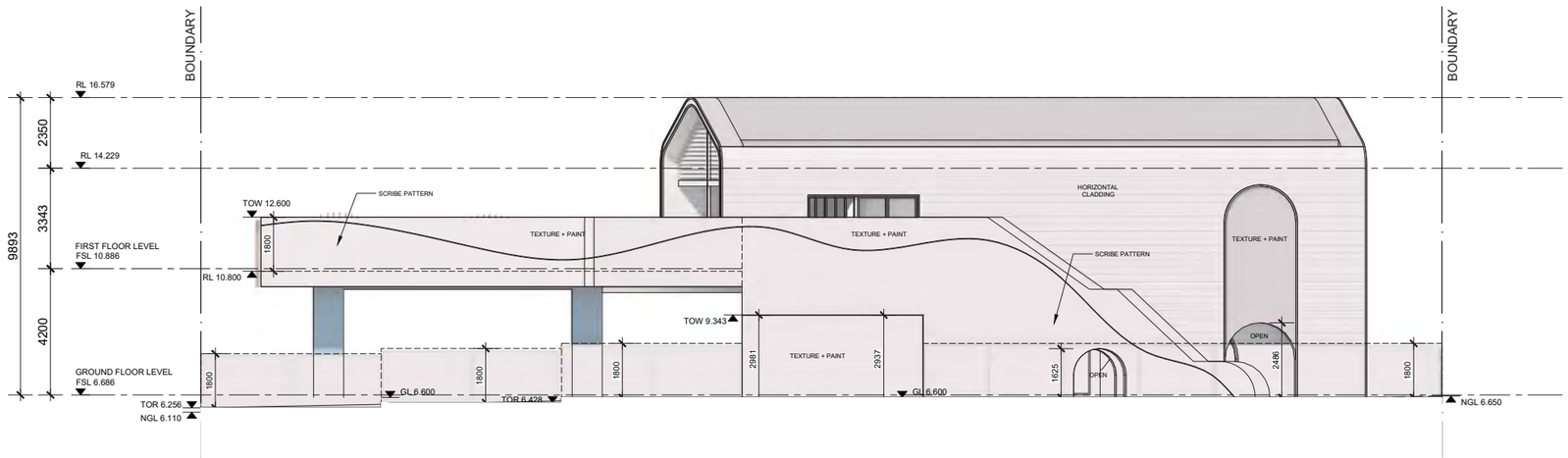
PROEKT

PROJECT #
2320

DRAWING #
SK07

CITY OF CANNING
8/11/2024

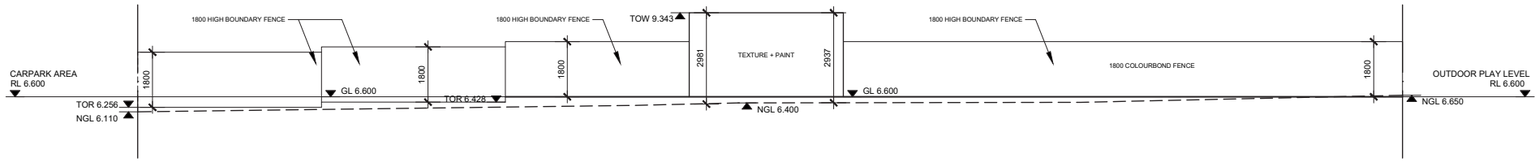
AMENDED PLAN



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

EAST ELEVATION

1:200 @ A3, 1:100 @ A1



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

EAST ELEVATION (FENCE AND BOUNDARY WALL)

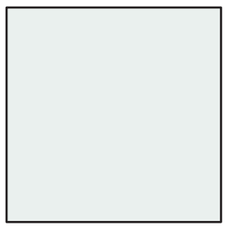
1:200 @ A3, 1:100 @ A1

BRICK WALL
(SAND COLOUR BASE BRICK)

HIT AND MISS BRICK WALL
(SAND COLOUR BASE BRICK)

HORIZONTAL CLADDING
(STRIA HORIZONTAL CLADDING)

EXTERNAL PAINT RENDER
(LIGHT DULUX LEXICON HALF)



TIMBER LOOK SCREEN AND FENCE

PERMEABLE TIMBER PICKET FENCE

SCRIBE PATTERN

PAINT ARTWORK UNDER SLAB
(UNDERSLAB OF CARPARK)

WINDOW FRAME
(DULUX POWDER COAT NIGHT SKY)

SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

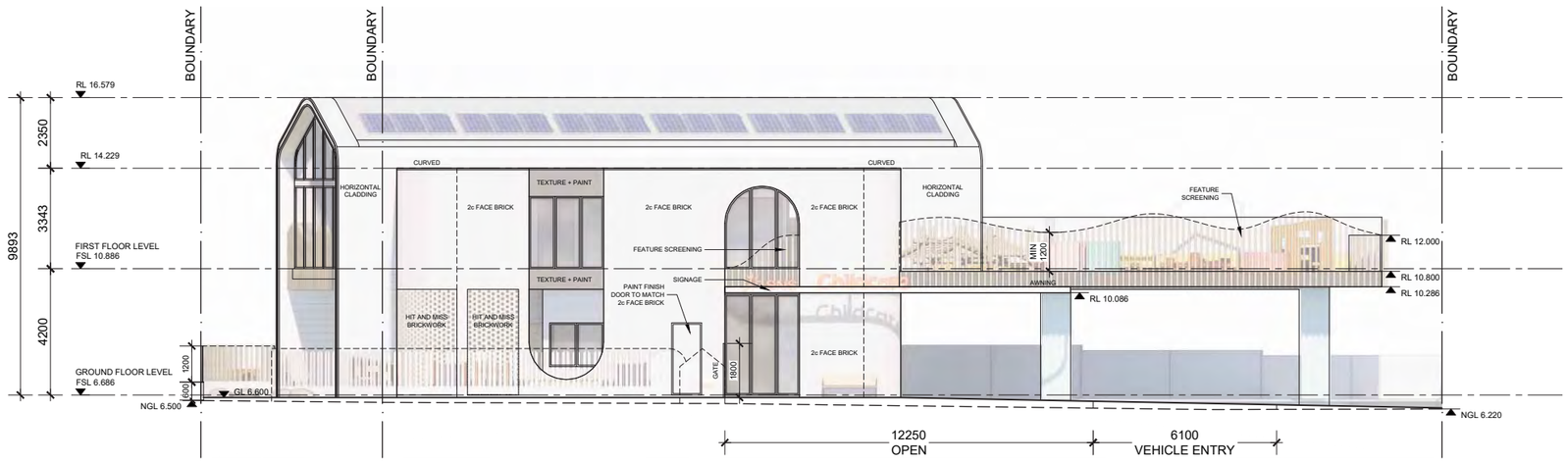
PROJECT #
2320

DRAWING #
SK08

PROEKT

CITY OF CANNING
8/11/2024

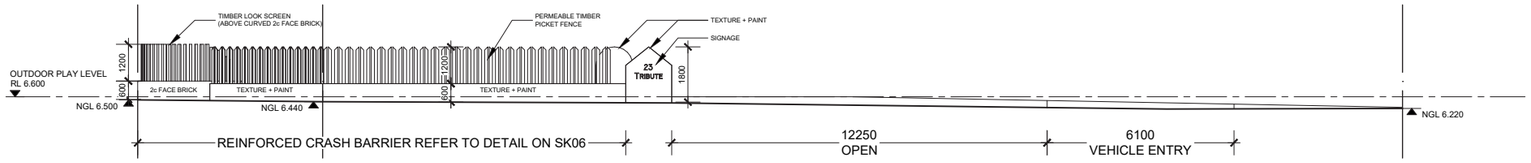
AMENDED PLAN



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

WEST ELEVATION

1:200 @ A3, 1:100 @ A1



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

WEST ELEVATION (FENCE AND BOUNDARY WALL)

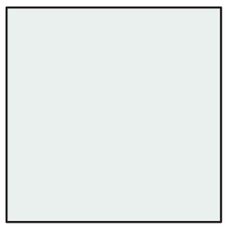
1:200 @ A3, 1:100 @ A1

BRICK WALL
(SAND COLOUR BASE BRICK)

HIT AND MISS BRICK WALL
(SAND COLOUR BASE BRICK)

HORIZONTAL CLADDING
(STRIA HORIZONTAL CLADDING)

EXTERNAL PAINT RENDER
(LIGHT DULUX LEXICON HALF)



TIMBER LOOK SCREEN AND FENCE

PERMEABLE TIMBER PICKET FENCE

SCRIBE PATTERN

PAINT ARTWORK UNDER SLAB
(UNDERSLAB OF CARPARK)

WINDOW FRAME
(DULUX POWDER COAT NIGHT SKY)

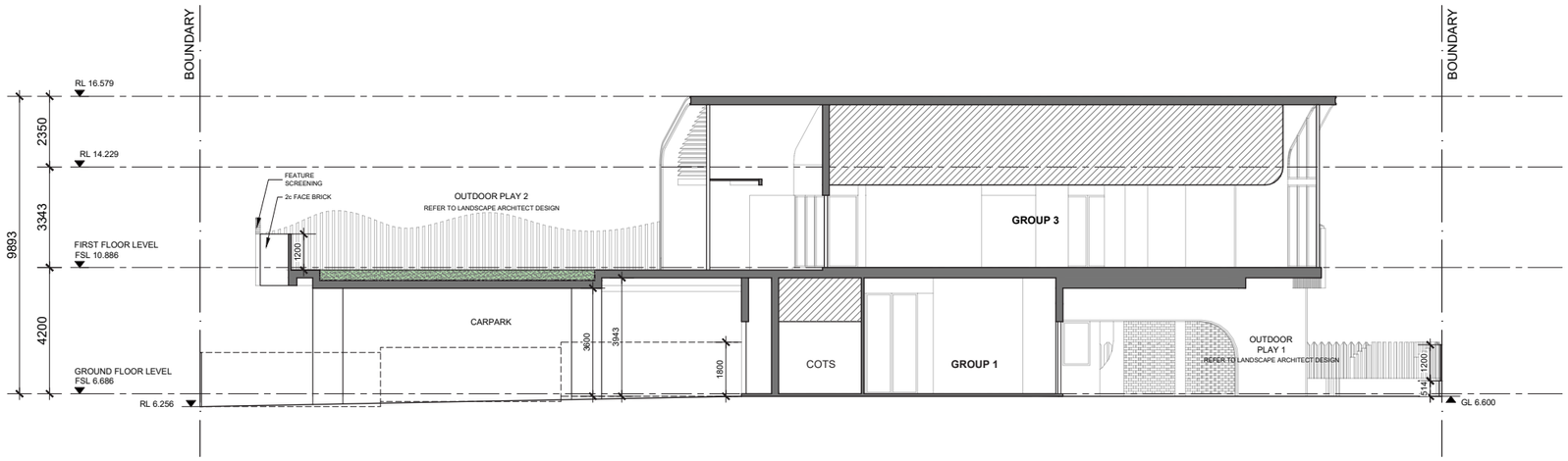
SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROJECT #
2320

DRAWING #
SK09

PROEKT



SECTION AA

1:200 @ A3, 1:100 @ A1

SCALE

1:200 @ A3

PROJECT TITLE

SNS SHELLEY

23 TRIBUTE STREET, SHELLEY

27.09.24

PROEKT

PROJECT #

2320

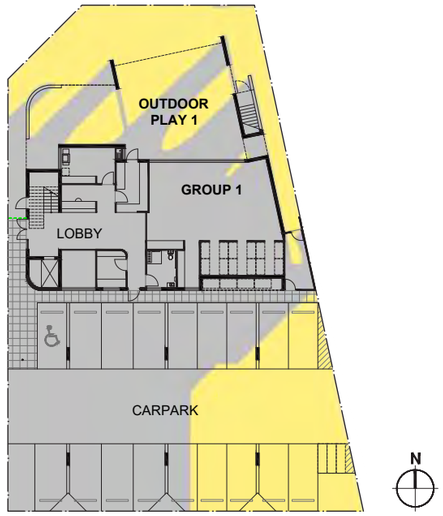
DRAWING #

SK10

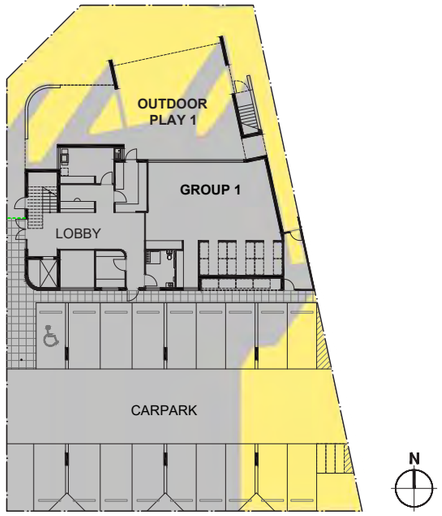
CITY OF CANNING
8/11/2024

AMENDED PLAN

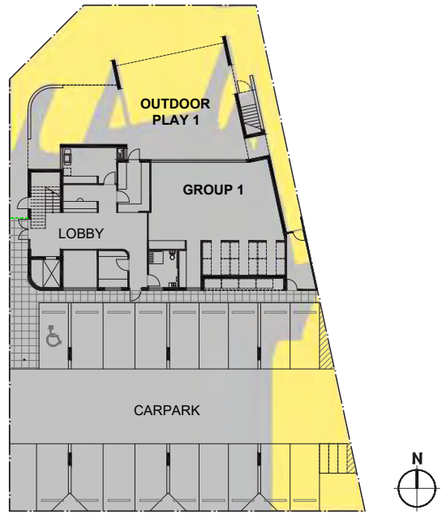
GROUND FLOOR 09:00



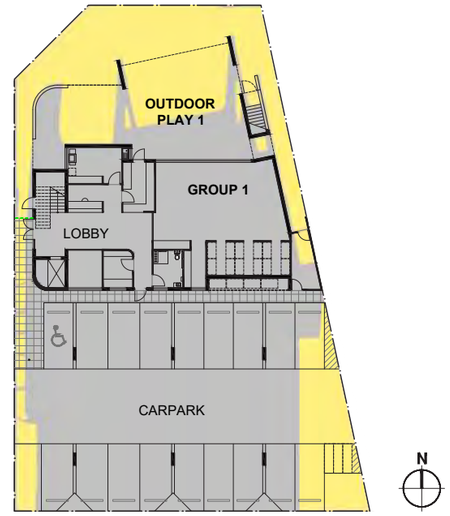
GROUND FLOOR 10:00



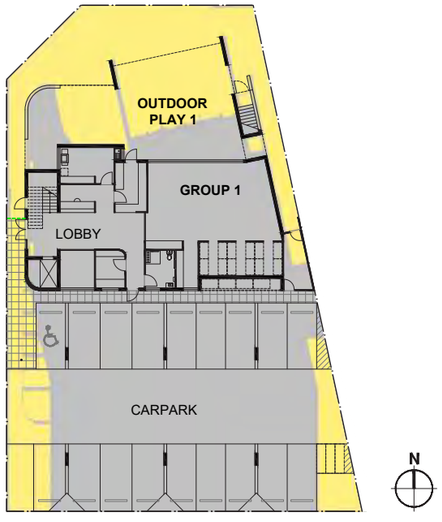
GROUND FLOOR 11:00



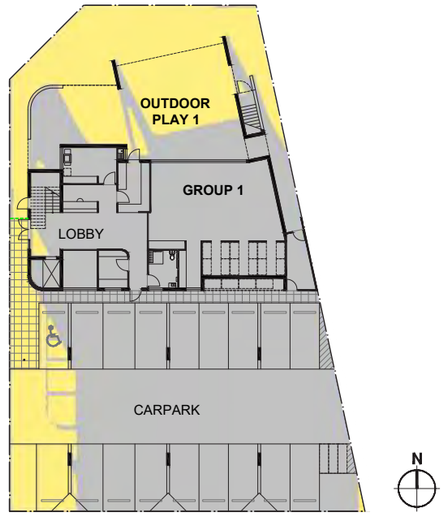
GROUND FLOOR 12:00



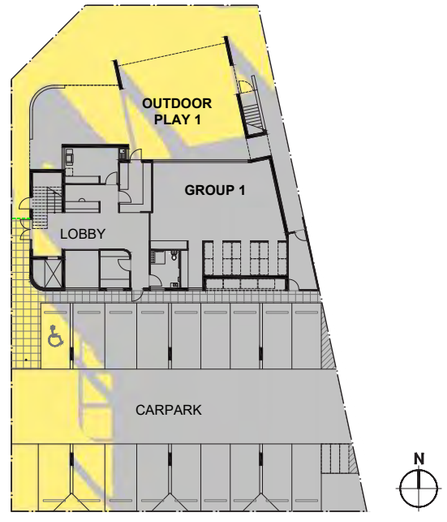
GROUND FLOOR 13:00



GROUND FLOOR 14:00



GROUND FLOOR 15:00



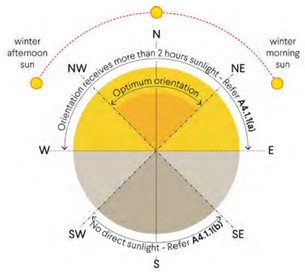


Figure 4.1b The hours of sunlight that can be expected in mid winter are directly related to the orientation of the windows or balconies. To achieve 2 hours sunlight (refer A4.1.1(a)), windows must be facing between west and north; or between north and east. This diagram shows the optimal orientation for sunlight to reach any portion of a window or balcony on 21 June in climate zones 4, 5 and 6.

SOLAR ACESS HOURLY SCHEDULE

(9:00am/09:00 - 3.00pm/15:00)

TIME RANGE	GROUND			FIRST		
	OUTDOOR PLAY 01	GROUP 01	CARPARK	GROUP 02	GROUP 03	OUTDOOR PLAY 01
09:00						
10:00						
11:00						
12:00						
13:00						
14:00						
15:00						
TOTAL HOURS	7	1	7	7	7	7

SCALE
1:1000 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROJECT #
2320

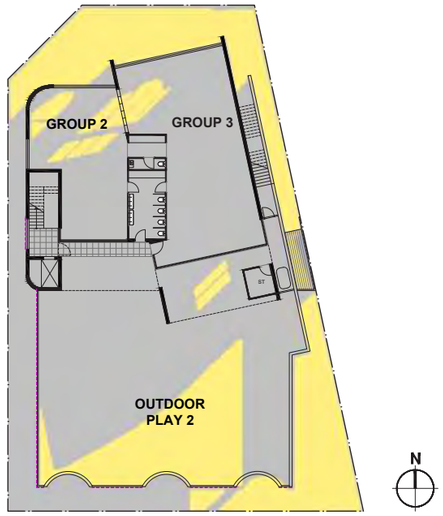
DRAWING #
SK11

PROEKT

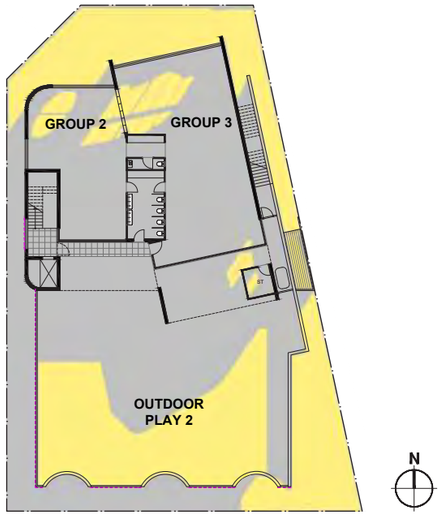
CITY OF CANNING
8/11/2024

AMENDED PLAN

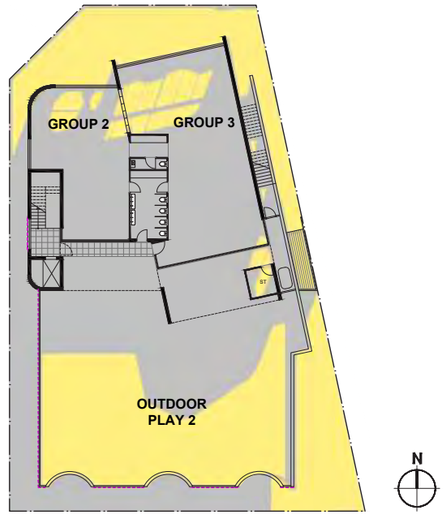
FIRST FLOOR 09:00



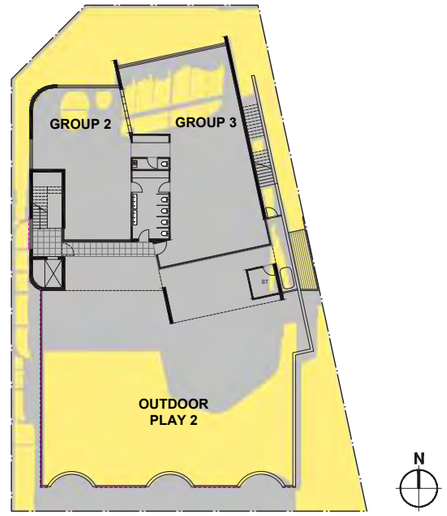
FIRST FLOOR 10:00



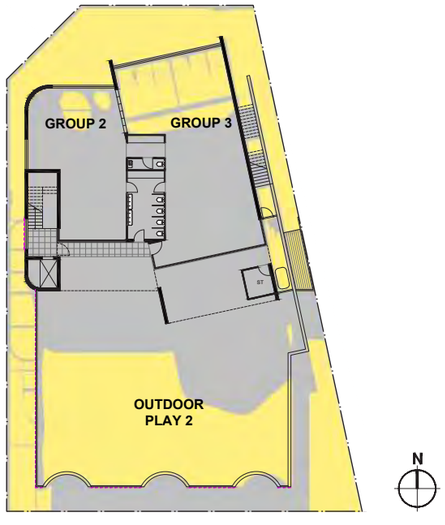
FIRST FLOOR 11:00



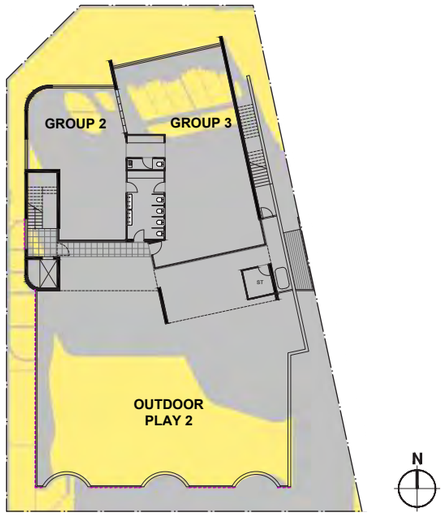
FIRST FLOOR 12:00



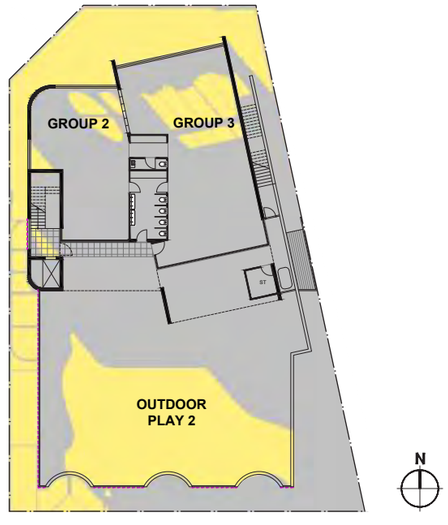
FIRST FLOOR 13:00



FIRST FLOOR 14:00



FIRST FLOOR 15:00



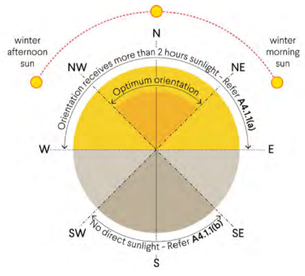


Figure 4.1b The hours of sunlight that can be expected in mid winter are directly related to the orientation of the windows or balconies. To achieve 2 hours sunlight (refer A4.1.1(a)), windows must be facing between west and north; or between north and east. This diagram shows the optimal orientation for sunlight to reach any portion of a window or balcony on 21 June in climate zones 4, 5 and 6.

SOLAR ACESS HOURLY SCHEDULE

(9:00am/09:00 - 3.00pm/15:00)

TIME RANGE	GROUND			FIRST		
	OUTDOOR PLAY 01	GROUP 01	CARPARK	GROUP 02	GROUP 03	OUTDOOR PLAY 01
09:00						
10:00						
11:00						
12:00						
13:00						
14:00						
15:00						
TOTAL HOURS	7	1	7	7	7	7

SCALE
1:1000 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROEKT

PROJECT #
2320

DRAWING #
SK12


SNS Childcare
23 TRIBUTE
SNS


SNS Childcare
23 TRIBUTE
SNS


23
TRIBUTE


23
TRIBUTE


Sesame Childcare


SNS childcare
23 TRIBUTE

Attachment 3: Schedule of Submissions Received 105.2200 Proposed Child Care Premises 23 Tribute Street West, Shelley

Submission Number	Objection / No Objection	Submitter Comments	Officer Comments
1	Objection	"I have no objection to a child care centre. HOWEVER the traffic and parking will aggravate the current problems. The roundabout is frequently blocked and Tribute St becomes banked up by traffic. Children and parents on foot move in and out between cars which is unsafe.	The applicant has provided a Transport Impact Assessment (TIS) and an Operational Management Plan (OMP) which have been reviewed by the City and are considered to be acceptable. The TIS indicates that the increase in traffic is unlikely to result in any significant impacts on the surrounding road network in terms of congestion or pedestrian safety. The OMP outlines that sufficient car parking spaces are likely to be available to meet the requirements of both patrons and staff. The OMP is to be implemented on-site at all times. There are existing high quality pedestrian facilities in place serving the school which would also be used by people walking the Child Care Premises.
2	No Objection	I believe it's a necessary inclusion to our suburb as more young families join our community. Access to a childcare centre, so close to the already operating primary school, will draw more young families to the area, invigorating our community. A lovely and well thought out development, for an already built up area, close to schools and shops.	Noted
3	No Objection	This is amazing! Please make it happen. Much needed for the community.	Noted
4	No Objection	A great facility for the area.	Noted
5	No Objection	No comment	Noted

6	Objection	Early childhood education and care services are required to be assessed and rated based of the level of quality care and commitment to continuous improvement. These large group numbers of children is ridiculous… they do not support quality of education and care.	The standard of education and care provided to children at Child Care Premises is managed by the Department of Communities through separate legislation. While important, these aspects are not a planning consideration.
7	Objection	We strongly oppose the proposed Child Care Premises. Our main objection is the increased traffic the Child Care Centre will attract to an area that is already badly impacted by the adjacent Tribute Café/Juicy Buns Restaurant customers. Despite what is written in the Traffic Impact Study, the development will have gross adverse impacts on both the Shelley Hub Shopping Centre and residents in both Tribute St and Monota Avenue. The proposed parking will also add to an already huge problem. The parking overflow will compete with the already disastrous parking situation we have endured since the Café opened.	The applicant has provided a Transport Impact Assessment (TIS) and an Operational Management Plan (OMP) which have been reviewed by the City and are considered to be acceptable. The TIS indicates that the increase in traffic is unlikely to result in any significant impacts on the surrounding road network in terms of congestion or pedestrian safety. The OMP outlines that sufficient car parking spaces are likely to be available to meet the requirements of both patrons and staff. The OMP is to be implemented on-site at all times. There are existing high quality pedestrian facilities in place serving the school which would also be used by people walking the Child Care Premises.
8	Objection	Currently, there is quite heavy traffic during school drop-off and pick-up time at the roundabout area. The roadside parking during the school drop-off and pick-up period are already bad enough. Cars parked on both side along Monota Avenue only left the middle area of the road that allow	The applicant has provided a Transport Impact Assessment (TIS) and an Operational Management Plan (OMP) which have been reviewed by the City and are considered to be acceptable. The TIS indicates that the increase in traffic is unlikely to result in any significant impacts on the surrounding road network in terms of congestion or pedestrian safety.

		only 1 car to pass. Worse if there is a queue waiting to get through the round about. Residents staying near the roundabout area already have problems getting in and out of our property with the existing school schedule. If there is an additional child-care centre will make this worse.	The OMP outlines that sufficient car parking spaces are likely to be available to meet the requirements of both patrons and staff. The OMP is to be implemented on-site at all times. There are existing high quality pedestrian facilities in place serving the school which would also be used by people walking the Child Care Premises.
9	No objection	We hope the city will address parking issues and traffic flow at the roundabout.	Noted
10	No objection	No comment	Noted
11	No objection	No comment	Noted
12	No objection	No comment	Noted
13	No objection	No comment	Noted
14	No objection	No comment	Noted
15	No objection	No comment	Noted
16	Objection	Additional parking should be required not less. Additional traffic will impact the already congested streets. Increased traffic poses a risk to school children and other pedestrians. Additional traffic will have a negative impact on residential amenity.	The applicant has provided a Transport Impact Assessment (TIS) and an Operational Management Plan (OMP) which have been reviewed by the City and are considered to be acceptable. The TIS indicates that the increase in traffic is unlikely to result in any significant impacts on the surrounding road network in terms of congestion or pedestrian safety. The OMP outlines that sufficient car parking spaces are likely to be available to meet the requirements of both patrons and staff. The OMP is to be implemented on-site at all times. There are existing high quality pedestrian facilities in place serving the school which would also be used by people walking the Child Care Premises.

			In addition, the applicant has provided an Acoustic Assessment which, has been reviewed by the City's Health Department and is considered to satisfactorily demonstrate that the proposed development can comply with the Noise regulations. A condition is recommended that requires the recommendations of the Acoustic Assessment be implemented.
17	Objection	Increased traffic will negatively impact the roundabout and the surrounding roads. Increased traffic poses a risk to pedestrian safety. Noise from children will be disruptive to residents. The existing demographic of the area mean a child care premises is not required.	The applicant has provided a Transport Impact Assessment (TIS) and an Operational Management Plan (OMP) which have been reviewed by the City and are considered to be acceptable. The TIS indicates that the increase in traffic is unlikely to result in any significant impacts on the surrounding road network in terms of congestion or pedestrian safety. The OMP outlines that sufficient car parking spaces are likely to be available to meet the requirements of both patrons and staff. The OMP is to be implemented on-site at all times. There are existing high quality pedestrian facilities in place serving the school which would also be used by people walking the Child Care Premises. In addition, the applicant has provided an Acoustic Assessment which, has been reviewed by the City's Health Department and is considered to satisfactorily demonstrate that the proposed development can comply with the Noise regulations. A condition is recommended that requires the recommendations of the Acoustic Assessment be implemented.

			There are no requirements under the planning framework that require an applicant to demonstrate need for a land use.
18	Objection	Additional traffic will exacerbate existing traffic problems and noise pollution. Increased traffic poses a risk to pedestrian safety.	The applicant has provided a Transport Impact Assessment (TIS) and an Operational Management Plan (OMP) which have been reviewed by the City and are considered to be acceptable. The TIS indicates that the increase in traffic is unlikely to result in any significant impacts on the surrounding road network in terms of congestion or pedestrian safety. The OMP outlines that sufficient car parking spaces are likely to be available to meet the requirements of both patrons and staff. The OMP is to be implemented on-site at all times. There are existing high quality pedestrian facilities in place serving the school which would also be used by people walking the Child Care Premises. In addition, the applicant has provided an Acoustic Assessment which, has been reviewed by the City's Health Department and is considered to satisfactorily demonstrate that the proposed development can comply with the Noise regulations. A condition is recommended that requires the recommendations of the Acoustic Assessment be implemented.
19	Objection	Additional traffic will exacerbate existing traffic problems created by the school. Increased traffic poses a risk to pedestrian safety.	The applicant has provided a Transport Impact Assessment (TIS) and an Operational Management Plan (OMP) which have been reviewed by the City and are considered to be acceptable.

			The TIS indicates that the increase in traffic is unlikely to result in any significant impacts on the surrounding road network in terms of congestion or pedestrian safety. The OMP outlines that sufficient car parking spaces are likely to be available to meet the requirements of both patrons and staff. The OMP is to be implemented on-site at all times. There are existing high quality pedestrian facilities in place serving the school which would also be used by people walking the Child Care Premises. In addition, the applicant has provided an Acoustic Assessment which, has been reviewed by the City's Health Department and is considered to satisfactorily demonstrate that the proposed development can comply with the Noise regulations. A condition is recommended that requires the recommendations of the Acoustic Assessment be implemented.
20	Objection	Additional traffic will exacerbate existing traffic problems created by the school.	The applicant has provided a Transport Impact Assessment (TIS) and an Operational Management Plan (OMP) which have been reviewed by the City and are considered to be acceptable. The TIS indicates that the increase in traffic is unlikely to result in any significant impacts on the surrounding road network in terms of congestion or pedestrian safety. The OMP outlines that sufficient car parking spaces are likely to be available to meet the

			requirements of both patrons and staff. The OMP is to be implemented on-site at all times. There are existing high quality pedestrian facilities in place serving the school which would also be used by people walking the Child Care Premises.
21	Objection	Additional traffic will exacerbate existing traffic problems created by the school and Cafe.	The applicant has provided a Transport Impact Assessment (TIS) and an Operational Management Plan (OMP) which have been reviewed by the City and are considered to be acceptable. The TIS indicates that the increase in traffic is unlikely to result in any significant impacts on the surrounding road network in terms of congestion or pedestrian safety. The OMP outlines that sufficient car parking spaces are likely to be available to meet the requirements of both patrons and staff. The OMP is to be implemented on-site at all times. There are existing high quality pedestrian facilities in place serving the school which would also be used by people walking the Child Care Premises.
22	Objection	Parking and traffic flow to and from the school	The applicant has provided a Transport Impact Assessment (TIS) and an Operational Management Plan (OMP) which have been reviewed by the City and are considered to be acceptable. The TIS indicates that the increase in traffic is unlikely to result in any significant impacts on the surrounding road network in terms of congestion or pedestrian safety. The OMP outlines that sufficient car parking spaces are likely to be available to meet the

			requirements of both patrons and staff. The OMP is to be implemented on-site at all times. There are existing high quality pedestrian facilities in place serving the school which would also be used by people walking the Child Care Premises.
23	Objection	Too much traffic with the school and café.	The applicant has provided a Transport Impact Assessment (TIS) and an Operational Management Plan (OMP) which have been reviewed by the City and are considered to be acceptable. The TIS indicates that the increase in traffic is unlikely to result in any significant impacts on the surrounding road network in terms of congestion or pedestrian safety. The OMP outlines that sufficient car parking spaces are likely to be available to meet the requirements of both patrons and staff. The OMP is to be implemented on-site at all times. There are existing high quality pedestrian facilities in place serving the school which would also be used by people walking the Child Care Premises.
24	Objection	Traffic problems	The applicant has provided a Transport Impact Assessment (TIS) and an Operational Management Plan (OMP) which have been reviewed by the City and are considered to be acceptable. The TIS indicates that the increase in traffic is unlikely to result in any significant impacts on the surrounding road network in terms of congestion or pedestrian safety. The OMP outlines that sufficient car parking spaces are likely to be available to meet the

			requirements of both patrons and staff. The OMP is to be implemented on-site at all times. There are existing high quality pedestrian facilities in place serving the school which would also be used by people walking the Child Care Premises.
25	Objection	Traffic already a massive problem. “No stopping” signs required on the north side of Monota Avenue.	The applicant has provided a Transport Impact Assessment (TIS) and an Operational Management Plan (OMP) which have been reviewed by the City and are considered to be acceptable. The TIS indicates that the increase in traffic is unlikely to result in any significant impacts on the surrounding road network in terms of congestion or pedestrian safety. The OMP outlines that sufficient car parking spaces are likely to be available to meet the requirements of both patrons and staff. The OMP is to be implemented on-site at all times. There are existing high quality pedestrian facilities in place serving the school which would also be used by people walking the Child Care Premises.
26 (Late Submission received 5th November)	Objection	Number of children and staff will increase traffic.	The applicant has provided a Transport Impact Assessment (TIS) and an Operational Management Plan (OMP) which have been reviewed by the City and are considered to be acceptable. The TIS indicates that the increase in traffic is unlikely to result in any significant impacts on the surrounding road network in terms of congestion or pedestrian safety. The OMP outlines that sufficient car parking spaces are likely to be available to meet the

			requirements of both patrons and staff. The OMP is to be implemented on-site at all times. There are existing high quality pedestrian facilities in place serving the school which would also be used by people walking the Child Care Premises.
27(Late Submission received 6th November)	Objection	Insufficient parking provided by the development and would worsen existing parking problems in the area.	The Operational Management Plan (OMP) outlines that sufficient car parking spaces are likely to be available to meet the requirements of both patrons and staff. The OMP is to be implemented on-site at all times. There are existing high quality pedestrian facilities in place serving the school which would also be used by people walking the Child Care Premises.
28 (Late Submission received 7th November)	Objection	The development will increase congestion.	The applicant has provided a Transport Impact Assessment (TIS) which has been reviewed by the City and are considered to be acceptable. The TIS indicates that the increase in traffic is unlikely to result in any significant impacts on the surrounding road network in terms of congestion or pedestrian safety.

Total submissions 28

Objections 17

No objection 11

CITY OF CANNING

Design review report and recommendations (Part 1/4) *This report is prepared by the panel coordinator and checked by the design review Chair. To maintain the integrity and independence of the design review process this report should be attached, unedited to Council reports and (if applicable) the Development Assessment Panel Responsible Authority Report.*		
Local government	City of Canning	
Item 4.2	Childcare Centre – 23 Tribute Street (Lot 1), Shelley (City ref: 105.1929)	
Date	Tuesday, 12 March 2024	
Time	10.30 am	
Location	Committee Room at the City of Canning Administration Offices 1317 Albany Highway, Cannington	
Panel members	Brett Wood-Gush Howard Mitchell Flavia Kiperman	Chair (Architect/Urban Designer) Member (Landscape Architect/Urban Designer) Member (Architect)
Local government officers	Shakeel Maqbool Petronella Thandroyen William Thompson Barb Rankin	Coordinator Statutory Planning Senior Planning Officer Planning Officer Executive Assistant, Planning & Development
Proponent/s Group	Alan Stewart Vadim Boyko Nicole Cavanagh Karl Depiazzi Maddison Kingi	Managing Director, Lateral Planning Architect, Proekt Architects Senior Landscape Architect, Plan E Landscape Architects Co-CEO, SNS Group General Manager, Child Care
Observer/s	Nil.	
Briefings		
Development assessment overview	William Thompson	Planning Officer, City of Canning
Technical issues	• Side setback variation; • Building height variation; • Car parking shortfall; • Landscaping and deep soil areas;	

	• Waste Management, and • Signage.
Design review	
Proposed development	Child Care Centre
Property address	23 Tribute Street, Shelley (Lot No. 1 on D020648)
Background	The application has been submitted for the Design Review Panel to review. The subject site is a corner lot currently occupied by an existing single-storey medical centre. The site adjoins low-density residential uses to the north and east, Shelley Primary School to the south and Shelley Hub Shopping Centre to the West.
Proposal	The development proposes a childcare centre comprising: • Double storey design; • Three separate age group areas; • 15 staff & 85 children; and • 17 car parking bays.
Applicant/representative address to the design review panel	Vadim Boyko, Architect, Proekt Architects, presented how they have addressed the 10 Design Principles. Alan Stewart, Managing Director, Lateral Planning, briefed on Context and Character. Nicole Cavanagh, Senior Landscape Architect, Plan E Landscape, presented on Landscape design. The Panel thanked the Applicant for their presentation. The Panel agreed the proposal was very well considered, and above the design quality of many proposals seen at first design review. The Panel are comfortable with the location and felt the two-storey proposal helped consolidate the centre; however the site presents design challenges that still need to be overcome. The Panel felt the context study was thorough but could be more strongly interpreted into the design.
Key issues/recommendations	• Landscaping: o The extent of shade before and after tree maturity. Request shade and canopy plan; o Deep soil areas are to be clarified on the landscape plan and include specific species; and o Optimise the extent of usable space and reflect user programs. • Built Form: o Justify reduced side setbacks; o Further articulation is to be provided to the upper floor east wall; o Review façade proportions and better integrate a range of styles; and o Integrate fencing types. • Functionality and Build Quality: o Parking shortfall and access are to be considered in the traffic impact statement;

	o ACROD bay to be amended not to restrict the walkway; o Turning bay to be reconsidered to ensure unobstructed access; o Provide wheel stops; o Review the location of columns in car park against AS2890.1; o Clearance and access for waste trucks to be further considered; o Consider more natural light in carpark; and o Improve the safety of pedestrians within the car park. • Sustainability: o Progress the commitments; and o Additional EV charging bays are recommended. • Amenity: o Acoustic report required; and o Optimise the opportunities for community, including micro gathering spaces for parents to socialise; • Legibility: o Minor improvements are required. • Safety: o Confirm integrated planter walls will be provided as crash barriers. • Communty: o Further develop opportutnies. • Aesthetics: o The Panel understands the aesthetic intent and seeks further resolution of the design and integration of elements and cultural expression.
Chair signature	

Item 4.2 - Childcare Centre – 23 Tribute Street (Lot 1), Shelley (City ref: 105.1929)

Design review report and recommendations (Part 2/4)			
Design quality evaluation			
Item 4.2: Childcare Centre – 23 Tribute Street (Lot 1), Shelley (City ref: 105.1929)			
		Supported	
		Pending further attention	
		Not supported	
Principle 1 - **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	
		1a.	The Panel are generally impressed with the background research and understanding of the area.
		1b.	Use is discretionary but appears to fit with the surrounding uses and associated built form. • The area is low density single residential in transition to two-storey; • There is a Primary School next door; and • The corner site is opposite a two-storey development.
		1c.	The Panel requests further consideration regarding the (Aboriginal) heritage and its incorporation into the design.
Principle 2 - **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	
		2a.	The Panel acknowledged that the landscape had been considered as an integral element within the design and provided a sound start.
		2b.	The Panel seek more clarity on shade in the short term and the extent of tree canopy in the long term. A shade/canopy plan would be helpful.
		2c.	The Panel requested deep soil areas to be clarified on the landscape plan and include specific tree species. Deep soil areas could be incorporated within the perimeter car parking using “stratacells” or similar.
		2d.	The Panel felt the landscaping plan is to develop further.
		2e.	Race track/tackle loops seem to invade the limited space, leaving difficult to use left over spaces. Dominance of one element may compromise the need for utility space and the nature of user programs needs further consideration/confirmation.
		2f.	The Panel support increased urban tree canopy through maximising planting of large canopy trees. At least six large trees are required, but only four are provided at present.

		2g.	The shading of the upper floor appears to rely on trees on the deck. The panel require futher detail on how viability is ensured. Further consideration of additional deep soil planting areas and shade should be undertaken.
		2h.	The connection of the landscape to the history/context could be more apparent.
		2i.	The proposal to use endemic planting is supported. Improve permeability/WSUD linked to deep root zones in the car park and other areas to support the planting. Potential to stop non permeable paving at wheel stop.
		2j.	Although not clear on the present drawings, the stated proposed 600 mm (crash) barrier around the retained corner tree is supported.
Principle 3 – **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	
		3a.	The Panel commented the side setbacks may present variations which need to be addressed.
		3b.	The separation of the upper deck from the boundary is commended. The Panel requested that further articulation is to be provided to the upper floor east side acoustic wall, to reduce its visual dominance as viewed from the adjoining property. Landscape screening and additional tree planting should be considered.
		3c.	The Panel suggested the vertical slat fence on the upper floor play area could be flipped to provide visual interest as viewed from inside the play area.
		3d.	The 9.8m high gable appears quite high but the impact is reduced as the house next door is two storey.
		3e.	The design does look like two or more styles coalesced together, which we understand is deliberate. This does help break up the building mass, however, more could be done to bind the design together. More consistency in the slat fencing could be a unifying element.
		3f.	The rear play area deck over the car park appears somewhat discordant and more ways to integrate this within the overall design should be sought.
		3g.	The extent of material color, signage detail and utilities appears limited. Confirm these design details.
Principle 4 - **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*	
		4a.	The Panel commended the design with good access from the street, a wide foyer, well-located kitchen servery, and good links internal to external.

		4b.	The Panel commented that the site is not only under the requirements for parking but the street it is on is short and congested. A detailed study is needed to ensure functional movements for trucks, cars, bikes, and pedestrians are accommodated as well as traffic projections.
		4c.	The ACROD bay set down be amended to provide an exclusive area that does not restrict the walkway.
		4d.	The Panel commented that the turning areas at the end of the parking aisle appeared insufficient. Confirm functionality.
		4e.	Safe pedestrian routes should be provided from all bays. As a minimum, a safe route to the front door should be provided on the north side of the car park. Include wheel stops to avoid parking over the path.
		4f.	The Panel suggest reviewing the location of the columns in the car park and width of bays. Standard bays and the columns in their current position are likely to obstruct the turning path of vehicles and pedestrian movement.
		4g.	The Panel suggested that the clearance height for the waste truck may need to be reviewed to ensure safe egress and access.
		4h.	The Panel suggested inclusion of skylights near the service entry from the car park could improve natural lighting.
		4i.	The Panel recommended reviewing the location of the bicycle parking to ensure parked bikes do not encroach into the footpath.
		4j.	Reconsider the foyer layout to avoid the bathroom door off reception.
		4k.	The shaded area from car park to entry is supported.
Principle 5 - **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	
		5a.	The Panel suggested EV charging to all car bays in the car park could be considered.
		5b.	The proposed behavioural and awareness building programme is very good but seek to maximise embodied sustainability to the building.
		5c.	A carbon life cycle assessment should be undertaken.
		5d.	Confirm solar panel commitment.
		5e.	Consider requirements for electric bikes and micro-transports on site.
		5f.	Is the skylight to the gable needed in addition to north facing windows. This may create a heat load that is hard to manage.
		5g.	Document WSUD. Use permeable paving where possible.
		5h.	Ensure extensive shading and cross ventilation.

Principle 6 – **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*	
		6a.	The Panel commented that the application must demonstrate that noise from the outdoor play areas is mitigated especially in relation to the neighbouring property.
		6b.	The Panel commented that the application must demonstrate how bin smells, overlooking etc., have all been managed.
		6c.	Optimise natural light including to the car-park.
		6d.	Ensure the location and extent of mulch areas, garden beds and arrangement of features and relationship to the building optimises the provision of play and social space.
Principle 7 – **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*	
		7a.	The Panel had no concerns with legibility within the building and between the entry and street.
		7b.	Legibility within the car park area needs attention.
Principle 8 – **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	
		8a.	Ensure the front play area is car-crash resilient. The planter proposed around the retained tree appears to be a useful part of the strategy.
		8b.	The Panel commented the car park could be unsafe due to conflicting movements of vehicles and pedestrians. Review the design and consider initiatives such as: • Ensuring on-site servicing arrangements minimises reversing; • Extending the car park path to the entry door; • Improve turn around areas; • Avoiding columns that could be a barrier; • Installing wheel stops to stop cars rolling over the car park path; and • Ensuring elbow room for family “pickup trucks” and people movers.
Principle 9 - **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*	
		9a.	The design responds to community needs. However it appears more could be done to enhance the interaction between parents and with the public.
		9b.	Consider how public art can help to tell a story.
		9c.	The Panel encourages the design to ensure the centre looks active and vibrant.
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*	
		10a.	The Panel were pleased Aboriginal culture has been investigated and suggest this could be expressed further in material, form, and art.

		10b.	The Panel have suggested considering incorporating more colours on the front façade to provide more interest to the streetscape.
		10c.	The Panel commented that some of the proportioning related to elevations could be more rhythmic. The Applicant outlined that the proportions followed the floor plan, and disruption was part of the aesthetic. The Panel suggest a more even balance can be found.
		10d.	The Panel encouraged consideration of how some features could do more to help unify the design. The slat fencing could be more consistent. The picket style fencing may not be necessary.
		10e.	The Panel suggested the aesthetics of the play spaces could work more closely with the architecture as they seem disconnected and not derived from the overall style.
		10f.	The Panel commented to ensure signs, bins etc., are integrated into the whole design.

Design review report and recommendations (Part 3/4)			
Design review progress			
	Supported		
	Pending further attention		
	Not supported		
	DR1 - 12.03.2024	*DR2 - DD.MM.YEAR*	*DR3 - DD.MM.YEAR*
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**			

CITY OF CANNING

27 March 2024

Shf Planning Pty Ltd
44 King Street Perth WA 6000

Dear Sir/Madam,

Written Planning Advice - Childcare Centre at 23 Tribute Street, Lot 1, Shelley; Council Ref: 105.1929

Thank you for your request for written planning advice received on for the abovementioned site.

An preliminary assessment of the submitted plans has been undertaken using Town Planning Scheme No. 42, State Planning Policy 7.3 Residential Design Codes Volume 1, Local Planning Policy LP.09 – Tree Retention and Planning – Development, Local Planning Policy LP.07 – Advertising Signs and Local Planning Policy LP.02 – Public Consultation of Planning Proposal.

Town Planning Scheme Considerations

Applicable Town Planning Scheme	TPS No. 42
Zone	Mixed-Use
Applicable Structure Plans / Guided Schemes	N/A
Structure Plan Precinct	N/A
Use Class	Discretionary
Minimum Density	R40

Town Planning Scheme No.42 (TPS42)

Clause 4.10.1 (a)

- Table 4 of TPS42 requires car parking for a childcare premises to be provided at a rate of 1 bay per staff member and 1 bay per 10 children (rounded to the nearest whole number). Based on the proposed capacity of 15 staff and 85 children, a total of 24 car parking bays would be required.

  15 staff members: 15 car parking bays
  85 children: 8.5 (9) bays required.
  Total: 24 car parking bays required.

  The submitted plans shows a total of 17 car parking bays have been provided which represents a 7-bay shortfall. This is a significant car parking shortfall. The applicant is to address the shortfall as this is not supported.

Additional concerns regarding the parking layout include:

- The location of the shared area for the ACROD bay is not supported. Clearer separation is to be provided with the ACROD bay and the pedestrian path.
- The dimensions of the turn-around bay at the end of the car park is non- complaint. The turnaround bay is to comply with AS/NZS 2890.1:2004 standard requirements.
- Wheel stops need to be installed to car bays that adjoin the building, boundary wall and/or walk-way.
- The location of the columns between the car bays is to be reviewed and amended to comply with AS2890.1:2004
- The new crossover to the car park will result in the removal of at least one on-street car bay. Modifications to the existing kerbing and verge will be required to accommodate the new crossover while ensuring the retention of at least two on-street visitor bays on the same side. In addition, there is to be adequate separation and a barrier between the crossover and the on-street car bay. A detailed plan for the works required in the road reserve is to be provided as part of formal lodgment.
- Safety - An engineered crash barrier wall is required at the north-western corner truncation to protect the children in the outdoor area and the building wall in the event of an accident due to driver error such as vehicle losing control and colliding with a fence.

- A Traffic Impact Statement (TIS) is required as part of formal lodgment. The TIS needs to:

  - include a traffic and parking survey along Monota Avenue during peak times (am and pm),
  - discuss and address any on-site parking shortfall,
  - demonstrate the ability of the waste vehicle to enter and exit the site in forward gear (i.e. swept path of a rear loader waste vehicle entering the site in reverse gear and leaving the site in forward gear).
  - Address how parents who park on the on-street car bay, turn around after dropping off or picking up their children from the Childcare Centre

4.11 Service Access and Waste Management

- There is limited space available for kerbside collection along Tribute Street for the number of bins proposed. Therefore, waste should be collected on-site using a rear loader waste vehicle and bulk bins (660L bins for general waste and organics, 1100L bins for recycling. The proposed bin store needs to be amended to accommodate bulk bins.

  At the time of formal lodgment of an application, the applicant is to provide a Waste Management Plan.

4.12 Bicycle Parking and End of Trip Facilities

- Table 4 of TPS42 requires bicycle parking for a childcare premises to be provided at a rate of 0.5 spaces per 100m2 of net lettable area (NLA). The number of bicycle parking spaces is to be calculated upon finalization of the proposed plan and confirmation of NLA.

- Provision shall be made for 1 male and 1 female shower (or 1 unisex) per 8 bicycle parking spaces or part thereof, excluding bicycle parking spaces required for visitors, up to a maximum of 6 male and 6 female showers (or 6 unisex).

- Lockers shall be provided and maintained for all developments at a rate of 1 locker per

bicycle parking space required for employees.

4.19 Mixed Use Zone Development Requirements

- Setbacks
  Table 7 requires side setbacks to be in accordance with the Residential Design Codes (R40). The application will require assessment against the amended R-Codes (2024) noting the imminent gazettal on the 10 April 2024.

  The lot boundary setbacks in accordance with Table 3.4a of the amended R-Codes 2024 will apply. In this regard, it is likely that a 1.5m setback to side and rear boundaries will apply based on a wall height of between 3.6m and 7m.

- Building Height
  The height of the ground floor of buildings within the Mixed-Use zone shall be a minimum of 4 meters measured floor to ceiling, and the remaining wall and building height shall be in accordance with the R-Code requirements for the density assigned on the Scheme map (R40) in addition to the ground floor height.

  The R Codes permits a maximum of 10m for gable roofs and 8m for skillion roofs in addition to the 4m permitted for the ground floor. The total height of the proposal appears to be under 10m which complies with the building height requirements.

- Deep Soil Zones
  A formal landscape plan is to be submitted which is to identify the percentage of site reserved for deep soil areas.

Local Planning Policy 09 – Tree Retention and Planting – Development

- Advances trees are to be provided at the following rates;

  a. 1 tree for each 4 parking bays; and
  b. 1 tree for each 450m2 of site area excluding any open parking area.

  The landscape plan is to clearly indicate which species of shade tree are proposed. Note that banksia trees is not considered to be a shade tree and will not fulfil this requirement.

Local Planning Policy LP.02 – Public Consultation of Planning Proposals

- Please note that where variations are proposed the City refers applications to potentially affected parties in accordance with Local Planning Policy LP.02 – Public Consultation of Planning Proposals.

Local Planning Policy LP.07 – Advertising Signs

- Any signage proposed will require an assessment against Local Planning Policy LP.07 – Advertising Signs. Any variations to the policy will require sufficient justification for the City's consideration.

Environmental Protection (Noise) Regulations 1997

- An Acoustic Report is to be submitted at formal lodgment stage that adequately addresses the Environmental Protection (Noise) Regulations 1997 and any other relevant requirements.

General Administrative Amendments

Should you wish to lodge a development application for a proposed Childcare Centre, it is recommended that the above items are addressed in full, or where variations are proposed, sufficient justification and supporting documentation is provided to support such variations.

Please note that while we have endeavored to undertake a full assessment, this has been limited by the information provided. The advice provided in this letter is intended to ensure that items can be documented correctly, and all the information required is provided at the time of formal lodgment. We reserve the right to request additional information should we consider it necessary at the time that a complete assessment is undertaken.

If you wish to discuss any of the above further, please contact Planning Officer, William Thompson on (08) 6229 4424 or email William.thompson@canning.wa.gov.au.

Yours faithfully,

Petronella Thandroyen
Senior Planning Officer

Operational Management Plan

Child Care Centre

No.23 Tribute Street West,
Shelley

LATERAL
PLANNING

Document Control

Reference	0297
Location	Lot 1 (No.23) Tribute Street West, Shelley
Client	SNS Nominees Pty Ltd
Document Title	Operational Management Plan
Document File Name	0297 Operational Management Plan.docx
Document Date	8 November 2024
Document Version	Revision 02
Author	Alan Stewart

Contents

1.0 Introduction

This Operational Management Plan ('OMP') has been prepared in support of an Application for Development Approval for a Child Care Centre at Lot 1 (No.23) Tribute Street West, Shelley ('site'). The purpose of the OMP is to document how the Child Care Centre will operate to minimise impacts on the locality.

2.0 Site Description

Local Authority	City of Canning
Locality	Shelley
Address	No.23 Tribute Street West
Cadastral	Lot 1 on Diagram 20648
Certificate of Title	Volume 1297 Folio 744
Registered Proprietor	SNS Custodian Nominees Pty Ltd
Land Area	995m^2

Figure 1: Site Location

3.0 Proposed Development

3.1 Operating Times

Business Days	Monday to Friday
Staff Arrival / Departure	6.00am to 7.00pm
Customer Arrival / Departure	6.30am to 6.30pm
External Play Areas ('EPA')	7.00am to 6.00pm

3.2 Capacity

Activity Room	Age Group	Places	Educators	Indoor Area	External Area
1	0 to 2	20	5	66m^2	606m^2
2	2 to 3	25	5	82m^2	
3	3 to 5	40	4	131m^2	
Total		**85**	**14**	**279m^2**	606m^2

Required Indoor Area: 3.25m^2 per child.

Required Outdoor Area: 7m^2 per child.

Required Educators:

- 0 to 2 age group: 1 supervisor per 4 children
- 2 to 3 age group: 1 supervisor per 5 children
- 3 to 5 age group: 1 supervisor per 10 children

3.3 Staff

Educators	14
Centre Manager (Part-Time)	1
Cook (Part-Time)	1
Total	**16**

Educators

In practice, the number of staff on any given day will vary depending on enrolments in each age group, with work times staggered to meet the needs of the centre throughout the day. Typical staff levels in a full occupancy scenario would be as follows:

- Up to 3 staff will be rostered to open the premises and commence work at 6.30am. No staff would arrive prior to 6am.
- A further 8 educators would typically be rostered to commence work during the morning peak (up to 9.30am).
- The highest staffing level occurs between 9.30am and 3.30pm when up to 14 educators could be working.
- Staff levels gradually decrease after 3.30pm, as shifts finish and children are collected.
- Up to 3 staff will be rostered to close the premises at 6.30pm. All staff would depart by 7pm.

Centre Manager

SNS Group runs various Child Care Premises. The Centre Manager will oversee operations at more than one premises and also attends SNS Group's head office. The Centre Manager is also a qualified Educator and provides additional cover on the floor, as required.

The Centre Manager will typically attend the Child Care Premises on two occasions each day:

- 7.30am to 9.30am; and
- 2.30pm to 5.30pm.

Cook

A cook will be employed on a part-time basis between 9.30am and 2.30pm.

Maximum Staff

The table below shows the proposed maximum number of staff at the premises throughout the day assuming a full occupancy scenario. At no point would more than 15 staff be present.

	OPENING	MORNING PEAK			OFF-PEAK			AFTERNOON PEAK			CLOSE
	6-6.30	6.30-7.30	7.30-8.30	8.30-9.30	9.30-10.30	10.30-2.30	2.30-3.30	3.30-4.30	4.30-5.30	5.30-6.30	6.30-7
Educators	3	6	9	11	14	14	14	11	9	6	3
Manager			1	1			1	1	1		
Cook					1	1					
Total Staff	**3**	**6**	**10**	**12**	**15**	**15**	**15**	**12**	**10**	**6**	**3**

4.0 Traffic and Parking

4.1 Overview

Car Parking

A total of 18 car bays will be provided for staff, parents / guardians and other visitors.

The proposed allocation of car bays is depicted in Figure 2 below.

Customer Parking

A total of seven (7) car bays will be set aside exclusively for customer use during the morning drop-off peak (6.30am to 8.30am) and afternoon pick-up peak (4.30pm to 6.30pm).

The ACROD car bay will also be available for customer drop-off / pick-up to provide additional capacity during peak times. Customers without an ACROD permit will be subject to a maximum 10-minute stay in the ACROD bay.

The customer car bays are positioned near the entry to the premises to enhance access. This also reduces customer vehicle movements in the eastern part of the car park near the abutting residential property and maximises driver visibility of car bays when entering off Monota Avenue.

Staff Parking

The Staff Roster assuming 100% occupancy is shown above.

At no point during the AM peak (prior to 8.30am) and PM peak (after 4.30pm) will the number of staff exceed ten (10). The greatest number of staff working at the premises at any time will be 15, between 9.30am and 3.30pm. A total of ten (10) car bays will be set aside exclusively for staff use throughout the entire day, with an additional five (5) car bays available to staff between 8.30am and 4.30pm, when customer parking demand is lower.

A total of 15 car bays will therefore be available for staff parking.

Other Visitors & Service Vehicles

Other visitors include service vehicles, suppliers and potential customers who may wish to meet with staff and / or inspect the centre. Such visitations are infrequent and will be scheduled to occur outside of peak times when use of the car park is at its lowest.

ACROD Parking

One (1) car bay will be available for ACROD permit parking. As noted above, the ACROD bay will also be available to customers without an ACROD permit for a maximum stay of 10 minutes.

Vehicle Access

Access is proposed from Monota Avenue. No security gate is proposed to the car park, allowing vehicles to enter the site without having to wait on the road carriageway or verge. No vehicle access is proposed from Tribute Street West. A turning zone is provided in the car park.

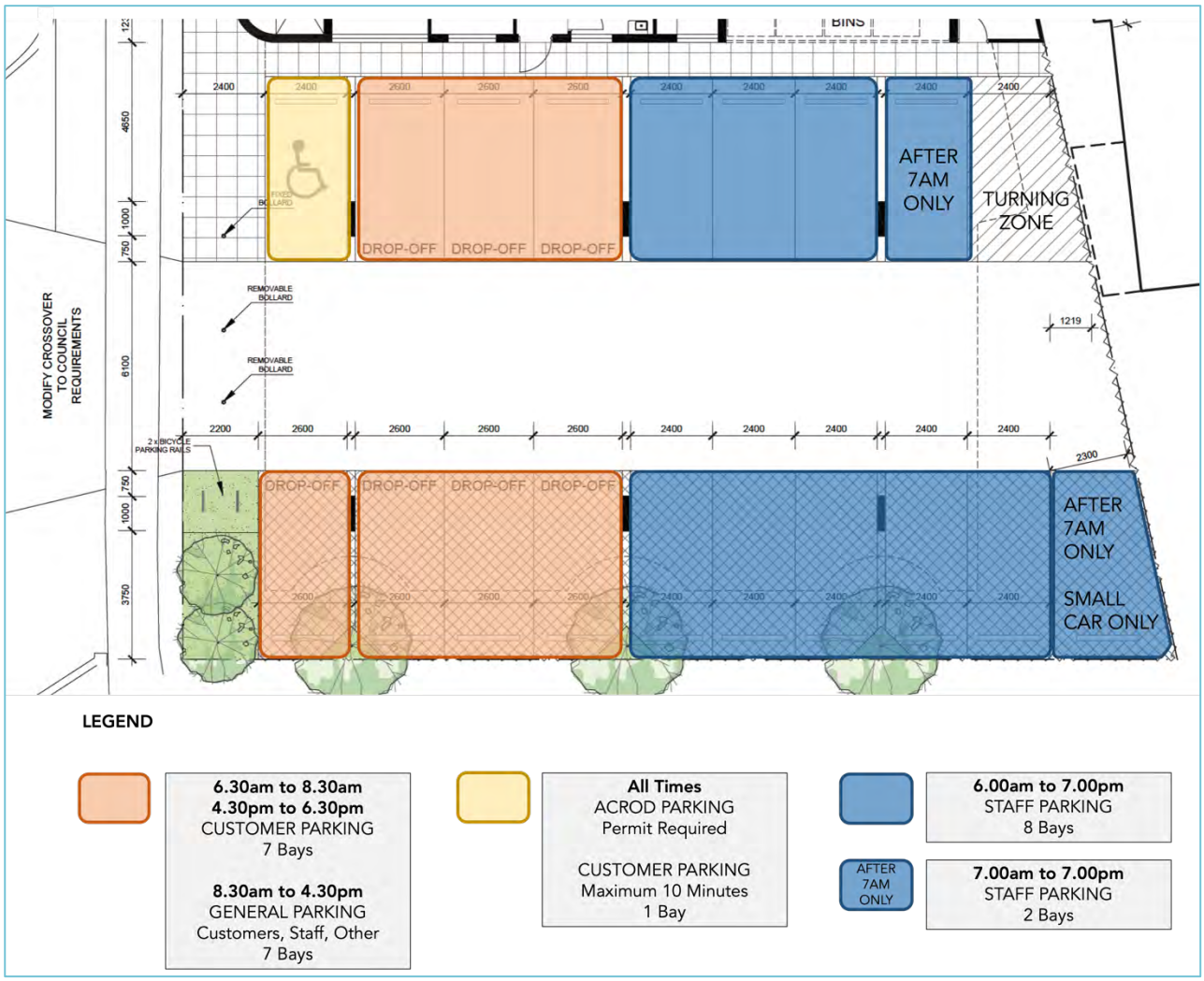


Figure 2: Car Park Allocation Plan

Sufficient car bays will be allocated to staff and customers to meet demand at all times of the day. This assumes all staff attending in a separate car as per the roster times shown above, with all children arriving in a separate car as per the expected arrival / departure times set out in the Traffic Impact Statement. This is shown in the table below.

	OPENING	MORNING PEAK			OFF-PEAK			AFTERNOON PEAK			CLOSE
	6-6.30	6.30-7.30	7.30-8.30	8.30-9.30	9.30-10.30	10.30-2.30	2.30-3.30	3.30-4.30	4.30-5.30	5.30-6.30	6.30-7
Staff	3	6	10	12	15	15	15	12	10	6	3
Customers	0	2	6	5	2	1	2	4	7	2	0
TOTAL	**3**	**8**	**16**	**17**	**17**	**16**	**17**	**16**	**17**	**8**	**3**

Customer Car Bay Demand based on 6 drop-offs / pick-ups per customer car bay per hour. Refer to Traffic Impact Statement for expected arrival / departure times.

Bicycle Parking

Bike racks are provided in the car park for staff / visitor use. Staff will have access to a shower / change facility and secure lockers will be provided.

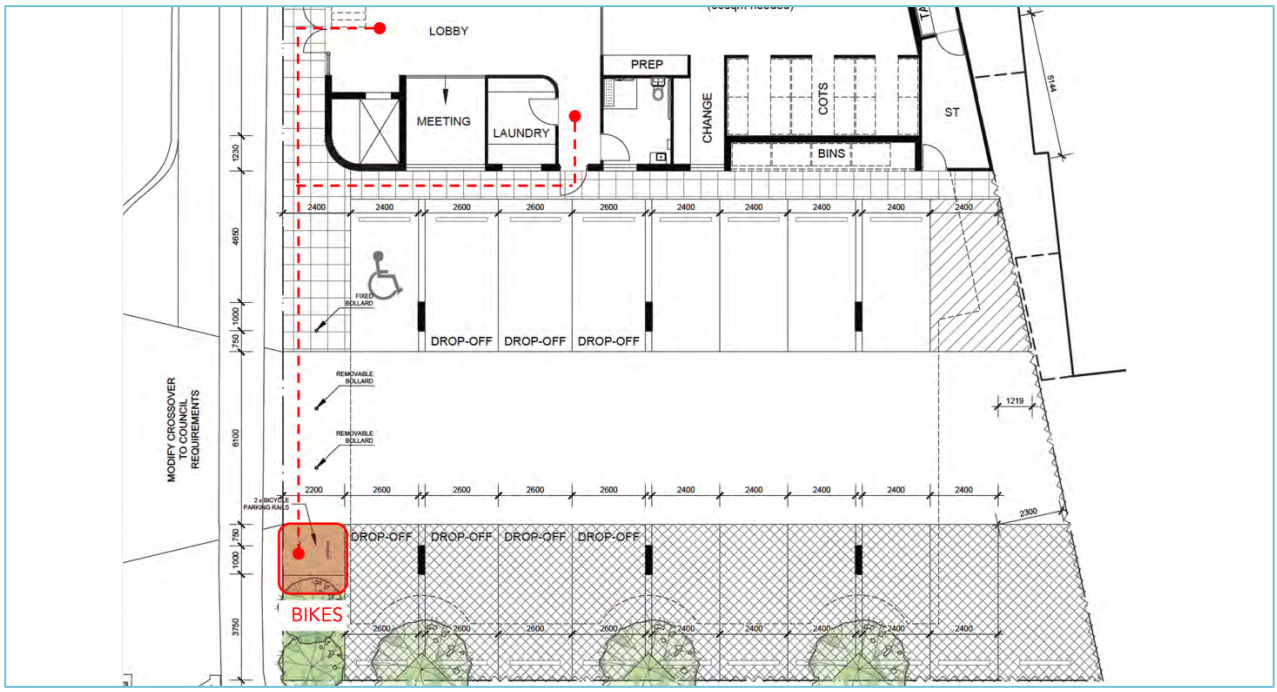


Figure 3: Bike Parking

Public Transport

The site is reasonably well serviced by public transport (bus services). Bus No.178 runs along Tribute Street West. High Frequency Bus Route 998 / 999 (Circle Route) runs along Vahland Avenue / Leach Highway.

Bus No.	Description	Bus Stops
178	Bull Creek Railway Station - Elizabeth Quay Bus Station	Tribute Street West Stop No.20089 (within 60 metres) Stop No. 20093 (within 140 metres)
998 & 999	High Frequency Route: Circle Route	Vahland Avenue Stop No.11225 (within 800 metres) Stop No. 11228 (within 800 metres)

Figure 4: Bus Services

4.2 Traffic and Parking Management

Operational Measures

The following operational measures will be implemented to mitigate any potential adverse impacts associated with traffic and parking.

These measures will be implemented on an on-going basis by Child Care Centre management, pursuant to a condition of Development Approval that gives effect to this OMP.

Operational Measures – Traffic and Parking
Car Park
1. Line-marking and signage will be installed to depict the authorised use of each car bay throughout the day.
2. Staff, customers and other visitors will be advised of the requirement to park in designated car bays only.
3. Customers will be requested not to park or stand their vehicle in any roads surrounding the site and to observe on-street parking restrictions.
4. Staff will be responsible for monitoring use of the car park and customers will be reminded of the car park operation procedures on an as-required / as-needed basis.
5. Management of the Child Care Centre will endeavour to schedule non-urgent visitations and deliveries during non-peak times only (9.30am to 3.30pm).
6. All suppliers / contractors will be advised that access to the site during the morning drop-off (before 9.30am) and afternoon pick-up (after 3.30pm) will not be permitted (except for emergency maintenance).
7. Management will encourage deliveries to occur between 10.30am and 2.30pm, when vehicle movements at the Child Care Centre will typically be at their lowest.
8. Any car park security gate that might be provided in the future will remain open throughout the day.
Public Transport and Cycling
9. Staff will be advised of available bus services and encouraged to use public transport to access the premises.
10. Staff will also be advised of the provision of bike parking and end-of-trip facilities, which include a shower / change room and secure lockers.

5.0 Noise

5.1 Overview

Environmental Protection (Noise) Regulations

The Child Care Centre is required to satisfy the Environmental Protection (Noise) Regulations and will incorporate measures to mitigate the impacts of noise on nearby residential properties.

State Planning Policy 5.4 – Road and Rail Noise

State Planning Policy 5.4 – Road and Rail Noise ('SPP5.4') seeks to minimise the adverse impacts of road and rail noise on noise-sensitive land use. Herring Storer Acoustics has prepared an Acoustic Assessment that finds the premises is capable of satisfying SPP5.4.

5.2 Noise Management

The Acoustic Assessment recommends various noise mitigation measures relating to the construction and operation of the premises. The construction measures will be implemented prior to occupation of the premises, pursuant to a suitable condition of Development Approval. The operational measures will be implemented on an on-going basis by Child Care Centre management, pursuant to a condition of Development Approval that gives effect to this OMP.

Operational Measures

The following operational noise mitigation measures will be implemented.

Operational Measures - Noise Mitigation
Hours of Operation
1. The Child Care Centre is to be operational for customer use from 6.30am to 6.30pm Monday to Friday, excluding public holidays.
2. Staff will be instructed not to arrive prior to 6.00am and to be off-site by 7.00pm.
3. Typically, not more than three (3) staff will be rostered to arrive in time to commence work at 6.30am.
4. Typically, not more than three (3) staff will be rostered to close the premises at 6.30pm.
External Play Areas
5. Children are not permitted outdoors for play purposes prior to 7am.
6. Fixed play equipment should be non-metallic. If metal fixed play equipment is used then hollow metal sections shall be filled with expanding foam or sand.
7. Concrete or brick paved areas, if any, should be minimised and where practicable covered with synthetic grass to minimise noise of play equipment on hard surfaces.
Music
8. Keep external windows and doors closed when playing music indoors.
9. Do not play music outdoors (except light children's music if authorised by the Local Authority).
10. Avoid playing games requiring hand clapping on the eastern activity deck.
Car Park
11. Staff will be instructed to park in the designated staff parking bays only.
12. Staff arriving prior to 7am will be instructed not to park in the car bays marked 'After 7am Only', as shown on the Car Park Allocation Plan (above).
13. Signage will be placed in the car park advising staff / visitors not to slam doors or play music in the car park.

6.0 Waste

6.1 Waste Generation Rates

The Commercial and Industrial Waste Management Guidelines published by the Western Australian Local Government Association ('WALGA') include estimated waste generation rates for various land uses. The WALGA rates were derived from the Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities published by the New South Wales Environmental Protection Authority. Neither document includes a waste generation rate for Child Care Centres.

Waste generation rates published by the City of Melbourne and City of Casey in Victoria suggest a Child Care Centre generates 350 litres of General (including FOGO) waste and 350 litres of Recyclable waste per 100m^2 of floor area per week. A review of other Waste Management Plans indicates this rate is based on 7 days a week, equating to 50 litres per trading day per 100m^2.

A waste generation rate of 50 litres per trading day per 100m^2 has been applied, with floor area based on the total area of the Activity Rooms.

A separate FOGO waste collection service is not proposed. All FOGO waste will be included in the General waste collection service.

6.2 Estimated Waste Generation

General and Recyclable Waste

It is estimated the proposed Child Care Centre will generate the following amount of waste.

Item	General Waste	Recyclable Waste
Waste Generation Rate	50 litres / 100m^2 / day	50 litres / 100m^2 / day
Activity Room Floor Area	279m^2	279m^2
Trading Days	5	5
Daily Waste	140 litres	140 litres
Weekly Waste	700 litres	700 litres

Other Waste Requirements

- Liquid or Hazardous Waste: Not Applicable
- Medical Waste: Not Applicable
- Food Processing: Not Applicable

6.3 Bin Selection

Bin Size and Collection Frequency

- General Waste: 660 litre bins collected weekly;
- Recyclable Waste: 660 litre bins collected fortnightly.

Type and Number of Bins

Item	General Waste	Recyclable Waste
Collection Frequency	Weekly	Fortnightly
Waste per Week	700 litres	700 litres
Waste per Fortnight	n/a	1,400 litres
Number of Bins	2 x 660 litre bins	2 x 660 litre bins
Capacity of Bins	1,320 litres	1,320 litres
Total Bins Required	4 x 660 litre bins	

As requested by the Local Authority, this OMP proposes the use of 660 litre bins. However, given the amount of waste expected to be generated in each waste stream, the use of 240 litre bins is preferred by the operator.

6.4 Bin Store

The Bin Store is of sufficient size to accommodate the required bins, as illustrated below.

The Bin Store is located in the undercroft car park to the rear of the building and can easily be accessed by staff. The Bin Store will have a roller door / gate and is positioned away from the adjacent residential property. The Bin Store will be fitted with a tap and floor waste and all finished surfaces will be impervious.

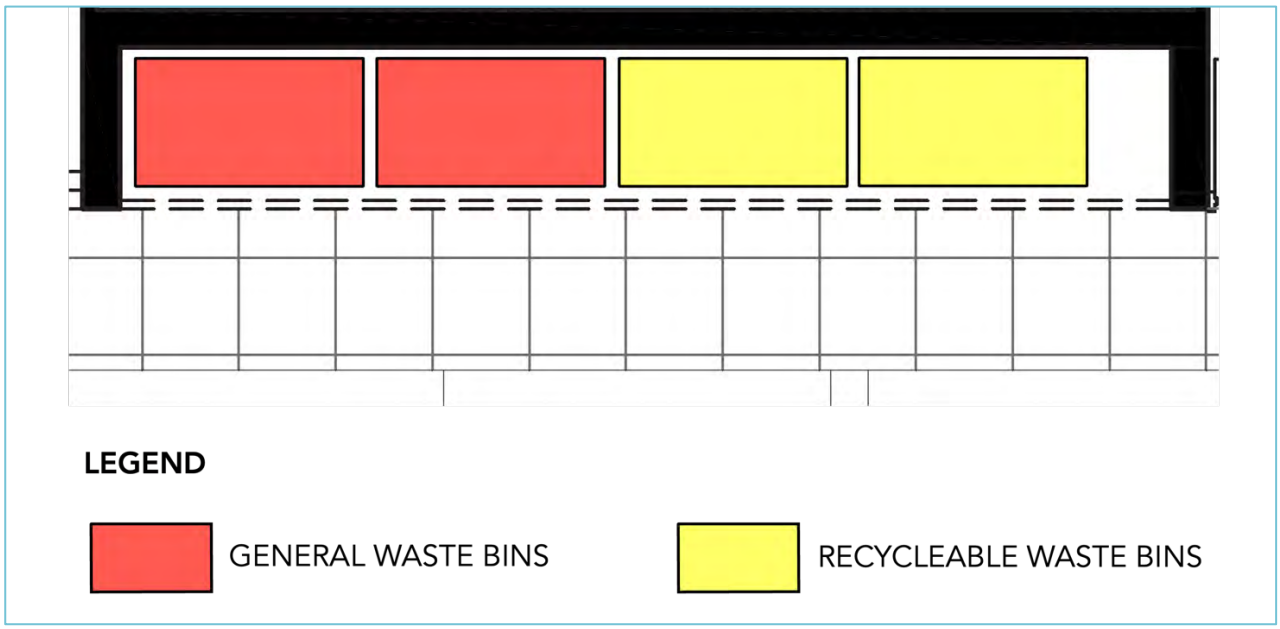


Figure 5: Bin Store

6.5 Waste Collection

Collector

Local Authority.

Collection Point

It is intended that waste be collected by the Local Authority from the car park.

Waste collection will be scheduled to occur either in the evening or during the day (i.e. between 9.30am and 2.30pm) to avoid conflicts with the peak drop-off and pick-up times for the proposed Child Care Centre and adjacent Shelley Primary School.

The waste truck will reverse into the car park and exit in forward gear.

The Local Authority has advised that a minimum height clearance of 3.5 metres will be required to accommodate the small rear loader bin truck that will be used to collect waste. A height clearance of 3.6 metres is provided, as shown below.

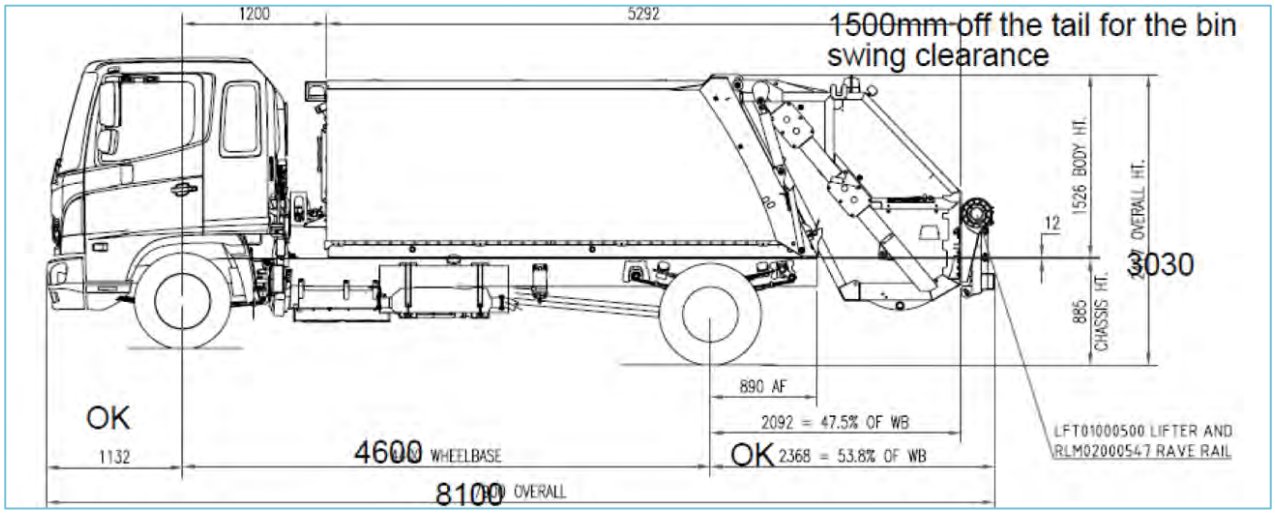


Figure 6: Specification of Local Authority Rear Loader Bin Truck

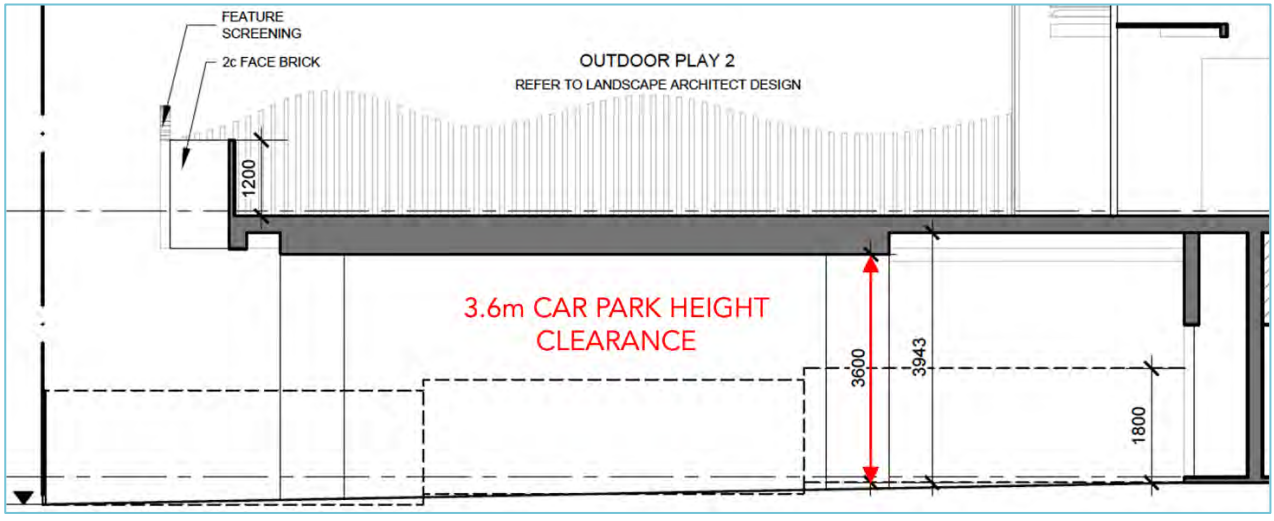


Figure 7: Car Park Height Clearance

7.0 Review of Operational Management Plan

Management of the Child Care Centre will review the OMP on an annual basis to ensure it remains effective and consistent with regulatory requirements.

Complaints relating to the operation of the Child Care Centre should be directed to the Centre Manager, who will endeavour to respond in a timely manner.

The contact details of the Child Care Centre shall be included in this OMP prior to the Child Care Centre commencing operations, as per the details below (to be completed).

Contact Details	
Trading Name of Centre	
Name of Centre Manager	
Telephone Number – Business Horus	
Telephone Number – After Hours	
Email Address	

TRANSPORT IMPACT STATEMENT

No 23 (Lot 1) Tribute Street West,

Shelley

October 2024

Rev E

kctt

PART OF Premise

HISTORY AND STATUS OF THE DOCUMENT

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
Rev A	16.11.2023	M Kleyweg	M Kleyweg	16.11.2023	Issued for Review
Rev B	15.05.2024	M Kleyweg	M Kleyweg	15.05.2024	Amended according to the received comments
Rev C	16.05.2024	M Kleyweg	M Kleyweg	16.05.2024	Amended according to the received comments
Rev D	1.10.2024	M Kleyweg	M Kleyweg	2.10.2024	Amended according to the received comments
Rev E	4.10.2024	M Kleyweg	M Kleyweg	7.10.2024	Amended according to the received comments

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Revision	Date of issue	Quantity	Issued to
Rev A	16.11.2023	1 (PDF)	Karl Depiazzi (SNS Nominees Pty Ltd, c/- PROEKT)
Rev B	15.05.2024	1 (PDF)	Karl Depiazzi (SNS Nominees Pty Ltd, c/- PROEKT) Alan Stewart (Lateral Planning)
Rev C	16.05.2024	1 (PDF)	Karl Depiazzi (SNS Nominees Pty Ltd, c/- PROEKT) Alan Stewart (Lateral Planning)
Rev D	2.10.2024	1 (PDF)	Karl Depiazzi (SNS Nominees Pty Ltd, c/- PROEKT) Alan Stewart (Lateral Planning)
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Table of Contents

Appendices

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1. Executive Summary

Site Context

- Subject site is currently a vacant possession of the Medical/Consulting premises that operated as a GP Clinic for over 25 years. Existing facility is to be demolished.

- Proponent seeks to construct a childcare centre with capacity for up to 85 children at a time. Plans of the proposed development is enclosed in Appendix 1.

Technical Findings

- The Operational Management Plan for the centre shows the proposed allocation of car bays and is considered appropriate to meet demand for parking. As all customer bays are positioned at the front of the aisle, the aisle length adjacent to these bays does not trigger the requirement for reversing bay. As recommended by the Operational Management Plan, visible and legible traffic signage and line marking designating patrons and employees parking will be sufficient to prevent unwanted access to the parking area and ensure the successful operation of the car park. Landscape and kerb adjacent to the bay at the end of the blind aisle need to be kept low to allow vehicle overhang.

- Proposed landscaping, south of the aisle, should be selected not to obstruct pedestrian sightlines. Existing on street parking is proposed to be modified to achieve sight distance to the north, while sight distance to the south is clear.

- All proposed columns, as shown on plan in Appendix 1 are positioned at appropriate locations and in accordance with the AS2890.01 requirement.

- Crossover needs to be designed in accordance with the relevant standards/Council requirements and to allow the movement of the largest vehicle that will access the site, being the City's 8.1m long bin truck.

Relationship with Policies

- In accordance with the City of Canning's LPS No 42 a total of 24 car parking bays are required for the proposed childcare development. The proposed car parking layout shows 18 on-site car parking bays leading to a nominal shortfall of 6 car bays. The proposed parking layout includes 7 bays allocated for drop off, 9 staff bays plus 1 ACROD. Given the nature of the proposed land use and site context and as per the Operational Management Plan, KCTT believes that the proposed parking can meet the development's car parking demand, as discussed in Section 2.8.

- Building Code of Australia ACROD Provision – The proposed car parking layout indicates 1 ACROD bay meeting the requirement.

- The proposed plans show 3 on-site bicycle bays to promote alternative modes of transport.

Conclusion

- Proposed development is expected to generate up to 372 vehicular trips per day, 68 vehicle trips in the AM peak and 60 vehicle trips in the PM peak hour.

- Tribute Street West is classified as Local Distributor as per MRWA classification with the maximum desirable volume of 6,000 vehicles per day. Monota Avenue is classified as Access Road, with the maximum desirable volume of 3,000 vehicles per day. Currently there are around 1,300 vehicles per day on Tribute Street West and around 500 vehicles per day on Monota Avenue. Therefore, with the added traffic from the subject site, both streets would remain well under the maximum desirable traffic volumes.

- Other surrounding roads would absorb significantly less traffic than Tribute Street West and Monota Avenue, moreover, the traffic would be dispersed so that the impact can be considered negligible.

- In summary, KCTT believe that the proposed development will not negatively impact the surrounding road network.

2. Transport Impact Statement

2.1 Proposal

SNS Custodian Nominees Pty Ltd has engaged KCTT to prepare a Transport Impact Statement (TIS) for the proposed Childcare Centre with a maximum occupancy of up to 85 children.

The proposed development will be accessed via a reconfigured crossover on Monota Avenue.

This report will primarily address the level of 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	1
Street Number	23
Road Name	Tribute Street West
Suburb	Shelley
Description of Site	The subject site is currently occupied by vacant Medical/Consulting premises that operated as a GP Clinic for over 25 years. The existing facility is to be demolished. The proponent seeks to construct a childcare centre with a capacity for up to 85 children at a time. Plans of the proposed development is enclosed in Appendix 1.

2.3 Technical Literature Used

Local Government Authority	City of Canning
Type of Development	Commercial - Childcare centre
Are the R-Codes referenced?	NO
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
If YES, Nominate: Name and Number of Scheme	Local Planning Scheme No.42
Are Austroads documents referenced?	YES
Is the Perth Transport Plan for 3.5 million and Beyond referenced?	NO

2.4 Land Uses

Are there any existing Land Uses	YES
If YES, Nominate:	Medical/Consulting premises, operating as a GP Clinic for over 25 years.

Proposed Land Uses	
How many types of land uses are proposed?	One
Nominate land use type and yield	**Childcare Centre** • Up to 85 children / total of 16 staff including 14 educators plus part-time Centre manager and part-time Cook, resulting in a maximum of 15 staff members at any one time / 344m^2 NLA
Are the proposed land uses complementary to the surrounding land-uses?	Lot 1 is marked as a ''Mixed Use'' Zone in the Local Planning Scheme No. 42. Child Care Premises is marked as a ''D'' use within the Mixed Use Zone. ''D'' *means that the use is not permitted unless the local government has exercised its discretion by granting development approval;*

2.5 Local Road Network Information

How many roads front the subject site?	Two

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

Road Name	**Monota Avenue**
Number of Lanes	two way, one lane each direction, undivided
Road Reservation Width	App. 20m
Road Pavement Width	App. 7m
Classification	Access Road
Speed Limit	50kph or State Limit
Bus Route	NO
If YES Nominate Bus Routes	-
On-street parking	YES

Road Name	**Tribute Street West**
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	App.20m
Road Pavement Width	App.10m
Classification	Local Distributor
Speed Limit	50kph or State Limit
Bus Route	YES
If YES Nominate Bus Routes	178
On-street parking	There are no existing on street parking bays; however, aerial images of the location indicate vehicles parked on verge.

Name of Other Roads within 400m radius of site, or roads likely to take increased traffic due to the development:

Road Name	**Modillion Avenue North**
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	app. 20m
Road Pavement Width	app. 10m
Classification	Local Distributor
Speed Limit	50kph or State Limit
Bus Route	YES
If YES Nominate Bus Routes	178
On-street parking	There are no formal on-street parking bays, however aerial images of the location indicate vehicles parked on verge.

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 VPH	PM Peak Time - PM Peak VPH	*If HV count is Not Available, are HV likely to be in higher volumes than generally expected?*		
Tribute Street West	Between Monota Avenue & Modillion Avenue*	1,304	08:00 – 189	17:00 – 102	n/a	Nov 2022	–
Monota Avenue	Between Holmes Street & Tribute Street west*	487	08:00 – 88	17:00 – 35	n/a	Apr 2019	549
Barbican Street West	Between Modillion Avenue & Beryl Shelley*	713	08:00 – 122	16:00 – 48	n/a	Nov 2022	–
Riverton Drive	East of Pleasant Place*	1,170	08:00 – 105	17:00 – 107	n/a	Apr 2023	–
Leach Highway	West of Vahland Avenue (SLK 12.83)	39,985	07:30 – 3,278	16:30 – 3,540	6.8	2021/22	–
	East of Vahland Avenue (SLK 12.85)	67,773	07:30 – 6,163	16:15 – 5,825	9.5	2021/22	–
Vahland Avenue	South of Leach Highway (SLK 4.44)	16,993	07:45 – 1,742	16:45 – 1,509	5.8	2021/22	–

Note - These traffic counts have been received from the City of Canning. All other data are delivered through MRWA.*

2.7 Vehicular Crash Information

Is Crash Data Available on Main Roads WA website?	YES
If YES, nominate important survey locations:	
Location 1	Tribute Street West (SLK 0.36 to 0.50)
Location 2	Monota Avenue (SLK 0.00 to 0.30)
Location 3	Intersection of Tribute Street West & Monota Avenue – no data
Period of crash data collection	01/01/2018 - 31/12/2022

The following table shows crash rates and crash densities in the 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.

Definitions of acronyms and terms used in this analysis can be found below:

- PDO Crash - a crash that results in property damage only (major or minor) and does not require hospitalisation or medical treatment, as listed in Main Roads WA's Crash Analysis Reporting System (CARS).
- KSI Crashes - Killed and serious injury crash
- MVKT - Million Vehicle Kilometers Traveled.

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
Monota Avenue	0.00 to 0.30	Access Road	50kph or State Limit	0	0	1	0

MR Type	Involving Overtaking	Involving Parking	Involving Animal	Involving Pedestrian	Entering / Leaving Driveway	Other / Unknown
Count	0	1	0	0	0	0

No of MVKT Travelled at Location	App. 550 VPD * 365 * 5 years * 0.3 km = 0.3 MVKT
KSI Crash Rate	0 KSI crashes/MVKT
All Crash Rate	1 crash / 0.3 MVKT = 3.32 crashes/MVKT
Comparison with Crash Density and Crash Rate Statistics	All crashes rate of 3.32 is significantly higher than the network average of 0.95 Crashes per MVKT for Local Roads Network

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
Tribute Street West	0.36 to 0.50	Local Distributor	50kph or State Limit	0	0	1	0

MR Type	Involving Overtaking	Involving Parking	Involving Animal	Involving Pedestrian	Entering / Leaving Driveway	Other / Unknown
Count	0	1	0	0	0	0

No of MVKT Travelled at Location	App. 1,350 VPD * 365 * 5 years * 0.14 km = 0.35 MVKT
KSI Crash Rate	0 KSI crashes/MVKT
All Crash Rate	1 crash /0.35 MVKT = 2.90 crashes/MVKT
Comparison with Crash Density and Crash Rate Statistics	All crashes rate of 2.90 is significantly higher than the network average of 0.95 Crashes per MVKT for Local Roads Network

In order to identify black spots as the locations noted for a high incidence of crashes involving death and injury, it is important to conduct the crash criteria analysis as shown in the table below. If the below crash criteria are met, there is a way to measure the cost-effectiveness of the proposed treatment. It is called BCR and it ensures that the black spot exhibits a significant number of crashes that are correctable by infrastructure treatment.

Table 3.1: Crash criteria for the State Black Spot Program

Crash Criteria	*Highway and Main Roads*		*Local Roads*	
	Metro	*Rural*	*Metro*	*Rural*
Intersection or Mid-block or Short road section (<3km)	*10 crashes over 5 years*	*3 crashes over 5 years*	*5crashes over 5 years*	*3 crashes over 5 years*
Road length (>3km)	*Average of 3 crashes per km over 5 years*	*Average of 1 crash per km over 5 years*	*Average of 2 crashes per km over 5 years*	*Average of 1 crash per km over 5 years*
Benefit-cost ratio (BCR)	*1*			

(Main Roads/ WALGA 2004)

Analysed sections of Tribute Street West and Monota Avenue do not qualify as a Black Spot Location, nor it is listed in the MRWA database as a location eligible for the black spot program. Each of these road sections has 1 PDO crash over 5 years period. The screenshot below illustrates the detailed crash history for both crashes, as shown on the MRWA crash portal.

Crash No.	SLK	Date	Day	Time	Severity	MR Nature	RUM	Unit	Unit Type	From Dir	To Dir	Veh/Ped Move
20206 77770	0.45	23/03/ 2020	Mon	1520	PDO Major	Rear End	61:On Path: Parked	Colliding	Car	W	E	Straight Ahead: Not Out Of Control
20206 77770	0.45	23/03/ 2020	Mon	1520	PDO Major	Rear End	61:On Path: Parked	Target	Station Wagon	W	E	Stopped: Parked On Cway
Location: Tribute Street West 93m East of Monota Avenue							**Vehicle Types:** Car, Station Wagon					
20214 07663	0.32	03/09/ 2021	Fri	1330	PDO Major	-	44:Manoeuv: Parking Veh Only	Colliding	Station Wagon	S	N	Reversing Or Rolling Back: Straight
20214 07663	0.32	03/09/ 2021	Fri	1330	PDO Major	-	44:Manoeuv: Parking Veh Only	Target	Station Wagon	N	S	Stopped: Parked On Cway
Location: Monota Avenue 20m South of Tribute Street West							**Vehicle Types:** Station Wagon					

2.8 Vehicular Parking

Local Government	City of Canning
Local Government Document Utilised	Local Planning Scheme No. 42

Description of Parking Requirements in accordance with Scheme:

Minimum car parking requirement for Child Care Premises within Zones other than Centre Zone:

- *1 space per employee + 1 space per 10 children.*

The number of car parking spaces required in Table 4 shall be rounded to the nearest whole number.
All car parking is to be provided on the same site as the development unless otherwise approved by the local government.

All car parking, bicycle parking, accessways and unloading and loading areas are to be designed in accordance with the relevant part of AS 2890.

Calculation of Parking

Land Use	Requirements	Yield	Total Parking
Childcare Centre	1 space per employee	15 employees	15
	+ 1 space per 10 children.	85 children	8.5
		Total Car Parking Requirement	**24**
		Total Volume of Parking Provided by Proponent	**18**

Justification

In accordance with the City of Canning's LPS No 42, a total of 24 car parking bays are required for the proposed childcare development. The proposed car parking layout indicates the provision of 18 car parking bays, leading to a nominal shortfall of 6 car bays. Proposed parking layout includes 7 bays allocated for drop-off, 10 for staff bays and 1 ACROD.

Given the nature of the proposed land use and site context, the following points inform KCTT's opinion that the proposed parking can meet the development car parking demand:

- The subject site is immediately adjacent to a local Primary School. It is reasonable to assume that a significant portion of patrons will be parents of children enrolled in the primary school, living within the school catchment. Therefore, it is not unreasonable to assume that parents are likely to combine two trips – dropping off older sibling(s) to the school and younger ones to the childcare centre, thereby reducing the trip generation and parking demand.
- It is expected that some staff members could cycle/walk or be dropped off to work, therefore not requiring a parking bay for their shift. Not all staff members will work at one time.
- It is highly unlikely that the childcare centre would operate at its maximum capacity at all times.
- The peak time for childcare centres is typically a 2-hour period. The average length of stay, as stated in NSW RTA - Guide to Traffic Generating Developments, is 6.8 minutes. Our experience in surveying dwell times for childcare centres outside of commercial zones confirms this finding. Even assuming conservative 10 minutes average length of stay, the actual arrivals/departure rate of parents' vehicles is likely to be spread throughout the 2-hour peak time. The AM peak is likely to be the peak development period as most parents drop off their children before going to work, whereas the PM peak tends to be more spread out with pick up times depending on when parents become available.
- The operator provided further detail on operations and staff arrivals. The centre will be co-managed with the existing Bentley centre; therefore centre manager will not be physically present every day on site, and is likely to split their time between the two centres.
- There will be 14 educators plus part-time Centre manager and Cook,resulting to a maximum of 15 staff members at any one time.

The following table was derived through many years of practice and research in this field that our office completed. We have worked with several established childcare providers who have provided sign-in data for a full week. The percentages outlined below have emerged as the current average arrival/departure pattern. As per our transport impact assessment, the estimated average dwell time is 10 minutes, which is significantly higher than the dwell time suggested by NSW RTA Guide to Traffic Generating Developments.

While this pattern shows that up to 95% of children attend for the day (as practically recorded), the distribution still does not allow for siblings attending the centre. Furthermore, the distribution assumes that all children in attendance are driven to the childcare in a separate personal vehicle (not walked or brought on bicycles); therefore, the distribution below has a degree of conservativism.

In our previous experience, we have come across data indicating that siblings usually make up 15-25% of attendees. More than one child will be brought in a single vehicle in these cases, reducing the parking requirement.

The table below was developed on the following assumptions:

- The arrival percentage is derived from data provided to KCTT and described above.
- It was assumed there were no siblings in the centre.
- It was assumed that all children in attendance would be driven to the centre.

Sign-in Time	**Extracted Arrival Percentages** (practical peak attendance)	**Expected Number of Children Signing In**	**Parking demand** (assumed dwell time 10 minutes per vehicle)	**Available parking capacity** (assumed total 18 car parking bays)
06:30 - 07:30	13.97%	12	2	14
07:30 - 08:30	**40.55%**	**34**	**6**	**12**
08:30 - 09:30	30.68%	26	5	13
09:30 - 10:30	7.67%	7	2	16
After 10:30	1.37%	1	1	17
Total:	**94.25%**	80 children (85 children – 100% capacity)		

Sign-Out Time	Extracted Arrival Percentages (practical peak attendance)	Expected Number of Children Signing Out	Parking demand (assumed dwell time 10 minutes per vehicle)	Available parking capacity (assumed total 18 car parking bays)
Before 13:30	0.55%	0	0	18
13:30 - 14:30	1.92%	2	1	17
14:30 - 15:30	11.23%	10	2	16
15:30 - 16:30	24.93%	21	4	14
16:30 - 17:30	**45.21%**	**38**	**7**	**11**
17:30 - 18:30	10.41%	9	2	16
Total:	**94.25%**	80 children (85 children – 100% capacity)		

The tables above indicates that parking demand for the childcare drop-off and pick-up function is highest during the periods of 07:30 - 08:30 and 16:30 - 17:30. Based on the proposed development and an assumed dwell time of 10 minutes per vehicle, the childcare center would require a maximum of 6 parking bays to accommodate demand during the morning peak and 7 bays during the afternoon peak. Therefore, the provision of 7 car bays set aside exclusively for customer use is more than sufficient to meet the anticipated parking needs. The ACROD parking bay will also be available for customer drop-off and pick-up, offering additional capacity during peak times. Customers without an ACROD permit will be limited to a maximum 10-minute stay in the ACROD bay.

The proposed car parking bays on-site are allocated as shown in the figure below, which is sourced from the Operational Management Plan prepared by Lateral Planning.

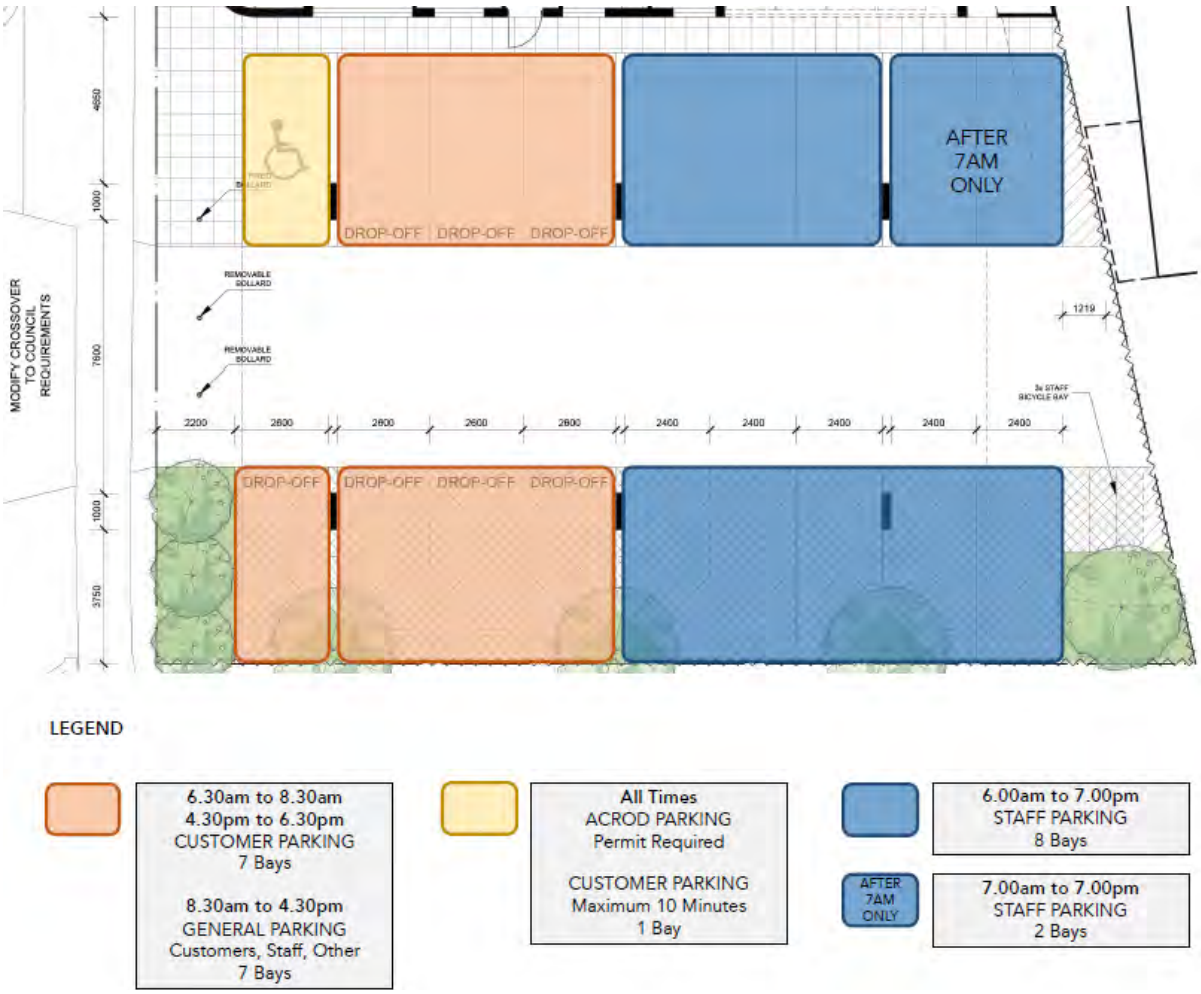


Figure 1 - Proposed car parking allocation

The same document also provides a parking demand table, shown below. Adequate parking spaces will be designated for both staff and customers to meet demand throughout the day. This assumes that each staff member arrives in a separate vehicle according to the roster times listed above, and that each child is dropped off and picked up in a separate vehicle based on the anticipated arrival and departure times.

	OPENING	MORNING DROP-OFF			OFF-PEAK			AFTERNOON PICK-UP			CLOSE
	06:00am – 06.30am	06.30am – 07.30am	07.30am – 08.30am	08.30am – 09.30am	09.30am – 10.30am	10.30am – 02.30pm	02.30pm – 03.30pm	03.30pm – 04.30pm	04.30pm – 05.30pm	05.30pm – 06.30pm	06.30pm – 07:00pm
STAFF											
Educators	3	6	9	11	14	14	14	11	9	6	3
Centre Manager			1	1			1	1	1		
Cook					1	1					
TOTAL STAFF	**3**	**6**	**10**	**12**	**15**	**15**	**15**	**12**	**10**	**6**	**3**
CUSTOMERS											
Signing In	0	12	34	26	7	1					
Signing Out						2	10	21	38	9	0
CUSTOMER CAR BAY DEMAND	**0**	**2**	**6**	**5**	**2**	**1**	**2**	**4**	**7**	**2**	**0**
TOTAL CAR BAY DEMAND	**3**	**8**	**16**	**17**	**17**	**16**	**17**	**16**	**17**	**8**	**3**
Unoccupied	**15**	**10**	**2**	**1**	**1**	**2**	**1**	**2**	**1**	**10**	**15**

As demonstrated in the table above – it is expected that a minimum of 1 (one) parking bay is available at all times. In period 09:30-15:30 when staff is expected to be in full attendance, only pre-arranged visitors are expected to arrive to the site, or a parent who needs to pick up a sick child. In either of these occurrences, it is not expected that a parking bay will be occupied for a full hour.

In summary, on-site parking can cater for the full demand, with minimal to no reliance on the on-street parking.

2.9 Compliance with AS2890 Parking facilities

Which Austroads documents are referenced?	• Australian/New Zealand Standard, Parking facilities, Part 1: Off-street car parking - AS 2890.01 • Australian/New Zealand Standard, Parking facilities, Part 6: Off-street parking for people with disabilities – AS2890.06
Number of Parking Bays on-site	• 18 bays
Proposed development User Class	• 1A - Residential, domestic and employee parking • 3 - Short-term city and town centre parking, parking stations, hospital, and medical centres • 4 - Parking for people with disabilities
Driveway category and dimensions	• Category 1 access driveway • Dimensions of the proposed driveway will be determined in the next design phases.

2.9.1 Compliance Overview

FULL COMPLIANCE	PARTIAL DEPARTURE	FULL DEPARTURE	NOT APPLICABLE

Element	Compliance	Comment
Car Bay Class 1A	FULL COMPLIANCE	
Car Bay Class 1	NOT APPLICABLE	
Car Bay Class 2	NOT APPLICABLE	
Car Bay Class 3	FULL COMPLIANCE	
Car Bay Class 3A	NOT APPLICABLE	
Car Bay Class 4 (ACROD)	FULL COMPLIANCE	
Aisle width	FULL COMPLIANCE	
Blind Aisle Extension	FULL COMPLIANCE	Provided
Single-sided aisle width	NOT APPLICABLE	
Reversing bay	NOT APPLICABLE	Visitor bays are concentrated in the vicinity of the crossover point, and do not exceed six perpendicular car bay lengths; therefore, reversing bay is not required
Driveway grade	NOT APPLICABLE	
Parking grade	NOT APPLICABLE	
Ramp grade	NOT APPLICABLE	
Columns location	FULL COMPLIANCE	
Vertical Clearance	NOT APPLICABLE	
Location of driveway	FULL COMPLIANCE	
Sight distance requirements at access driveways	PARTIAL DEPARTURE	Existing on-street parking may restrict the sight distance to the north when occupied, while the sight distance to the south is clear. However, this is pre-existing configuration.
Minimum sight lines for pedestrian safety	PARTIAL DEPARTURE	Proposed landscape should be appropriately maintained not to obstruct pedestrian sightlines.

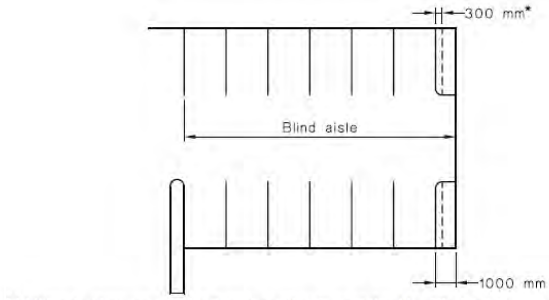
2.9.2 Comparison of a proposed layout to AS2890.01 requirements

Parking Bay Type	AS2890.1:2004 Off-street car parking AS2890.6 Off-street parking for people with disabilities					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A) **STAFF**	5.4m	5.4/5.5m	2.4m	2.6	5.8m	6.1m
All bays at 90° (User Class 3) **VISITORS**	5.4m	5.4/5.5m	2.6m	2.6	5.8m	6.1m
ACROD Parking	5.4m	5.4m	2.4m–ACROD 2.4m–shared space	2.4m–ACROD 2.4m–shared space	5.8m	6.1m

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

*" **Blind aisles***
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.



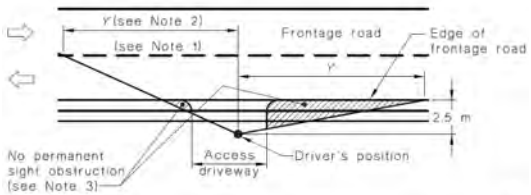
*Additional widening required if there is a wall or fence at the side of the last space, see Clause 2.4.1(b)(ii)

DIMENSIONS IN MILLIMETRES

FIGURE 2.3 BLIND AISLE EXTENSION

Blind aisle	Provided
Reversing Bay	Visitor bays are concentrated in the vicinity of the crossover point, and do not exceed six perpendicular car bay lengths. Therefore, reversing bay is not required

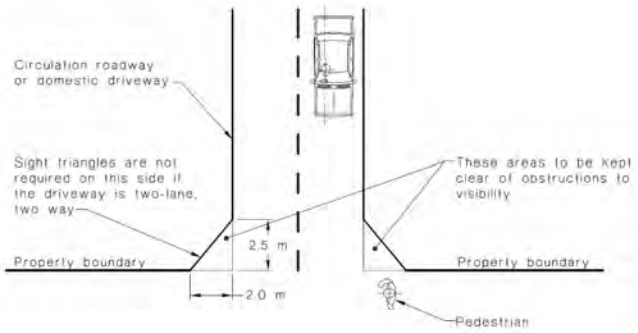
*" **Entering sight distance***
Unsignalized access driveways shall be located so that the intersection sight distance along the frontage road available to drivers leaving the car park or domestic driveway is at least that shown in Figure 3.2."



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40

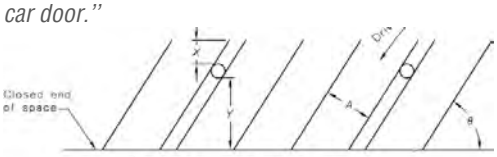
Sight distance requirements at access driveways	On-street parking may restrict the sight distance to the north; sight distance to the south is clear.

*" **Sight distance to pedestrians***
Clear sight lines as shown in Figure 3.3 shall be provided at the property line to ensure adequate visibility between vehicles leaving the car park or domestic driveway and pedestrians on the frontage road footpath."



Minimum sight lines for pedestrian safety	The proposed landscape to the south of the aisle may obstruct pedestrian sightlines. The area, as shown in a previous figure, needs to be kept clear.

*"**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."



A = parking space width (see Figure 2.2)

Parking angle, θ, degrees	Dimensions, mm	
	X, min.	Y, min.
30	375	1825
45	530	2581
60	650	3161
75	724	3526
90	750	3650

FIGURE 5.1 COLUMN LOCATION

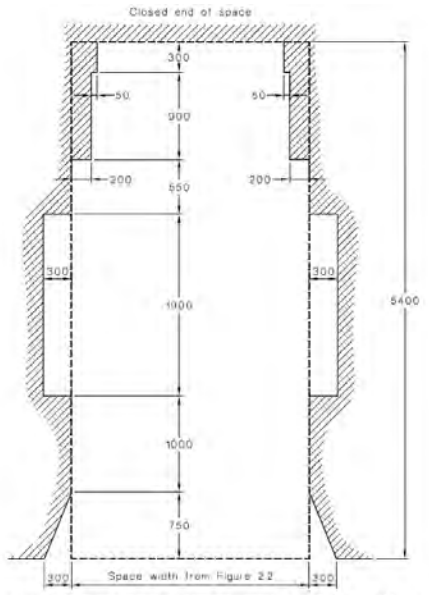


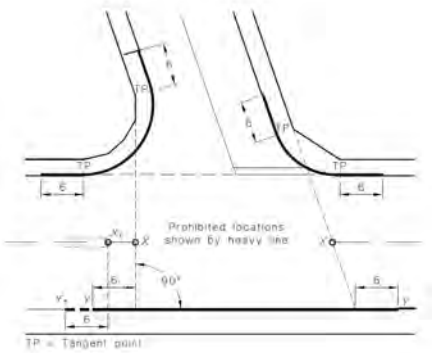
FIGURE 5.2 DESIGN ENVELOPE AROUND PARKED VEHICLE TO BE KEPT CLEAR OF COLUMNS, WALLS AND OBSTRUCTIONS

Column position	All proposed columns, as shown on the plan in Appendix 1, are positioned at appropriate locations and in accordance with the AS2890.01 requirement.

*" **Width requirements at low volume (Category 1) access driveways and connecting roadways**:*
Where the circulation roadway leading from a Category 1 access driveway is 30 m or longer, or sight distance from one end to the other is restricted, and the frontage road is an arterial or sub-arterial road, both the access driveway and the circulation roadway for at least the first 6 m from the property boundary shall be a minimum of 5.5 m wide. In other cases subject to consideration of traffic volumes on a case-by-case basis, lesser widths, down to a minimum of 3.0 m at a domestic property, may be provided. As a guide, 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass on the driveway, i.e. a minimum width of 5.5 m. On long driveways, passing opportunities should be provided at least every 30 m. Reversing movements to public roads shall be prohibited wherever possible."

Access driveway width	The proposed development plans indicates that crossover is designed in accordance with the council requirements. The width of 6.1m of the driveway allows passenger vehicles bypassing and turning the 8.1m bin truck, which is likely to be the largest vehicle that will utilise the site.

*" **Access driveway location***
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."



Access driveway location	The proposed crossover is located on more than 6m from the intersection of Monota Avenue and Tribute Street West tangent point, and therefore, its location is adequate.

2.9.3 Vehicle Swept Paths

Have Vehicle Swept Paths been checked for Parking? YES

If YES, provide description of performance:

The proposed parking area has been checked with a standard B99 Passenger Vehicle 5.2m. The vehicle can navigate through the entire parking area, with a few important points to consider:

- As the proposed bay rack omitted the vehicular manoeuvre while park-in, this parking bay needs to be widened to allow sufficient area for it. If this is not feasible, staff members need to be familiar with the 3-point turn manoeuvre required to park-in.
- Landscape and kerb adjacent to the last parking bay need to be kept low to allow vehicle overhang during manoeuvre.
- Wheel stops would need to be introduced on all the bays interfacing footpaths.
- As all drop-off bays are positioned at front of the aisle, the aisle's length adjacent to these bays does not trigger the requirement for reversing the bay so clear designation of visitors and employees' parking area as per the Operational Management Plan will be sufficient to prevent unwanted access to the parking area.

An additional swept path analysis has been carried out for the largest vehicle expected to utilize the site, which is likely the City's 8.1-meter bin truck. The analysis was performed for the Small Bin Truck (8.1m) in two configurations: one with a width of 2.3 meters and a curb-to-curb turning radius of 9 meters, and the other with a width of 2.4 meters and a turning radius of 12.5 meters. The conducted swept path analysis confirms that the analysed variation of the 8.1-meter waste truck can safely reverse into the site to collect waste and then exit while moving forward.

Please refer to the swept path analysis plans provided in Appendix 3.

2.9.4 Potential queue along Monota Avenue during school pick hour

The crossover for the proposed childcare centre is located near the entry point of the adjacent local primary school. Although the school entrance is at the end of Monota Avenue, there is a potential risk that school queuing may block the access point to child care centre, preventing patrons from exiting/entering the centre in peak periods.

While schools typically have fixed start and finish times, leading to concentrated periods of high traffic flow during morning drop-off and afternoon pick-up hours, childcare centres usually offer more flexible operating hours. This flexibility allows parents to drop off or pick up their children over a wider range of times, rather than all at once. As a result, the traffic generated by the childcare centre is spread out, reducing the likelihood of congestion during the school's peak times. The surveys have shown that a AM peak drop-off time for childcare centre and school may partially coincide, while PM pick-up time for childcare centre will occur after the school pick-up time.

The proponent engaged Matrix to conduct queue-length surveys on Monota Avenue over three working days in August 2024. The full data set is included as Appendix 4, and the table below will focus on the summary of relevant data.

Date	27th August (Tue)		28th August (Wed)		29th August (Thu)	
Period	AM	PM	AM	PM	AM	PM
Queue length (No vehicles)	6	6	6	7	5	7
Maximum queue duration (minutes)	20	15	5	5	5	15

The video surveys confirm a significant difference between the AM and PM queue. While PM queue is comprised in general of stationary vehicles, AM queue is "slow-rolling" as opposed to a "hard" queue. This is a logical outcome given the general practice involving drop-off, where parents can arrive during the drop off period and children will disembark the vehicles and in 10-15 seconds, the parent can leave the school grounds. Conversely, during the pick-up, parents may have to wait for their children to be released by the teacher. As mentioned above, the school pick-up time does not coincide with the childcare pick-up time; therefore the queue in school PM peak will have minimal impact on access to the subject site.

Figure 2 - Photo provided by Matrix - AM queue on Monota Avenue

The school drop-off queue is not stationary, therefore, parents looking to drop their children off to the childcare centre can simply join the queue and access the childcare centre.

As seen in the figure above, the queue has significant gaps between the moving vehicles, and given that vehicles are exceptionally slow moving, parents looking to depart the childcare centre during the peak primary school drop off time will be able to leave the premises. Primary school drop off time is usually approximately 20 minutes in duration and is likely to occur immediately after the peak drop off time for childcare centre. Although there is likely to be a significant portion of children dropped off in this period, it is highly likely that some parents will combine the drop off to childcare with drop off to school.

Figure 3 – vehicular turning in forward (left figure) and reverse (right figure) motion

All drop-off bays proposed within the childcare centre's parking area are located at the front of the parking aisle and are visible from the street, as detailed in the Operational Management Plan. A reversing bay is not necessary, as parents will be able to see if the parking is full before entering. In such cases, the proposed crossover provides sufficient space for turning without interfering with the pedestrian path (as shown in the figure above). Additionally, since the area has low traffic speeds, safety risks are minimized, ensuring a safe environment for both drivers and pedestrians.

2.10 Bicycle Parking

Local Government	City of Canning
Reference Document Utilised	Local Planning Scheme No. 42

Description of Parking Requirements in accordance with Scheme:
Minimum bicycle parking requirement for Child Care Premises within Zones other than Centre Zone:

- *0.5 spaces per 100m2 NLA (0.4 spaces for visitors + 0.1 spaces for employees).*

The number of bicycle parking spaces required in Table 4 shall be rounded up to the nearest whole number.

Parking Requirement in accordance with regulatory documents

Land Use	Requirements	Yield	Total Parking
Childcare Centre	0.4 spaces per 100m^2 NLA for visitors	344m^2 NLA	1.38
	+ 0.1 spaces per 100m^2 NLA for employees		0.34
	Total Volume of Bicycle Parking Required		**2**
	Total Volume of Bicycle Parking Provided by Proponent		**3**

Justification
The proposed plans show 3 on-site bicycle bays to promote alternative modes of transport.

2.11 ACROD Parking

Class of Building	Class 9b-an assembly building, including a trade workshop, laboratory or the like, in a primary or secondary school, but excluding any other parts of the building that are of another class.
Does this building class require a 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 50 carparking spaces or part thereof*	17	**1**
	Total Volume of ACROD Parking Required		**1**
	Total Volume of ACROD Parking Provided by Proponent		**1**

Justification
The proposed car parking layout indicates 1 ACROD bay meeting the requirement. This bay is also allocated for drop-off function. Customers without an ACROD permit will be limited to a maximum 10-minute stay in the ACROD bay.
The shared space next to the Acrod Bay is designed for use by both individuals in wheelchairs and pedestrians. It offers a safe and accessible passage for all users, ensuring that those with mobility challenges can move easily between their vehicles and the destination. This area connects to an internal path, ensuring its use remains within the premises and does not serve as a public thoroughfare.

2.12 Delivery and Service Vehicles

Guideline Document used as reference	NSW RTA Guide to Traffic Generating Developments

Requirements
Other uses - 1 space per 2,000m2

Guideline Document used as reference	Local Planning Scheme No. 42

SERVICE ACCESS
4.11.1 Provision shall be made for service access for the purposes of loading and unloading to the rear or side of any non-residential development, where available.

4.11.2 The local government may waive the requirements of subclause 4.11.1 where it can be demonstrated that the development will not require loading and unloading facilities.

4.11.3 Any service access provided pursuant to subclause 4.11.1 is to comply with the following requirements –
a) the access way and loading areas shall be designed to allow service vehicles to manoeuvre and return to street or right of way in forward gear;
b) vehicles loading or unloading are to do so within the lot/s boundary and are not to do so from a public street or right of way; and
c) access ways shall be designed to segregate service vehicles from parking areas and access ways provided for customer parking to the satisfaction of the local government.

Parking Requirement in accordance with regulatory documents

Land Use	Minimum Requirements	Yield	Total Parking
Childcare centre	*1 space per 2,000m2*	Less than 2,000m^2	1
		Total Volume of Service and Delivery Parking Required	1
		Total Volume of Service and Delivery Parking Provided by Proponent	N/A

Justification

The above requirements are stated as a guide only. KCTT believe that a childcare centre does not require a specific bay for delivery and service vehicles. All deliveries can be conducted outside of peak hours of operation and use any of the empty standard car parking bays.

The Operational Management Plan shows that sufficient car bays are available outside of peak times for other visitor parking, including any service / delivery vehicles

The Local Authority has indicated that the bin truck will reverse into the site to collect waste and then exit in forward gear. The Local Authority will utilise a small bin truck (8.1m length) which requires a height clearancde of 3.5 metres, which is achieved by the design. Refer to the Operational Management Plan for further details of waste collection.

2.13 Calculation of Development Generated / Attracted Trips

What are the likely hours of operation?	Childcare Centre : • Staff 6:00am to 7:00pm • Customers 6:30am to 6:30pm Monday to Friday (excluding public holidays)
What are the likely peak hours of operation?	07:00 - 08:00 and 16:00 - 17:00
Do the development-generated peaks coincide with existing road network peaks?	YES
If YES, Which:	AM Peak
Guideline Document Used	**NSW RTA Guide to Traffic Generating Developments**
Rates from above document:	***Child Day Care*:** • *AM Peak - 0.8 VPH per child* • *PM Peak - 0.7 VPH per child*

It should be noted that these rates are given for a 2-hour peak period. For this report, KCTT assumes that the two-hour traffic volume will be attracted to the development in a one-hour period, representing the peak for the subject site.

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

Childcare centre

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 at the daycare centre and 2 vehicular trips when picking the child up. Employees will make 1 vehicular trip arriving at work, and another vehicular trip when leaving work.

In our experience, childcare centres tend to operate with an 85-95% utilisation rate of the licenced capacity over the year due to the number of days those children attend (this ranges from 2 to 5 days a week) and seasonal adjustments (end of the year and when people return to work from maternity leave). Market information indicates that between 10-20% of parents tend to have more than one child at once childcare centre so those families only account for one vehicular trip. A further percentage of parents will likely have older siblings attending one of the nearby schools.

However, a conservative approach has been applied in the calculations below, showing the maximum number of children, assuming that all children are driven to school and there are no siblings in the centre.

Does the site have existing trip generation/attraction?	YES
Guideline Document Used	**Transportation Engineers (ITE) Common Trip Generation Rates (9th edition)**
Rates from above document:	***Clinic*** *Daily vehicle trips = 31.45KSF²* *Evening peak hour vehicle trips = 5.18KSF²*

KCTT believe the following assumptions would lead to a more appropriate traffic generation rate

GP Clinic is likely to be used by people who live in the vicinity of the subject development. We have based the vehicles per day and hour calculations on the number of practitioners.

Based on the information available online, there is a total of 3 practitioners. It could be assumed that the consultations would be booked in 30-minute slots on average.

This equates to a maximum of 18 clients per day per practitioner and 36 VPD per practitioner. The maximum number of patients within an hour is 3 patients per practitioner, which equates to 6 VPH per practitioner.

Employees will make 1 vehicular trip when arriving to work, and another vehicular trip when leaving work. It is assumed that all staff members and practitioners will arrive within a two-hour period in the mornings and leave within a two-hour period in the early evenings, therefore, there would be no overlap with the patient peak hours of arrival and departure. Having this in mind, these trips are excluded from the peak hour calculations.

Land Use Type	Rate above	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
				AM	PM
Existing					
GP Clinic	*36 VPD per practitioner + 2 VPD per employee* *6 VPH per practitioner*	3 consulting rooms 6 employees	108 12	18	18
Proposed					
Childcare Centre	*Daily - 4 VPD/child & 2 VPD/ staff member* *AM Peak - 0.8 VPH per child* *PM Peak - 0.7 VPH per child*	85 children	340	68	60
		16 staff	32	-	-
Total traffic from the proposed development (A)			**372**	**68**	**60**
Total Existing Traffic from the subject site (A^0)			**120**	**18**	**18**
Total Additional traffic from the proposed development ($A-A^0$)			**252**	**50**	**42**

What is the total impact of the new proposed development?

The subject development is expected to generate 372 daily vehicular trips, 68 vehicle trips in the AM peak and 60 in the PM peak hour.

According to WAPC guidelines, all developments generating 10-100 VPH can be deemed to have a **moderate** impact on the network. KCTT believes the surrounding road network can accommodate additional traffic from the proposed development.

KCTT comment

KCTT believe that the surrounding network will successfully cater for the additional traffic generated by the proposed development. Please note that the above calculations present a theoretical maximum of vehicular trips per day and per hour. It is highly unlikely that all staff and parents will arrive with individual passenger vehicles.

However, to assess the theoretical maximum traffic generation, the above calculations were conducted assuming that no parents or staff members will arrive on foot, by public transportation or on bicycles. Furthermore, parents are expected to utilise the surrounding on-street parking provision; however, this is not taken into consideration in this calculation.

2.14 Traffic Flow Distribution

How many routes are available for access / egress to the site?	As listed below
Route 1 / Movement 1	
Provide details for Route No 1	From north via Monota Avenue into the subject development site and reverse
Percentage of Vehicular Movements via Route No 1	**20%**
Route 2 / Movement 2	
Provide details for Route No 2	From west via Tribute Street West and Monota Avenue into the subject development site and reverse
Percentage of Vehicular Movements via Route No 2	**50%**
Route 3 / Movement 3	
Provide details for Route No 3	From east via Tribute Street West and Monota Avenue into the subject development site and reverse
Percentage of Vehicular Movements via Route No 3	**30%**

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?	1 on Monota Avenue
How many proposed crossovers?	1 on Monota Avenue
How close are proposed crossovers to existing intersections?	app. 30m and more
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 1 - Employee and commuter parking

Proposed development plans indicate a total of 18 parking bays and 1 crossover.

This crossover serves less than 25 parking bays from a local road, making it a ''Category 1 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:

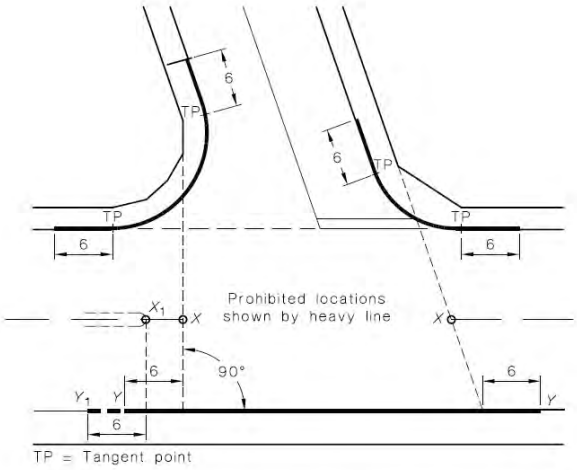
1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.

2 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.



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 X_1 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 Y_1.

DIMENSIONS IN METRES

FIGURE 3.1 PROHIBITED LOCATIONS OF ACCESS DRIVEWAYS

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.

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

2.16 Public Transport Accessibility

How many bus routes are within 400 metres of the subject site? One
How many rail routes are within 800 metres of the subject site? None

Bus Route	Description	Peak Frequency	Off-Peak Frequency
178	Perth - Bull Creek Station via Albany Highway, Shelley & Rossmoyne	20 minutes	60 minutes

Note * - High Frequency Circle Route (998 /999) runs along Leach Hwy and Vahland Ave with stops less than 800m away.

Walk Score Rating for Accessibility to Public Transport

44 | Some Transit. A few nearby public transportation options.

Is the development in a Greenfields area? NO

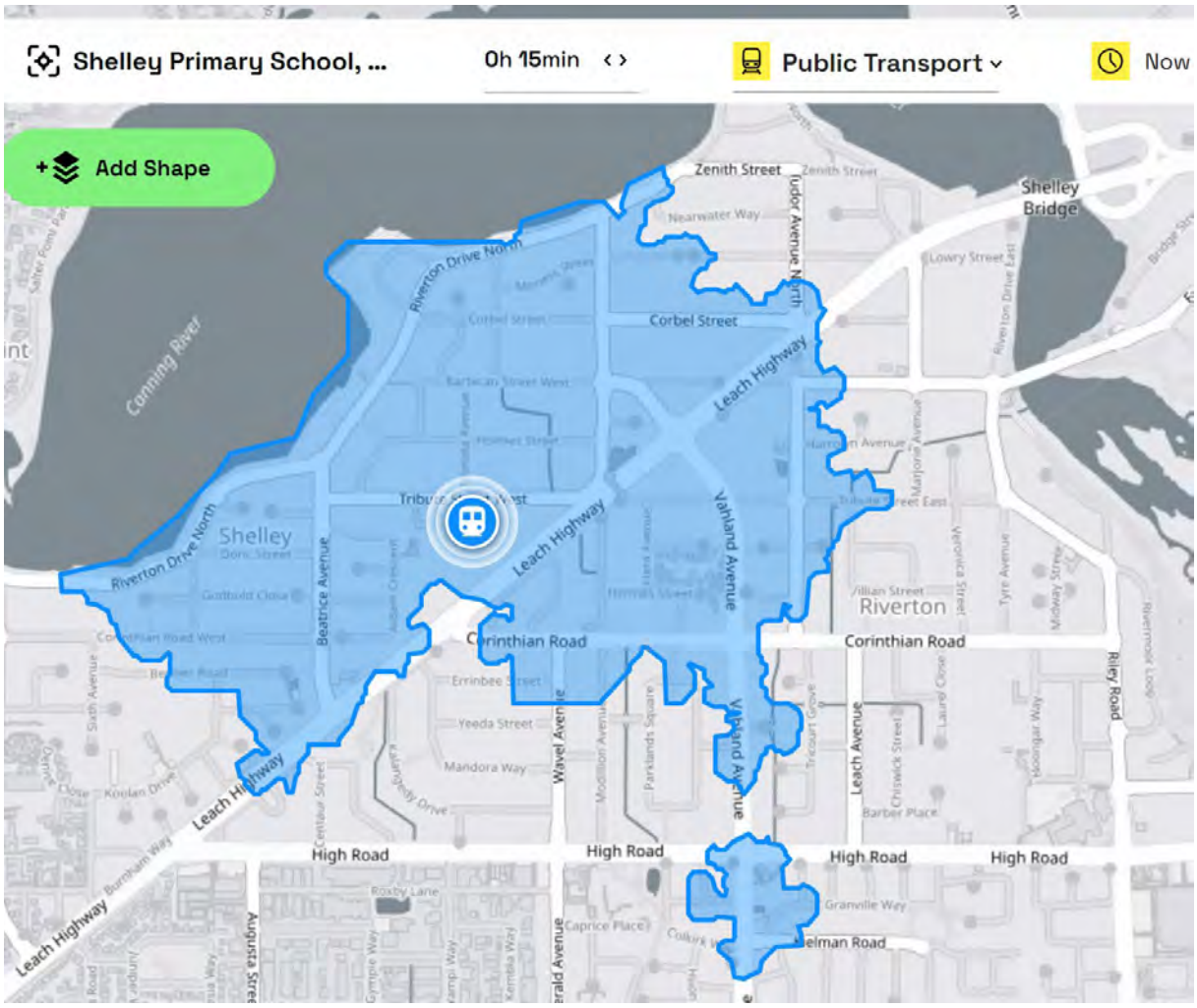


Figure 4 - Public Transport Catchment from the subject site.

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)"	Modillion Avenue North, Aldam Crescent, Leach Highway, Corinthian Road East
Pedestrian Path	Almost all of the road surrounding the subject site has a pedestrian path on one or both sides of the road reservation

Does the site have existing pedestrian facilities	NO
Does the site propose to improve pedestrian facilities?	NO

What is the Walk Score Rating?

38 | Car-Dependent. Most errands require a car.

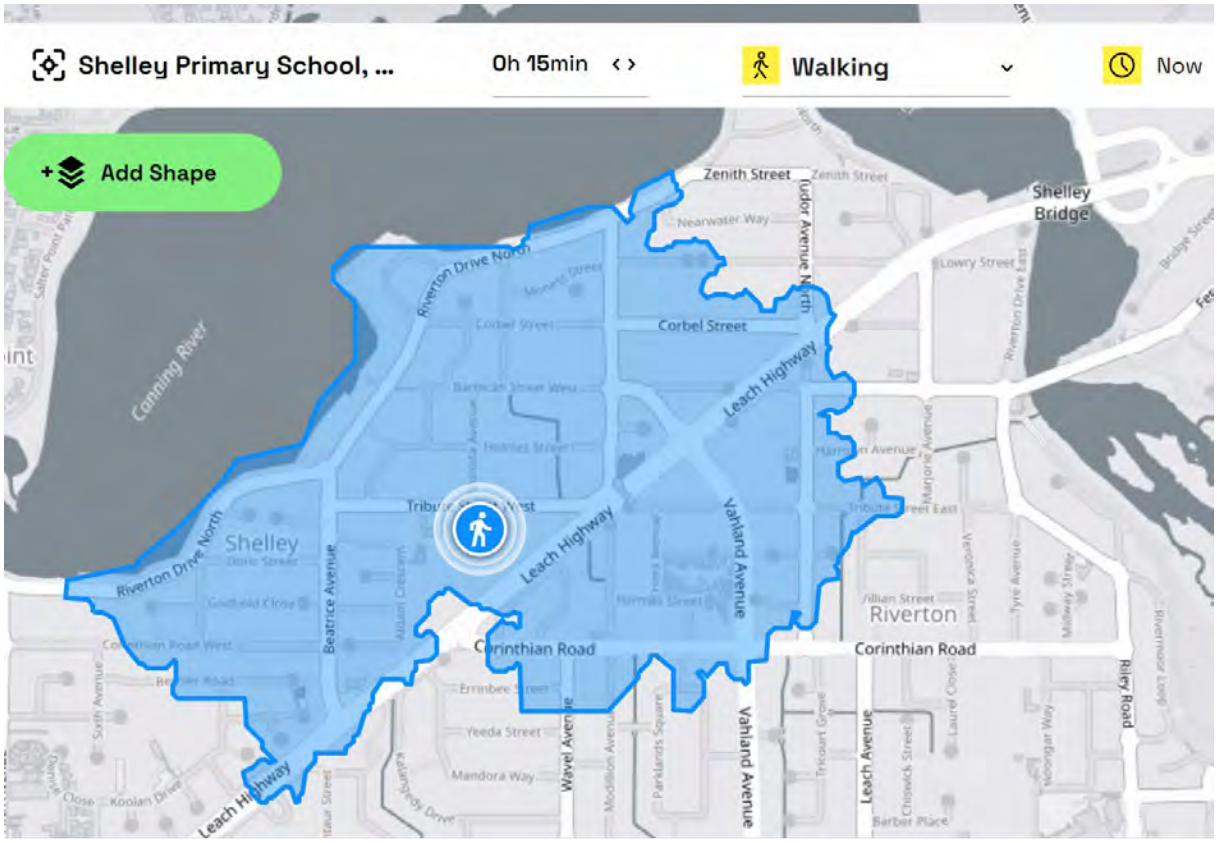


Figure 5 - Walking catchment from the subject site.

2.18 Cyclist Infrastructure

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

If YES, describe:

Classification	Road Name
" High Quality Shared Path"	Along the cost
" Other Shared Path (Shared by Pedestrians and Cyclists)"	Modillion Avenue North, Aldam Crescent, Leach Highway, Corinthian Road East, Wavel Avenue
" Good Road Riding Environment"	Modillion Avenue North, Modillion Avenue South, Wavel Avenue, Averton Drive

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)"	Modillion Avenue North, Aldam Crescent, Leach Highway, Corinthian Road East
" Good Road Riding Environment"	Modillion Avenue North, Modillion Avenue South

Does the site have existing cyclist facilities?	NO
Does the site propose to improve cyclist facilities?	YES

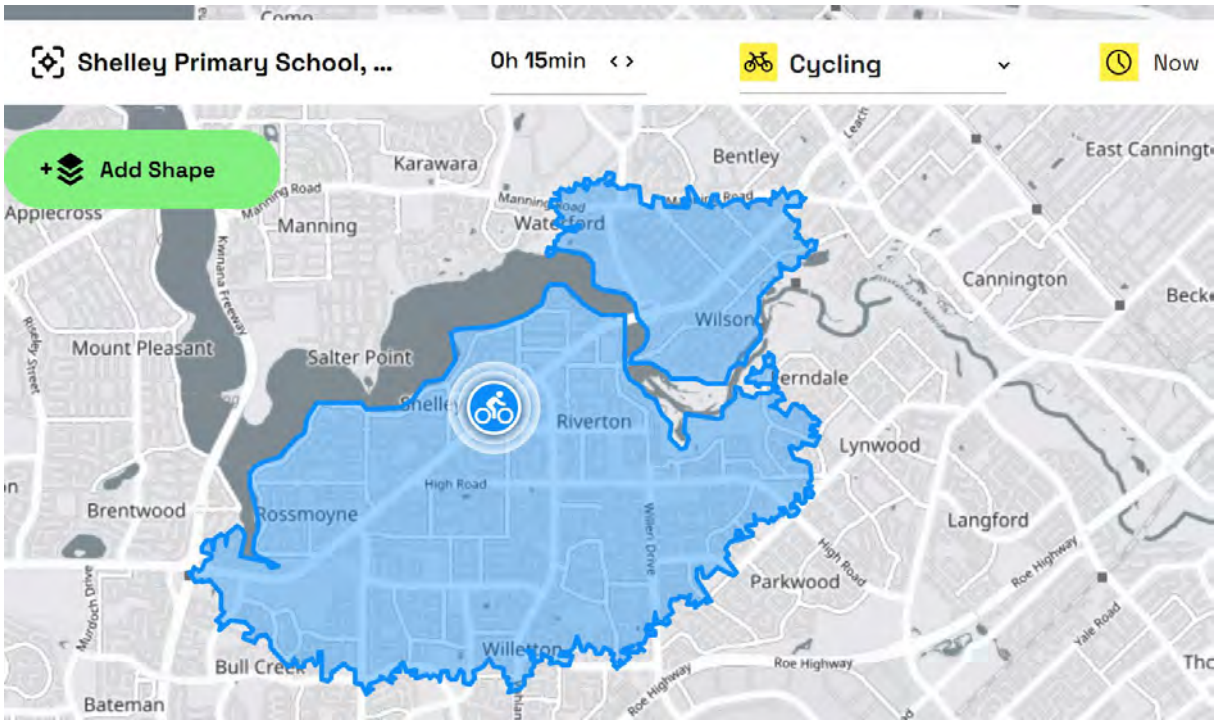


Figure 6 - Cycling catchment from the subject site.

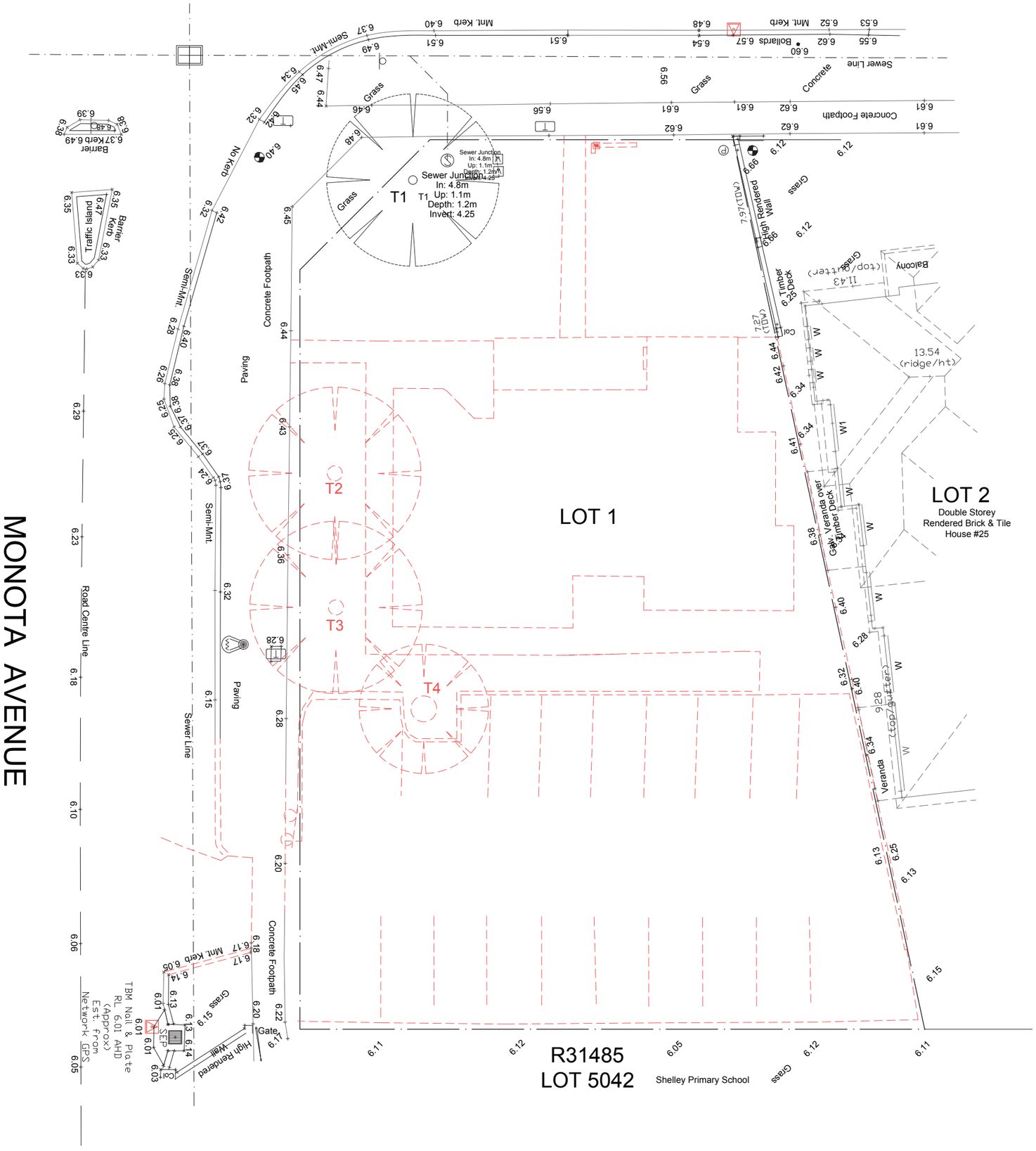
2.19 Site-Specific Issues and Proposed Remedial Measures

How many site-specific issues need to be discussed?

Site-Specific Issue No 1	
Remedial Measure / Response	The proposed parking layout shows 18 parking bays, leading to a nominal shortfall of 6 car bays in relation to the City of Canning's LPS No 42 requirements. However, given the nature of the proposed land use and site context, KCTT believes that the proposed parking can meet the development car parking demand. This is elaborated more closely in Section 2.8 of this report.

Appendix 1

The Layout of the Proposed Development



SYMBOL LEGEND:

WATER METER | SEWER AC | TELSTRA PIT | LIGHT POLE | POWER DOME | TREE (TO SCALE)
SEWER CONN. | TEMP. BENCHMARK | SIGN POLE | WATER VALVE | W1 1ST FLOOR WINDOW
W WINDOW | PB POWER BOX | GULLY | SEP SIDE ENTRY PIT | COL COLUMN | AC AIRCON UNIT

Tree ID	Trunk	Canopy	Tree Height	Comment
T1	0.40	8.0	10.0	0.5DBH
T2	0.70	8.0	9.0	0.8DBH
T3	0.70	8.0	9.0	0.8DBH
T4	1.20	6.0	7.0	

T1 TREE TO BE RETAINED

LEGEND

DEMOLITION SHOWN IN RED

N

SITE SURVEY

1:200 @ A3, 1:100 @ A1

0 10m

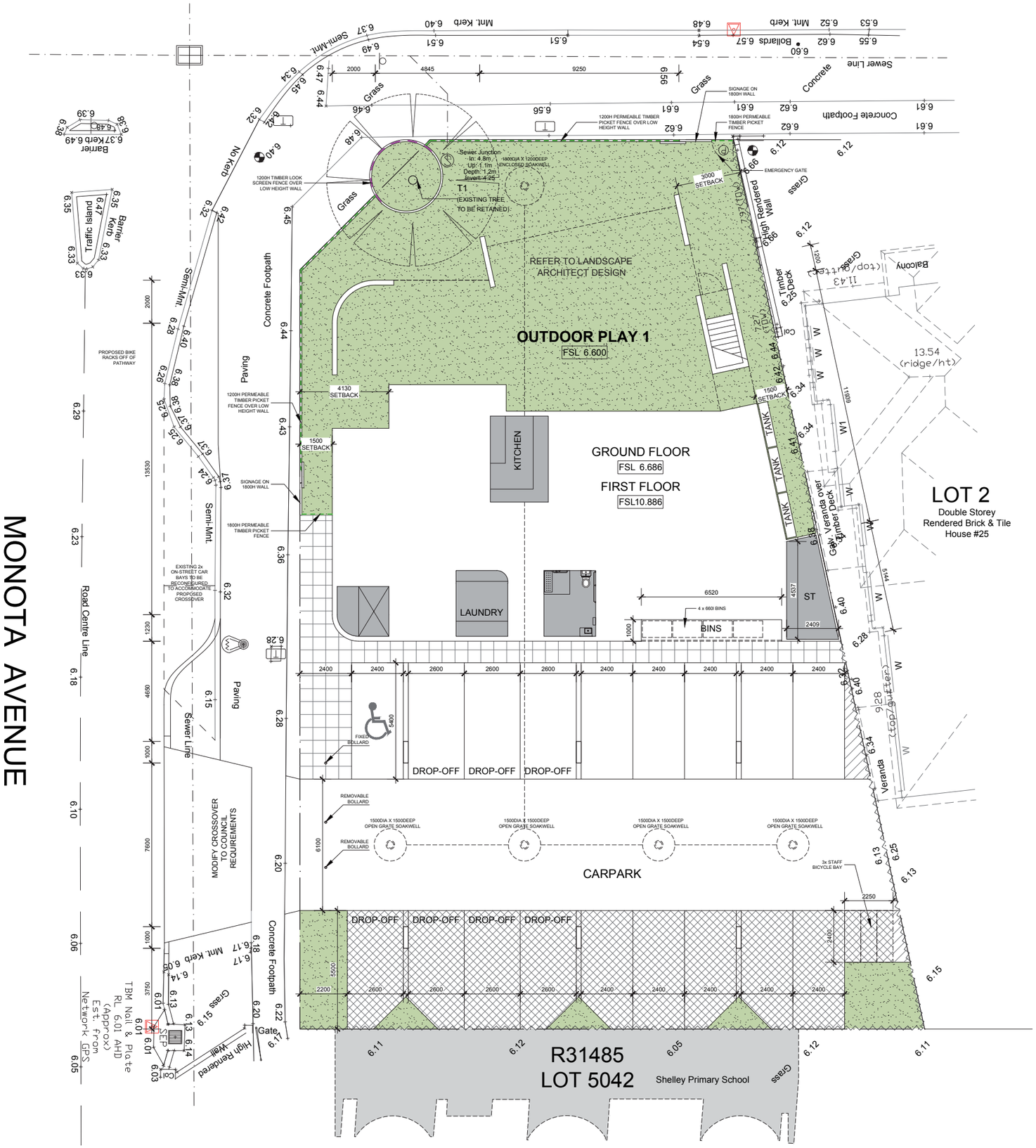
(UNDERTAKEN BY VISIONSURVEYS CONSULTING ON 11/09/2023)

SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROEKT

PROJECT # 2320
DRAWING # SK01



SITE AREA		996m²
PLACEMENTS	KIDS	STAFF
GROUP 1 (0-2Yr)	20	5
GROUP 2 (2-3Yr)	25	5
GROUP 3 (3+Yr)	40	4
TOTAL	85	14

INDOOR PLAY	REQUIRED	PROVIDED
GROUP 1	65m²	66m²
GROUP 2	81.25m²	82m²
GROUP 3	130m²	131m²
TOTAL		279m²

OUTDOOR PLAY	REQUIRED	PROVIDED
85 kids x 7m²	595m²	606m²

STORMWATER CALCULATIONS

IMPERVIOUS TOTAL AREA: 883.6m^2
ROOF AREA: 471.1m^2
FIRST FLOOR IMPERVIOUS AREA: 337.2m^2
GROUND FLOOR IMPERVIOUS AREA: 75.3m^2

PROPOSED SOAKWELLS ON SITE
REQUIRE DRAINAGE CAPACITY: 883.6m^2 x 0.0150 = 13.254m^3
SIZE OF SOAKWELLS: 1500DIA X1500DEEP / 1800DIA x1200DEEP
CAPACITY OF EACH SOAKWELL: 2.65m^3 / 3.05m^3
CAPACITY OF ALL SOAKWELLS: 4 x 2.65m^3 + 1 x 3.05m^3= 13.65m^3
NUMBER OF SOAKWELLS: 5

OVERSHADOWING DIAGRAM AS PER: NOON 21st JUNE

SOUTHERN LOT 5042 (30 MONOTA AVENUE SHELLEY 6148)
LOT AREA: 49884m²
AREA OF OVERSHADOWING: 85.2m²
OVERSHADOWING PERCENTAGE: 0.17%

LEGEND

- NEW 1800 COLOURBOND FENCE
- PERMEABLE TIMBER PICKET FENCE AND GATE
- TIMBER LOOK SCREEN FENCE
- PAVING TYPE 1
- PAVING TYPE 2

N

SITE PLAN

1:200 @ A3, 1:100 @ A1

0 10m

SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROEKT

PROJECT # 2320
DRAWING # SK02

LEGEND

- NEW 1800 COLOURBOND FENCE
- PERMEABLE TIMBER PICKET FENCE AND GATE
- TIMBER LOOK SCREEN FENCE
- PAVING TYPE 1
- PAVING TYPE 2

N

GROUND FLOOR PLAN

1:200 @ A3, 1:100 @ A1

0 10m

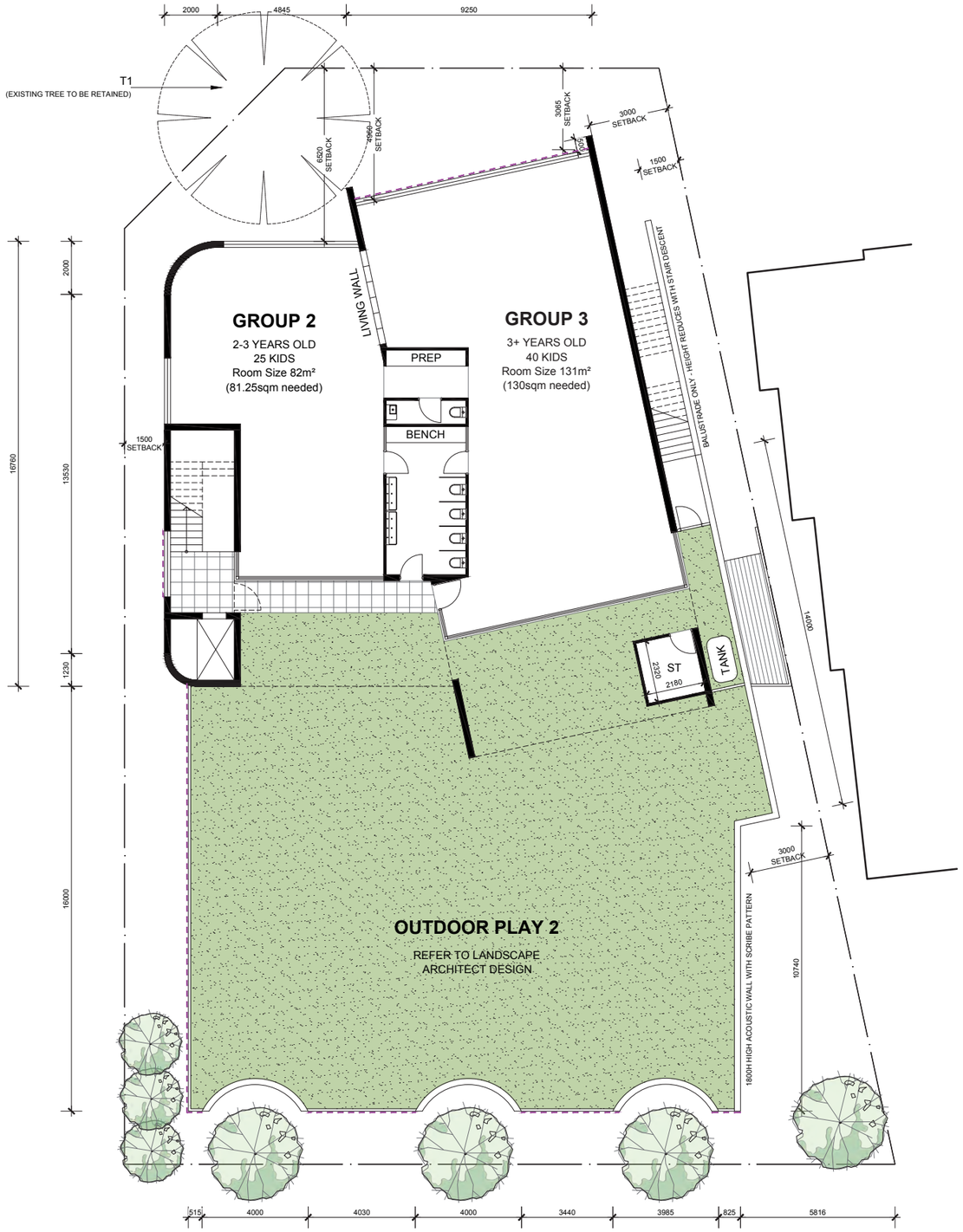
SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROEKT

PROJECT #
2320

DRAWING #
SK03



LEGEND

– – – TIMBER LOOK SCREEN

N

FIRST FLOOR PLAN

1:200 @ A3, 1:100 @ A1

0 10m

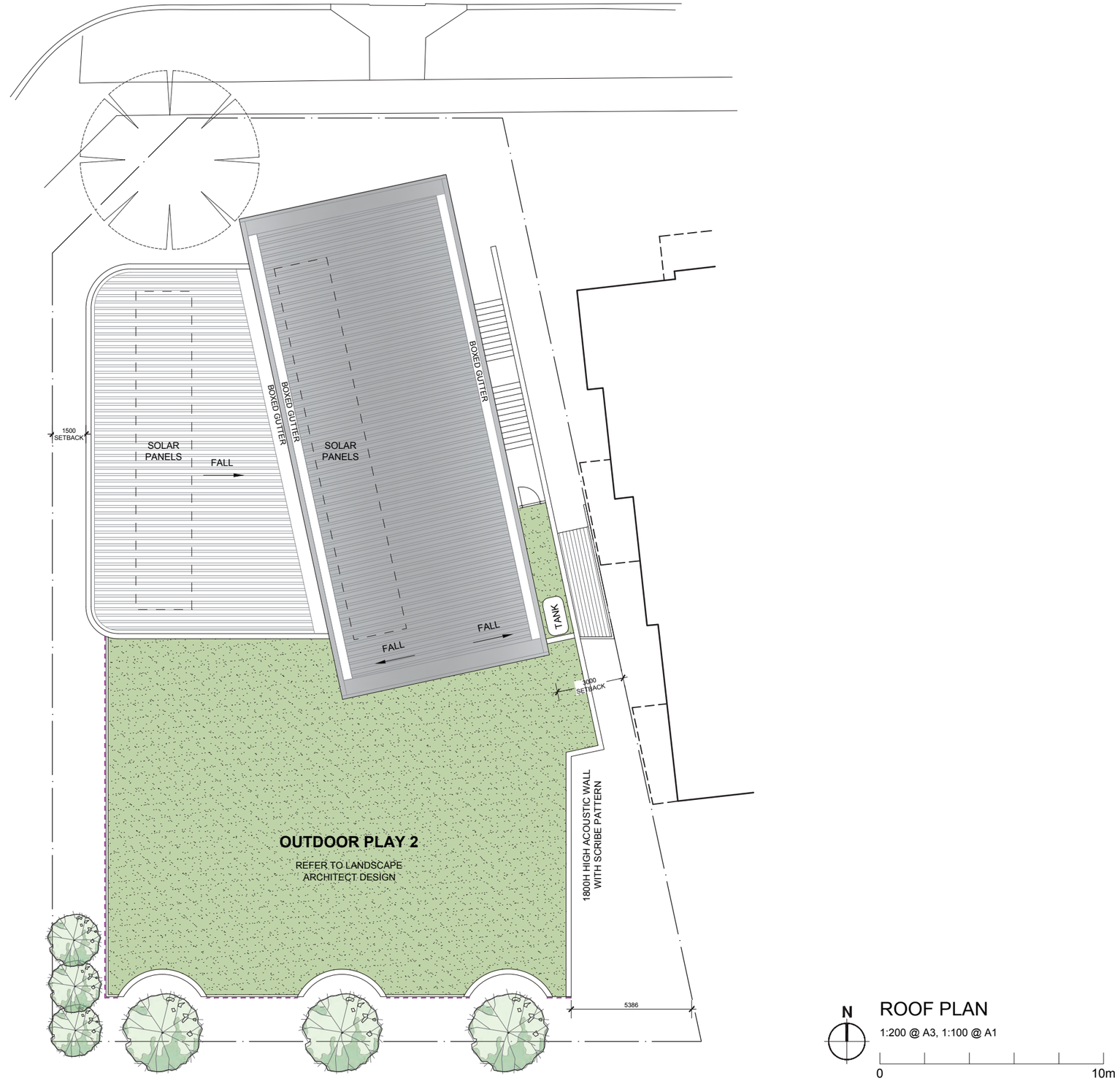
SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROEKT

PROJECT #
2320

DRAWING #
SK04



N

ROOF PLAN

1:200 @ A3, 1:100 @ A1

0 10m

SCALE

1:200 @ A3

PROJECT TITLE

SNS SHELLEY

23 TRIBUTE STREET, SHELLEY

27.09.24

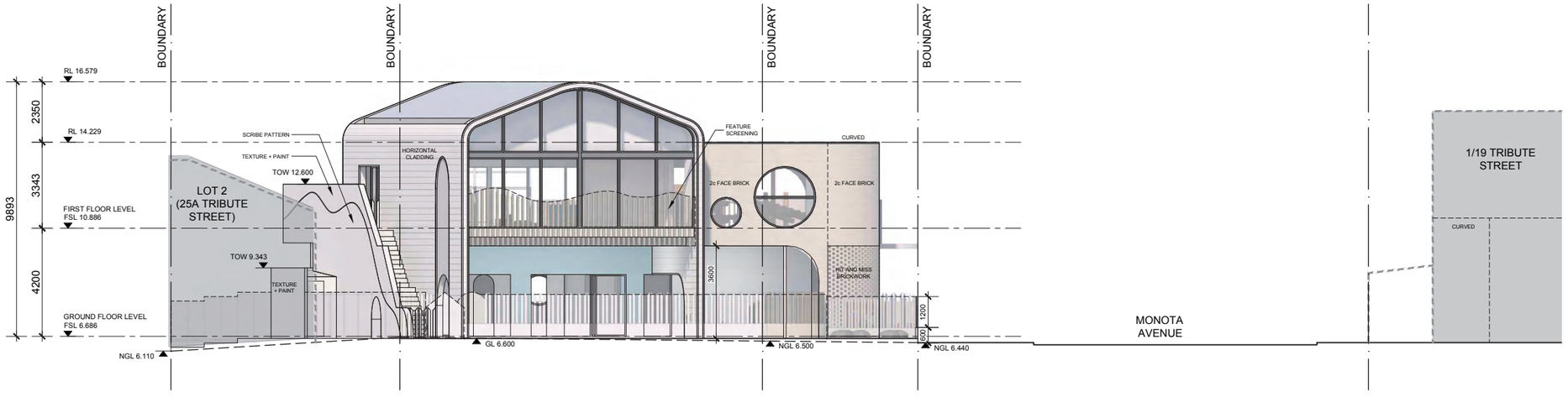
PROEKT

PROJECT #

2320

DRAWING #

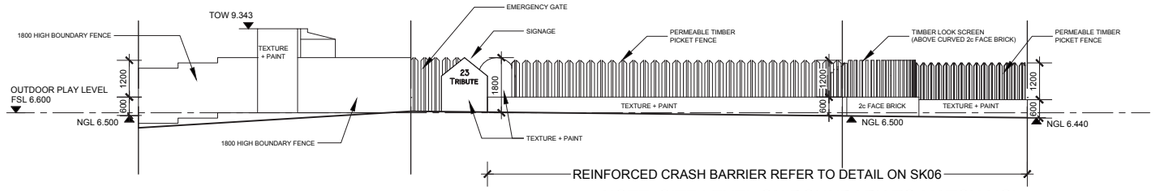
SK05



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

NORTH ELEVATION

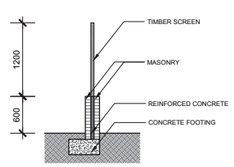
1:200 @ A3, 1:100 @ A1



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

NORTH ELEVATION (FENCE AND BOUNDARY WALL)

1:200 @ A3, 1:100 @ A1



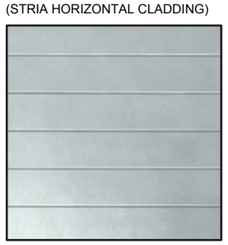
SECTION DETAIL OF CRASH BARRIER

1:100 @ A3, 1:50 @ A1

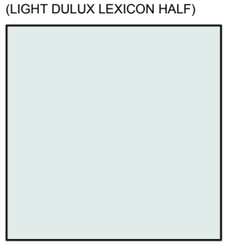
BRICK WALL
(SAND COLOUR BASE BRICK)

HIT AND MISS BRICK WALL
(SAND COLOUR BASE BRICK)

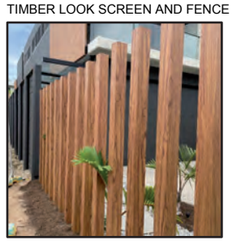
HORIZONTAL CLADDING
(STRIA HORIZONTAL CLADDING)



EXTERNAL PAINT RENDER
(LIGHT DULUX LEXICON HALF)

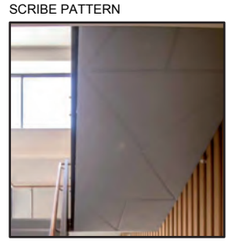


TIMBER LOOK SCREEN AND FENCE

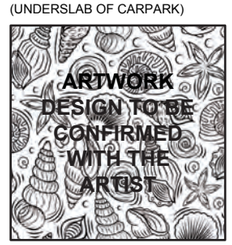


PERMEABLE TIMBER PICKET FENCE

SCRIBE PATTERN



PAINT ARTWORK UNDER SLAB
(UNDERSLAB OF CARPARK)



WINDOW FRAME
(DULUX POWDER COAT NIGHT SKY)

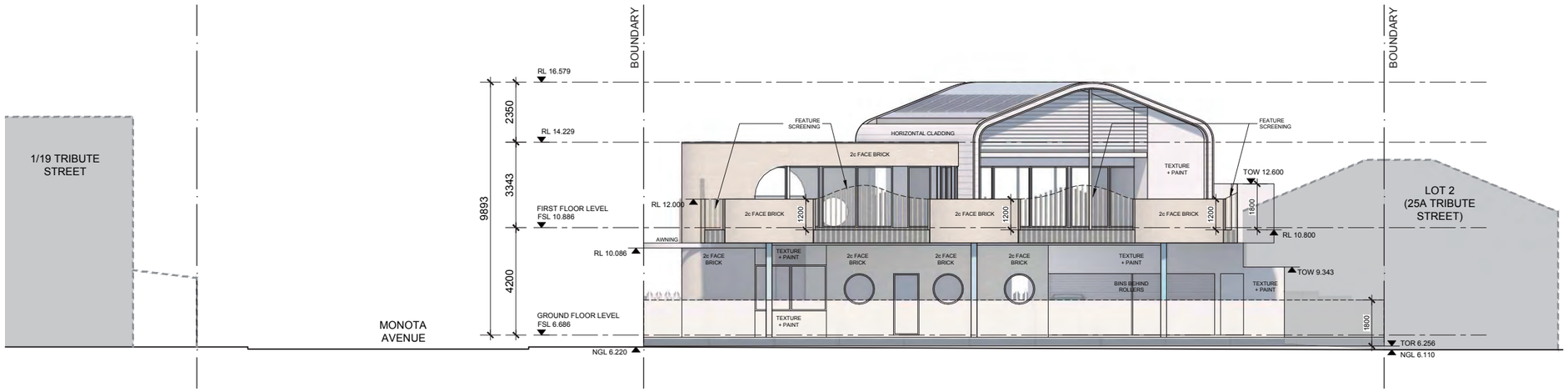
SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROEKT

PROJECT #
2320

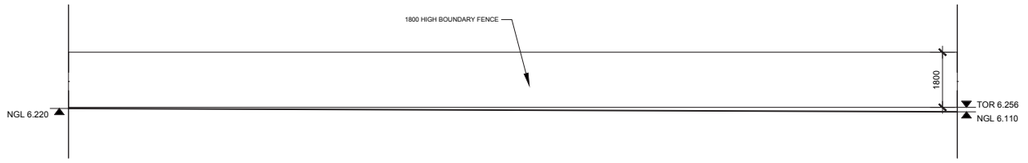
DRAWING #
SK06



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

SOUTH ELEVATION

1:200 @ A3, 1:100 @ A1



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

SOUTH ELEVATION (FENCE AND BOUNDARY WALL)

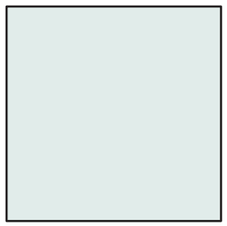
1:200 @ A3, 1:100 @ A1

BRICK WALL
(SAND COLOUR BASE BRICK)

HIT AND MISS BRICK WALL
(SAND COLOUR BASE BRICK)

HORIZONTAL CLADDING
(STRIA HORIZONTAL CLADDING)

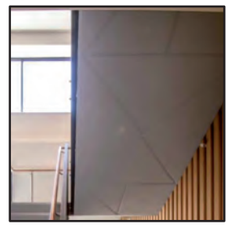
EXTERNAL PAINT RENDER
(LIGHT DULUX LEXICON HALF)



TIMBER LOOK SCREEN AND FENCE

PERMEABLE TIMBER PICKET FENCE

SCRIBE PATTERN



PAINT ARTWORK UNDER SLAB
(UNDERSLAB OF CARPARK)

WINDOW FRAME
(DULUX POWDER COAT NIGHT SKY)

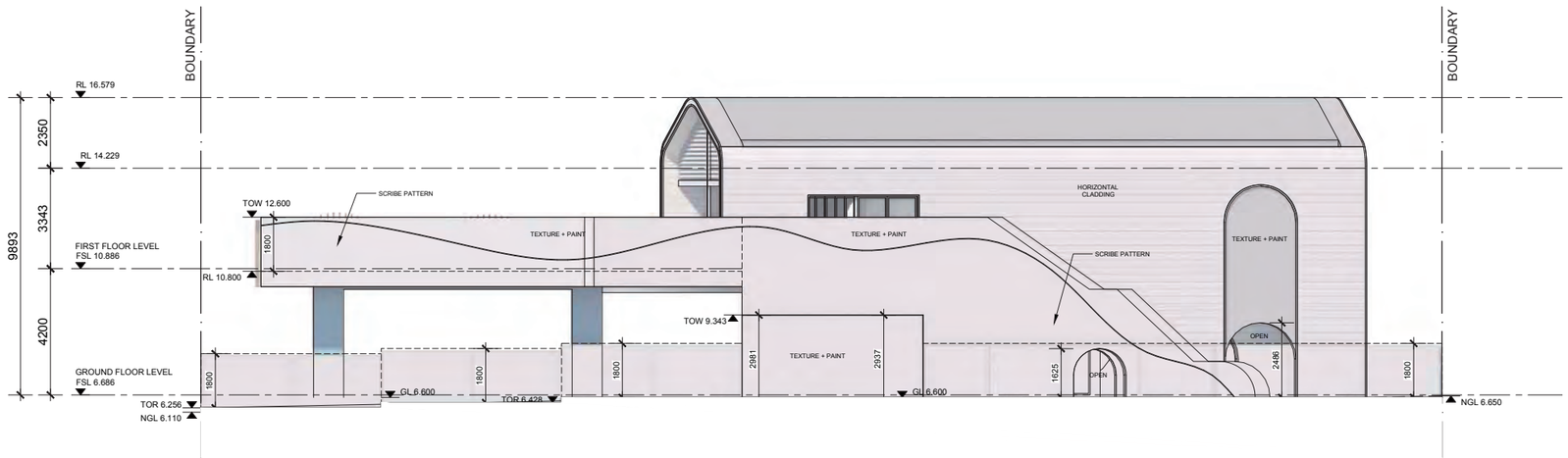
SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROEKT

PROJECT #
2320

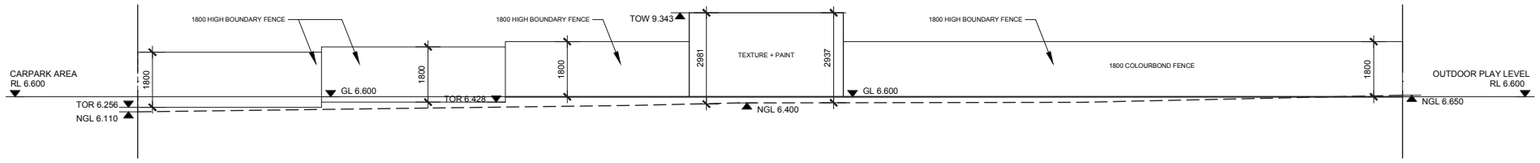
DRAWING #
SK07



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

EAST ELEVATION

1:200 @ A3, 1:100 @ A1



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

EAST ELEVATION (FENCE AND BOUNDARY WALL)

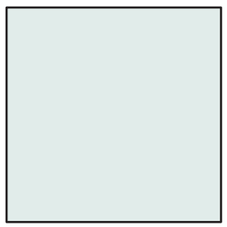
1:200 @ A3, 1:100 @ A1

BRICK WALL
(SAND COLOUR BASE BRICK)

HIT AND MISS BRICK WALL
(SAND COLOUR BASE BRICK)

HORIZONTAL CLADDING
(STRIA HORIZONTAL CLADDING)

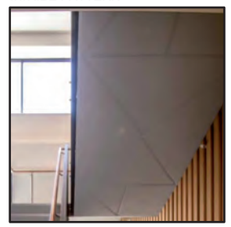
EXTERNAL PAINT RENDER
(LIGHT DULUX LEXICON HALF)



TIMBER LOOK SCREEN AND FENCE

PERMEABLE TIMBER PICKET FENCE

SCRIBE PATTERN



PAINT ARTWORK UNDER SLAB
(UNDERSLAB OF CARPARK)

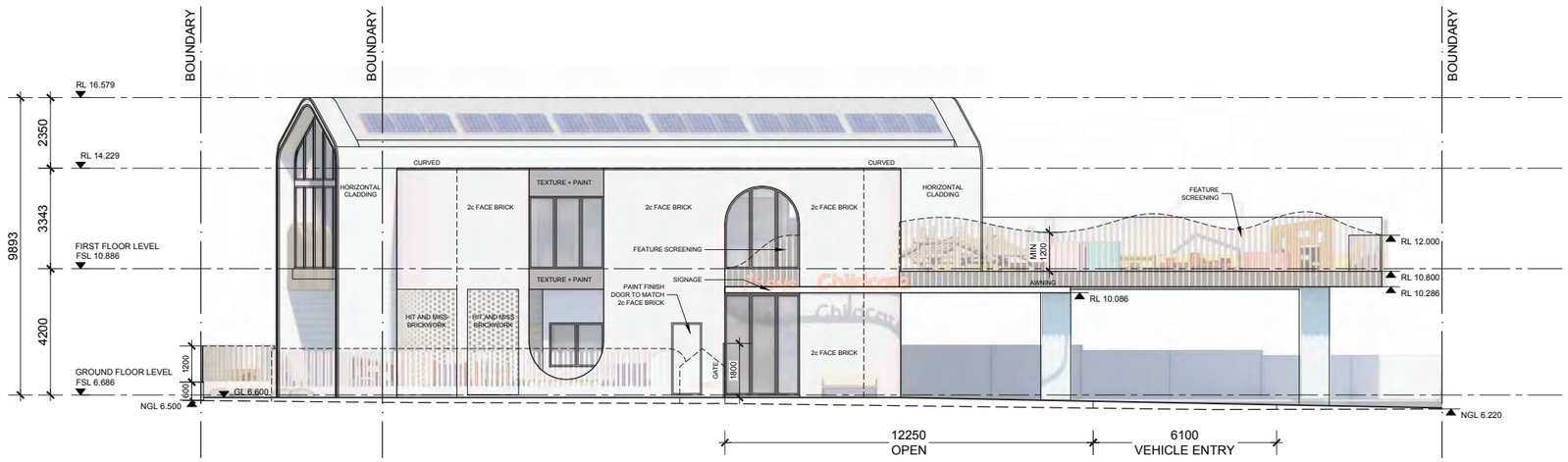
WINDOW FRAME
(DULUX POWDER COAT NIGHT SKY)

SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROJECT #
2320

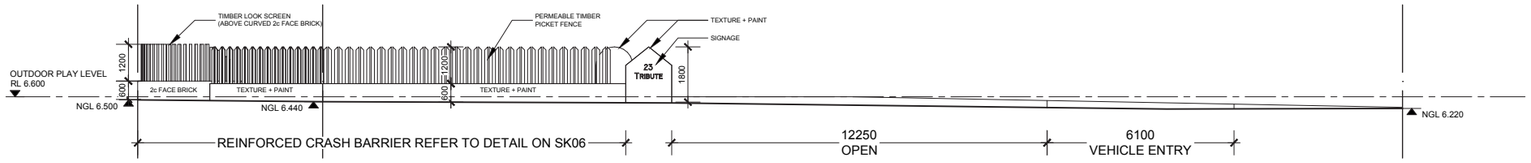
DRAWING #
SK08



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

WEST ELEVATION

1:200 @ A3, 1:100 @ A1



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

WEST ELEVATION (FENCE AND BOUNDARY WALL)

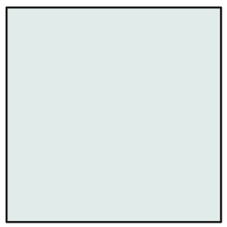
1:200 @ A3, 1:100 @ A1

BRICK WALL
(SAND COLOUR BASE BRICK)

HIT AND MISS BRICK WALL
(SAND COLOUR BASE BRICK)

HORIZONTAL CLADDING
(STRIA HORIZONTAL CLADDING)

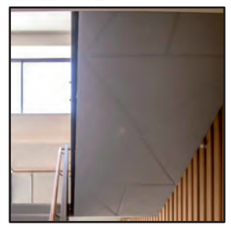
EXTERNAL PAINT RENDER
(LIGHT DULUX LEXICON HALF)



TIMBER LOOK SCREEN AND FENCE

PERMEABLE TIMBER PICKET FENCE

SCRIBE PATTERN



PAINT ARTWORK UNDER SLAB
(UNDERSLAB OF CARPARK)

WINDOW FRAME
(DULUX POWDER COAT NIGHT SKY)

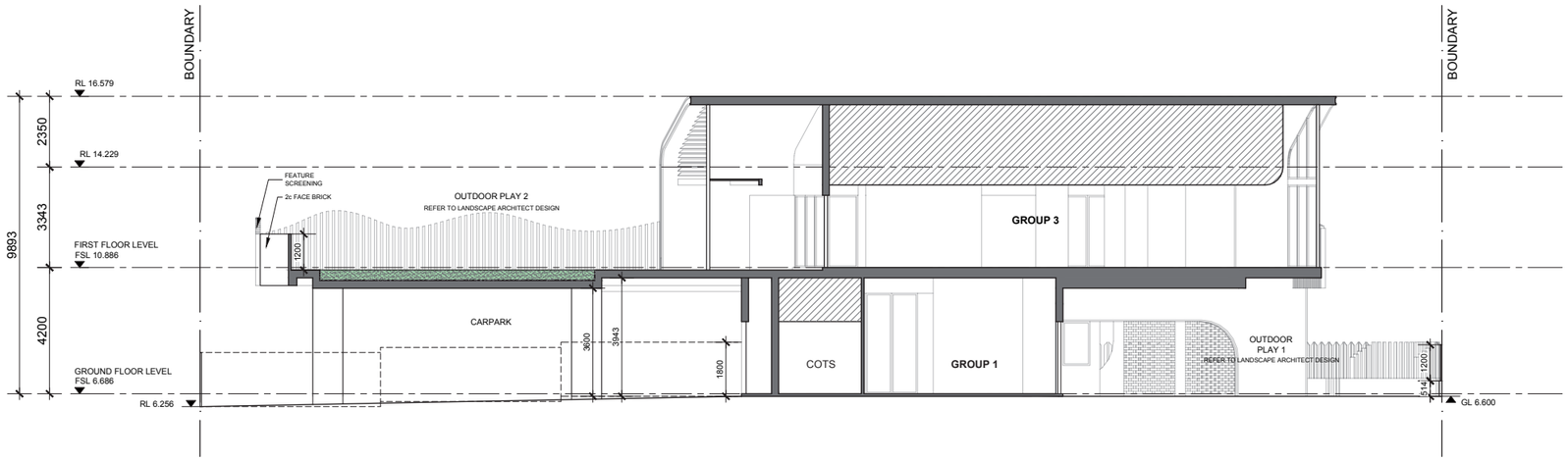
SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROJECT #
2320

DRAWING #
SK09

PROEKT



SECTION AA

1:200 @ A3, 1:100 @ A1

SCALE

1:200 @ A3

PROJECT TITLE

SNS SHELLEY

23 TRIBUTE STREET, SHELLEY

27.09.24

PROEKT

PROJECT #

2320

DRAWING #

SK10

Appendix 2

Transport Planning and Traffic Plans

PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

ROAD

Hay Street STREET NAME

ROAD BRIDGE

LOCATION BOUNDARY

DISTANCE FROM LOCATION

CITY OF PERTH LOCAL GOVERNMENT NAME

NORTHBRIDGE SUBURB NAME

LEGEND

No	DATE	AMENDMENT
B	01-10-2024	INFORMATION UPDATED
A	16-11-2023	ISSUED FOR REVIEW

PROJECT: 23 TRIBUTE STREET WEST, SHELLEY

TITLE: LOCALITY PLAN - 800M RADIUS

DRAWING NUMBER: KC01745.000_ S01

DRAWN BY: J.S

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
kctt PART OF Premise

PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

ROAD

Hay Street — STREET NAME

ROAD BRIDGE

LOCATION BOUNDARY

DISTANCE FROM LOCATION

CITY OF PERTH — LOCAL GOVERNMENT NAME

NORTHBRIDGE — SUBURB NAME

HIGH QUALITY SHARED PATH

OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)

GOOD ROAD RIDING ENVIRONMENT

TRAFFIC LIGHT

BIKE LOCKER

LEGEND

No	DATE	AMENDMENT
B	01-10-2024	INFORMATION UPDATED
A	16-11-2023	ISSUED FOR REVIEW

PROJECT: 23 TRIBUTE STREET WEST, SHELLEY

TITLE: BICYCLE NETWORK PLAN - 800M RADIUS

DRAWING NUMBER: KC01745.000_ S02

DRAWN BY: J.S

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
kctt PART OF Premise

PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

ROAD

Hay Street — STREET NAME

ROAD BRIDGE

LOCATION BOUNDARY

DISTANCE FROM LOCATION

CITY OF PERTH — LOCAL GOVERNMENT NAME

NORTHBRIDGE — SUBURB NAME

BUS ROUTES

HIGH FREQUENCY BUS ROUTE

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

No	DATE	AMENDMENT
B	01-10-2024	INFORMATION UPDATED
A	16-11-2023	ISSUED FOR REVIEW

PROJECT: 23 TRIBUTE STREET WEST, SHELLEY

TITLE: PUBLIC TRANSPORT PLAN - 800M RADIUS

DRAWING NUMBER: KC01745.000_ S03

DRAWN BY: J.S

Civil & Traffic Engineering Consultants
KCTT (Trading as KC Traffic and Transport Pty Ltd)
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WEB: www.kctt.com.au
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PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

ROAD

Hay Street — STREET NAME

ROAD BRIDGE

LOCATION BOUNDARY

DISTANCE FROM LOCATION

CITY OF PERTH — LOCAL GOVERNMENT NAME

NORTHBRIDGE — SUBURB NAME

HIGH QUALITY SHARED PATH

OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)

PEDESTRIAN PATH WITHIN 400M FROM THE SUBJECT LOCATION

LEGEND

No	DATE	AMENDMENT
B	01-10-2024	INFORMATION UPDATED
A	16-11-2023	ISSUED FOR REVIEW

PROJECT: 23 TRIBUTE STREET WEST, SHELLEY

TITLE: PEDESTRIAN PATHS PLAN - 800M RADIUS

DRAWING NUMBER: KC01745.000_ S04

DRAWN BY: J.S

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PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
ROAD
Hay Street — STREET NAME
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF PERTH — LOCAL GOVERNMENT NAME
NORTHBRIDGE — SUBURB NAME
5,512 — NUMBER OF VEHICLES PER DAY
AM 1145 – 381 / PM 1630 – 480 — NUMBER OF VEHICLES PER AM PEAK HOUR / NUMBER OF VEHICLES PER PM PEAK HOUR
2014 — YEAR
EAST OF HARLOW ROAD — LOCATION

LEGEND

No	DATE	AMENDMENT
B	01-10-2024	INFORMATION UPDATED
A	16-11-2023	ISSUED FOR REVIEW

PROJECT: 23 TRIBUTE STREET WEST, SHELLEY

TITLE: EXISTING TRAFFIC COUNTS - 800M RADIUS

DRAWING NUMBER: KC01745.000_ S05

DRAWN BY: J.S

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74

186

112

Tribute Street West

Monota Avenue

372

OUTDOOR PLAY 1
REFER TO LANDSCAPE ARCHITECT DESIGN

GROUP 1
0-2 YEARS OLD
20 KIDS
Room Size 66m²
(65sqm needed)

STAFF
KITCHEN
ORDER
LOBBY
PREP
MEETING
LAUNDRY
CHANGE
COTS
BINS
ST
TANK
DROP-OFF
EMERGENCY GATE
3000 SETBACK
T1
(EXISTING TREE TO BE RETAINED)
FIXED BOLLARD
REMOVABLE BOLLARD
BOLLARD
3x STAFF BICYCLE BAY

LOCATION BOUNDARY

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development

503 Total Expected Traffic Generation from Subject Site on the specific section of road - **IN and OUT direction**

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF PROEKT

LEGEND

No	DATE	AMENDMENT
E	04-10-2024	INFORMATION UPDATED
D	01-10-2024	PROPOSED LAYOUT AMENDED
C	16-05-2024	ISSUED FOR REVIEW
B	15-05-2024	PROPOSED LAYOUT AMENDED

PROJECT: 23 TRIBUTE STREET WEST, SHELLEY

TITLE: TRAFFIC FLOW DIAGRAM - DAILY

DRAWING NUMBER: KC01745.000_S06

DRAWN BY: J.S

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14

34

20

Tribute Street West

Monota Avenue

68

OUTDOOR PLAY 1
REFER TO LANDSCAPE ARCHITECT DESIGN

GROUP 1
0-2 YEARS OLD
20 KIDS
Room Size 66m²
(65sqm needed)

STAFF
KITCHEN
ORDER
LOBBY
PREP
MEETING
LAUNDRY
CHANGE
COTS
BINS
ST
TANK
DROP-OFF
EMERGENCY GATE
3000 SETBACK
T1
(EXISTING TREE TO BE RETAINED)
FIXED BOLLARD
REMOVABLE BOLLARD
BOLLARD
3x STAFF BICYCLE BAY

LOCATION BOUNDARY

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development

503 Total Expected Traffic Generation from Subject Site on the specific section of road - **IN and OUT direction**

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF PROEKT

LEGEND

No	DATE	AMENDMENT
E	04-10-2024	INFORMATION UPDATED
D	01-10-2024	PROPOSED LAYOUT AMENDED
C	16-05-2024	ISSUED FOR REVIEW
B	15-05-2024	PROPOSED LAYOUT AMENDED

PROJECT: 23 TRIBUTE STREET WEST, SHELLEY

TITLE: TRAFFIC FLOW DIAGRAM - AM PEAK HOUR

DRAWING NUMBER: KC01745.000_S07

DRAWN BY: J.S

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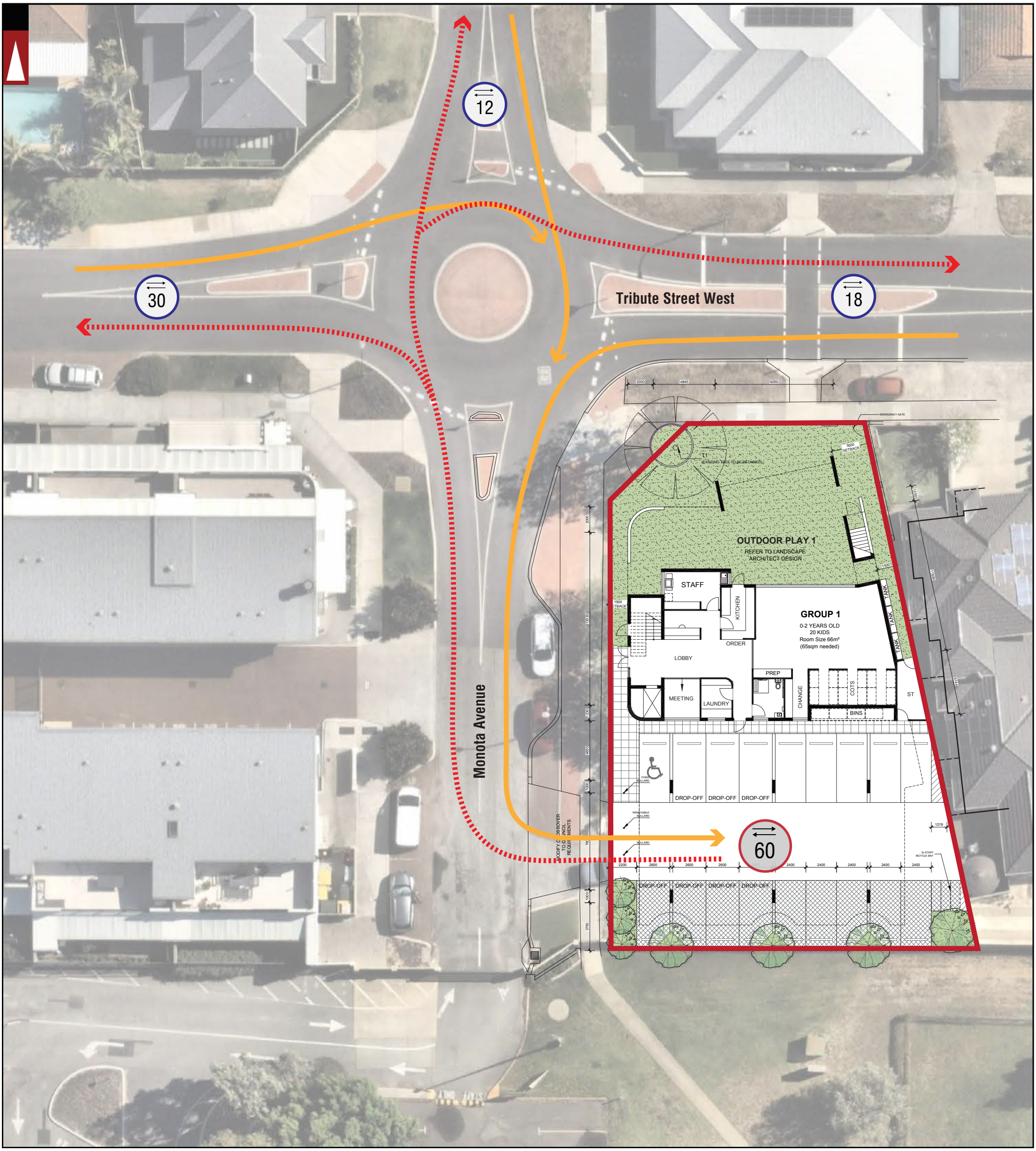

LOCATION BOUNDARY

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development

503 Total Expected Traffic Generation from Subject Site on the specific section of road - **IN and OUT direction**

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF PROEKT

LEGEND

No	DATE	AMENDMENT
E	04-10-2024	INFORMATION UPDATED
D	01-10-2024	PROPOSED LAYOUT AMENDED
C	16-05-2024	ISSUED FOR REVIEW
B	15-05-2024	PROPOSED LAYOUT AMENDED

PROJECT: 23 TRIBUTE STREET WEST, SHELLEY

TITLE: TRAFFIC FLOW DIAGRAM - PM PEAK HOUR

DRAWING NUMBER: KC01745.000_S08

DRAWN BY: J.S

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Appendix 3

Vehicle Turning Circle Plan

Tribute Street West

MONOTA AVENUE

Monota Avenue

OUTDOOR PLAY 1
FSL 6.600

GROUND FLOOR
FSL 6.686

FIRST FLOOR
FSL10.886

KITCHEN

LAUNDRY

ST

BINS

CARPARK

DROP-OFF

LOT 2
Double Storey
Rendered Brick & Tile
House #25

R31485
LOT 5042
Shelley Primary School

Parking bay needs to be widen and/or adjacent landscape to be kept low. Alternatively, vehicle could park in with 3-point turn as shown on the Plans S10b and S20c

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 Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
C	01-10-2024	PROPOSED LAYOUT AMENDED
B	15-05-2024	PROPOSED LAYOUT AMENDED
A	15-11-2023	ISSUED FOR REVIEW

PROJECT:
No 23 (Lot 1) Tribute Street West, Shelley

TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER:
KC01745.000_S10A

DRAWN BY:
J.S.

Civil & Traffic Engineering Consultants
KCTT (Trading as KC Traffic and Transport Pty Ltd)
PO Box 1456 Scarborough WA 6922
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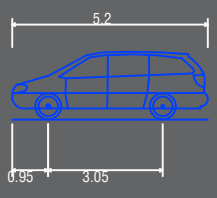

Passenger vehicle (5.2 m)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.804m
Min Body Ground Clearance	0.295m
Track Width	1.840m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.300m

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

LEGEND

NO	DATE	AMENDMENT
C	01-10-2024	PROPOSED LAYOUT AMENDED
B	15-05-2024	PROPOSED LAYOUT AMENDED
A	15-11-2023	ISSUED FOR REVIEW

PROJECT:
No 23 (Lot 1) Tribute Street West, Shelley

TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER:
KC01745.000_S10B

DRAWN BY:
J.S.

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Tribute Street West

MONOTA AVENUE

Monota Avenue

OUTDOOR PLAY 1
FSL 6.600

GROUND FLOOR
FSL 6.686

FIRST FLOOR
FSL10.886

KITCHEN

LAUNDRY

ST

CARPARK

DROP-OFF

REFER TO LANDSCAPE ARCHITECTS DESIGN

LOT 2
Double Storey
Rendered Brick & Tile
House #25

R31485
LOT 5042
Shelley Primary School

Traffic Island

Barrier Kerb

Concrete Footpath

Paving

Semi-Mnt.

Road Centre Line

Sewer Line

Grass

Concrete

Balcony

Veranda

Gaz. Veranda over Timber Deck

Timber Deck

Rendered High Wall

PROPOSED BIKE RACKS OFF OF PATHWAY

EXISTING 2x ON-STREET CAR BAYS TO BE RECONFIGURED TO ACCOMMODATE PROPOSED CROSSOVER

MODIFY CROSSOVER TO COUNCIL REQUIREMENTS

TBM Nail & Plate RL 6.01 AHD (Approx) Est. from Network GPS

SEP

Gate

High Rendered Wall

TANK

EMERGENCY GATE

SIGNAGE ON 1800H WALL

1200H PERMEABLE TIMBER PICKET FENCE OVER LOW HEIGHT WALL

1800H PERMEABLE TIMBER PICKET FENCE

1200H TIMBER LOOK SCREEN FENCE OVER LOW HEIGHT WALL

1800H PERMEABLE TIMBER PICKET FENCE

EXISTING TREE TO BE RETAINED

FIXED BOLLARD

REMOVABLE BOLLARD

1500DIA X 1500DEEP OPEN GRATE SOAKWELL

4 x 660l BINS

BINS

SETBACK

11.43 (top/gutter)

13.54 (ridge/ht)

9.28 (top/gutter)

5.2	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

0.95 3.05

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

LEGEND

NO	DATE	AMENDMENT
C	01-10-2024	PROPOSED LAYOUT AMENDED
B	15-05-2024	PROPOSED LAYOUT AMENDED
A	15-11-2023	ISSUED FOR REVIEW

PROJECT:
No 23 (Lot 1) Tribute Street West, Shelley

TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER:
KC01745.000_S10C

DRAWN BY:
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Tribute Street West

MONOTA AVENUE

Monota Avenue

OUTDOOR PLAY 1
FSL 6.600

REFER TO LANDSCAPE ARCHITECT DESIGN

GROUND FLOOR
FSL 6.686

FIRST FLOOR
FSL10.886

KITCHEN

LAUNDRY

ST

BINS

CARPARK

DROP-OFF

LOT 2
Double Storey
Rendered Brick & Tile
House #25

R31485
LOT 5042
Shelley Primary School

Traffic Island

Barrier Kerb

Concrete Footpath

Paving

Semi-Mnt.

Sewer Line

Road Centre Line

Grass

Concrete

Balcony

Veranda

Timber Deck

Gaz. Veranda over Timber Deck

Rendered High Wall

TANK

Gate

Bollards

Mnt. Kerb

No Kerb

SIGNAGE ON 1800H WALL

1800H PERMEABLE TIMBER PICKET FENCE

1200H PERMEABLE TIMBER PICKET FENCE OVER LOW HEIGHT WALL

1200H TIMBER LOOK SCREEN FENCE OVER LOW HEIGHT WALL

EMERGENCY GATE

EXISTING TREE TO BE RETAINED

EXISTING 2x ON-STREET CAR BAYS TO BE RECONFIGURED TO ACCOMMODATE PROPOSED CROSSOVER

PROPOSED BIKE RACKS OFF OF PATHWAY

MODIFY KERBING TO COUNCIL REQUIREMENTS

REMOVABLE BOLLARD

FIXED BOLLARD

STAFF BICYCLE BAY

TBM Nail & Plate RL 6.01 AHD (Approx) Est. from Network GPS

SEP

11.43 (top/gutter)

13.54 (ridge/ht)

9.28 (top/gutter)

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 Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
C	01-10-2024	PROPOSED LAYOUT AMENDED
B	15-05-2024	PROPOSED LAYOUT AMENDED
A	15-11-2023	ISSUED FOR REVIEW

PROJECT:
No 23 (Lot 1) Tribute Street West, Shelley

TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER:
KC01745.000_S11

DRAWN BY:
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Tribute Street West

MONOTA AVENUE

Monota Avenue

OUTDOOR PLAY 1
FSL 6.600

GROUND FLOOR
FSL 6.686

FIRST FLOOR
FSL10.886

KITCHEN

LAUNDRY

ST

CARPARK

DROP-OFF

LOT 2
Double Storey
Rendered Brick & Tile
House #25

R31485
LOT 5042
Shelley Primary School

Traffic Island

Barrier Kerb

Concrete Footpath

Paving

Semi-Mnt.

Sewer Line

Road Centre Line

Grass

Concrete

Balcony

Veranda

Gaz. Veranda over Timber Deck

Timber Deck

High Rendered Wall

TANK

Gate

TBM Nail & Plate
RL 6.01 AHD
(Approx)
Est. from
Network GPS

PROPOSED BIKE RACKS OFF OF PATHWAY

EXISTING 2x ON-STREET CAR BAYS TO BE RECONFIGURED TO ACCOMMODATE PROPOSED CROSSOVER

EXISTING TREE TO BE RETAINED

REFER TO LANDSCAPE ARCHITECTS DESIGN

EMERGENCY GATE

SIGNAGE ON 1800H WALL

1200H PERMEABLE TIMBER PICKET FENCE OVER LOW HEIGHT WALL

1800H PERMEABLE TIMBER PICKET FENCE

1200H TIMBER LOOK SCREEN FENCE OVER LOW HEIGHT WALL

1800H PERMEABLE TIMBER PICKET FENCE

4 x 660l BINS

FIXED BOLLARD

REMOVABLE BOLLARD

1500DIA X 1500DEEP OPEN GRATE SOAKWELL

3x STAFF BICYCLE BAY

11.43 (top/gutter)

13.54 (ridge/ht)

9.28 (top/gutter)

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 Chasis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
C	01-10-2024	PROPOSED LAYOUT AMENDED
B	15-05-2024	PROPOSED LAYOUT AMENDED
A	15-11-2023	ISSUED FOR REVIEW

PROJECT:
No 23 (Lot 1) Tribute Street West, Shelley

TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER:
KC01745.000_S12

DRAWN BY:
J.S.

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Tribute Street West

MONOTA AVENUE

Monota Avenue

OUTDOOR PLAY 1
FSL 6.600

GROUND FLOOR
FSL 6.686

FIRST FLOOR
FSL10.886

KITCHEN

LAUNDRY

BINS

ST

CARPARK

DROP-OFF

LOT 2
Double Storey
Rendered Brick & Tile
House #25

R31485
LOT 5042
Shelley Primary School

Traffic Island

Barrier Kerb

Concrete Footpath

Paving

Semi-Mnt.

Road Centre Line

Sewer Line

Grass

Concrete

Balcony

Veranda

Timber Deck

Gaz. Veranda over Timber Deck

TANK

MODIFY CROSSOVER TO COUNCIL REQUIREMENTS

EXISTING 2x ON-STREET CAR BAYS TO BE RECONFIGURED TO ACCOMMODATE PROPOSED CROSSOVER

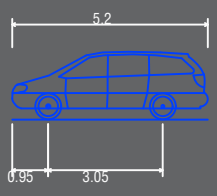
PROPOSED BIKE RACKS OFF OF PATHWAY

EXISTING TREE (TO BE RETAINED)

REFER TO LANDSCAPE ARCHITECT DESIGN

TBM Nail & Plate
RL 6.01 AHD
(Approx)
Est. from
Network GPS

			PROJECT: No 23 (Lot 1) Tribute Street West, Shelley	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	kctt PART OF Premise
C	01-10-2024	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	J.S.		
B	15-05-2024	PROPOSED LAYOUT AMENDED				
A	15-11-2023	ISSUED FOR REVIEW	DRAWING NUMBER: KC01745.000_S13			
NO	DATE	AMENDMENT				

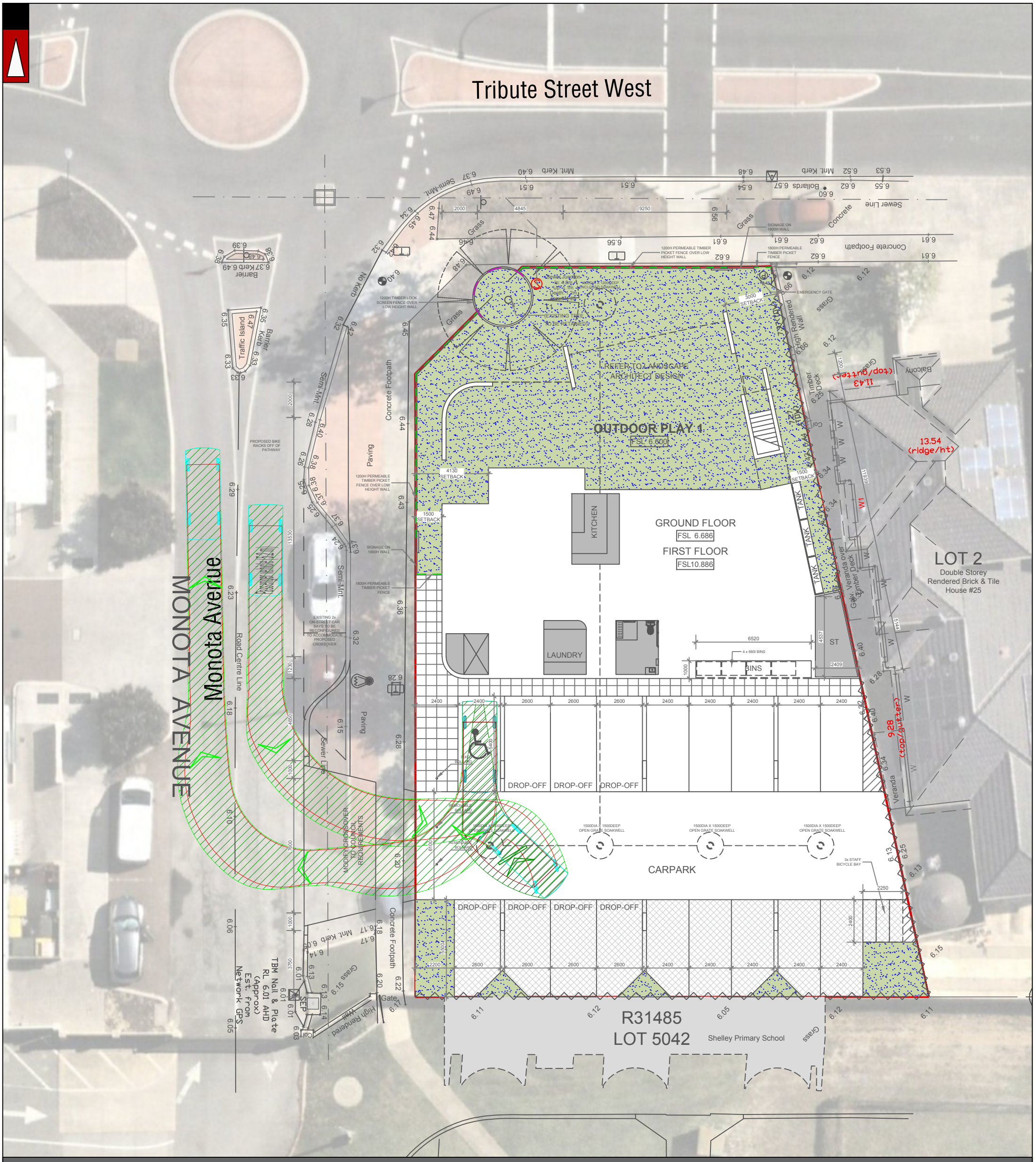


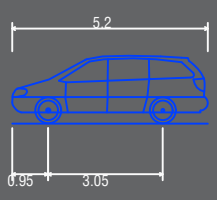
Passenger vehicle (5.2 m)

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 Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND





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 Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
C	01-10-2024	PROPOSED LAYOUT AMENDED
B	15-05-2024	PROPOSED LAYOUT AMENDED
A	15-11-2023	ISSUED FOR REVIEW

PROJECT:
No 23 (Lot 1) Tribute Street West, Shelley

TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER:
KC01745.000_S14

DRAWN BY:
J.S.

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

kctt
PART OF Premise

Tribute Street West

MONOTA AVENUE

Monota Avenue

OUTDOOR PLAY 1
FSL 6.600

GROUND FLOOR
FSL 6.686

FIRST FLOOR
FSL10.886

CARPARK

DROP-OFF

LOT 2
Double Storey
Rendered Brick & Tile
House #25

R31485
LOT 5042
Shelley Primary School

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 Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
C	01-10-2024	PROPOSED LAYOUT AMENDED
B	15-05-2024	PROPOSED LAYOUT AMENDED
A	15-11-2023	ISSUED FOR REVIEW

PROJECT:
No 23 (Lot 1) Tribute Street West, Shelley

TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER:
KC01745.000_S15

DRAWN BY:
J.S.

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

Tribute Street West

MONOTA AVENUE

Monota Avenue

OUTDOOR PLAY 1
FSL 6.600

GROUND FLOOR
FSL 6.686

FIRST FLOOR
FSL10.886

KITCHEN

LAUNDRY

ST

BINS

CARPARK

DROP-OFF

LOT 2
Double Storey
Rendered Brick & Tile
House #25

R31485
LOT 5042
Shelley Primary School

Refer to Landscape Architect Design

Concrete Footpath

Paving

Sewer Line

Semi-Mnt.

Road Centre Line

Traffic Island

Barrier Kerb

Grass

Concrete

Balcony

Veranda

Timber Deck

Gov. Veranda over Timber Deck

Rendered High Wall

Tank

Gate

High Rendered Wall

Bollards

Sewer Line

Mnt. Kerb

No Kerb

Existing Road Surface Level

Existing Tree (To be retained)

Proposed Bike Racks off of Pathway

Existing 2x on-street car bays to be reconfigured to accommodate proposed crossover

Signage on 1800H wall

1800H permeable timber picket fence

1200H permeable timber picket fence over low height wall

1200H timber look screen fence over low height wall

Emergency gate

Fixed bollard

Removable bollard

4 x 660l bins

3x staff bicycle bay

1500DIA x 1500DEEP open grate soakwell

Existing Road Surface Level

TBM Nail & Plate RL 6.01 AHD (Approx) Est. from Network GPS

11.43 (top/gutter)

13.54 (ridge/ht)

9.28 (top/gutter)

8.1

City of Canning Small Rear Loader

Overall Length	8.100m
Overall Width	2.300m
Overall Body Height	2.400m
Min Body Ground Clearance	0.392m
Track Width	2.300m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.000m

0.8 5

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

LEGEND

NO	DATE	AMENDMENT
C	01-10-2024	PROPOSED LAYOUT AMENDED
B	15-05-2024	PROPOSED LAYOUT AMENDED
A	15-11-2023	ISSUED FOR REVIEW

PROJECT:
No 23 (Lot 1) Tribute Street West, Shelley

TITLE:
Vehicle Turning Circle Plan - Small Bin Truck (8.1m/9m C-C TR)

DRAWING NUMBER:
KC01745.000_S20

DRAWN BY:
J.S.

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

kctt PART OF Premise

Tribute Street West

MONOTA AVENUE

Monota Avenue

OUTDOOR PLAY 1
FSL 6.600

GROUND FLOOR
FSL 6.686

FIRST FLOOR
FSL10.886

KITCHEN

LAUNDRY

ST

BINS

CARPARK

DROP-OFF

LOT 2
Double Storey
Rendered Brick & Tile
House #25

R31485
LOT 5042
Shelley Primary School

Traffic Island

Barrier Kerb

Concrete Footpath

Paving

Semi-Mnt.

Sewer Line

Grass

Balcony

Veranda

Gal. Veranda over Timber Deck

Rendered Wall

TANK

EXISTING TREE TO BE RETAINED

EMERGENCY GATE

1200H TIMBER LOOK SCREEN FENCE OVER LOW HEIGHT WALL

1200H PERMEABLE TIMBER PICKET FENCE OVER LOW HEIGHT WALL

1800H PERMEABLE TIMBER PICKET FENCE

SIGNAGE ON 1800H WALL

1500DIA X 1500DEEP OPEN GRATE SOAKWELL

REMOVABLE BOLLARD

FIXED BOLLARD

3x STAFF BICYCLE BAY

PROPOSED BIKE RACKS OFF THE PATHWAY

EXISTING 2x ON-STREET CAR BAYS TO BE RECONFIGURED TO ACCOMMODATE PROPOSED CROSSOVER

MOTORCYCLE PARKING REQUIREMENT

TBM Nail & Plate RL 6.01 AHD (Approx) Est. from GPS

Gate

SEP

High Rendered Wall

Road Centre Line

Mnt. Kerb

Semi-Mnt.

No Kerb

Bollards

Concrete Footpath

13.54 (ridge/ht)

11.43 (top/gutter)

9.28 (top/gutter)

CoCanning Waste Truck 8.1m

Overall Length	8.100m
Overall Width	2.400m
Overall Body Height	2.426m
Min Body Ground Clearance	0.393m
Track Width	2.400m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

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

LEGEND

NO	DATE	AMENDMENT
C	01-10-2024	PROPOSED LAYOUT AMENDED
B	15-05-2024	PROPOSED LAYOUT AMENDED
A	15-11-2023	ISSUED FOR REVIEW

PROJECT:
No 23 (Lot 1) Tribute Street West, Shelley

TITLE:
Vehicle Turning Circle Plan - Small Bin Truck (8.1m/12.5m C-C TR)

DRAWING NUMBER:
KC01745.000_S21

DRAWN BY:
J.S.

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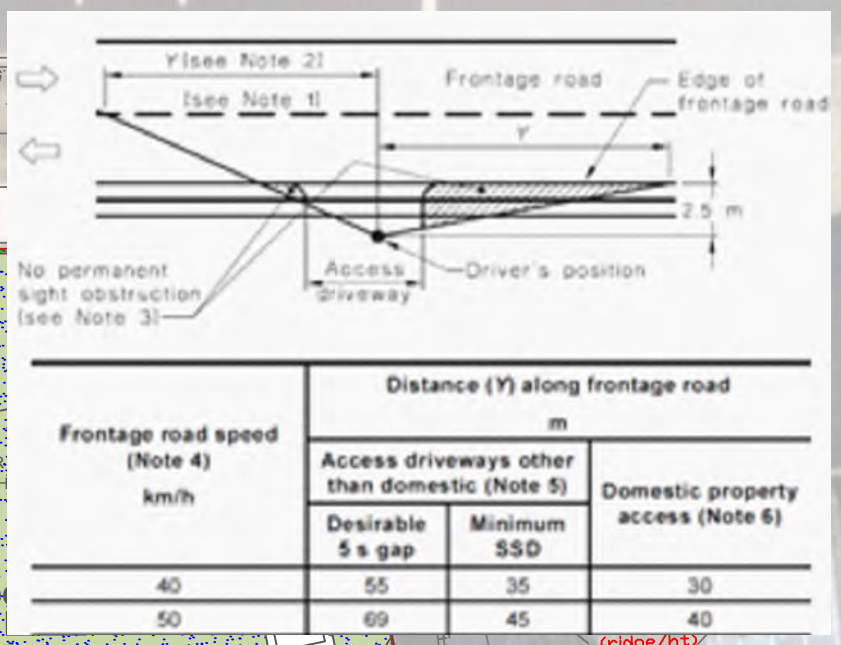
kctt PART OF Premise

Tribute Street West



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40

MONOTA AVENUE

Monota Avenue

Road Centre Line

Concrete Footpath

Paving

Sewer Line

Semi-Mnt.

Mnt. Kerb

Barrier Kerb

Traffic Island

Grass

45.00

2.50

CROSSOVER TO COUNCIL REQUIREMENTS

1200H TIMBER LOOK SCREEN FENCE OVER LOW HEIGHT WALL

1200H PERMEABLE TIMBER PICKET FENCE OVER LOW HEIGHT WALL

1800H PERMEABLE TIMBER PICKET FENCE

SIGNAGE ON 1800H WALL

PROPOSED BIKE RACKS OFF OF PATHWAY

EXISTING 2x ON STREET CAR BAYS TO BE RECONFIGURED TO ACCOMMODATE PROPOSED CROSSOVER

(EXISTING TREE TO BE RETAINED)

Sewer Junction
IO: 4.80m
Ø150 uPVC
Inv: 4.11m
Depth: 1.20m
Reference

1500DIA X 1500DEEP OPEN GRATE SOAKWELL

REMOVABLE BOLLARD

FIXED BOLLARD

DROP-OFF

CARPARK

3x STAFF BICYCLE BAY

4130 SETBACK

1500 SETBACK

GROUND FLOOR
FSL 6.686

FIRST FLOOR
FSL10.886

KITCHEN

LAUNDRY

BINS

4 x 660l BINS

TANK

ST

Gen. Verande over Timber Deck

Veranda

9.28 (top/gutter)

(ridge/ht)

W1

LOT 2
Double Storey
Rendered Brick & Tile
House #25

R31485
LOT 5042

Shelley Primary School

Grass

High Rendered Wall

Gate

SEP

TBM Nail & Plate
RL 6.01 AHD
(Approx)
Est. from
Network GPS

LEGEND

NO	DATE	AMENDMENT
C	01-10-2024	PROPOSED LAYOUT AMENDED
B	15-05-2024	PROPOSED LAYOUT AMENDED
A	15-11-2023	ISSUED FOR REVIEW

PROJECT:
No 23 (Lot 1) Tribute Street West, Shelley

TITLE:
Sight distance requirements at access driveway

DRAWING NUMBER:
KC01745.000_S30

DRAWN BY:
J.S.

Civil & Traffic Engineering Consultants
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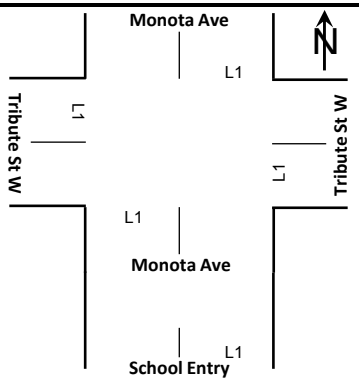
kctt
PART OF Premise

Appendix 4

Queue Length Survey

Client	KCTT
Location	Monota Ave / Tribute St W
Date	Tue 27 to Thu 29 Aug 2024
Survey Time	08:00-09:00 & 14:45-15:45
Description	Queue Length Surveys

Client	KCTT
Location	Monota Ave / Tribute St W
Date	Tue, 27 Aug 2024
Survey Time	08:00-09:00 & 14:45-15:45
Description	Queue Length Surveys

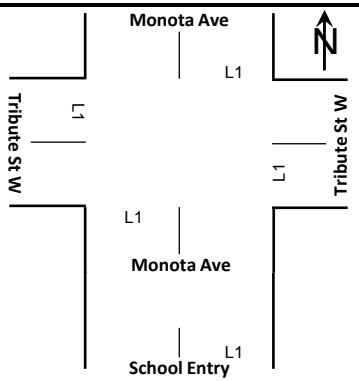


MATRIX Traffic and Transport Data

AM					
Time Period	**South Leg (Monota Ave)**	**East Leg (Tribute St W)**	**North Leg (Monota Ave)**	**West Leg (Tribute St W)**	**School Entry**
	Lane 1	**Lane 1**	**Lane 1**	**Lane 1**	**Lane 1**
8:00:00	0	0	0	0	0
8:05:00	0	1	1	0	0
8:10:00	0	1	0	0	0
8:15:00	1	1	1	1	0
8:20:00	1	1	1	3	3
8:25:00	2	4	1	2	6
8:30:00	1	4	2	1	6
8:35:00	4	4	10	6	6
8:40:00	3	8	7	9	6
8:45:00	0	0	1	1	0
8:50:00	0	1	0	3	0
8:55:00	0	0	1	0	0
MAX	4	8	10	9	6
MIN	0	0	0	0	0

PM					
Time Period	**South Leg (Monota Ave)**	**East Leg (Tribute St W)**	**North Leg (Monota Ave)**	**West Leg (Tribute St W)**	**School Entry**
	Lane 1	**Lane 1**	**Lane 1**	**Lane 1**	**Lane 1**
14:45:00	0	2	0	0	3
14:50:00	0	8	5	0	6
14:55:00	0	11	4	1	6
15:00:00	5	13	0	5	6
15:05:00	4	3	1	2	3
15:10:00	1	0	0	1	0
15:15:00	0	0	0	0	0
15:20:00	1	0	0	0	0
15:25:00	0	0	0	1	0
15:30:00	0	0	0	0	0
15:35:00	0	0	0	1	0
15:40:00	0	0	0	0	1
MAX	5	13	5	5	6
MIN	0	0	0	0	0

Client	KCTT
Location	Monota Ave / Tribute St W
Date	Wed, 28 Aug 2024
Survey Time	08:00-09:00 & 14:45-15:45
Description	Queue Length Surveys

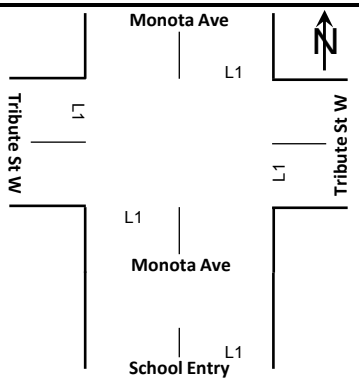


MATRIX Traffic and Transport Data

AM					
Time Period	**South Leg (Monota Ave)**	**East Leg (Tribute St W)**	**North Leg (Monota Ave)**	**West Leg (Tribute St W)**	**School Entry**
	Lane 1	**Lane 1**	**Lane 1**	**Lane 1**	**Lane 1**
8:00:00	0	0	0	0	0
8:05:00	0	0	0	0	0
8:10:00	0	0	0	2	0
8:15:00	0	0	0	0	0
8:20:00	0	2	1	1	1
8:25:00	3	2	1	3	1
8:30:00	2	7	2	2	6
8:35:00	6	2	1	1	0
8:40:00	1	1	1	1	3
8:45:00	4	0	1	4	0
8:50:00	1	0	0	3	0
8:55:00	1	0	0	0	0
MAX	6	7	2	4	6
MIN	0	0	0	0	0

PM					
Time Period	**South Leg (Monota Ave)**	**East Leg (Tribute St W)**	**North Leg (Monota Ave)**	**West Leg (Tribute St W)**	**School Entry**
	Lane 1	**Lane 1**	**Lane 1**	**Lane 1**	**Lane 1**
14:45:00	0	1	0	0	0
14:50:00	1	2	1	0	6
14:55:00	0	0	0	0	7
15:00:00	6	2	1	2	5
15:05:00	2	0	1	1	0
15:10:00	1	0	0	0	0
15:15:00	0	0	1	1	0
15:20:00	1	0	0	0	0
15:25:00	1	0	0	0	0
15:30:00	0	0	0	0	0
15:35:00	0	0	0	1	0
15:40:00	0	0	0	0	0
MAX	6	2	1	2	7
MIN	0	0	0	0	0

Client	KCTT
Location	Monota Ave / Tribute St W
Date	Thu, 29 Aug 2024
Survey Time	08:00-09:00 & 14:45-15:45
Description	Queue Length Surveys



MATRIX Traffic and Transport Data

AM					
Time Period	**South Leg (Monota Ave)**	**East Leg (Tribute St W)**	**North Leg (Monota Ave)**	**West Leg (Tribute St W)**	**School Entry**
	Lane 1	**Lane 1**	**Lane 1**	**Lane 1**	**Lane 1**
8:00:00	0	0	1	2	0
8:05:00	0	2	1	1	0
8:10:00	1	2	1	2	0
8:15:00	0	0	0	0	0
8:20:00	0	3	0	1	1
8:25:00	1	2	3	1	3
8:30:00	3	5	3	2	5
8:35:00	2	1	1	2	3
8:40:00	1	3	0	4	2
8:45:00	0	0	0	0	0
8:50:00	0	1	0	0	0
8:55:00	0	0	0	1	0
MAX	3	5	3	4	5
MIN	0	0	0	0	0

PM					
Time Period	**South Leg (Monota Ave)**	**East Leg (Tribute St W)**	**North Leg (Monota Ave)**	**West Leg (Tribute St W)**	**School Entry**
	Lane 1	**Lane 1**	**Lane 1**	**Lane 1**	**Lane 1**
14:45:00	0	0	0	0	0
14:50:00	0	4	0	0	7
14:55:00	0	5	1	3	7
15:00:00	4	5	1	4	7
15:05:00	5	2	1	3	0
15:10:00	0	1	0	1	0
15:15:00	1	1	0	0	0
15:20:00	0	0	0	0	0
15:25:00	0	0	0	0	0
15:30:00	0	0	0	0	0
15:35:00	0	0	1	1	0
15:40:00	0	0	0	0	0
MAX	5	5	1	4	7
MIN	0	0	0	0	0

PROPOSED CHILD CARE CENTRE
23 TRIBUTE STREET
SHELLEY

ENVIRONMENTAL ACOUSTIC ASSESSMENT

APRIL 2024

OUR REFERENCE: 32595-2-24133

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
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DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT

PROPOSED CHILD CARE CENTRE
TRIBUTE STREET, SHELLEY

Job No: 24133

Document Reference: 32595-2-24133

FOR

PROEKT

DOCUMENT INFORMATION			
Author:	Tim Reynolds	**Checked By:**	George Watts
Date of Issue:	23 April 2024		

REVISION HISTORY				
Revision	**Description**	**Date**	**Author**	**Checked**
1	Revised Plans	03/10/2024	TR	N/A

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CONTENTS

APPENDICIES

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 23 Tribute Street, Shelley.

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 Protections (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, with the air conditioning condensing located on the lower section of the western section of roof.

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 western boundary fence being as shown of Figure 5.1 in Section 5 – Modelling; and the parking restrictions, as shown on Figure 5.2 in Section 5 comply with the Regulatory requirements, at all times.

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

1 Although the proposed facility would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am. Thus, noise received at the neighbouring existing residences from the outdoor play area needs to comply with the assigned day period noise level.

2 Boundary fencing be, apart from part of the eastern boundary fence, being as shown on Figure 5.1 in Section 5 – Modelling, as shown the drawings attached in Appendix A. We note that for child care centres, colourbond is an acceptable fencing material.

3 Parking restrictions to be as indicated on Figure 5.2 in Section 5 – Modelling.

4 With regards to the air conditioning condensing units, it is recommended that the air conditioning condensing units be located on the lower part of the western section of the first floor roof.

3. CRITERIA

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

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

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

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

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

(a) A building, or a part of a building, on the premises that is used for a noise sensitive purpose; and

(b) Any other part of the premises within 15 m of that building or that part of the building.

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

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

"modulation" means a variation in the emission of noise that –

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

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

(c) is regular, cyclic and audible;

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

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

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

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

Where the noise emission is not music, if the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 3.2 below.

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

Where **tonality** is present	Where **modulation** is present	Where **impulsiveness** is present
+5 dB(A)	+5 dB(A)	+10 dB(A)

Note: These adjustments are cumulative to a maximum of 15 dB.

For this development, the closest neighbouring residences neighbouring the child care centre are shown below on Figure 3.1.

FIGURE 3.1 – NEIGHBOURING LOTS

At the neighbouring residences, the Influencing Factor has, with Leach Highway being within the outer circle, been determined to be +3 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)	48	58	68
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	43	53	68
	1900 - 2200 hours all days (Evening)	43	53	58
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	38	48	58

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

4. PROPOSAL

From information supplied, we understand that the child care centre normal hours of operations would be between 0630 and 1830 hours, Monday to Friday (closed on public holidays). It is understood that the proposed childcare centre will cater for a maximum of 85 children: with the following breakdown:

Group 1	0 – 2 years	20 places
Group 2	2 – 3 years	25 places
Group 3	3+ years	40 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.

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)
Car Moving in Car Park	79
Car Starting	85
Door Closing	87
Air conditioning condensing Unit	7 @ 68

Even though, we believe that the sound power levels listed within the AAAC guidelines over predict the noise emissions from outdoor play areas, we have undertaken the noise modelling to reflect the sound power level provided in the AAAC guideline, as listed in the following table.

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

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

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

The additional, noise modelling was undertaken for the following groups of children:

GROUND FLOOR

0 – 24 months	2 groups of 10, each at 78 dB(A); and
2 – 3 years	5 children at 82 dB(A)

FIRST FLOOR

2 – 3 years	15 of at 87 dB(A); and
3+ years	4 groups of 10, each group at 87 dB(A).

We note that as stated in the above note to the AAAC sound power level, an adjustment of -6 dB(A) would be applicable to each group of children involved in passive play. Thus, some children would be engaged in passive play. However, no adjustment has been made for passive play and the results using the AAAC sound power level, we believe would be an unrealistic worst case scenario, that we believe would not occur.

Notes:

1 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.

2 We believe that the air conditioning condensing units would be located on the lower western section of the first floor roof.

3 The noise modelling has been based on the fencing, apart from part of the eastern boundary fence being as shown below on Figure 5.1, as shown on the drawings attached in Appendix A.

4 Modelling shows that noise received at the neighbouring residences from car doors closing would comply with the assigned noise level for the day period. However, to achieve compliance during the night period (ie before 7am), for staff arriving, the parking needs to be restricted, as shown on Figure 5.2.

5 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 It is noted that the neighbouring residences to the west and east are 2 storey. Thus, the assessment of noise received at these neighbouring residences, includes noise received at the first floor level.

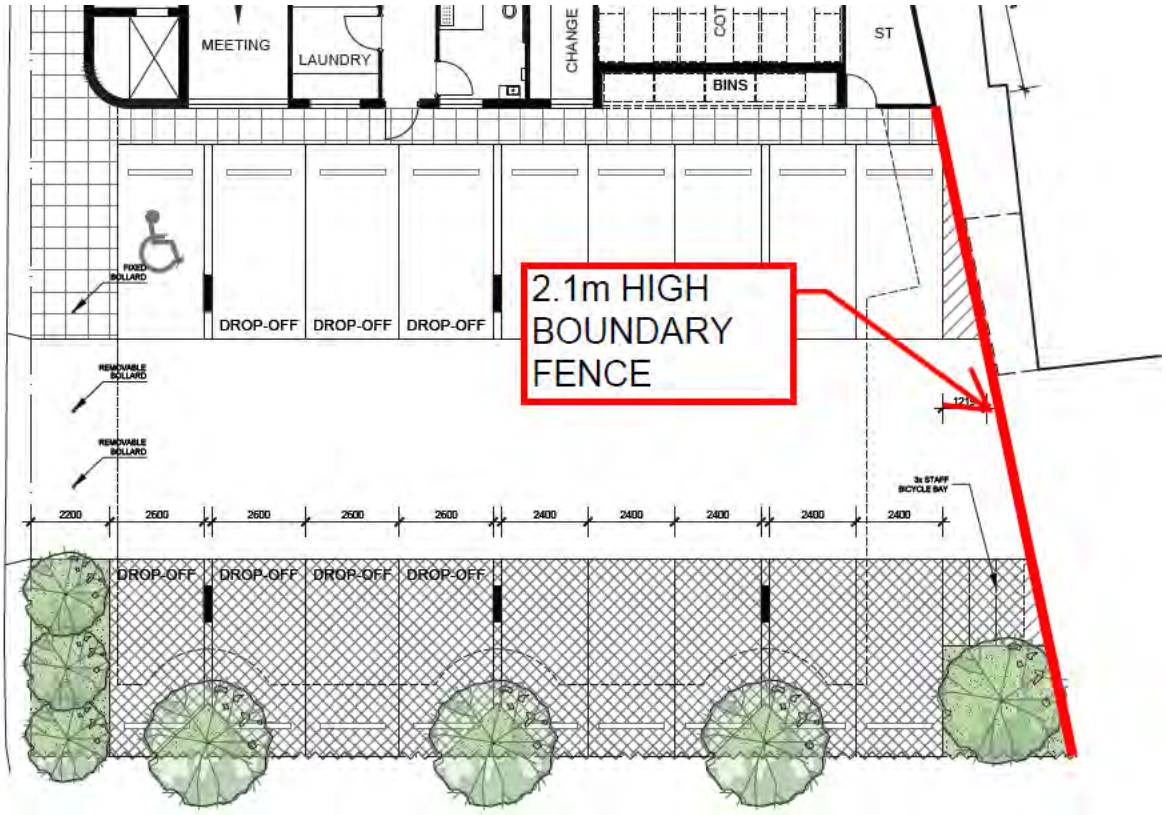


FIGURE 5.1 – WESTERN BOUNDARY FENCE

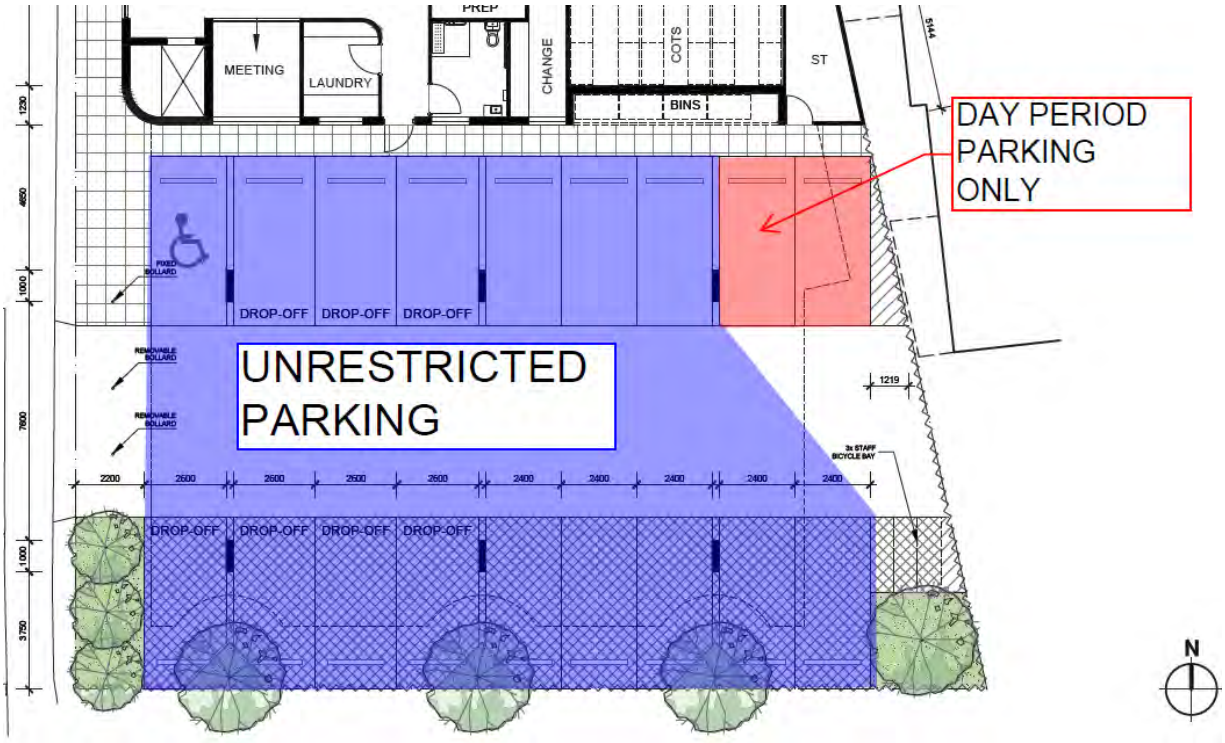


FIGURE 5.2 – PARKING RESTRICTIONS

6. ASSESSMENT

The resultant noise levels at the neighbouring residence from children playing outdoors and the mechanical services are tabulated in Table 6.1.

From previous measurements, noise emissions from children playing does not contain any annoying characteristics. Noise emissions from the mechanical services could be tonal and a +5 dB(A) penalty would be applicable, as shown in Table 6.1. Noise emissions from both outdoor play and the mechanical services needs to comply with the assigned L_{A10} noise levels.

TABLE 6.1 - ACOUSTIC MODELLING RESULTS FOR L_{A10} CRITERIA
OUTDOOR PLAY AREAS

Neighbouring Premises	Calculated Noise Level (dB(A))	
	Children Playing	Mechanical
West		
Ground Floor	43	25 (30)
First Floor	47	30 (35)
North	47	25 (30)
East		
Ground Floor	44	19 (24)
First Floor	46	21 (26)

( ) 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))
West	
Ground Floor	42
First Floor	44
North	27
East	
Ground Floor	47
First Floor	46

TABLE 6.3 - ACOUSTIC MODELLING RESULTS L_{Amax} CRITERIA
CAR STARTING / DOOR CLOSING

Neighbouring Premises	Calculated Noise Level (dB(A))			
	Car Starting		Door Closing	
	Day Period	Night Period	Day Period	Night Period
West				
Ground Floor	47	47	48 [58]	48 [58]
First Floor	47	47	48 [58]	48 [58]
North	29	29	31 [41]	31 [41]
East				
Ground Floor	48	44	51 [61]	46 [56]
First Floor	43	43	45 [55]	45 [55]

[ ] Includes +10 dB(A) penalty for impulsiveness.

Tables 6.4 to 6.10 summarise the applicable Assigned Noise Levels, and assessable noise level emissions for each identified noise.

TABLE 6.4 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS OUTDOOR PLAY (DAY PERIOD)

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
West			
Ground Floor	43	48	Complies
First Floor	47		Complies
North	47	48	Complies
East			
Ground Floor	44	48	Complies
First Floor	46		Complies

TABLE 6.5 – 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
West			
Ground Floor	30	38	Complies
First Floor	35		Complies
North	30	38	Complies
East			
Ground Floor	24	38	Complies
First Floor	26		Complies

TABLE 6.6 – 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
West			
Ground Floor	42	48	Complies
First Floor	44		Complies
North	27	48	Complies
East			
Ground Floor	47	48	Complies
First Floor	46		Complies

TABLE 6.7 – ASSESSMENT OF L_{Amax} DAY PERIOD NOISE LEVEL EMISSIONS CAR START

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
West			
Ground Floor	47	68	Complies
First Floor	47		Complies
North	29	68	Complies
East			
Ground Floor	48	68	Complies
First Floor	43		Complies

TABLE 6.8 – 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
West			
Ground Floor	47	58	Complies
First Floor	47		Complies
North	29	58	Complies
East			
Ground Floor	44	58	Complies
First Floor	43		Complies

TABLE 6.9 – ASSESSMENT OF L_{Amax} DAY PERIOD NOISE LEVEL EMISSIONS CAR DOOR

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
West			
Ground Floor	58	68	Complies
First Floor	58		Complies
North	41	68	Complies
East			
Ground Floor	61	68	Complies
First Floor	55		Complies

TABLE 6.10 – 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
West			
Ground Floor	58	58	Complies
First Floor	58		Complies
North	41	58	Complies
East			
Ground Floor	56	58	Complies
First Floor	55		Complies

7. 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, with the air conditioning condensing located on the roof.

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 eastern boundary fence being as shown of Figure 5.1 in Section 5 – Modelling; and the parking restrictions, as shown on Figure 5.2 in Section 5 comply with the Regulatory requirements, at all times.

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

1 Although the proposed facility would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am. Thus, noise received at the neighbouring existing residences from the outdoor play area needs to comply with the assigned day period noise level.

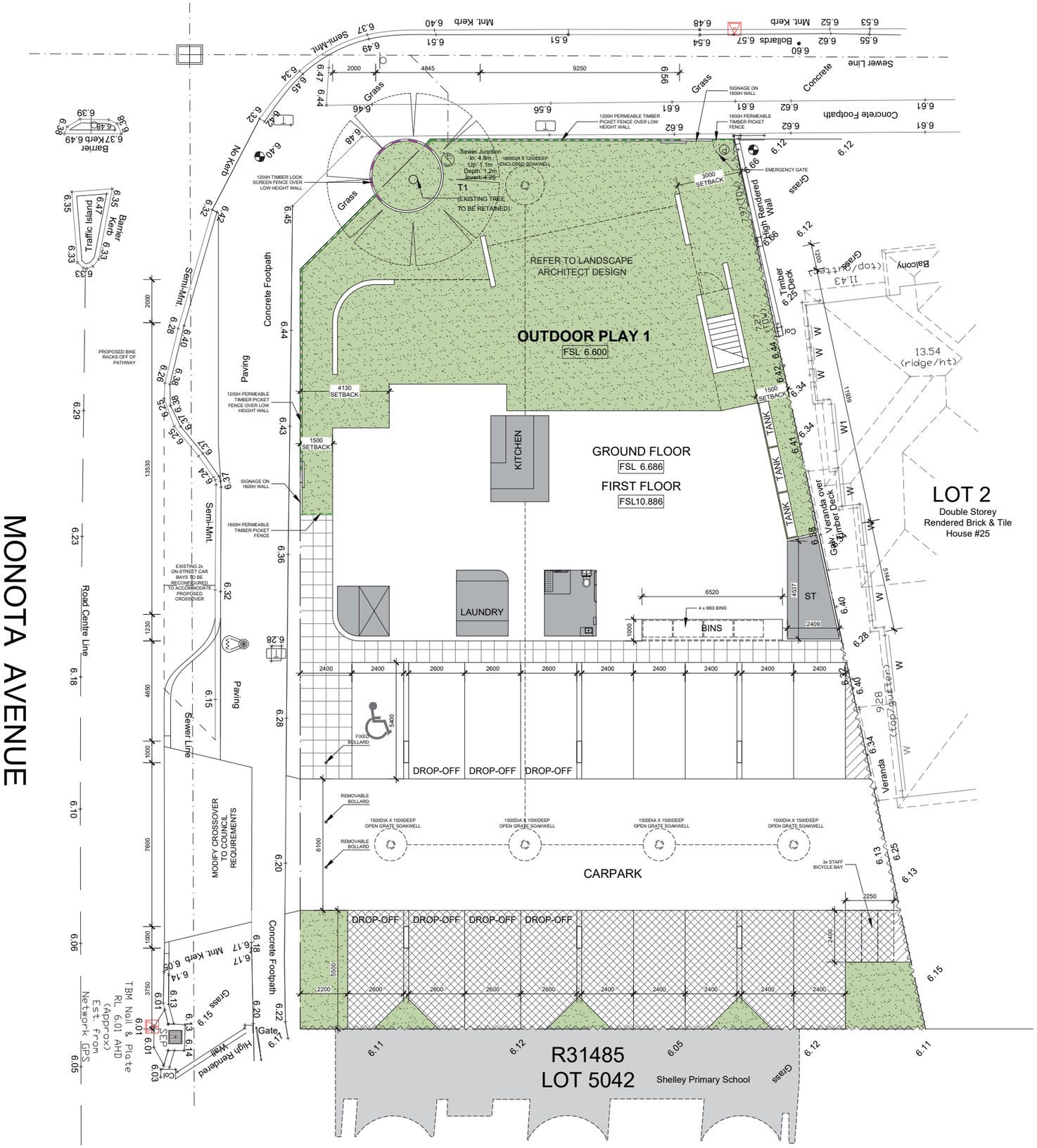
2 Boundary fencing be, apart from part of the eastern boundary fence, being as shown on Figure 5.1 in Section 5 – Modelling, as shown the drawings attached in Appendix A. We note that for child care centres, colourbond is an acceptable fencing material.

3 Parking restrictions to be as indicated on Figure 5.2 in Section 5 – Modelling.

4 With regards to the air conditioning condensing units, it is recommended that the air conditioning condensing units be located on the lower part of the western section of the first floor roof.

APPENDIX A

PLANS



SITE AREA		996m²
PLACEMENTS	KIDS	STAFF
GROUP 1 (0-2Yr)	20	5
GROUP 2 (2-3Yr)	25	5
GROUP 3 (3+Yr)	40	4
TOTAL	85	14

INDOOR PLAY	REQUIRED	PROVIDED
GROUP 1	65m²	66m²
GROUP 2	81.25m²	82m²
GROUP 3	130m²	131m²
TOTAL		279m²

OUTDOOR PLAY	REQUIRED	PROVIDED
85 kids x 7m²	595m²	606m²

STORMWATER CALCULATIONS

IMPERVIOUS TOTAL AREA: 883.6m^2
ROOF AREA: 471.1m^2
FIRST FLOOR IMPERVIOUS AREA: 337.2m^2
GROUND FLOOR IMPERVIOUS AREA: 75.3m^2

PROPOSED SOAKWELLS ON SITE
REQUIRE DRAINAGE CAPACITY: 883.6m^2 x 0.0150 = 13.254m^3
SIZE OF SOAKWELLS: 1500DIA X1500DEEP / 1800DIA x1200DEEP
CAPACITY OF EACH SOAKWELL: 2.65m^3 / 3.05m^3
CAPACITY OF ALL SOAKWELLS: 4 x 2.65m^3 + 1 x 3.05m^3= 13.65m^3
NUMBER OF SOAKWELLS: 5

OVERSHADOWING DIAGRAM AS PER: NOON 21st JUNE

SOUTHERN LOT 5042 (30 MONOTA AVENUE SHELLEY 6148)
LOT AREA: 49884m²
AREA OF OVERSHADOWING: 85.2m²
OVERSHADOWING PERCENTAGE: 0.17%

LEGEND

- NEW 1800 COLOURBOND FENCE
- PERMEABLE TIMBER PICKET FENCE AND GATE
- TIMBER LOOK SCREEN FENCE
- PAVING TYPE 1
- PAVING TYPE 2

SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROEKT

PROJECT #
2320

DRAWING #
SK02

LEGEND

- NEW 1800 COLOURBOND FENCE
- PERMEABLE TIMBER PICKET FENCE AND GATE
- TIMBER LOOK SCREEN FENCE
- PAVING TYPE 1
- PAVING TYPE 2

N

GROUND FLOOR PLAN

1:200 @ A3, 1:100 @ A1

0 10m

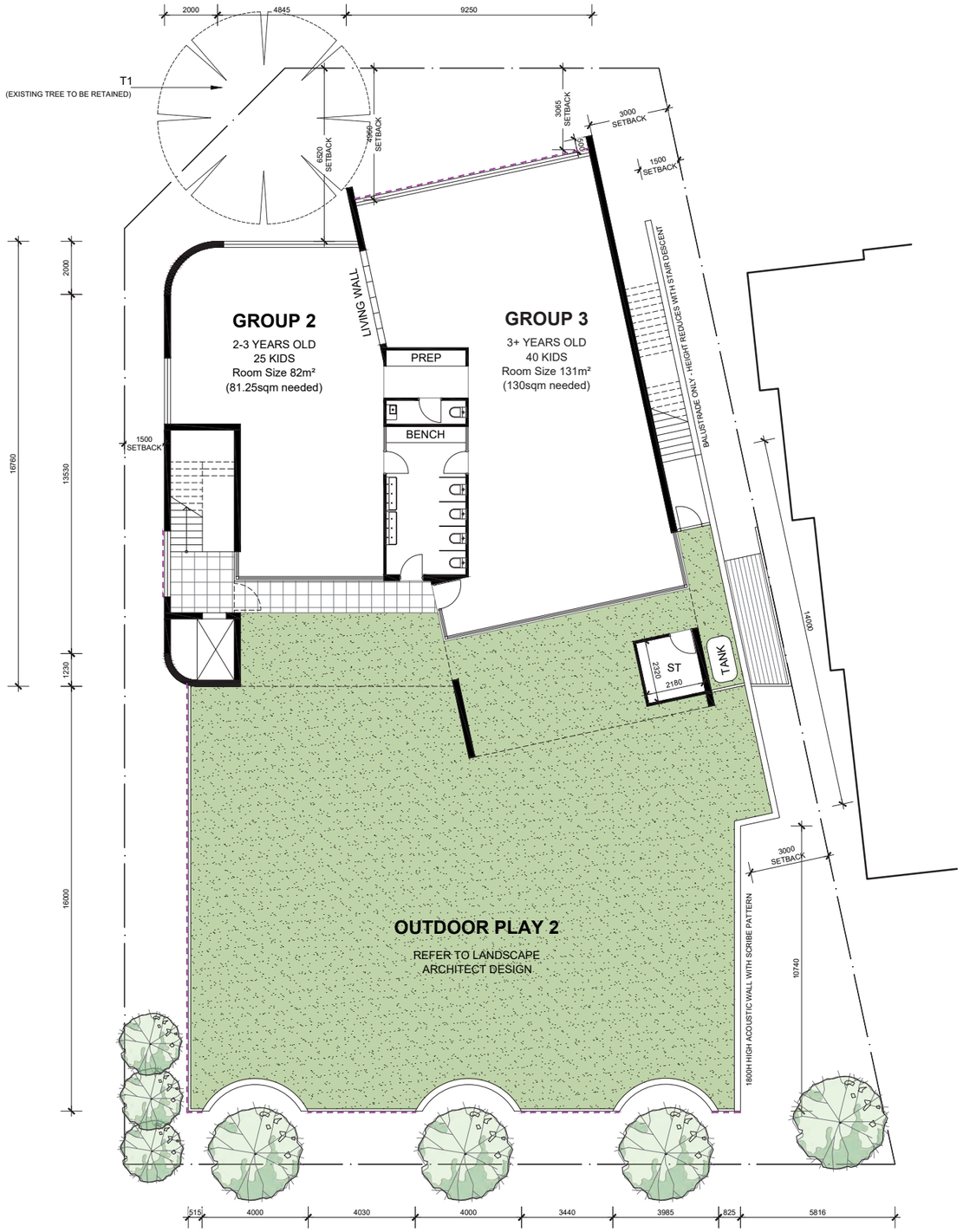
SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROEKT

PROJECT #
2320

DRAWING #
SK03



LEGEND

– – – TIMBER LOOK SCREEN

N

FIRST FLOOR PLAN

1:200 @ A3, 1:100 @ A1

0 10m

SCALE

1:200 @ A3

PROJECT TITLE

SNS SHELLEY

23 TRIBUTE STREET, SHELLEY

27.09.24

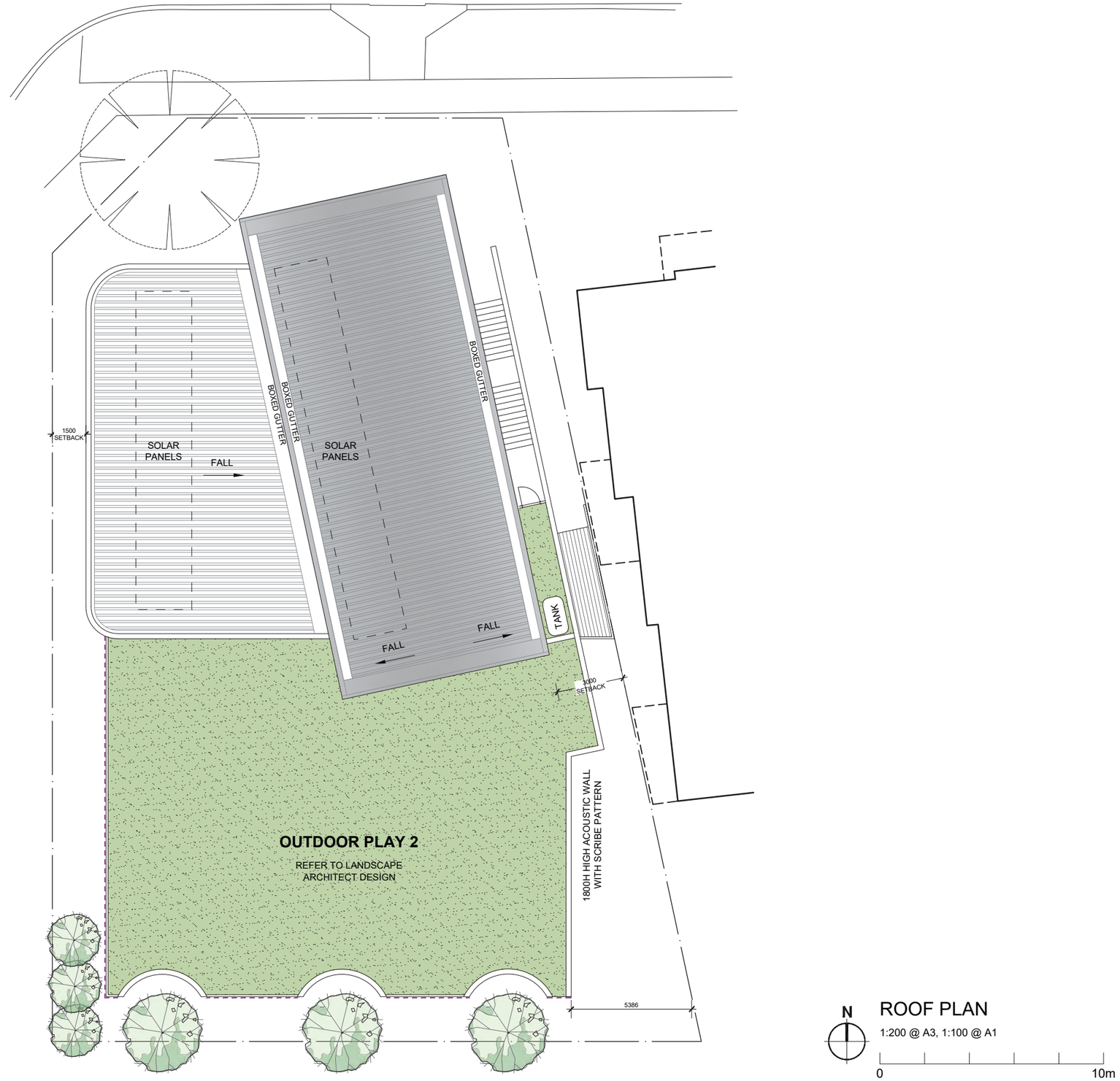
PROEKT

PROJECT #

2320

DRAWING #

SK04



N

ROOF PLAN

1:200 @ A3, 1:100 @ A1

0 10m

SCALE

1:200 @ A3

PROJECT TITLE

SNS SHELLEY

23 TRIBUTE STREET, SHELLEY

27.09.24

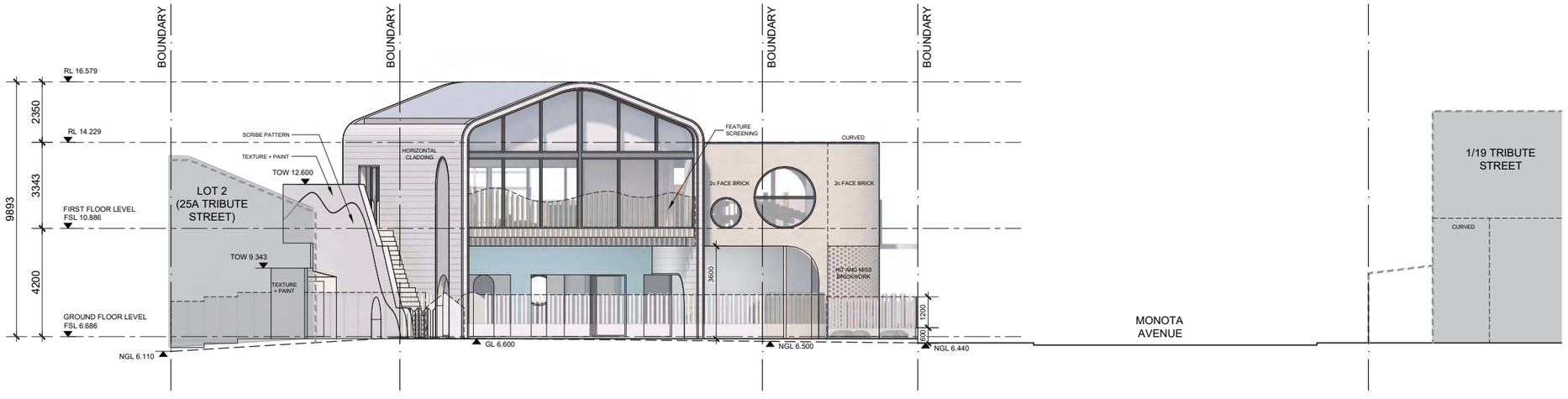
PROEKT

PROJECT #

2320

DRAWING #

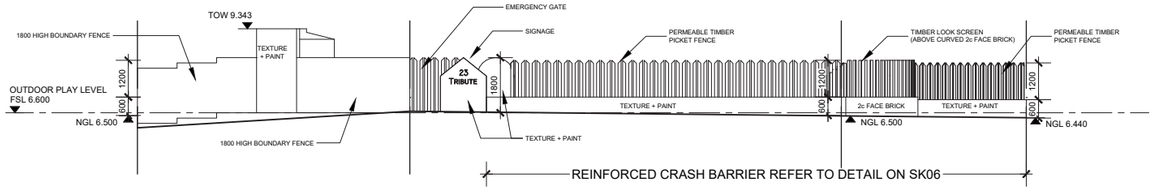
SK05



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

NORTH ELEVATION

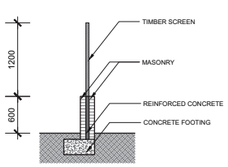
1:200 @ A3, 1:100 @ A1



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

NORTH ELEVATION (FENCE AND BOUNDARY WALL)

1:200 @ A3, 1:100 @ A1



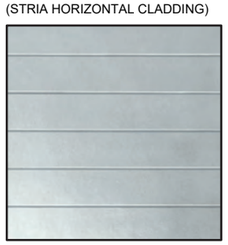
SECTION DETAIL OF CRASH BARRIER

1:100 @ A3, 1:50 @ A1

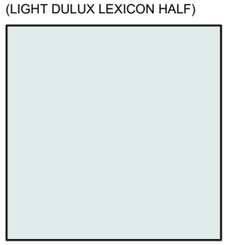
BRICK WALL
(SAND COLOUR BASE BRICK)

HIT AND MISS BRICK WALL
(SAND COLOUR BASE BRICK)

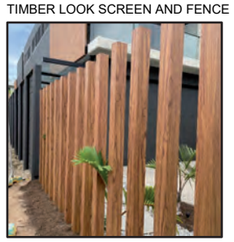
HORIZONTAL CLADDING
(STRIA HORIZONTAL CLADDING)



EXTERNAL PAINT RENDER
(LIGHT DULUX LEXICON HALF)

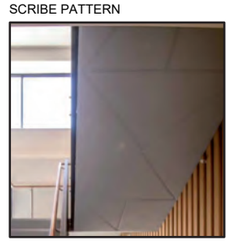


TIMBER LOOK SCREEN AND FENCE

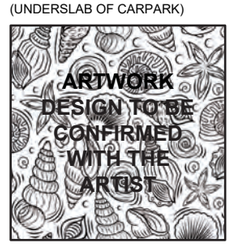


PERMEABLE TIMBER PICKET FENCE

SCRIBE PATTERN



PAINT ARTWORK UNDER SLAB
(UNDERSLAB OF CARPARK)



WINDOW FRAME
(DULUX POWDER COAT NIGHT SKY)

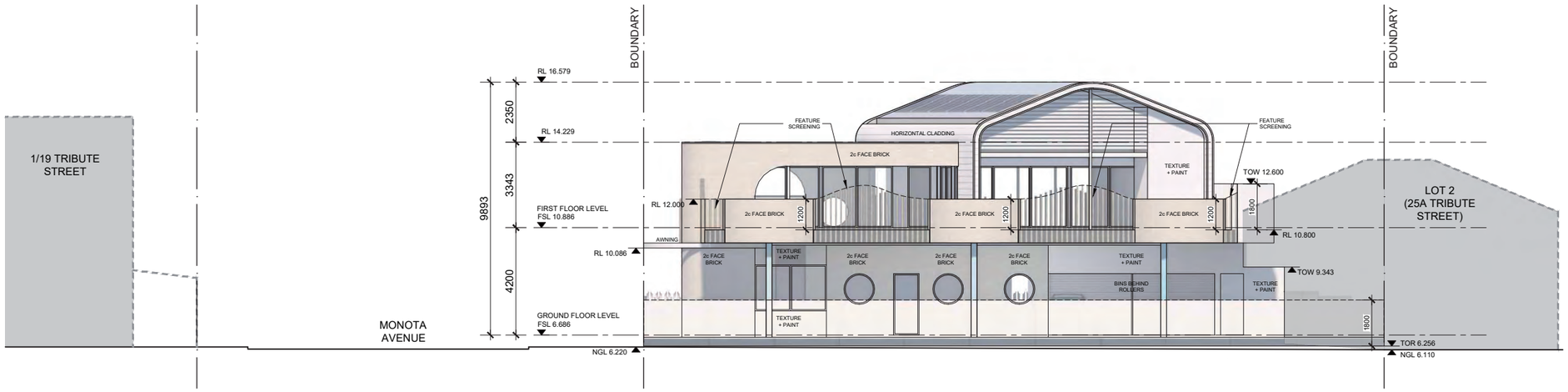
SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROEKT

PROJECT #
2320

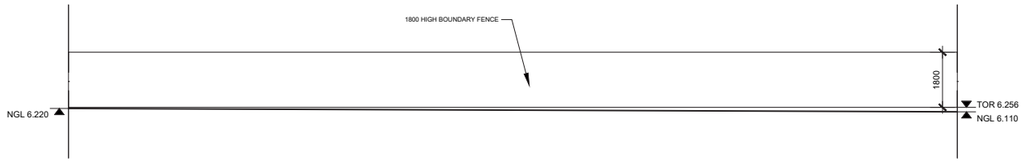
DRAWING #
SK06



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

SOUTH ELEVATION

1:200 @ A3, 1:100 @ A1



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

SOUTH ELEVATION (FENCE AND BOUNDARY WALL)

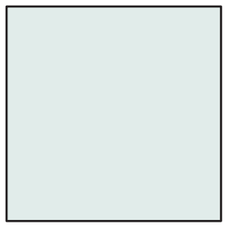
1:200 @ A3, 1:100 @ A1

BRICK WALL
(SAND COLOUR BASE BRICK)

HIT AND MISS BRICK WALL
(SAND COLOUR BASE BRICK)

HORIZONTAL CLADDING
(STRIA HORIZONTAL CLADDING)

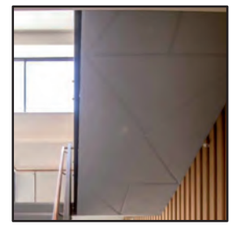
EXTERNAL PAINT RENDER
(LIGHT DULUX LEXICON HALF)



TIMBER LOOK SCREEN AND FENCE

PERMEABLE TIMBER PICKET FENCE

SCRIBE PATTERN



PAINT ARTWORK UNDER SLAB
(UNDERSLAB OF CARPARK)

WINDOW FRAME
(DULUX POWDER COAT NIGHT SKY)

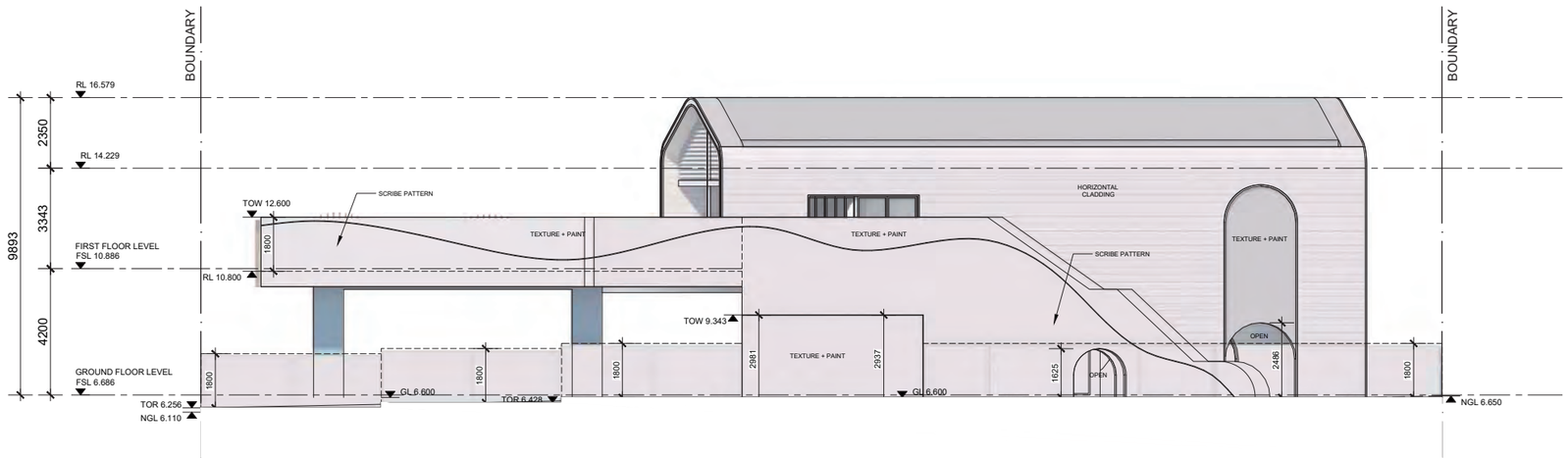
SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROEKT

PROJECT #
2320

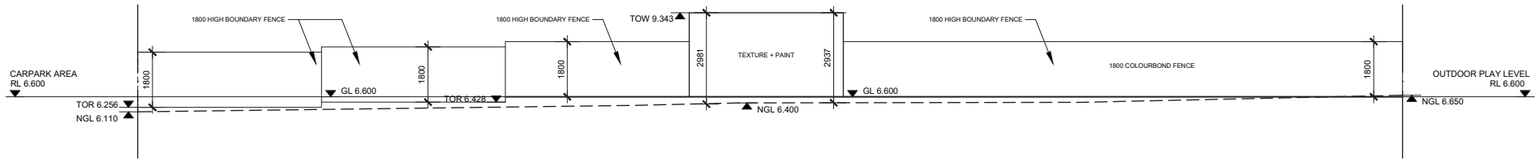
DRAWING #
SK07



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

EAST ELEVATION

1:200 @ A3, 1:100 @ A1



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

EAST ELEVATION (FENCE AND BOUNDARY WALL)

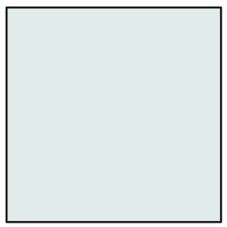
1:200 @ A3, 1:100 @ A1

BRICK WALL
(SAND COLOUR BASE BRICK)

HIT AND MISS BRICK WALL
(SAND COLOUR BASE BRICK)

HORIZONTAL CLADDING
(STRIA HORIZONTAL CLADDING)

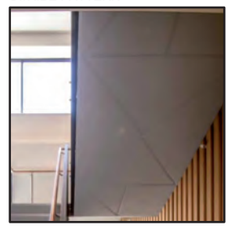
EXTERNAL PAINT RENDER
(LIGHT DULUX LEXICON HALF)



TIMBER LOOK SCREEN AND FENCE

PERMEABLE TIMBER PICKET FENCE

SCRIBE PATTERN



PAINT ARTWORK UNDER SLAB
(UNDERSLAB OF CARPARK)

WINDOW FRAME
(DULUX POWDER COAT NIGHT SKY)

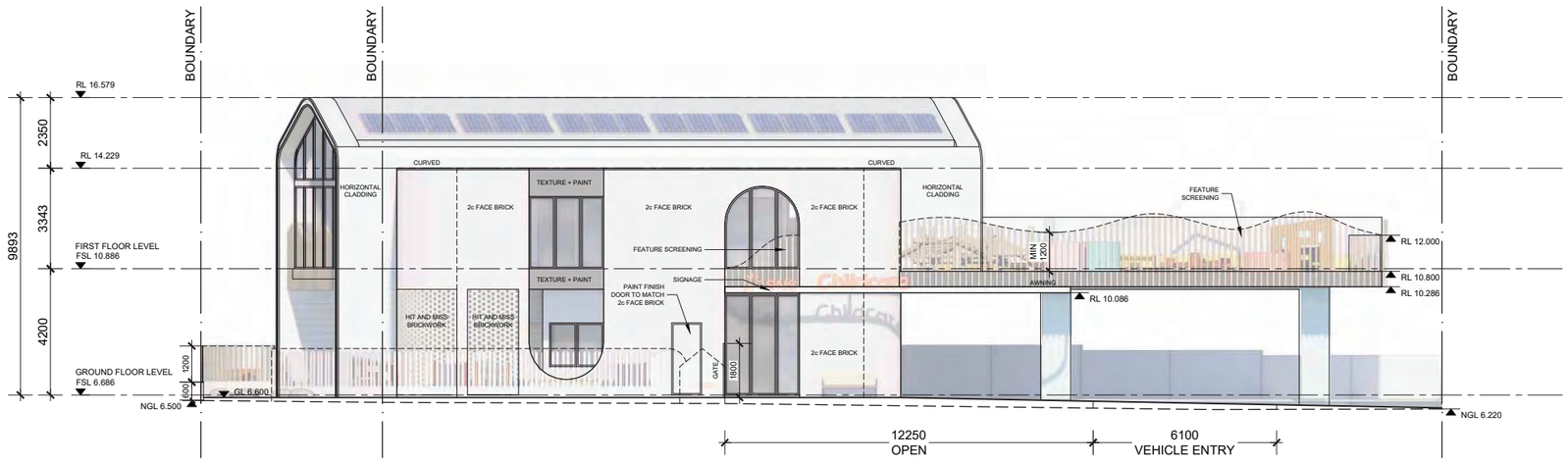
SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROJECT #
2320

DRAWING #
SK08

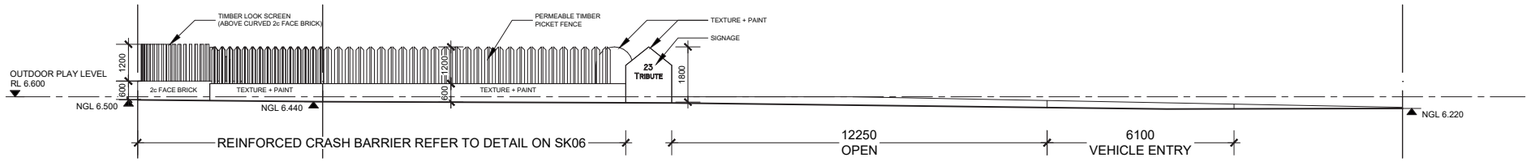
PROEKT



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

WEST ELEVATION

1:200 @ A3, 1:100 @ A1



NOTE: SITE LEVEL ON BOUNDARY TO MATCH NGL

WEST ELEVATION (FENCE AND BOUNDARY WALL)

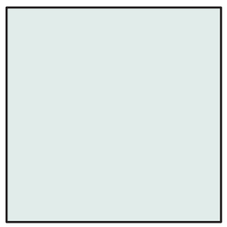
1:200 @ A3, 1:100 @ A1

BRICK WALL
(SAND COLOUR BASE BRICK)

HIT AND MISS BRICK WALL
(SAND COLOUR BASE BRICK)

HORIZONTAL CLADDING
(STRIA HORIZONTAL CLADDING)

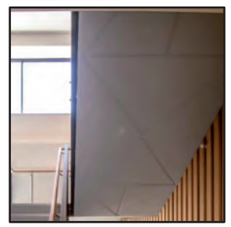
EXTERNAL PAINT RENDER
(LIGHT DULUX LEXICON HALF)



TIMBER LOOK SCREEN AND FENCE

PERMEABLE TIMBER PICKET FENCE

SCRIBE PATTERN



PAINT ARTWORK UNDER SLAB
(UNDERSLAB OF CARPARK)

WINDOW FRAME
(DULUX POWDER COAT NIGHT SKY)

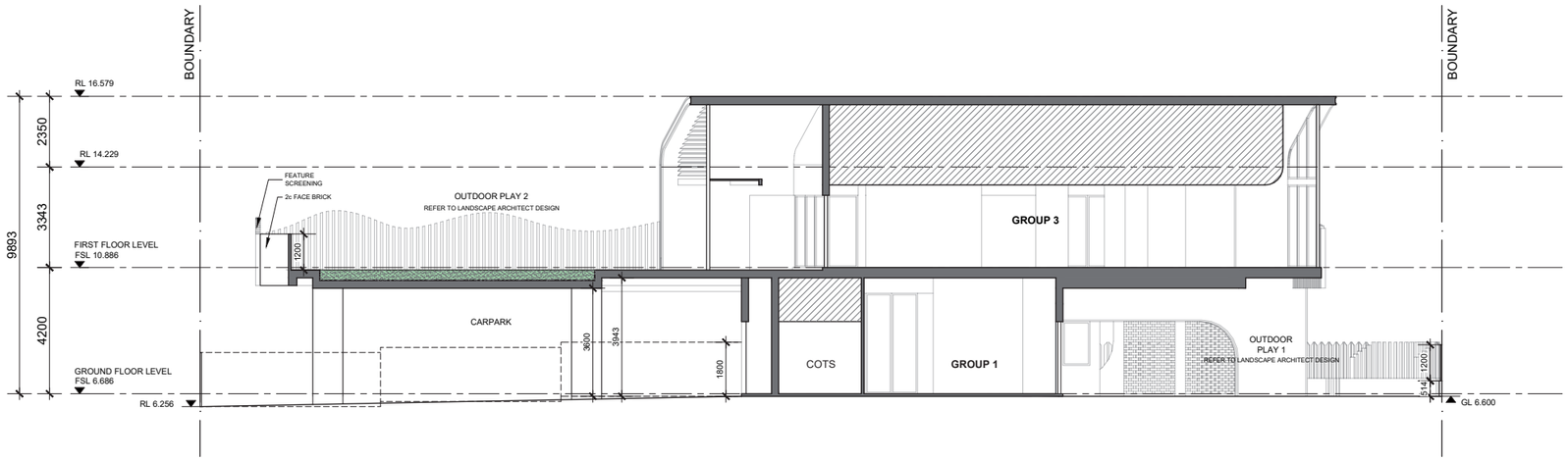
SCALE
1:200 @ A3

PROJECT TITLE
SNS SHELLEY
23 TRIBUTE STREET, SHELLEY
27.09.24

PROJECT #
2320

DRAWING #
SK09

PROEKT



SECTION AA

1:200 @ A3, 1:100 @ A1

SCALE

1:200 @ A3

PROJECT TITLE

SNS SHELLEY

23 TRIBUTE STREET, SHELLEY

27.09.24

PROEKT

PROJECT #

2320

DRAWING #

SK10


SNS Childcare
23 TRIBUTE
SNS


23
TRIBUTE


SNS childcare
23
TRIBUTE

23 TRIBUTE STREET, SHELLEY CHILDCARE CENTRE

LANDSCAPE CONCEPT PLANS
OCTOBER 2024

PLAN E

GROUND FLOOR LANDSCAPE

LEGEND

1. NATIVE LOW - MEDIUM PLANTING WITH NATIVE SHADE TREES
2. NATIVE SHADE TREES TO CAR PARK
3. MEDIUM HEDGE PLANTING TO SCREEN CAR PARK FROM PATHWAY XXX ROAD
4. FEATURE EXPOSED AGGREGATE PAVEMENT TO ENTRANCE
5. BENCH SEAT WITH LOW PLANTING ADJACENT TO BUILDING ENTRANCE
6. LOW NATIVE PLANTING TO VERGE
7. REINSTATE TURF TO VERGE
8. GROUND FLOOR OUTDOOR PLAY AREA - REFER TO C1.103
9. PERMEABLE VEHICULAR GRADE PAVERS
10. STRUCTURAL SOIL TO TREES IN CARPARK
11. ROCK BOULDER BOLLARDS TO GARDEN BED IN FRONT OF FENCE LINE
12.

GROUND FLOOR LANDSCAPE

PROPOSED TREE SPECIES

MAGNOLIA KAY PARRIS 100LT POT SIZE
EUCALYPTUS FORRESTIANA 'FUCHSIA GUM' 200L POT SIZE
LAGERSTROEMIA NATCHEZ 'SIOUX' 100LT POT SIZE
BRACHYCHITON POPULNEUS X ACERIFOLIUS 'JERILDERIE RED 100LT POT SIZE
AGONIS FLEXUOSA - 200LT POT SIZE

LEGEND

1. COLOURED CONCRETE PAVING ACTIVITIES SPACE
2. COLOURED CONCRETE BIKE LOOP/ SENSORY PATHWAY
3. TIMBER DECK
4. RANDOM STONE OR PEBBLE PAVING
5. COBBLESTONE INLAY
6. RUBBER SOFTFALL MOUNDING WITH CRAWLING TUNNEL THROUGH
7. NATURAL TURF SPACE FOR FLEXIBLE USE
8. STEPPING STONE PAVERS IN MULCH WITH PLAY PANELS ADJACENT
9. SANDPIT WITH BEACH ENTRIES & ROCK EDGING
10. MUD PLAY KITCHEN AGAINST COLUMN
11. SENSORY PLAY PANELS TO COLUMN IN SANDPIT - I.E. WATER TUBES; FUNNELS ETC
12. SENSORY PLAY PANELS TO COLUMNS I,E, MAGNETS; MIRRORS; SPINNING WHEELS ETC
13. TIMBER STEPPERS THROUGH GARDEN BED
14. HIDEY HOLE CUBBY
15. NATURE PLAY ITEMS THROUGH GARDEN BED
16. TALK TUBES
17. CUBBY STRUCTURE
18. RAISED KITCHEN GARDEN BEDS
19. NARROW SCREENING TREES IN MULCH
20. RETAIN & PROTECT EXISTING TREE
21. POTENTIAL CARVED/ PAINTED TIMBER TOTEMS WITH LOCAL INDIGENOUS ARTWORKS THROUGHOUT GARDEN BED SPACES
22. SPACE FOR LOW PLAY EQUIPMENT - THEMING TO TIE IN WITH ARCHITECTURAL NARRATIVE

GROUND FLOOR LANDSCAPE

GROUND FLOOR IMAGERY














FIRST FLOOR LANDSCAPE

LEGEND

1. PAVER/ UNIT TILES TO VERANDAH SPACE
2. FLOWSTONE/ STONE SET BIKE TRACK
3. RUBBER SOFTFALL SURFACING
4. RUBBER SOFTFALL MOUNDING
5. PROPOSED TIMBER PLAY STRUCTURE IN SOFTFALL - THEMING TO TIE IN WITH ARCHITECTURAL NARRATIVE
6. FEATURE SENSORY PAVEMENT
7. FEATURE PLAY SENSORY PLAY PANELS & DISCOVERY PLAY ITEMS
8. NATURAL TURF TO BE FLUSH WITH ADJACENT SURFACING - WITH SET-DOWN FOR SOIL & DRAINAGE
9. TALK TUBES TO BE LOCATED THROUGHOUT PLAY AREA
10. NATURE PLAY ZONE WITH SENSORY PLANTING - GARDEN BED AREA TO BE SET-DOWN INTO SLAB FOR SOIL & DRAINAGE
11. NATURE PLAY STEPPERS; BALANCE BEAMS; ROPES IN MULCH SURFACING
12. PROPOSED PLAY CUBBIES WITH BUILT-IN SEATING; SHOP COUNTER; WINDOWS ETC
13. TIMBER DECKING AREAS FOR BUILDING/ CONSTRUCTION BLOCK PLAY
14. LIVING TUNNEL WITH CLIMBING PLANTS; BAMBOO GROWING OVER
15. RAISED PLANTER WITH SENSORY PLANTING & MIRROR PLAY ITEMS TO SIDE OF PLANTER
16. DECK PLATFORM WITH RAISED PLANTER FOR SMALL FRUIT TREE
17. RAISED SANDPIT WITH DECK PLATFORM
18. RAISED PLANTERS (MIN 1M HIGH) WITH SHADE TREES
19. FRAME STRUCTURE FOR CLIMBING PLANTS TO PROVIDE SHADE - TO REOPLICATE FORM OF BUILDING

PROPOSED TREE SPECIES

CUPANIOPSIS ANACARDIOIDES- TUCKEROO 200LT POT SIZE

FIRST FLOOR LANDSCAPE

FIRST FLOOR IMAGERY





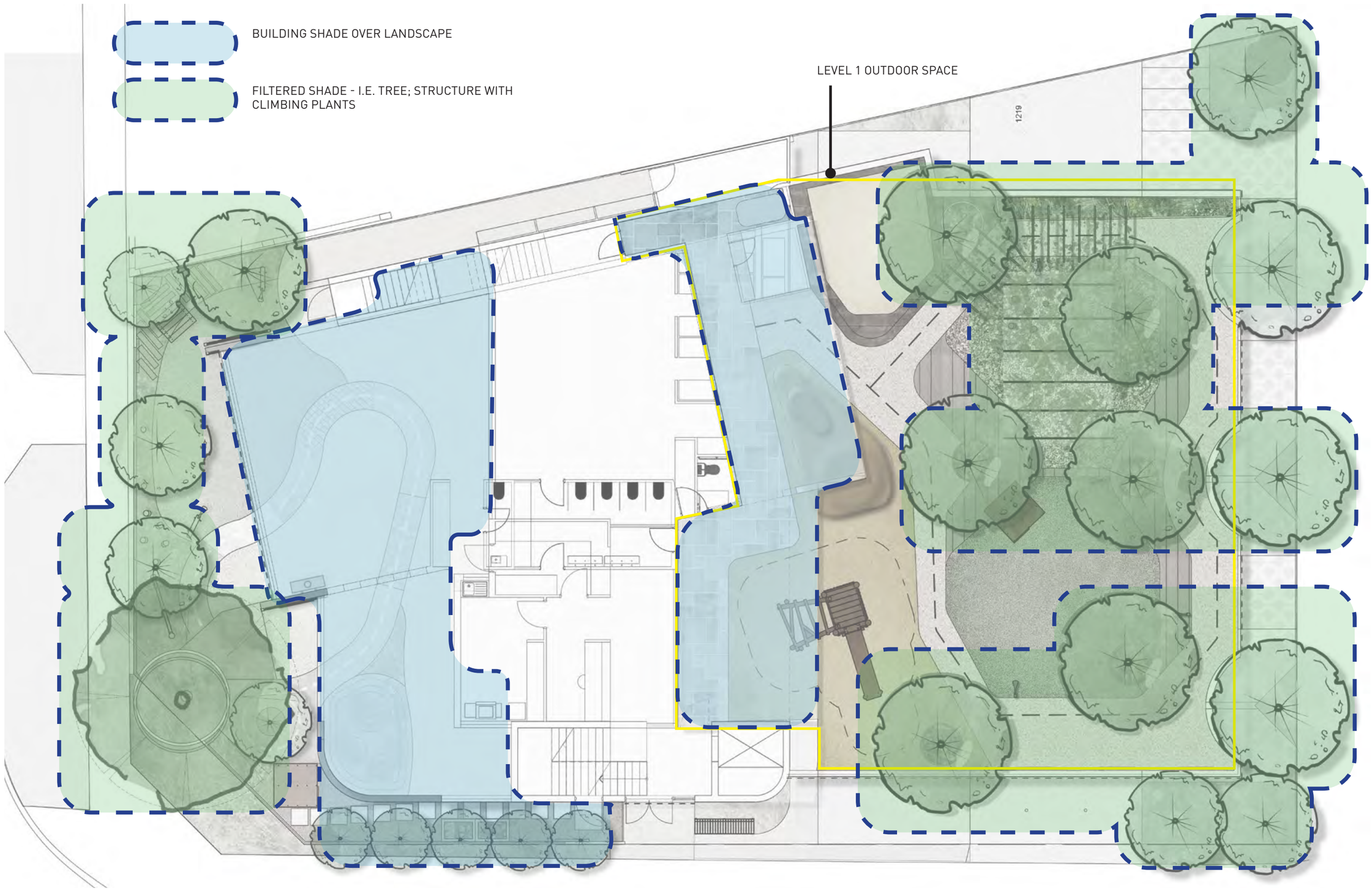








SHADE CANOPY



DEEP SOIL AREAS

DEEP SOIL IN GROUND
PLANTING & TURF

PERMEABLE SURFACE I.E.
SAND; PERMEABLE PAVING

STRUCTURAL SOIL TO TREES
IN CARPARK

PLANTING ON STRUCTURE GREATER
THAN 1M DEEP WITH TREES

PLANTING; MULCH; TURF ON
STRUCTURE UNDER 1M DEEP

PLANTING PALETTE

TREES

HYMENOSPORUM FLAVUM

EUCALYPTUS TODTIANA

EUCALYPTUS FORRESTIANA 'FUCHSIA GUM'

MAGNOLIA GRANDIFLORA 'TEDDY BEAR'

BANKSIA MENZIESII DWARF

LAGERSTROEMIA NATCHEZ 'SIOUX'

CERCIS CANADENSIS

CITRUS × MEYERI - MEYER LEMON

CITRUS × LATIFOLIA -TAHITIAN LIME

CUPANIOPSIS ANACARDIOIDES

PLANTING


DIANELLA LITTLE JESS


DIANELLA BREEZE


PLECTRANTHUS MONA LAVENDER


LIRIOPE JUST RIGHT


NANDINA DOMESTICA FLIRT


NEPHROLEPIS POM POM

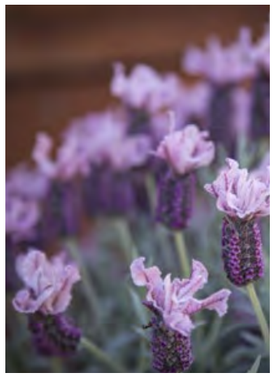

SANSEVIERIA BLACK SWORD


LOMANDRA VERDAY


CONOSTYLIS CANDICANS


HELICHRYSUM ITALICUM


LAVANDULA SILVER PRINCESS


LAVANDULA GHOSTLY PRINCESS

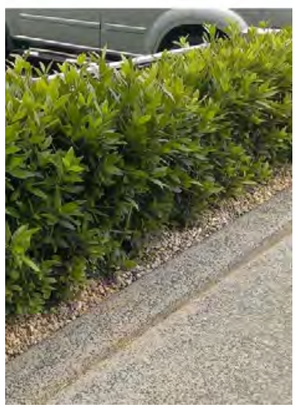

ROSMARINUS OFFICINALIS 'PROSTRATUS'


SALVIA ELEGANS


STACHYS BYZANTINA


CASURINA GLAUCA COUSIN IT


CHRYSANTHEMUM SNOWLAND


LAURUS NOBILIS


PATERSONIA OCCIDENTALIS


VIOLA HEDERACEA


OTHONNA RUBY NECKLACE


DICHONDRA SILVER FALLS


MELISSA OFFICINALIS

Application for Development Approval

Child Care Centre

No.23 Tribute Street West

Shelley

LATERAL PLANNING

Document Control

Reference	0297
Location	Lot 1 (No.23) Tribute Street West, Shelley
Client	SNS Custodian Nominees Pty Ltd
Document Title	Application for Development Approval - Child Care Centre
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Contents

1.0 Introduction

Lateral Planning acts for SNS Custodian Nominees Pty Ltd, the registered proprietor of the land situated at Lot 1 (No.23) Tribute Street West, Shelley ('site').

This Town Planning Statement has been prepared in support of an Application for Development Approval ('Application') for the construction of a Child Care Centre on the site.

The Town Planning Statement provides an assessment of the proposed development against the applicable town planning framework and demonstrates the proposal is consistent with the amenity and orderly and proper planning of the locality. The Application is accompanied by the following technical documents.

Document	Consultant
Feature Survey	Vision Surveys
Architectural Drawings	Proekt Architecture
Landscape Plan	Plan E
Acoustic Assessment	Herring Storer Acoustics
Traffic Impact Statement	KCTT
Sustainable Design Assessment	EcoForm Consulting

Table 1: Consultant Team

2.0 Subject Site

2.1 Overview

Local Authority	City of Canning	
Locality	Shelley	
Address	No.23 Tribute Street West	
Cadastral	Lot 1 on Diagram 20648	
Certificate of Title	Volume 1297 Folio 744	
Registered Proprietor	SNS Custodian Nominees Pty Ltd	
Land Area	995m^2	
Frontages	Tribute Street West	14.08 metres
	Monota Avenue	35.24 metres
	Corner Truncation	8.53 metres
Existing Land Use	Vacant Building Previous Use - Medical Consulting Rooms	

Table 2: Site Overview

2.2 Context

The site is 8 kilometres south of Perth in the locality of Shelley, in the City of Canning ('City').

Shelley generally occupies the area between Canning River and Leach Highway, to the west of Shelley Bridge. The road network in the locality was first established in the 1920's / 1930's. Tribute Street West had been formed by the early 1950's with the construction of suburban style homes following in the early 1960's.

The site is located on the south-east corner of Tribute Street West and Monota Avenue, 300 metres to the west of Leach Highway.

While the predominant land use in Shelley is low density housing, the area surrounding the site is characterised by a mix of land uses. The rear (southern) boundary of the site abuts Shelley Primary School, established in the 1970's. A local shopping centre, also established in the 1970's and now known as 'Shelley Hub', occupies the land to the west of Monota Avenue.

The centre previously included a service station on the south-west corner of Monota Avenue and Tribute Street West. This was demolished in 2010 and by 2017 had been replaced by a two-storey mixed use building with café, office and medium density housing. The site itself was previously occupied by a medical centre. Low to medium density housing can be found to the east and north, with many of the original dwellings having been replaced by contemporary homes and grouped dwellings of one to two storeys.

Tribute Street West comprises a single traffic lane in each direction with a footpath on each side of the street in the vicinity of the site. A roundabout has recently been installed at the junction of Tribute Street West and Monota Avenue, including pedestrian crossing points to provide a safe walking environment in the vicinity of Shelley Primary School. On-street parking for four cars is provided in Tribute Street West, to the west of Monota Avenue, while five on-street car bays are provided in the portion of Monota Avenue abutting the site. Monota Avenue terminates as a cul-de-sac at the site's southern boundary, where the vehicle access point for Shelly Primary School is located. A light pole is situated in the Monota Avenue verge abutting the site.

The site is well serviced by public transport (bus services) with Bus No.178 running in both directions along Tribute Street West, between Bull Creek Railway Station and Elizabeth Quay Bus Station, via Victoria Park.

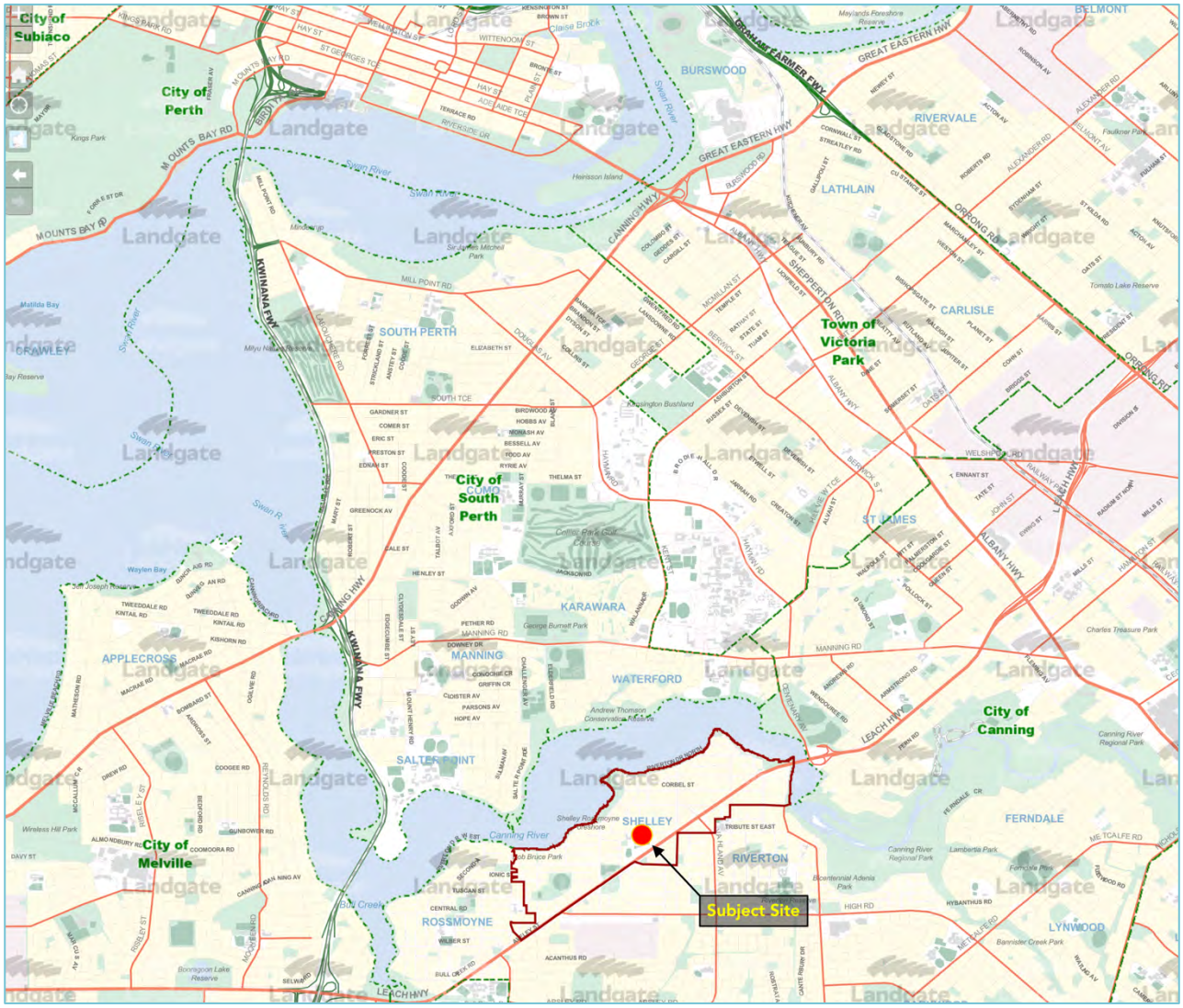


Figure 1: Regional Context

Figure 2: Local Context

2.3 Characteristics

The site has a land area of 995m^2, with frontages of 14 metres to Tribute Street West and 35 metres to Monota Avenue.

The site is occupied by a single storey building originally constructed as a dwelling but for a considerable time has been occupied by medical consulting rooms. Parking for 19 cars is provided to the rear of the site, with access via a single crossover off Monota Avenue.

The site is relatively flat with a level of approximately 6.5 metres AHD. The Perth Groundwater Map indicates a (maximum) groundwater level of 3.5 metres AHD in the vicinity of the site, being a depth of approximately 3 metres below ground level. The surface geology is described as 'Bassendean Sand' with a moderate to low risk of acid sulfate soils.

There is little vegetation on the site. Three medium sized trees are proposed to be removed while one medium tree near the site's Tribute Street West frontage will be retained. The verges abutting the site do not contain any trees.

Figure 3: Site and Surrounds

3.0 Description of Proposed Development

Item	Proposed			
Description of Development	Child Care Centre			
External Play Area	Total External Play Area		606m^2	
Activity Rooms	Room	Age (Years)	Area	Places
	1	0 to 2	66m^2	20
	2	2 to 3	82m^2	25
	3	3 to 5	131m^2	40
	Total		279m^2	85
Staff	Educators		14	
	Centre Manager (Part-Time)		1	
	Cook (Part-Time)		1	
	Total Staff at any one time		15	
Operating Times	Trading Days		Monday to Friday	
	Staff Arrival / Departure		6.00am to 7.00pm	
	Customer Arrival / Departure		6.30am to 6.30pm	
	External Play Areas		7.00am to 6.00pm	
Parking	Car Bays		18	
	Bike Bays – Site (Visitors / Staff)		3	
Trees	Trees Removed - Verge		0	
	Trees Retained - Verge		0	
	Trees Removed - Site		4	
	Trees Retained - Site		1	
	Trees Proposed - Site		Refer Landscape Plan	

Table 3: Summary of Proposed Development

4.0 Town Planning Considerations

4.1 Metropolitan Region Scheme

The site is zoned Urban under the Metropolitan Region Scheme ('MRS'). No portion of the site is reserved under the MRS.

4.2 State Planning Policies

4.2.1 State Planning Policy 5.4 – Road and Rail Noise

State Planning Policy 5.4 – Road and Rail Noise ('SPP5.4') seeks to minimise the adverse impacts of road and rail noise on noise-sensitive land uses within the 'trigger distance' of major transport corridors. According to Main Roads WA Traffic Data, Leach Highway carried an average of just under 40,000 vehicles per weekday in 2021/2022, including 35,700 passenger cars but only 70 Austroads Class 7 to 12 vehicles. Leach Highway is 150 metres to the south-east, meaning the site is within the 'trigger distance' of 200 metres applicable to 'other significant traffic routes', defined in SPP5.4 as:

> *These are generally any State administered road and/or local government road identified as being a future State administered road (red road) and other roads that meets the criteria of either >= 100 Class 7 to 12 Austroads vehicles daily or >=23,000 daily traffic count (averaged equivalent to 25,000 vehicles passenger car units under region schemes).*

The Application is accompanied by an Acoustic Assessment, which finds that traffic noise received at the premises will meet the requirements of SPP5.4, subject to implementation of the noise mitigation measures recommended in the Acoustic Assessment.

4.2.2 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment ('SPP7.0') seeks to achieve 'good design' through the application of Ten (10) Design Principles. The proposed development was considered by the City's Design Review Panel ('DRP') on 12 March 2024 to ensure the design responds appropriately to the Design Principles of SPP7.0. The DRP's assessment is summarised below. The design of the development has been amended in response to the DRP comments.

Design Principle	DRP 12/3/24	Design Principle	DRP 12/3/2024
Principle 1 - Context and Character		Principle 6 - Amenity	
Principle 2 - Landscape Quality		Principle 7 - Legibility	
Principle 3 - Built Form and Scale		Principle 8 - Safety	
Principle 4 - Functionality & Build Quality		Principle 9 - Community	
Principle 5 - Sustainability		Principle 10 - Aesthetics	

Table 4: Design Review Panel Assessment (12 March 2024)

4.3 City of Canning Local Planning Scheme No.42

4.3.1 Zoning

The site is zoned 'Mixed Use' under Local Planning Scheme No.42 ('LPS42'). No portion of the site is within a Local Reserve under LPS42. A residential density code of R40 applies to the site. Land at the south-west corner of Tribute Street West and Monota Avenue is also zoned Mixed Use (R40) while Shelley Hub shopping centre further to the west is zoned Local Centre. The abutting land to the east is zoned Residential with a density code of R30. Shelley Primary School to the south is within a Local Reserve for Public Purposes (Education) while Tribute Street West is set aside as a Local Reserve - Local Distributor Road.

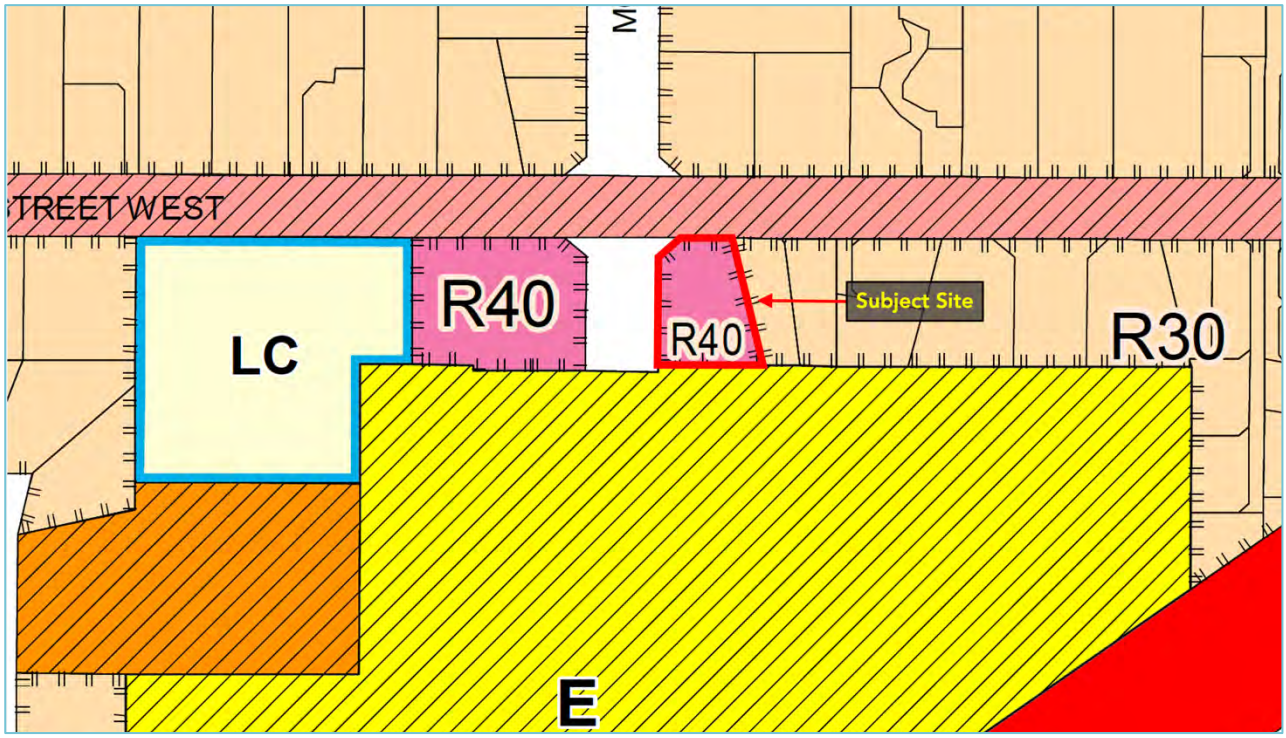


Figure 4: LPS42 Zoning Map

4.3.2 Land Use

The proposed use falls within the definition of a 'Child Care Premises' under LPS42, which is designated as a 'D' use in the 'Mixed Use' zone. Deemed Provision 1 defines a 'D' use as:

> (a) *means a use identified in the zoning table for this Scheme (regardless of the symbol used) as a use that is not permitted in the zone unless the local government has exercised its discretion by granting development approval; but*
>
> (b) *does not include a class A use;*

The proposed use is therefore capable of being approved at the discretion of the decision-maker, having regard to all relevant planning considerations.

4.3.3 Special Control Areas

The site is not within any Special Control Areas under LPS42.

4.3.4 Development Requirements

Parking and Access Requirements

Clauses 4.10 (including Table 4) to 4.13 of LPS42 contain development standards relating to car parking, service vehicles and bicycle parking, as summarised below.

Standard	Requirement	Response
Car Parking	Staff Car Parking: • 1 bay / employee (15) 15.0 Customer Car Parking: • 1 bay / 10 places (85) 8.5 Total Required: 23.5	Total Car Bays Provided 18 As per the Operational Management Plan, car parking bays will be allocated as follows: • Staff Only Bays: 10 • Additional Staff / Other Visitor Bays (non-peak times): 7 • Customer Only Bays (peak times): 7 • ACROD Permit / 10-Minute Customer Bay: 1
Bicycle Parking	0.5 bays / 100m^2 NLA (344m^2) 2 Allocation to Staff / Visitors: • 0.1 staff bays / 100m^2 NLA • 0.4 visitor bays / 100m^2 NLA	3 bike bays are provided on-site for staff / visitors.
End of Trip Facilities	Not applicable as 0 staff bike bays are required (0.4 rounded to 0).	The Ground Floor accessible toilet will include a shower for staff use, and lockers will be provided in the staff room.
Service Vehicles	Provision to be made for service vehicle access for loading / unloading, where available. Service vehicles to enter / exit in forward gear and be segregated from customer parking areas.	Sufficient car parking is provided to accommodate service vehicles outside of peak customer times. Refer Operational Management Plan. Service vehicles will be able to enter and exit the site in forward gear. For waste collection, the bin truck will reverse into the site and exit in forward gear. Refer Waste Management Plan.
Design of Car Park	All parking bays and aisles to be designed in accordance with AS2890.1.	All car bays and aisles satisfy AS2890.1. Refer Traffic Impact Statement.
Notes Sub-Clause 4.10 (c) states the required number of car bays (23.5) shall be rounded to the nearest whole number. The total parking requirement is therefore 23 or 24 bays. Sub-Clause 4.12.3 requires car parking for employees to be based on the employment period during which the greatest number of employees are present. In this instance, the maximum number of staff present on site at any time of the day, assuming 100% occupancy, will be 15. This includes educators, the part-time centre manager and part-time cook.		

Table 5: Car Parking Summary

Car Parking

LPS42 stipulates a parking standard of 1 car bay per staff member plus 1 car bay for every 10 places. With 15 staff and 85 places, the development requires 23.5 car bays. The Application proposes 18 on-site car bays.

The amount of parking provided is sufficient to meet parking demand from customers, staff and other visitors throughout the day, due to the different peak operating times of each user group. This allows car bays to be allocated to the various user groups at different times of the day to meet demand. The allocation of car bays is explained in the Operational Management Plan.

Customer Parking

A total of seven (7) car bays will be set aside exclusively for customer use during the morning drop-off peak (6.30am to 8.30am) and afternoon pick-up peak (4.30pm to 6.30pm). To provide additional capacity during peak times, the ACROD bay will also be made available for short-term customer use (maximum stay of 10 minutes).

As set out in the Traffic Impact Statement, assuming a conservative 10-minute average length of stay, each car bay can accommodate 6 separate drop-offs per hour, or 12 drop-offs over two hours. With 7 dedicated customer car bays during peak times, a total of 84 individual car drop-offs can be accommodated during the AM and PM peaks.

The Traffic Impact Statement anticipates the AM peak hour of the premises will be 7.30am to 8.30am, when 40.55% of customers (34) will arrive, with the PM peak hour expected to occur at 4.30pm to 5,30pm, when 45.21% of customers (38) will depart. With each customer car bay handling 6 separate drop-offs / pick-ups per hour, the provision of 7 dedicated customer car bays is sufficient to meet anticipated demand during the AM and PM peak hours.

It is important to note the Traffic Impact Statement assumes full occupancy with all children being driven to the premises in separate vehicles. In practice, the premises will rarely (if ever) operate at full capacity due to day-to-day enrolments, absentees, and market conditions.

In addition, not all customers arrive by car and many children will have siblings at the premises, further reducing the number of individual car trips. In addition, the site's proximity to Shelley Primary School will further reduce the number of individual car trips, as parents with children at both the primary school and child care premises will only need to make one trip to the locality to complete a drop-off / pick-up.

The provision of 7 customer bays (plus the ACROD bay) during the morning and afternoon peak is therefore adequate to meet parking demand from the proposed 85-place child care centre.

Staff Parking

The number of staff at the premises on any given day will vary depending on enrolments in each age group, with staff work times staggered to meet the needs of the centre throughout the day.

The Operational Management Plan includes a Staff Roster assuming full occupancy. During the AM and PM peaks the number of staff will range from 6 to 12. The highest number of staff on the premises at any one time will be 15, which will occur between 9.30am and 3.30pm only.

A total of 10 car bays will be set aside exclusively for staff use throughout the entire day, with an additional 7 car bays available for staff parking outside of peak times, when customer parking demand is low. A total of 15 car bays will therefore be available for staff parking when the highest number of staff (15) will be present on the site.

The provision of staff parking assumes 100% occupancy of the premises, which is unlikely to occur. Furthermore, not all staff will drive in separate cars, and some staff will arrive by means other than driving (walking, cycling or public transport).

Other Visitors & Service Vehicles

Other visitors to the premises include service vehicles, suppliers and potential clients who may wish to meet with staff and / or inspect the centre. Such visitations are infrequent and will be scheduled to occur outside of peak customer times (generally between 9.30am and 3.30pm) when use of the car park is at its lowest.

ACROD Parking

In addition, one (1) car bay will be available for ACROD permit parking, which may include customers, staff and other visitors.

The Operational Management Plan accompanying the Application demonstrates how the car parking bays on the site will be allocated to meet the different peak parking demand times of each user group, as outlined above and depicted in the figure below.

This approach is consistent with the intent of Clause 4.10.3 (Reciprocal Parking) of LPS42, which makes provision for the joint use of car parking facilities. Clause 4.10.3 states:

(a) *If there is a deficiency in the number of parking spaces provided to serve a building or land use, the local government may permit the sharing of parking spaces of an adjoining building or site subject to there being different peak hours of the land uses.*

(b) *The local government may require reciprocal access for any buildings or land uses subject to subclause 4.10.3 (a), when in the opinion of the local government the reciprocal access will improve design or amenity.*

(c) *The applicant of any development subject to subclause 4.10.3 (a) shall provide evidence –*

  (i) *that no substantial conflict will exist in the peak hours of operation of the buildings or land uses for which the reciprocal parking is proposed; and*

  (ii) *that the parking spaces credited from one building or land use to another is not in excess of that required by the first building or land use to operate at peak hours.*

While Clause 4.10.3 applies to the reciprocal use of parking facilities by land uses on different properties in a locality, the **shared parking principle** contemplated by Clause 4.10.3 is relevant to the proposed development and can be applied in a similar way through implementation of the Operational Management Plan.

With the deployment of these operational measures, sufficient car parking will be available to meet demand from different users of the child care centre throughout the day. The site's proximity to public transport, together with the provision of bike parking and end-of-trip facilities, will further reduce private car usage and encourage alternative modes of transport.

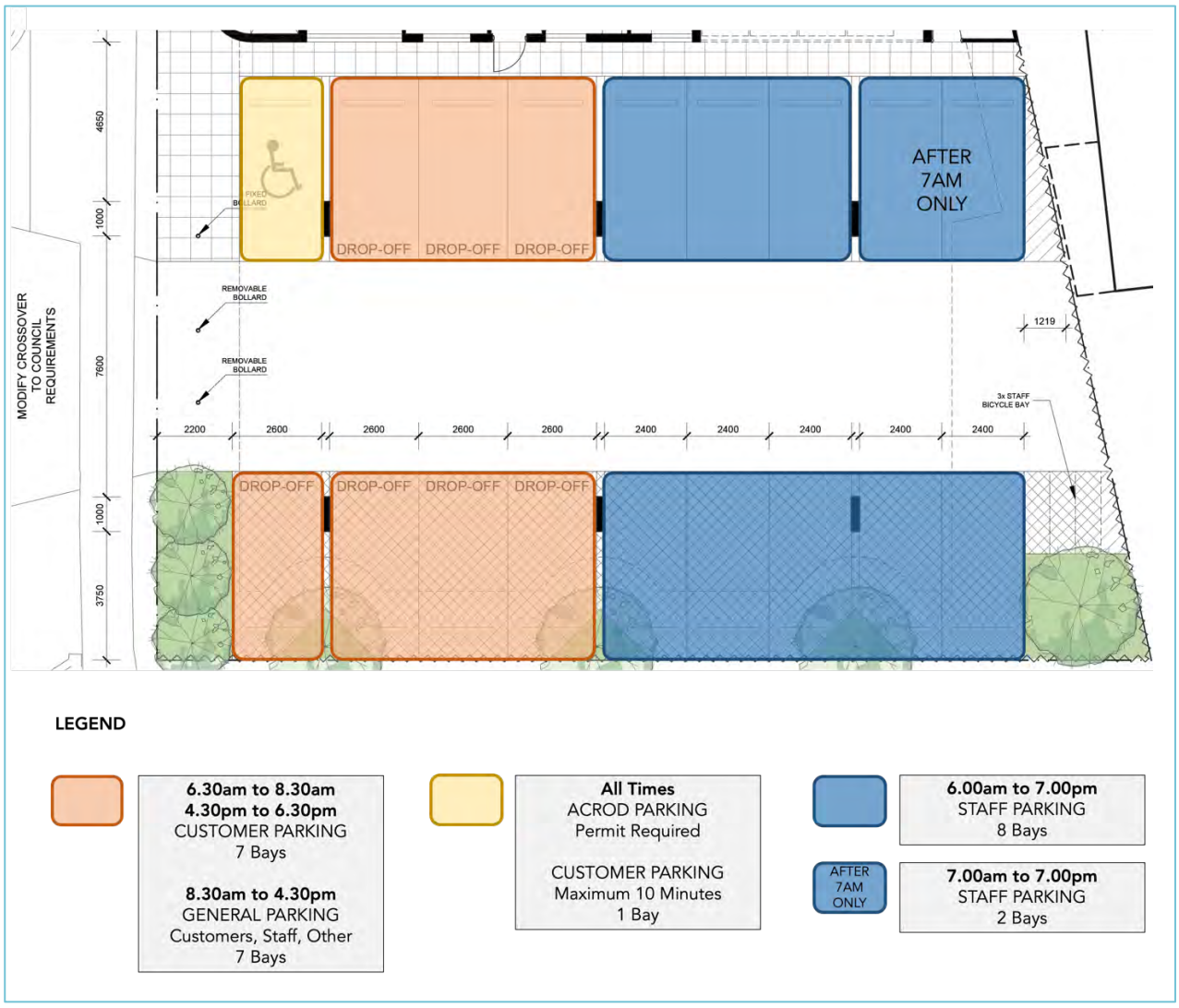


Figure 5: Car Park Allocation Plan

Part 9A of Deemed Provisions

Part 9A of the Deemed Provisions deals with car parking. Deemed Provision 77D (2) allows the City to exercise discretion and vary a minimum on-site parking requirement provided the City is satisfied with respect to the following:

(a) *that reasonable efforts have been made to comply with the minimum on-site parking requirement without adversely affecting access arrangements, the safety of pedestrians or persons in vehicles, open space, street trees or service infrastructure; and*

(b) *that… the lower number of car parking spaces would be adequate for the demands of the development, having regard to the likely use of the car parking spaces, the availability of off-site parking facilities and the likely use of alternative means of transport.*

With respect to Sub-Clause (a) of Deemed Provision 77D (2):

- All reasonable efforts have been made to comply with the on-site parking requirement without adversely affecting access, safety, open space, verge trees and infrastructure;
- The design of the car park complies with AS2890.1, with a minor variation proposed to the configuration of the manoeuvring area at the end of the car park;
- No verge trees or infrastructure are affected by the proposed development;
- A separate pedestrian path will provide a safe means of access to the premises; and
- The design allows all vehicles using the car parking bays to enter and exit in forward gear.

With respect to Sub-Clause (b) of Deemed Provision 77D (2):

- The proposed number of car bays is adequate to meet demand from customers, staff and other visitors throughout the day, as set out in the Operational Management Plan;
- The Traffic Impact Statement concludes that sufficient car parking is provided on-site to meet anticipated demand. The Traffic Impact Statement estimates the peak parking demand of the child care centre will occur between 4.30pm and 5.30pm when 45.21% of attendees (38) are expected to arrive, equating to a peak parking demand of 7 customer car bays. Outside of peak times, a total of 15 car bays will be available for staff;
- The provision of bike bays and end-of-trip facilities, the availability of a bus service, and the site's proximity to Shelley Primary School, will further reduce demand for car parking;
- The provision of 18 car bays for an 85-place child care centre equates to 1 car bay for every 4.7 (5) places. This is the same minimum rate recommended by the Department of Planning, Lands and Heritage in its Draft Position Statement for Child Care Premises (November 2022); and
- The provision of 1 car bay for every 5 places equates to the average rate of parking provided at other recently approved child care centres. A survey of 10 child care centres recently approved in the metropolitan area indicates an average rate of 1 car bay for every 5 places, consistent with the Draft Position Statement.

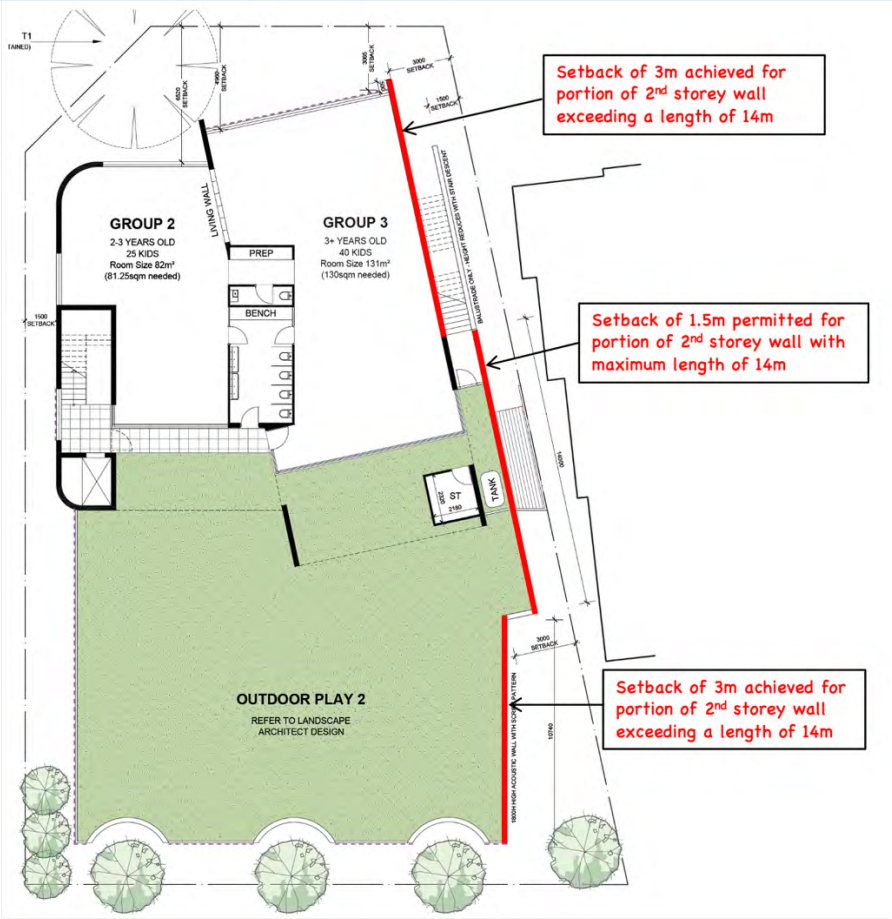
For all of these reasons, it is considered sufficient car parking is provided on-site to meet demand and the proposed parking shortfall will not have an adverse impact on the amenity of the locality.

Mixed Use Zone Requirements

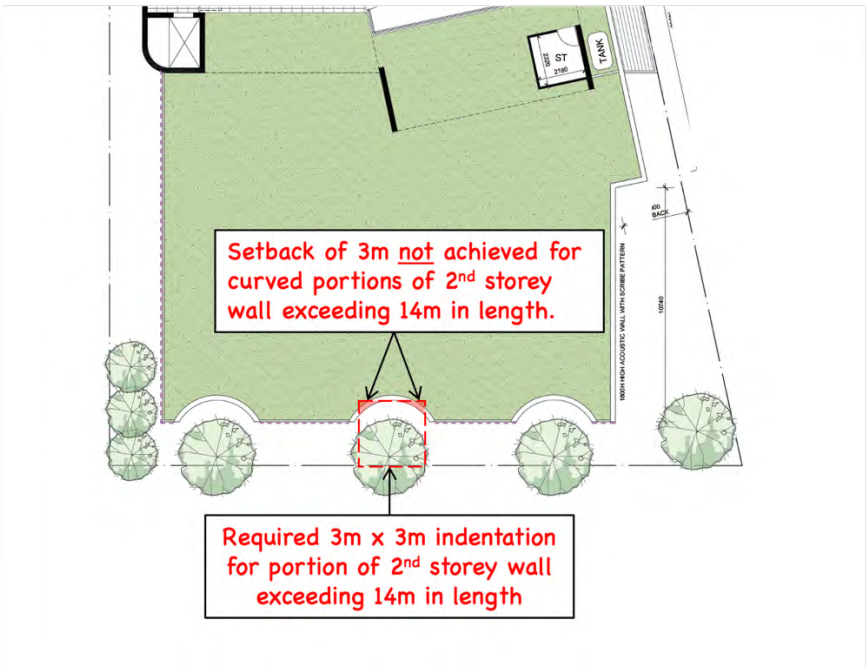
Clause 4.19 of LPS42 contains development standards for the Mixed Use zone, as follows.

Standard	Requirement	Response
Street Setback - North & West Boundaries	Primary & Secondary Streets: Minimum: Nil Maximum: 2m	Tribute Street West: 3.05m to 6.52m Monota Avenue: 1.5m
Side Setback - East Boundary	**Residential Design Codes** <u>Deemed-to-Comply 3.4.1</u> *Height of Wall* — *Required Setback* • Up to 3.5m: 1m • 3.6m to 7m: 1.5m • 7.1m to 10m: 3m	*Height of Wall* — *Proposed Setback* • Up to 3.5m: 1.5m • 3.6m to 7m: 1.5m to 5.1m • 7.1m to 10m: 3m
	<u>Deemed-to-Comply 3.4.2</u> Portion of 2nd storey wall exceeding length of 14m to be setback 3m or provided with a 3m x 3m separation. Only applies to 2nd storey.	Wall to 'Group 3' Activity Room setback 3m. Wall to external play area setback 1.5m to 5.1m. Portion exceeding 14m in length is setback the required 3m (refer Figure below).
	<u>Deemed-to-Comply 3.4.4</u> Boundary wall permitted to two side boundaries with a maximum height of 3.5m and maximum length of two-thirds the boundary length behind the street setback line (permitted length 24.6m)	Store Room Boundary Wall • Height: 2.9m • Length: 6.0m
Residential Design Codes – Side Boundary Setback (East) The east side boundary setback is required to be in accordance with the Residential Design Codes ('RD Codes'). The site is coded R40 however the abutting land is coded R30. The setbacks applicable to the lower R30 density code have been applied. The abutting dwelling forms part of a Survey Strata Plan with Common Property and therefore falls within the definition of a Grouped Dwelling. For Grouped Dwellings on land coded R30, the setback requirements in Part C of Volume 1 of the RD Codes apply.		
Rear Setback - South Boundary	**Residential Design Codes** <u>Deemed-to-Comply 3.4.1</u> *Height of Wall* — *Required Setback* • Up to 3.5m: 1m • 3.6m to 7m: 1.5m	*Height of Wall* — *Proposed Setback* • Up to 3.5m: 2m to 3m • 3.6m to 7m: 2m to 3m
	<u>Deemed-to-Comply 3.4.2</u> Portion of 2nd storey wall exceeding 14m in length to be setback 3m or provided with a 3m x 3m separation.	Wall to external play area setback 2m to 3m. Portion exceeding 14m in length is setback the required 3m, with the exception of a curved 2m portion (refer Figure below).
Residential Design Codes – Rear Boundary Setback (South) The south rear boundary setback is required to be in accordance with the RD Codes. The site is coded R40 while the abutting land to the south is uncoded. The setback requirements in Part C of Volume 1 of the RD Codes have been applied.		

Ground Floor Building Height	Ground Floor Height • Floor-to-Ceiling Height 4m	Proposed Floor-to-Ceiling Height 4.2m
Total Building Height	**Residential Design Codes** Deemed-to-Comply C3.2.1 • Maximum Storeys 2 • Maximum Total Height: 10m	• Proposed Storeys 2 • Proposed Total Height: 9.9m
Land Use Mix	Non-Residential Floor Space in Mixed Use Developments • Minimum: 20% • Maximum: 60%	Not applicable. The development comprises a non-residential use only and is not mixed use.
Deep Soil Zones	• Required Area (12%): 119m^2	• Proposed Area (12%): 119m^2 In addition to Deep Soil Areas, six (6) tree planters with a depth of 1m are proposed to the First Floor external area, and structural soils provided to the rear boundary at Ground Level.
Parking Location & Signage	Parking to be located behind the building line and screened from view.	Parking located to the rear of the building, screened from Tribute Street West.
Streetscape and Facades	Awnings to be provided to building entry and over footpaths abutting the building.	Awning provided over pedestrian entry to building. Building does not abut the footpath.
	Entry to building to be from the primary street frontage.	Entry to building from Monota Avenue. Whereas Tribute Street West is presently the primary frontage, the proposed development addresses both street frontages. The design will enhance the streetscape of Monota Avenue, which is the main entry to Shelley Primary School.
	Facades abutting streets to achieve 75% permeable glazing.	The façades incorporate permeable glazing to the Ground and First Floors.
	Facades to be articulated with at least four of the following design elements: • Openings; • Protruding Balconies; • Awnings; • Contrasting Colours & Materials; • Indentations & Extrusions.	The proposed facades incorporate: • Visually permeable windows and doors; • Contrasting materials, colours and finishes to the walls, frames and balustrading; • An awning over the building entry; and • Indented Ground Floor and an extruding First Floor element facing Tribute Street West.
Blank Walls	Blank walls facing Local Reserves to incorporate one of the following: • Varied heights, materials, colours or textures; or • Public artwork.	Facade facing Shelly Primary School provided with a varying height wall to external deck, with face brick and feature screening. Face brick, painted render and cladding provided to the south facing wall of the building.



First Floor – Side Boundary Setback



First Floor – Rear Boundary Setback

Figure 6: Side and Rear Boundary Setback Variations

Primary Street Setback

Given the site context, it is considered the proposed Primary Street setback achieves a suitable transition between the prevailing setbacks within the Residential zone to the east and the setback of the mixed-use building to the west of Monota Avenue. The proposed setback will maintain the prevailing streetscape character and allow for the retention of an established tree near the site's north-west corner.

Rear Setback – South Boundary

The building exceeds the required setback to the south boundary based on the height of the wall, with the variation being limited to the portion of the external play area wall where the length exceeds 14 metres. For the portion of a wall exceeding a length of 14 metres, the wall is required to be setback 3 metres or provided with a 3 x 3 metre indentation.

In this instance, where a 3 x 3 metre indentation is provided, the curved section of the wall is setback between 2.4 metres and 3 metres (i.e. maximum variation of 0.6 metres). This variation only applies to one of the curved wall sections and the variation is limited to a length of 3 metres. Given the southern boundary of the site does not abut any residential properties, the variation is considered minor and will not have any adverse impact on the amenity of the locality.

4.3.5 Local Planning Policies

Local Planning Policies that may be relevant to the consideration of this Application include:

- Local Planning Policy 3 – Developer Funded Public Art ('LPP3');
- Local Planning Policy 7 – Advertising Signs ('LPP7');
- Local Planning Policy 9 – Tree Retention and Planting ('LPP9'); and
- Local Planning Policy 11 – Child. Care Premises in Residential Areas ('LPP11').

Local Planning Policy 3 – Developer Funded Public Art

LPP3 requires non-residential development with an estimated cost exceeding $4 million to provide public art to the value of 1% of the construction cost. The estimated construction cost of the development is $3million and accordingly public art is not required pursuant to LPP3.

Local Planning Policy 9 – Tree Retention and Planting;

LPP9 provides guidance for Tree Retention and Tree Planting on development sites.

In accordance with the definition of 'trees worthy of retention', all four (4) existing trees on the site are likely to be deemed 'trees worthy of retention.' The Application proposes the retention of one (1) existing tree in the front setback near the north-west corner of the site. This tree is considered to contribute to the character of the streetscape and is proposed to be integrated into the Ground Floor external play area. Three (3) existing trees are proposed to be removed to make way for the development. These trees are located to the side and rear of the existing building and are not considered to make a significant contribution to the locality. It is proposed to remove these trees and plant new trees in a more suitable location on the site.

Figure 7: Existing Tree to be Retained

Table 1 of LPP9 sets out tree provision rates, to be achieved through Tree Retention and / or Tree Planting. A minimum of one (1) advanced tree is required for every 450m^2 of site area, meaning three (3) trees are required, in this instance comprising one (1) existing tree and two (2) advanced trees.

The Landscape Plan proposes a total of 24 trees, including:

- 1 existing tree 'worthy of retention';
- 5 small trees in the external play area fronting Tribute Street West;
- 5 narrow screen trees in the external play area fronting Monota Avenue;
- 3 medium shade trees to the southern edge of the car park;
- 4 small shade trees to the west and east of the car park; and
- 6 shade trees in the upper-level external play area.

All in-ground trees will be planted in deep soil, with structural soil provided to the three (3) shade trees along the southern edge of the car park to encourage root growth. The shade trees in the upper level external play area will be provided with a planter of 1 metre in depth with suitable drainage systems. At least two (2) new trees will satisfy the LPP9 definition of an 'advanced tree.'

Local Planning Policy 7 – Advertising Signs ('LPP7')

LPP7 provides guidance for advertising signage on all land zoned or reserved under LPP42. Clause 1(a) confirms that Development Approval is not required for any signs that:

- are identified as being exempted signs under Part 4 of LPP7; or
- comply with the General Provisions and Specific Requirements in Parts 3 and 5 of LPP7.

The Architectural Drawings for the development depict the following signs.

Building Identification Signs

The boundary wall to the street frontages of the site includes two signs identifying the address of the premises. The lettering is less than 0.3 metres in height meaning the signs are exempt from Development Approval pursuant to Part 4 of LPP7.

Projecting Signs

Signage is proposed to be affixed to the outer edge of the awning over the building entry to depict the name and operator of the premises. This signage falls within the definition of a Projecting Sign under Part 5 of LPP7 and satisfies the relevant provisions of LPP7, as follows:

- the signage relates to the business that will operate from the premises;
- the signage does not project below the awning and exceeds a clearance of 2.7 metres above the ground;
- the signage will not protrude more than 0.3 metres from the outer face of the awning; and
- the signage satisfies (or is capable of satisfying) the provisions in Part 3 of LPP7.

Accordingly, all signage depicted on the Architectural Drawings is considered exempt from Development Approval pursuant to LPP7. Notwithstanding, the signage is shown on the drawings and can be granted approval as part of this Application, if required.

Local Planning Policy 11 – Child Care Premises in Residential Areas

LPP7 sets out the matters the City will take into account when considering applications for Child Care Premises in the Residential zone under LPS42. The site is zoned Mixed Use and accordingly LPP11 does not apply. Notwithstanding, it is worth noting that the development generally satisfies the locational criteria and other requirements of LPP11, as summarised below.

Provision	Response
Location Criteria	• The site has a regular shape and including the corner truncation exceeds an area of 1,000m^2 and a frontage of 20 metres. • The site is situated on a corner with only one boundary directly adjoining a residential property. • The site is within walking distance to a Local Centre and Shelley Primary School. • The site is situated on a Local Distributor Road. • The site is well served by footpaths which provide a direct connection to the Local Centre and Shelley primary School, and bus services run along Tribute Street West.

Siting and Design	• The building is designed with a domestic scale and appearance and reflects the residential character of the area. • The building satisfies the majority of deemed-to-comply provisions under the RD Codes, with only minor boundary setback variations. • Including the upper level external play area, the development achieves in excess of 60% open space. • Visually permeable fencing is provided to street frontages.
Premises > 50 Children	• The development will not have a detrimental impact on the amenity of the area due to the design and management of the premises, and the fact that only one boundary abuts a residential property. The site has two street frontages with the southern boundary abutting Shelley Primary School. • The upper level external play area will have a solid masonry wall along its southern edge to a height of 1.8 metres to mitigate noise and overlooking. • The external play areas will be managed to reduce adverse impacts on the amenity of the area. Refer Operational Management Plan.
Noise and Amenity	• The Application is accompanied by an Acoustic Assessment which recommends measures to mitigate the impacts of noise on the amenity of the locality. • Solid fencing is proposed to the site's eastern boundary to mitigate noise and overlooking from external play areas. • None of the Activity Rooms have windows overlooking the adjoining residential property and all openings will be treated in accordance with the recommendations of the Acoustic Assessment.
Hours of Operation	• Monday to Friday 6.30am to 6.30pm. This is similar to the operating times of 7am to 7pm under LPP11 for child care premises in the Residential zone. • Staff will arrive and depart within 30 minutes of opening / closing. • The external play areas will be used between 7am and 6pm.
Landscaping	• The Application is accompanied by a Landscape Plan. • Soft planting is proposed to the street edges of the site. • Trees will be retained / planted as per the City's LPP9. • The existing verge footpath and lawn will be retained. An existing paved area will be replaced with planting and visitor bike racks.
Car Parking and Traffic	• The Application is accompanied by a Traffic Impact Statement. • Sufficient parking is provided to meet demand for customer parking during drop-off / pick-up times and staff parking throughout the day. • Access is proposed from Monota Avenue, in the same position as the existing driveway to the car park for the former medical consulting rooms on the site. • The car park driveway is clearly visible from the street. • All vehicles will enter and exit the car park in forward gear, with the exception of the bin truck which will reverse into the site and exit in forward gear. As per the Operational Management Plan, waste collection will occur outside of the drop-off / pick-up times for the child care and adjacent primary school.
Signage	• All proposed signage is consistent with the provisions of LPP7.
Waste	• A bin store is proposed to the rear of the building, accessed from the car park. • The Operational Management Plan includes details of waste management.

As evident, whilst the provisions of LPP11 do not apply to the Mixed Use zone, the child care premises generally satisfies the intent and requirements of LPP11.

4.3.6 Deemed Provisions

Deemed Provision 67 sets out the various matters that a decision-maker is required to consider in determining this Application. The table below explains how the Application addresses each of the relevant matters listed in Deemed Provision 67.

Deemed Provision 67		Response
(a)	Local Planning Scheme	The Application is capable of approval under LPS42.
(b)	Orderly and proper planning	The use is consistent with the orderly and proper planning of the locality. There are no draft planning proposals relevant to the Application.
(c)	State Planning Policies	State Planning Policy 5.4 – Road and Rail Noise. State Planning Policy 7.0 – Design of the Built Environment.
(d)	Environmental Protection Policies	Not applicable.
(e)	Any policy of the WAPC	WAPC Draft Position Statement - Child Care Premises.
(f)	Any policy of the State	Not applicable.
(g)	Local Planning Policies	Local Planning Policy 7 – Advertising Signs. Local Planning Policy 9 – Tree Retention and Planting.
(h)	Structure Plans, Centre Plans and Local Development Plans	Not applicable
(i)	Review of Local Planning Scheme	Not applicable
(j)	Reserved land	Not applicable
(k)	Built heritage conservation of any place of cultural significance	The development does not have an adverse impact on the built heritage conservation of any place of cultural significance.
(l)	Cultural heritage significance	The site is not within an area of cultural heritage significance. The development will not have any effect on a known site or place of Aboriginal heritage significance.
(m)	Compatibility with setting	The development is compatible with its setting, being a low impact non-residential use within the Mixed Use zone with only one boundary abutting residential land.
(n)	Amenity of the locality:	
	(i) Environmental impacts	The proposal will not have any adverse impact on the environment.
	(ii) Character of locality	The design of the development is compatible with the character of the area.
	(iii) Social impacts	The development will not have any adverse social impacts.
(o)	Effect on natural environment	The development will not have an adverse effect on the natural environment.
(p)	Landscaping and tree retention	Landscaping, including tree retention and tree planting, is proposed.
(q)	Environmental risks	None
(r)	Risk to human health or safety	None
(s)	Access and parking	Parking for 18 cars is provided with access from Monota Avenue.

		The Operational Management Plan demonstrates how the car bays will be allocated during the day to meet peak demand from different user groups.
(t)	Traffic impacts	The traffic generated by the development will not have an adverse effect on traffic flow and safety. Refer to Traffic Impact Statement.
(u)	(i) Public Transport	Bus No.178 runs along Tribute Street West, between Bull Creek Railway Station and Elizabeth Quay Bus Station. High Frequency Bus Route 998 / 999 (Circle Route) runs along Vahland Avenue / Leach Highway.
	(ii) Public Utilities	All utilities required to service the development are available, including water, sewer, and power.
	(iii) Waste Management	A bin store is proposed of sufficient capacity to service the development. Refer Waste Management Plan.
	(iv) Pedestrian & Cyclist Access	3 bike bays together with end-of-trip facilities for staff will be provided. A pedestrian path connects the building entry to the car park and footpath.
	(v) Elderly & Disability Access	One 'ACROD' bay is provided.
(v)	Loss of community benefit or service	The Application will not result in any loss of a community service. The Child Care Centre will benefit the local community by providing improved access to child care services in the area. A study by Victoria University *(Deserts and Oases: How Accessible is Childcare in Australia? March 2022*) found that between 2.7 and 7.14 children in Shelley compete for each child care place, compared to a nation-wide median of 2.6 children per place. Out of 14 neighbourhoods in Shelley, 9 were classified by the study as "childcare deserts".
(w)	History of the site	No relevant site history.
(x)	Impact on the community	It is not considered the development will have an adverse community impact. The Child Care Centre will benefit the local community by providing improved access to child care services in the area.
(y)	Submissions on the proposal	To be determined
(za)	Comments from agencies	To be determined
(zb)	Other planning considerations	None

Table 6: Deemed Provisions

5.0 Conclusion

This Town Planning Statement has been prepared in support of an Application for Development Approval for the construction of a Child Care Centre on the land situated at Lot 1 (No.23) Tribute Street West, Shelley.

The site is ideally placed to accommodate a Child Care Centre. The site is zoned Mixed Use, fronts a Local Distributor Road and is situated adjacent to a Local Centre and Shelly Primary School, with only one boundary directly abutting a residential property.

The Child Care Centre is a compatible non-residential use that will provide residents of Shelley and surrounds with improved and convenient access to child care services.

The Traffic Impact Statement finds that the road network surrounding the site can successfully accommodate additional traffic associated with the development and that sufficient parking is provided on-site to meet the parking demand of the Child Care Centre.

The Acoustic Assessment finds that the Child Care Centre is capable of satisfying applicable noise regulations and will not be affected by excessive levels of traffic noise.

The Operational Management Plan explains how the premises will be operated to mitigate any adverse impacts on the locality with respect to car parking, noise and waste.

Accordingly, the proposed development satisfies the relevant considerations of Deemed Provision 67 of LPS42, is consistent with the principles of orderly and proper planning, and will not have any detrimental impact on the amenity of the locality.

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure