Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 20 March 2025; 9:30am

Meeting Number: MODAP/69

Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link: MODAP/69 – 20 March 2025 – City of Kwinana – City of Wanneroo

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 KWINANA

- 1. Declarations of Due Consideration
- 2. Disclosure of Interests
- 3. Form 1 DAP Applications
 - Lot 9000 (129) Orton Road, Casuarina Extractive Industry (Sand) DAP/24/02689
- 4. Form 2 DAP Applications
- 5. Section 31 SAT Reconsiderations

PART C - CITY OF WANNEROO

- 1. Declarations of Due Consideration
- 2. Disclosure of Interests
- 3. Form 1 DAP Applications
 - 3.1 Lot 692 & Lot 800 (16 & 22) Amesbury Loop, Butler Warehouse / Storage Development DAP/24/02802
 - 3.2 Lot 260 (2) Bourke Way, Eglinton Child Care Premises DAP/24/02806
- 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

Dale Page (Presiding Member) Eugene Koltasz (Deputy Presiding Member) Karen Hyde (Specialist Member)

Part B – City of Kwinana
Cr Barry Winmar (Local Government DAP Member, City of Kwinana)
Cr Matthew Rowse (Local Government DAP Member, City of Kwinana)

Part C – City of Wanneroo
Cr Bronwyn Smith (Local Government DAP Member, City of Wanneroo)
Cr Jacqui Huntley (Local Government DAP Member, City of Wanneroo)

Minute Secretary

Claire Ortlepp (DAP Secretariat)

Officers in Attendance

Ashlee Kelly (DAP Secretariat)

PART A - INTRODUCTION

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Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 3.1 – Lot No.9000 (129) Orton Road, Casuarina – Extractive Industry (Sand)

Form 1 – Responsible Authority Report

(Regulation 12)

| DAP Name: | Metro Outer |
|-------------------------------|-------------------------------------|
| Local Government Area: | City of Kwinana |
| Applicant: | Element Advisory |
| Owner: | Megajet Enterprises Pty Itd |
| Value of Development: | \$2.835 million |
| Responsible Authority: | City of Kwinana |
| Authorising Officer: | A/ Manager Planning and Development |
| LG Reference: | DA10897 |
| DAP File No: | DAP/24/02689 |
| Application Received Date: | 30 April 2024 |
| Report Due Date: | 11 March 2025 |
| Application Statutory Process | 90 Days |
| Timeframe: | |
| Attachment(s): | Location Plan |
| | Amended Extraction Contour Plan |
| | Concept Design for the future POS |
| | Hydrology Assessment |
| | 5. Advice from DBCA |

Responsible Authority Recommendation

That the Metro Outer DAP resolves to:

1. **Defer** the consideration of DAP Application DAP/24/02689 for a period of 90 days, in accordance with section 5.10.1a of the DAP Standing Orders 2024, for the following reasons:

Reasons

- 1. To allow the City of Kwinana to further review the potential impact of the development on the future use and implementation of public open spaces (POS).
- 2. To allow the relevant Government Agencies, in consultation with the City of Kwinana, to review the applicant's additional information and confirm whether the proposed development will result in unacceptable and adverse environmental impacts on the adjoining Conservation Category Wetland (CCW) as well as endangered wildlife, flora, and fauna on site.

Details: outline of development application

| Region Scheme | Metropolitan Region Scheme |
|-----------------------|---------------------------------------------|
| Region Scheme - | Urban |
| Zone/Reserve | |
| Local Planning Scheme | City of Kwinana Local Planning Scheme No. 2 |

| Local Planning Scheme - Zone/Reserve | Development |
|-----------------------------------------------------|--------------------------------------------------|
| Structure Plan/Precinct Plan | Casuarina Central Local Structure Plan |
| Structure Plan/Precinct Plan - Land Use Designation | Public Open Space and partial 'Residential' zone |
| Use Class and permissibility: | Extractive Industry (sand extraction) |
| Lot Size: | 16.70 ha |
| Existing Land Use: | Vacant Land |
| State Heritage Register | No |
| Local Heritage | ⊠ N/A |
| | □ Heritage List |
| | ☐ Heritage Area |
| Design Review | ⊠ N/A |
| | □ Local Design Review Panel |
| | □ State Design Review Panel |
| | □ Other |
| Bushfire Prone Area | Yes |
| Swan River Trust Area | No |

Proposal:

Application is for a proposed sand extractive industry on Lot 9000 (No. 129) Orton Road, Casuarina, covering a 16.7 hectares vacant site, as shown on the development plans at Attachment 2.

Key details of the proposal are as follows:

- Sand extraction outside the conservation category wetland buffer including the following on-going activities are proposed:
 - Removal and Stockpiling of Topsoil
 - Sand excavation
 - Screening
 - Final contouring and topsoil respread
 - Site rehabilitation
- Maximum approximate depth of the extraction proposed is 8.7m and the overall area of extraction is 3.9 ha.
- Extraction is limited to 0.6 meters above the average annual maximum groundwater level.
- Estimated yield is 197,727 cubic metres of sand.
- Sand will be used for ongoing land development in the surrounding area.
- Haulage route: Orton Road, Bombay Boulevard, and Thomas Road to access Kwinana Freeway.
- Maximum 15 trucks per hour
- Project life: four years, with an additional year for rehabilitation.
- Extraction will occur in three sequential stages, with only one stage open at a time.
- Rehabilitation of each stage will take place during the extraction phase of the next stage.
- Hours of Operation:

Mon-Fri: 7:00am to 6:00pm Sat: 7:00am to 12:00pm No works are to occur on Sundays or Public Holidays

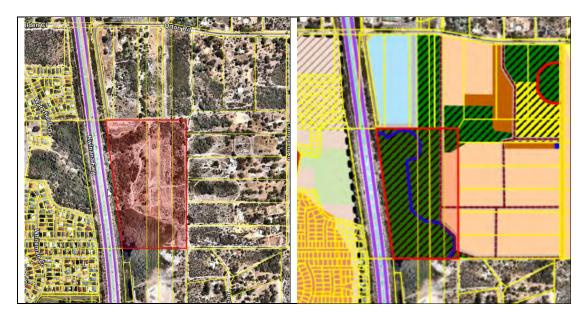
Background:

The subject lot is a 16.7 hectares vacant lot generally bound by Kwinana Fwy to the west, and Rural zoned land to the north, east and south. Access to the site is via Orton Road to the north.

There is a Conservation Category Wetland (CCW) on the lot. The proposed extraction will occur along the buffer of the CCW.

Two 330kW Western Power towers are centrally located on the site, with aerial powerlines and an easement running north to south (see image below).

The land is zoned 'Development' in the City's Local Planning Scheme No.2 (LPS2) and designated Public Open Space (POS) reserve for the purpose of parks, recreation and drainage as well as residential development along the north-eastern section under the applicable the Casuarina Central Local Structure Plan (CCLSP).



The development was initially presented to the Metro Outer Development Assessment Panel (DAP) for determination at its meeting held on 8 September 2023. At this meeting the DAP resolved to defer consideration of the DAP Application DAP/24/02689 be deferred for a period of 90 days, until 22 January 2025, in accordance with section 5.10.1a of the DAP Standing Orders 2024 to allow the applicant to provide further information in support of the issues identified by the City.

On 21 January 2025, the DAP resolved that the consideration of application be deferred for a further period of 60 days, until 21 March 2025, in accordance with section 5.10.1a of the DAP Standing Orders 2024, for the following reasons:

- To allow the proponents to further review future use of public open spaces, in consultation with the City of Kwinana and adjoining developers.
- To provide additional information to demonstrate that the development will not result in unacceptable and adverse environmental impacts on the adjoining

Conservation Category Wetland (CCW) as well as endangered wildlife, flora, and fauna on site.

Subsequently, on 14 February 2025, the applicant provided the below additional information:

- 1. Amended Extraction Contour Plan (Attachment 2)
- 2. Concept Design for the future POS (Attachment 3)
- 3. Hydrology Assessment (Attachment 4)

Impact on future public open space (POS)

The Amended Extraction Contour Plan proposes a 1:8 batter on the western edge of the extraction area adjacent to the wetlands, replacing the previously proposed and steeper 1:3 batter. This amendment is supported by the City of Kwinana.

Following review of the Hydrology Assessment, the City has requested the applicant to revise the excavation level to a minimum of 0.5 metres above Maximum Ground Level (MGL) instead of currently proposed 0.6m above Average Annual Maximum Groundwater Level (AAMGL). The applicant has agreed to comply with this requirement. The City continues to assess the implementation and delivery of POS following the conclusion of the extraction.

Impact on Conservation Category Wetland (CCW)

The applicant's additional information was referred to DBCA and DWER for comment, specifically on the Hydrology Assessment. Both agencies have advised that they require additional time to review and provide comment, which is expected by 28 March (tentatively) (Attachment 5).

As per DBCA's advice dated 7 March 2025 (Attachment 5), a site visit conducted by DBCA Ecologists confirmed the presence of an occurrence of the Critically Endangered *Tumulus springs* (organic mound springs) Threatened Ecological Community (TEC) within the wetland on Lot 2001 adjoining the subject lot to the south (refer Attachment 1).

While aerial imagery indicates the potential presence of this TEC on the subject Lot 9000, DBCA advises that a formal survey is required to confirm its occurrence. A site visit by DBCA and City of Kwinana staff is intended to be conducted shortly to assess the likelihood of the TEC on the subject lot. Additional occurrences of the TEC on the subject lot should be confirmed before any decision on the development, to ensure any TEC impacts are avoided and mitigated.

DBCA have also requested additional time to review the applicant's Hydrology Assessment to determine whether it adequately demonstrates that the hydrological regime that supports the TEC will not be impacted by the proposal. The Hydrology Assessment has not identified that the TEC is present within the wetland on Lot 2001 immediately adjoining the proposal. Given the potential environmental risks, it is critical that appropriate assessments and regulatory requirements are met before proceeding with development.

The City recommends a deferral a period of 90 days to receive comments from DWER and DBCA, and request any further information from the applicant if required. This period will provide the City with sufficient time to review the additional information and

allow the DAP to convene a meeting to consider the application, anticipated in June 2025.

The remainder of this report has not been modified as the City is recommending deferral of the DAP application pending further review of the additional information provided by the applicant.

Legislation and Policy:

Legislation

- Planning and Development Act 2005
- Metropolitan Region Scheme
- Planning and Development (Development Assessment Panels) Regulations
- Planning and Development (Local Planning Schemes) Regulations
- City of Kwinana Local Planning Scheme No.2 (LPS2)

State Government Policies

- SPP 2.4 Basic Raw Materials
- SPP 3.7 Planning in Bushfire Prone Areas

Structure Plans/Activity Centre Plans

• Casuarina Central Local Structure Plan (CCLSP)

Local Policies

N/A

Consultation:

Public Consultation

The application underwent the following public consultation process for 21 days between 21 May and 11 June 2024:

- letters sent to approximately 300 properties within a 500m radius of the subject site;
- publication of the application on the City's website; and,
- sign on site.

During the advertising period, the City received a total of 10 submissions. All submissions objected to the proposal.

The key issues raised in the submissions and the assessing officer's comments are summarised below, and further detailed in the 'Planning Assessment' section of this report and attached Schedule of Submissions (Attachment 4).

| Issue Raised | Officer Comments |
|-----------------------------------------|------------------------------------------|
| Environmental impacts - Impact on Water | Supported – City staff are not satisfied |
| Table | that the proposed works will not cause |
| | adverse environmental impacts as |

| | discussed in the 'Planning Assessment' section of this report. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| Potential for increased traffic congestion on surrounding roads and impact of the proposed development on traffic safety, including the suitability of Orton Road for haulage. | Noted – potential traffic impacts from the development are discussed in the 'Planning Assessment' section of this report. |
| Potential for noise to detract from residential amenity. | Noted – potential noise impacts from the development are discussed in the 'Planning Assessment' section of this report. |
| Potential for dust impacts to detract from residential amenity. | Noted – potential dust impacts from the development are discussed in the 'Planning Assessment' section of this report. |

Referrals/consultation with Government/Service Agencies

The application was referred to the following public authorities for comment:

- Department of Biodiversity, Conservation, and Attractions (DBCA)
- Department of Water and Environmental Regulation (DWER)
- Department of Fire and Emergency Services (DFES)
- Department of Energy, Mines, Industry Regulation and Safety (DMIRS)
- Western Power
- Main Road Western Australia (MRWA)

The key issues raised by the various agencies are discussed in the 'Planning Assessment' section of this report.

Design Review Advice

N/A

Planning Assessment:

The proposal has been assessed against all the relevant legislative requirements of LPS2 and State and Local Planning Policies as listed under the 'Legislation and Policy' section of this report.

The assessment includes consideration of land use compatibility, environmental protection measures, and adherence to local and state planning frameworks. The recommendation will reflect the appropriateness of the proposed Extractive Industry in this location, ensuring that it aligns with long-term strategic planning objectives while minimizing disruption to neighbouring properties and the surrounding environment.

Zoning and Use Class Permissibility

The subject lot is zoned 'Development' under the City's Local Planning Scheme No. 2 (LPS2) and is subject to the Casuarina Central Local Structure Plan (CCLSP). The

subject site is reserved under the CCLSP as Public Open Space (POS) for the purpose of a parks, recreation and drainage as well as zoned Residential along the north-eastern section.

The proposed development is an 'Extractive Industry' land use under LPS2. The definition of an 'Extractive Industry' land use under LPS2 is as follows:

... includes the extraction of sand, gravel, clay, turf, soil, rock, stone, minerals or similar substance from the land and also the manufacture of products from those materials when the manufacture is carried out on the land from which any of those materials is extracted or on land adjacent thereto.

LPS2 does not list land use permissibility for the 'Development' zone. All proposals within the 'Development' zone are to be in accordance with an approved Local Structure Plan. In this regard, Clause 5.14 of LPS2 states:

- the subdivision, use and development of land is to generally be in accordance with a Structure Plan that has been prepared and adopted under the provisions of Clause 5.16 of the scheme.
- The permissibility of uses in the Development Zone is subject to Subclause
 5.16.7 and shall be determined in accordance with the provisions of the Structure Plan.

The Planning and Development Act (Local Planning Scheme) Regulations 2015 states under Schedule 2 Part 4 - 27. Effect of structure plan.

(1) A decision-maker for an application for development approval or subdivision approval in an area that is covered by a structure plan that has been approved by the Commission is to have due regard to, but is not bound by, the structure plan when deciding the application.

Therefore, development of land within the 'Development' zone should have due regard to the approved Local Structure Plan.

Consistency with the CCLSP

The reserve does not have a 'Use Permissibility' under the LPS2 zoning table. However, development must be in accordance with the purpose of the reserve. Clause 2.3 Development of Local Reserves of the LPS2 states the following:

Subject to Part III of the Scheme and except as otherwise provided, a person shall not on any Local Reserve without first applying for and obtaining the Planning Consent of the Council under this Scheme;

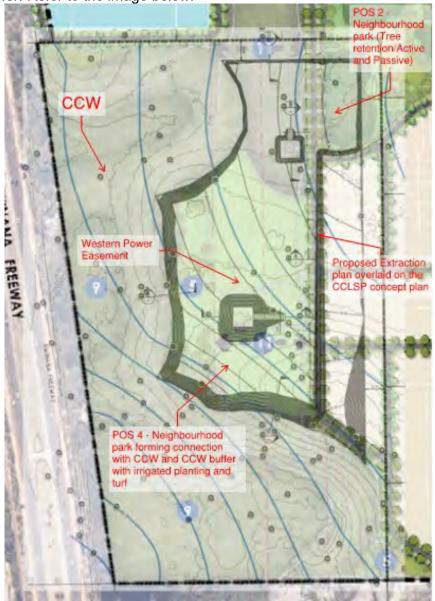
- a) commence or carry out a development other than the erection of a boundary fence unless that land is vested in a Public Authority and the development is for the purpose for which the land is so vested;
- b) use that land other than for the purpose for which it is reserved under this Part:
- c) demolish, damage or alter any buildings or works, or remove or damage any tree; or

d) excavate, spoil or waste the land so as to destroy, damage or adversely affect its usefulness for the purpose which it is reserved.

Extractive Industry is an 'X' use within a Residential zone under LPS 4. However, as it is the CCLSP that designates a Residential zone rather than the Scheme Map, the non-permissibility of the land use is not binding on the decision maker. Rather the decision maker is to have due regards to the structure plan, as stated earlier in this report, and the land use can be approved at the decision maker's discretion.

Under the CCLSP the subject land is to be developed residential and as a neighbourhood park which will provide pedestrian connection from the adjacent residential areas through the power easement forming a connection with the CCW and

CCW buffer. Refer to the image below.



The proposed extraction will be up to 8.7m deep and an area of approximately 3.9 hectares. The applicant has submitted an Environmental Management Plan (EMP) that sets out the rehabilitation of the site post mining activities. The EMP proposes only respreading of topsoil and seeding of pasture grass and hydro mulch if required as a

rehabilitation measures. No fill is proposed to return the site to topographical as shown in the refer to the extraction plan (Attachment 3).

The City notes that the extraction activities are temporary for a period of up to five years, however the applicant has not demonstrated how the final form of the land at the end of extraction activities will facilitate the POS and Residential development. Extraction of sand from the site will impact the future use of the land for its intended purpose under the CCLSP due to permanent changes in topography, elevation and hydrology. On this basis, the City cannot be satisfied that the use will not prejudice the development of the POS as per the CCLSP.

Environmental Impacts

Public objections include possible effects on groundwater levels and potential habitat destruction impacting local wildlife. Furthermore, the proximity of the sand extraction pit to wetland raises concerns about the protection of sensitive ecosystems.

The applicant has submitted an Environmental Management Plan (EMP) that concludes that there will be no environmental impact to the CCW and the associated flora and fauna due to the works being appropriately setback from the wetland buffer. The EMP also refers to the seeding of the rehabilitation of the area with pasture grass.

Impact on Wetland

The application was referred to DBCA due to potential impacts on the wetland. DBCA stated that there is the potential for the wetland areas to be impacted, however they are unable to advise whether or not the proposed excavation will have an adverse impact on the adjacent wetland. DBCA expects that the City of Kwinana will seek appropriate hydrological advice to ensure that the risk of potential impacts to the adjacent wetland areas resulting from changes to groundwater is acceptable and will consult the Department of Water and Environmental Regulation (DWER) in this regard.

The application was referred to DWER due to potential impacts on groundwater. DWER have advised that the proposed Extractive Industry has the potential to impact on environmental and water resource values and management.

Although the DBCA and DWER do not object to the proposal, neither agency was able to confirm that the proposed Extractive Industry will not adversely impact the wetland or its environmental assets.

The City has reviewed the applicant's EMP and identified a number of deficiencies. Most critically, the applicant has not submitted hydrological modelling to compare the pre-development and post-development water balance of the wetland, as necessary to demonstrate the impact of the development on the wetland.

The applicant contends that no water balance impacts will occur as a result of the development, noting that future urban development will require the preparation of an Urban Water Management Plan and wetland management plan.

However, the applicant has failed to demonstrate how these impacts will be managed within the provided information. Due to the lack of up-to-date information provided by the applicant, and the lack of definitive advice from key agencies DBCA and DWER,

the City is not satisfied that the application has demonstrated how the proposed extraction will not adversely affect the CCW.

Clearing of Vegetation

The application will result in clearing of vegetation outside of the CCW buffer. The City notes that the applicant will need to lodge a clearing permit application with DWER should the application be approved. City notes that there is no fencing of the CCW proposed. Impact of works and equipment/vehicles on flora and fauna. The applicant has confirmed that no fencing is proposed along buffer and will be instead constructed during the future subdivision. City acknowledges that fencing may be implemented should the application be approved.

Traffic and Access

During the public consultation period, multiple submissions were received citing issues in relation to the increase in traffic and trucks, primarily on Orton Road.

The applicant has submitted a Transport Impact Assessment (TIA) to support the application. The TIA estimates that the development will generate (two way) approximately 200 truck movements per day with 15 movements at peak hour with a proposed annual extraction of 70,000 tonnes over a five-year period. The applicant has confirmed that at peak operation of the proposed development there will be a total of approximately 15 truck movements per hour.

The application was referred to MRWA for comment as Thomas Road is PRR. MRWA initially raised concerns regarding the number of vehicular movements impacting the road infrastructure along the proposed haulage route. The applicant subsequently submitted a revised TIA to address MRWA's comments, including agreement to make contributions to road upgrades.

The City accepts that the development will increase the number of heavy vehicle traffic on the surrounding roads, which has the potential to adversely impact road infrastructure. As such, the applicant has agreed to contribute to road upgrades. Should the application be approved a condition requiring a contribution to road upgrades will be added.

Off-site Impacts (noise and dust)

The Environmental Protection Authority's *Guideline for the Assessment of Environmental Factors No.3 Separation Between Industrial and Sensitive Land Uses* (Guidance No.3) requires at least 300-500m separation for sand/limestone extraction to any sensitive land uses (no grinding or milling works) due to noise and dust impacts.

The Location Plan (Attachment 1) shows the closest residence to be 200m to the west of site, over Kwinana Freeway, and 226m for Landgren Road residences to the east.

Noise impacts

A key concern noted in public submissions is in relation to noise generation from the subject site, including noise from processes involved with heavy machinery operating on site and proposed vehicle movements.

The applicant has provided an Acoustic Report by Herring Storer Acoustics (dated January 2024) to assess the noise impacts on the surrounding area. The Acoustic Report concluded that noise levels at nearby residences would reach 43 dB(A), below the allowable limit of 45 dB(A). Due to existing ambient noise from the nearby freeway, no additional noise penalties are required, and the operation complies with the Environmental Protection (Noise) Regulations 1997.

The DWER's Environmental Noise Branch (ENB) reviewed the applicant's Acoustic Report and identified a number of technical issues with the methodology. The applicant subsequently submitted a memorandum prepared by Herring Storer Acoustics (dated August 2024) to address some of the comments from DWER.

At the time of writing this report, DWER has not reviewed the applicant's memorandum.

The City has reviewed the applicant's Acoustic Report and subsequent memorandum and maintains that there are still deficiencies in the methodology that require attention. The City notes that the acoustic assessment lacks an assessment of vibration impacts. Another key issue is that the noise modelling does not account for all machinery that could operate simultaneously, nor does it consider the overlap of rehabilitation and extractive works.

Should the application be approved, it is recommended that an updated Acoustic Report is submitted to demonstrate that noise from the development can be managed to acceptable levels at surrounding sensitive land uses.

Dust management

Concerns were raised during public consultation about dust impacts from screening of sand on site, in addition to vehicle movements, and the potential for dust to adversely impact the air quality in the surrounding residential areas.

The applicant has provided a Dust Management Plan (DMP) within the EMP that outlines a number of measures to manage dust on site, including that works will stop if visible dust crosses the site boundary or CCW buffer; water suppression during works; and, hydro-mulching to stabilise soil and minimise dust generation.

The City understands that dust not only impacts the health and well-being of local residents, but also poses a major safety concern for traffic on the adjacent Kwinana Freeway. Notwithstanding, the City is satisfied that that dust impacts may be managed through the implementation of an approved DMP, should the application be approved.

State Planning Policy 2.4 – Basic Raw Materials (SPP2.4)

The subject site has not been identified as having either a Significant Geological Supply or being an extraction site in the mapping for SPP2.4.

The objectives of this policy include:

- (d) identify BRM extraction opportunities through sequential land use without compromising the final intended land use; and
- (e) ensure the extraction of BRM avoids, minimises or mitigates any adverse impacts on the community, water resources and biodiversity values.

The City is of the view that the application does not demonstrate the delivery of the final intended use under the CCLSP for this site.

State Planning Policy 3.7 - Planning in Bushfire Prone Areas

The subject site is designated as bushfire prone and is subject to the requirements of State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7), subject to the requirement to prepare a BMP.

Applicant has not submitted a BMP because of Section 2.6 – Discretionary Decision-Making states the following applicable to this application in SPP 3.7 Guidelines.

The applicant advised that there will be no habitable buildings on site and has not provided a Bushfire Attack Level (BAL) assessment. While the planning assessment section 5.1.6 suggests that a temporary site office and portable (self-contained) ablutions may be located onsite during peak haulage campaigns.

City notes some habitable buildings like site office and portable ablutions may be placed on site. Notwithstanding, the City is satisfied that an Emergency Evacuation Plan could be prepared to manage bushfire risk should the application be approved.

Conclusion:

The proposed development of an Extractive Industry (sand extraction) at Lot 9000 (129) Orton Road, Casuarina, raises significant concerns regarding its long-term impact on the implementation of the Casuarina Central Local Structure Plan (CCLSP).

Key considerations include the compatibility of the extractive industry with adjacent land uses, as well as potential environmental impacts.

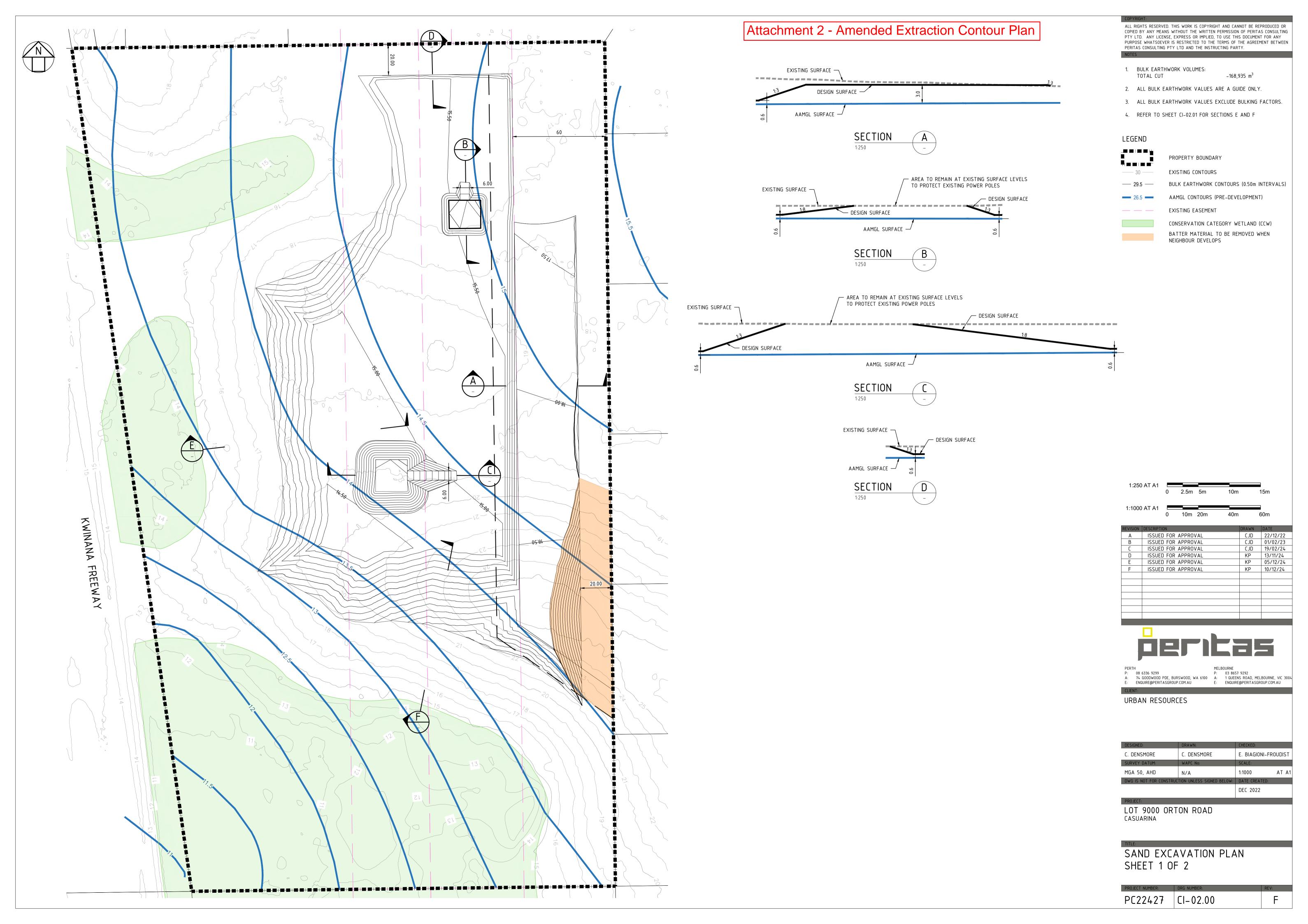
While the proposed development is temporary in nature, the applicant has not demonstrated how the final form of the land at the end of extraction activities will enable the delivery of future parks, recreation and drainage reserves consistent with the CCLSP. The applicant has also failed to demonstrate that the development will not adversely impact the Conservation Category Wetland (CCW) on site or its environmental assets.

The City accepts that sand extraction may be acceptable as part of the subdivision works for the delivery of the CCLSP, or if associated with a broader area within the CCLSP. However, at this point, the City is unable to be sure that the proposed development will not adversely impact on the implementation of the CCLSP.

City Officers recommend that the application be refused, emphasising the need to prioritise the long-term vision of the CCLSP and protect the Conservation Category Wetland (CCW) on site.

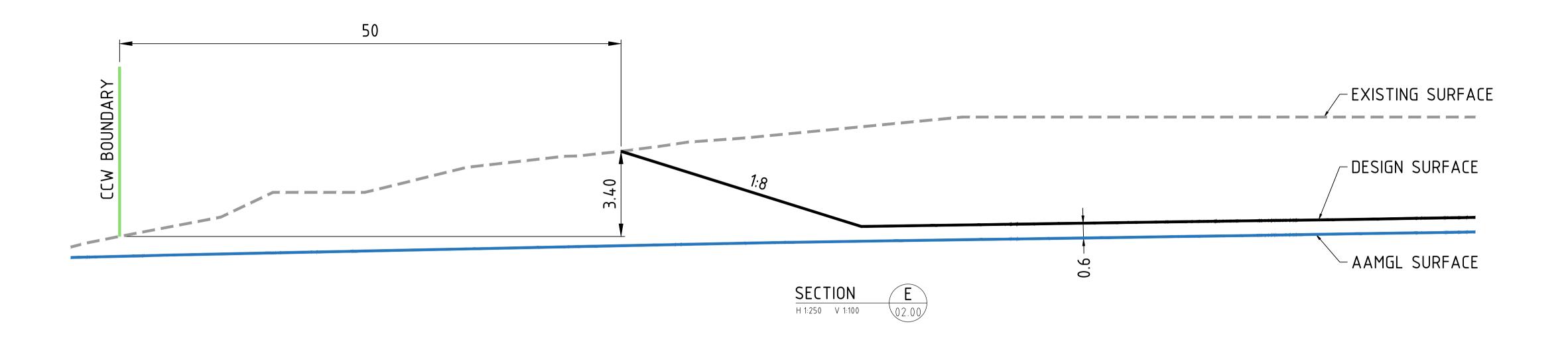
Attachment 1 - Location Plan

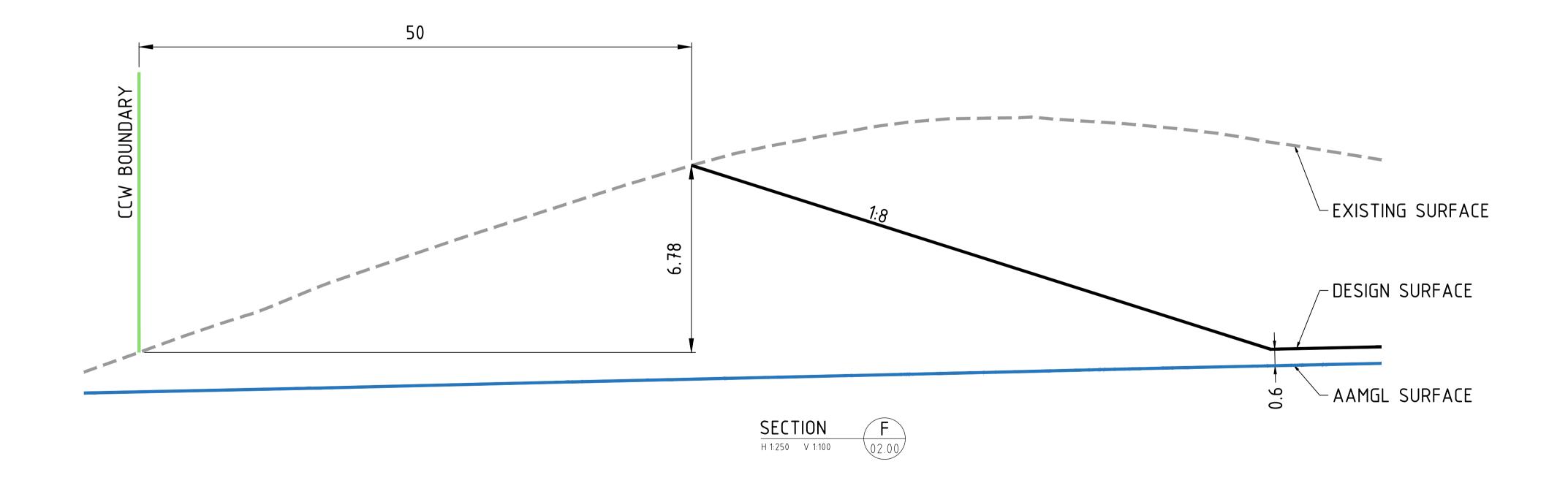




Attachment 2 - Amended Extraction Contour Plan

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LOT 9000 ORTON ROAD CASUARINA

SAND EXCAVATION PLAN SHEET 2 OF 2

| PROJECT NUMBER: | DRG NUMBER: |
|-----------------|-------------|
| PC22427 | CI-02.01 |



- CONSERVATION FENCE TO CCW BUFFER BOUNDARY. FENCING DESIGN TO BE IN ACCORDANCE WITH DBCA REQIUREMENTS
- LOW NATIVE SHRUB PLANTING TO THE POS AREA. PLANTING TO PROVIDE ENVIRONMENTAL AND LONG TERM CONSERVATION BENEFITS. SPECIES TO BE DETERMINED THROUGH LIAISON WITH THE CITY OF KWINANA AND DBCA
- VEHICLE MAINTENANCE GATE TO WESTERN POWER EASEMENT INFRASTRUCTURE. FINAL DESIGN TO BE IN ACCORDANCE WITH WESTERN POWER REQUIREMENTS
- VEHICLE MAINTENANCE ACCESS TO WESTERN POWER EASEMENT INFRASTRUCTURE. FINAL DESIGN TO BE IN ACCORDANCE WITH WESTERN POWER REQUIREMENTS
- WESTERN POWER INFRASTRUCTURE TO BE RETAINED AND PROTECTED AT ALL TIMES. GRAVEL OR SIMILAR MATERIAL TO BE INSTALLED TO THE BASE OF THE TOWERS
- PEDESTRIAN PATHWAYS TO BE PROVIDED ALONG THE STREETSCAPE, WITHIN THE WESTERN POWER POS, PUBLIC OPEN SPACE AND WITHIN THE CCW BUFFER. PATH MATERIALS TO BE IN ACCORDANCE WITH DBCA AND COK REQUIREMENTS.

AND PROVIDE A SAFE SPACE FOR THE COMMUNITY TO RECREATE.

BOLLARDS TO WESTERN POWER EASEMENT PERIMETER TO CONTROL VEHICULAR ACCESS

- IRRIGATED TURF WITHIN THE WESTERN POWER EASEMENT TO PROVIDE AN AREA FOR INFORMAL KICKABOUT, DOG WALKING AND RECREATION
- LOW NATIVE SHRUB PLANTING TO WESTERN POWER EASEMENT INFRASTRUCTURE. FINAL DESIGN TO BE IN ACCORDANCE WITH WESTERN POWER REQUIREMENTS.
- TREE PLANTING TO POS AREA. SPECIES TO BE A LOCALLY NATIVE SELECTION REFLECTING THE CHARACTER OF THE CCW. SPECIES TO BE IN ACCORDANCE WITH DBCA REQUIREMENTS

NOTES:

1. ISSUED FOR INFORMATION ONLY

2. FINAL DESIGN SUBJECT TO THE RELEVANT APPROVALS (LGA, WESTERN POWER REQUIREMENTS/ADDITIONAL STUDIES ETC), GEO-TECH REPORTS, DETAILED PLANNING AND CIVIL DESIGNS (INCLUDING STORMWATER DRAINAGE LAYOUT)

3. REHABILITATION REQUIREMENTS WITHIN THE CCW BUFFER SUBJECT TO A FUTURE WETLAND MANAGEMENT

4. CCW TO BE RETAINED AND PROTECTED

LOT 9000 ORTON ROAD

PREPARED FOR ELEMENT

FEBRUARY 2025

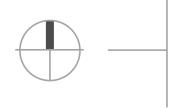


LOT 9000 ORTON ROAD

PREPARED FOR ELEMENT

SECTION B-B

LANDSCAPE CONCEPT JOB NO. 2501001 C1.102 FEBRUARY 2025 1:250 @ A1





REV A

Attachment 4 - Hydrology Assessment



13 February, 2024

Your Ref: H24075Bv1

Urban Resources Pty Ltd PO Box 1528 Bibra Lake DC WA 6965 ATTENTION: Stephen Elliott

Dear Stephen,

LOT 9000 ORTON ROAD, CASUARINA – EXTRACTIVE INDUSTRY (SAND) HYDROLOGICAL WATER BALANCE

As requested, please find below Hyd2o's report detailing a hydrological water balance assessment for Lot 9000(129) Orton Rd Casuarina (herein referred to as the site).

Hyd2o understand that water balance modelling for the site has been requested by the City of Kwinana to assist in its determination of any potential hydrological impacts of mining at the site in relation to the nearby Conservation Category Wetland (CCW) located to the west of the site adjacent to Kwinana Freeway.

This investigation is supported by the outcomes of previous Hyd2o hydrological studies at the site including groundwater monitoring and mapping (Hyd2o, 2020).

Further field studies were also recently undertaken by Hyd2o in February 2025 to support this investigation including hydraulic conductivity testing of surface soils within the proposed mining area to assist in assessing the likelihood of surface runoff occurring from the site to the wetlands.

This report summarises the outcomes of the water balance modelling and uses these results to assess if any hydrological changes impacting the wetlands are likely to occur as a result of the proposed sand extraction.

1. BACKGROUND

The site and proposed mining area are shown in relation to the wetland in Figure 1.

The CCW and its buffer area are located west of the proposed extraction area with a proposed buffer to the wetland of 50m. Based on previous investigations and a review of Landgate historical aerial photography the site and wetland hydrological behaviour is described as follows:

Groundwater mapping for the site based on Hyd2o (2020) is shown in Figure 2. Groundwater contours are presented as an average annual maximum groundwater level (AAMGL) representative of a winter maximum condition. Groundwater levels are estimated to vary from approximately 11.5 mAHD in the south-western corner of the



- site to 15m AHD in the north-east. Groundwater flow is typically in a south westerly direction toward Kwinana Freeway.
- Groundwater levels vary seasonally and interannually in relation to rainfall recharge.
 Based on nearby DWER long term bore T200 on Orton Rd regional groundwater levels typically vary approximately 1 m between winter and summer and can vary up to a further 1.5 m interannually depending on wet and dry years.
- In relation to the wetlands, only the south-western corner appears to contain standing water, with other central and northern wetland areas remaining dry in winter. Figure 3 shows various winter aerial photographs of the wetland across a variety of comparatively wet and dry winters. In all cases the inundation water level is ponded similarly to a level of approximately 10.8 mAHD, despite varying climatic conditions. This indicates a hydraulic control for outflow from the wetland at this level.
- Approximately 120m downstream of the wetland, the CCW connects to downstream Water Corporation drainage infrastructure. Culvert and connection details and photographs are provided in Appendix A. Four 900mm diameter culverts (US invert 10.4mAHD) cross Kwinana Freeway at this location (DoW,2009).
- It is important to note the groundwater mapping in Figure 2 from Hyd2o(2020) didn't consider the impact of any groundwater control in the south western corner of the site and levels are therefore likely to be higher than actual level in this area.
- A review of earlier historical photos (Figure 4) shows typical wetland water levels pre and post Kwinana Freeway construction. Prior to construction of the freeway, water levels were considerably lower in the wetland (including drying in summer) despite wetter climate conditions at that time. The changes to inundation were immediate following freeway construction and are considered a result of the changes to the wetlands outlet hydraulic condition which occurred at that time and freeway earthworks impacting groundwater throughflow.
- With respect to surface water, Figure 5 shows surface water catchment mapping for the site based on DWER's Digital Terrain Model of the Swan Coastal Plain. This indicates that the majority of the proposed mine area (~77%) currently does not topographically drain toward the wetland.
- To further assess the likelihood of surface flow from the area Hyd2o conducted permeability testing within the proposed mine area on 7 February 2025 to provide estimates of the field saturated hydraulic conductivity of the soils. Tests were undertaken based on a constant head test using a borehole permeameter. The tested location is shown on Figure 5, with calculations shown in Appendix B. An average field saturated hydraulic conductivity rate of 131 m/day was found across the testing. This permeability rate far exceeds 1% Annual Exceedance Probability (AEP) event rainfall intensities for the Casuarina area.
- Based on catchment mapping, depth to groundwater, and highly permeable soils, no surface runoff from the proposed mining area toward the wetland is assessed to currently occur. This finding is also supported by field observations which show no evidence of any surface flow from the proposed mining area.

2

H24075Bv1|13 February 2025



2. WATER BALANCE MODELLING

Results of pre and post development water balance modelling for the site are presented in Table 1. Modelling has been based on regional estimates of key parameters at annual scale, with the balance outcomes of the site primarily influenced by rainfall inputs, groundwater throughflow, and evapotranspiration losses. Key parameters used in modelling are presented as follows for the predevelopment model:

- Annual average rainfall of 793 mm/yr (BoM station: Anketell 009258, 2002-2025).
- Recharge to the shallow groundwater based on PRAMS using the following rates in Xu et al (2009). 18% for medium density banksia woodland, 38% for low density banksia woodland, 45% for pasture, and -85% for lakes/wetlands.
- Groundwater throughflow (inflow and outflow) was estimated based on Darcy's equation to site groundwater mapping, with reference to a superficial aquifer base of -17 mAHD via DWER's online Perth Groundwater Map (DWER,2025). A transmissivity of 400 m/day (Davidson & Yu, 2008) was used for determining inflows to the site, with a 50% reduction applied for site outflows as geological mapping indicates lower permeability strata west of the site (and also the impact of freeway construction).
- No existing groundwater licencing or abstraction within the site.

Groundwater inflow and outflow calculations are detailed in Appendix C, with water balance calculations included as Appendix D. Key findings for the pre-development (existing) model include:

- Groundwater inflow was estimated as 325,885 kL/yr and was the dominant inflow to the site comprising 71% of total inflow.
- Rainfall on the site was 133,224 kL/yr, which equated to 29% of total inflow.
- Total recharge was estimated to be 38,049 kL/yr (29% of rainfall)
- Groundwater outflow (311,959 kL/yr) was estimated to be lower (13,926 kL/yr) than groundwater inflow.
- This 13,926 kl/yr is considered to reflect the outflow from the wetland to the downstream Water Corporation drainage system. This flow rate equates to a discharge from the wetland of approximately 2.7 l/s for two months at the peak of winter. This outcome aligns with previous field observations of discharge from the wetland.

Parameters were then adjusted to represent the post development sand mine conditions based on the proposed site plan, with the key difference being the land use change and associated recharge increase as a result of the sand mine. Given the post development levels for the site (Figure 6), similarly to pre development, no surface water flow will be toward the wetland post mining.

A schematic of water balance results is shown in Figure 7. Water balance modelling indicates a small increase in recharge and reduction in evapotranspiration is expected post development. The increase in recharge is estimated to be 2,371 kL/yr (6%). Given the minor change in recharge, groundwater flow directions are likely to remain unchanged.

Given the minor nature of this change, natural interannual variability, and the wetland level being controlled via outlet structures to downstream drainage, this assessment indicates minimal changes to wetland water levels or its hydroperiod are expected.



Table 1: Pre and Post Development Water Balance

| Pre-Deve (Existing) | elopmen t) | Land Use | Area (ha) | Quantity mm/yr | | Total kL/yr | % |
|------------------------|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|-----------------------------------------|--------------|-------------------------------------------------------------------------------------------------------------|------------------------------------------|
| Input | Rainfall | | 16.8 | 793 | | 133,224 | 29. |
| | Groundwater In | | | | | 325,995 | 71. |
| | | | | | <u>Total</u> | <u>459,109</u> | <u>10</u> |
| Output | Evapotranspiration | Medium Density Vegetation | 6.9 | 650 | | 44,790 | 9. |
| | | Low Density Vegetation | 3.5 | 492 | | 17,346 | 3. |
| | | Pasture/Cleared | 5.9 | 436 | | 25.646 | 5. |
| | | Lake/Wetland (Open Water) | 0.5 | 1467 | | 7,394 | 1. |
| | Recharge | Medium Density Vegetation 18% | 6.9 | 143 | | 9,832 | 2 |
| | | Low Density Vegetation 38% | 3.5 | 301 | | 10,631 | 2 |
| | | Pasture/Cleared 45 % | 5.9 | 357 | | 20,983 | 4 |
| | | Lake/Wetland (Open Water) -85% | 0.5 | -674 | | -3,397 | -C |
| | Groundwater Out | | | | | 311,959 | 67 |
| | | | | | | 13,926 | 3 |
| | Wetland Outflow | (Balance) | | | | 10,720 | |
| | Wetland Outflow | (Balance) | | | <u>Total</u> | 459,109 | 10 |
| | Wetland Outflow relopment ng Mining) | (Balance) Land Use | Area (ha) | Quantity mm/yr | <u>Total</u> | | 10 |
| Followin | relopment | | | - | <u>Total</u> | 459,109 Total | 9 |
| | relopment ng Mining) | | (ha) | mm/yr | Total | 459,109 Total kL/yr | |
| Followin | relopment ng Mining) Rainfall | | (ha) | mm/yr | <u>Total</u> | 459,109 Total kL/yr | 29 |
| (Followin | relopment ng Mining) Rainfall | | (ha) | mm/yr | | 459,109 Total kL/yr 133,224 325,995 | 29 7 |
| (Followin | relopment ng Mining) Rainfall Groundwater In | Land Use | (ha) | mm/yr 793 | | 459,109 Total kL/yr 133,224 325,995 459,109 | 299 7 110 8 |
| (Followin | relopment ng Mining) Rainfall Groundwater In | Land Use Medium Density Vegetation | (ha) 16.8 | 793 650 | | 459,109 Total kL/yr 133,224 325,995 459,109 40,420 | 29 7 10 8 |
| (Followin | relopment ng Mining) Rainfall Groundwater In | Land Use Medium Density Vegetation Low Density Vegetation | (ha) 16.8 6.2 1.8 | mm/yr 793 650 492 | | Total kL/yr 133,224 325,995 459,109 40,420 9,086 | 299 711 88 22 77 |
| (Followin | relopment ng Mining) Rainfall Groundwater In | Land Use Medium Density Vegetation Low Density Vegetation Pasture/Cleared | (ha) 16.8 6.2 1.8 8.2 | 793 650 492 436 | | Total kL/yr 133,224 325,995 459,109 40,420 9,086 35,904 | 29 7° 10 8 2 7 |
| (Followin | Rainfall Groundwater In Evapotranspiration | Land Use Medium Density Vegetation Low Density Vegetation Pasture/Cleared Lake/Wetland (Open Water) | (ha) 16.8 6.2 1.8 8.2 0.5 | 793 650 492 436 1467 | | 459,109 Total kL/yr 133,224 325,995 459,109 40,420 9,086 35,904 7,394 | 29 |
| (Followin | Rainfall Groundwater In Evapotranspiration | Land Use Medium Density Vegetation Low Density Vegetation Pasture/Cleared Lake/Wetland (Open Water) Medium Density Vegetation 18% | 6.2 1.8 8.2 0.5 6.2 | mm/yr 793 650 492 436 1467 143 | | Total kL/yr 133,224 325,995 459,109 40,420 9,086 35,904 7,394 8,873 | 29 71 10 8 22 7 1 1 1 |
| Followin | Rainfall Groundwater In Evapotranspiration | Land Use Medium Density Vegetation Low Density Vegetation Pasture/Cleared Lake/Wetland (Open Water) Medium Density Vegetation 18% Low Density Vegetation 38% | (ha) 16.8 6.2 1.8 8.2 0.5 6.2 1.8 | 650 492 436 1467 143 301 | | Total kL/yr 133,224 325,995 459,109 40,420 9,086 35,904 7,394 8,873 5,569 | 299 7 7 1 1 1 1 1 6 |
| (Followin | Rainfall Groundwater In Evapotranspiration | Land Use Medium Density Vegetation Low Density Vegetation Pasture/Cleared Lake/Wetland (Open Water) Medium Density Vegetation 18% Low Density Vegetation 38% Pasture/Cleared 45% | (ha) 16.8 6.2 1.8 8.2 0.5 6.2 1.8 8.2 | 793 650 492 436 1467 143 301 357 | | Total kL/yr 133,224 325,995 459,109 40,420 9,086 35,904 7,394 8,873 5,569 29,376 | 299 711 88 22 77 11 11 |
| Followin | Rainfall Groundwater In Evapotranspiration Recharge | Land Use Medium Density Vegetation Low Density Vegetation Pasture/Cleared Lake/Wetland (Open Water) Medium Density Vegetation 18% Low Density Vegetation 38% Pasture/Cleared 45% | (ha) 16.8 6.2 1.8 8.2 0.5 6.2 1.8 8.2 | 793 650 492 436 1467 143 301 357 | | 459,109 Total kL/yr 133,224 325,995 459,109 40,420 9,086 35,904 7,394 8,873 5,569 29,376 -3,397 | 299 7 |

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3. REFERENCES

Davidson (1995) Hydrogeology and Groundwater Resources of the Perth Region Western Australia, Geological Survey Bulletin 142

Davidson, W.A. and Yu, X. (2006), Perth Regional Aquifer Modelling System (PRAMS) Model Development: Hydrogeology and Groundwater Modelling. Department of Water Hydrogeological Record Series. Report no. HG20, September 2008.

Department of Water (2009) Jandakot Drainage and Water Management Plan, Peel Main Drain Catchment, Drainage and Water Management Plan No. 3

Department of Water & Environmental Regulation (2024a, online). Perth Groundwater Map

Hyd2o (2020), Lot 9000 Orton Rd Casuarina Hydrological Report, February 2020

Silberstein R, Walker S, Hicks W, Higginson S, Dumbrell I, Canci M and Hodgson G (2007), Water Balance of the Pine Plantations on Gnangara Mound, CSIRO, Water Corporation, ENSIS and Forest Products Commission

Xu C, Canci M, Martin M, Donnelly M, & Stokes R, 2009, Perth Regional Aquifer Modelling System (PRAMS) Model Development: Application of the Vertical Flux Model, Department of Water, Western Australia, Hydrogeological record series HG 27

Should you have any queries regarding this report, please do not hesitate to contact Sasha Martens of this office.

Yours sincerely,

Sasha Martens,

Principal Engineering Hydrologist

Figures

- 1. Location & Site Plan
- 2. Groundwater Plan
- 3. Wetland Winter Inundation 2015-2024
- 4. Wetland Aerial Pre / Post Kwinana Freeway
- 5. Surface Water Catchment Plan
- 6. Site Cross Sections
- 7. Water Balance Schematic

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Appendices

- A. Water Corporation Stormwater Details & Plates
- B. Permeability Testing
- C. Groundwater Throughflow Calculation
- D. Pre / Post Land Use & Water Balance Calculation

This document is published in accordance with and subject to an agreement between Hyd2o and the Client for whom it has been prepared, and is restricted to those issues that have been raised by the Client in its engagement of Hyd2o. It has been prepared using the skill and care ordinarily exercised by hydrologists in the preparation of such documents.

Hyd2o recognise site conditions change and contain varying degrees of non-uniformity that cannot be fully defined by field investigation. Measurements and values obtained from sampling and testing in this document are indicative within a limited timeframe, and unless otherwise specified, should not be accepted as conditions on site beyond that timeframe.

Any person or organisation that relies on or uses the document for purposes or reasons other than those agreed by Hyd2o and the Client does so entirely at their own risk. Hyd2o denies all liability in tort, contract or otherwise for any loss, damage or injury of any kind whatsoever (whether in negligence or otherwise) that may be suffered as a consequence of relying on this document for any purpose other than that agreed with the Client.0

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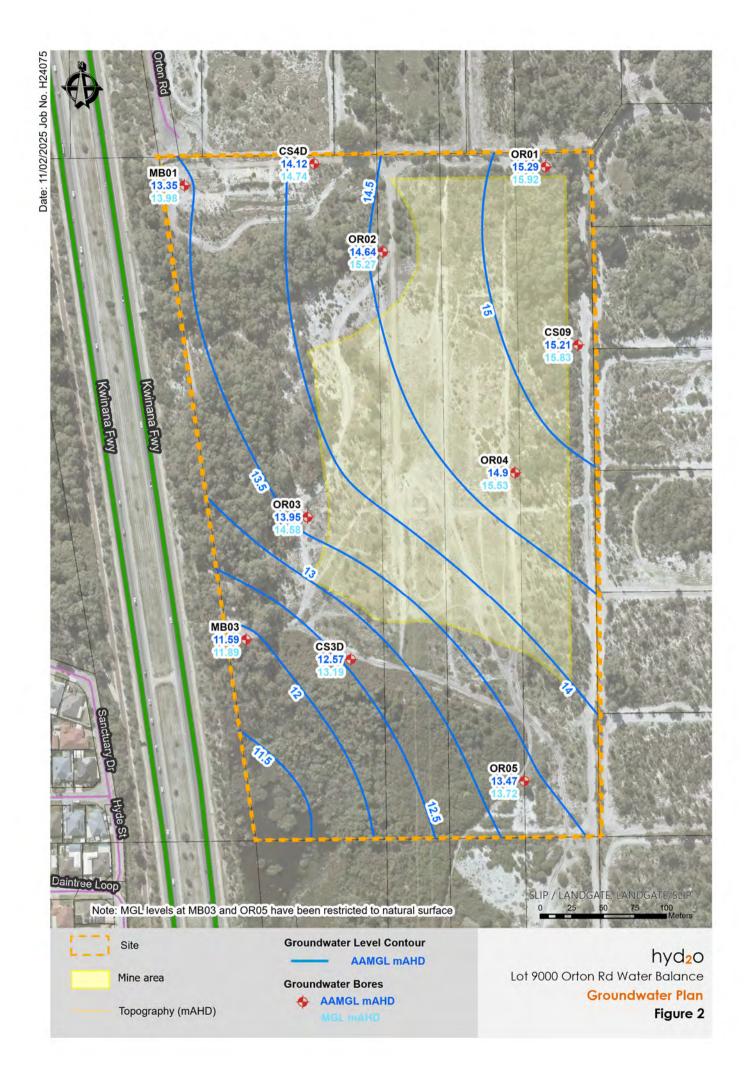
FIGURES



0 80 160 240 320 Meters

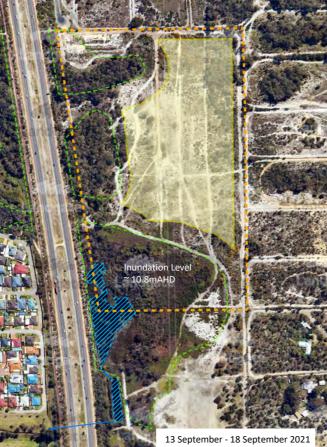
Location & Site Plan

Figure 1











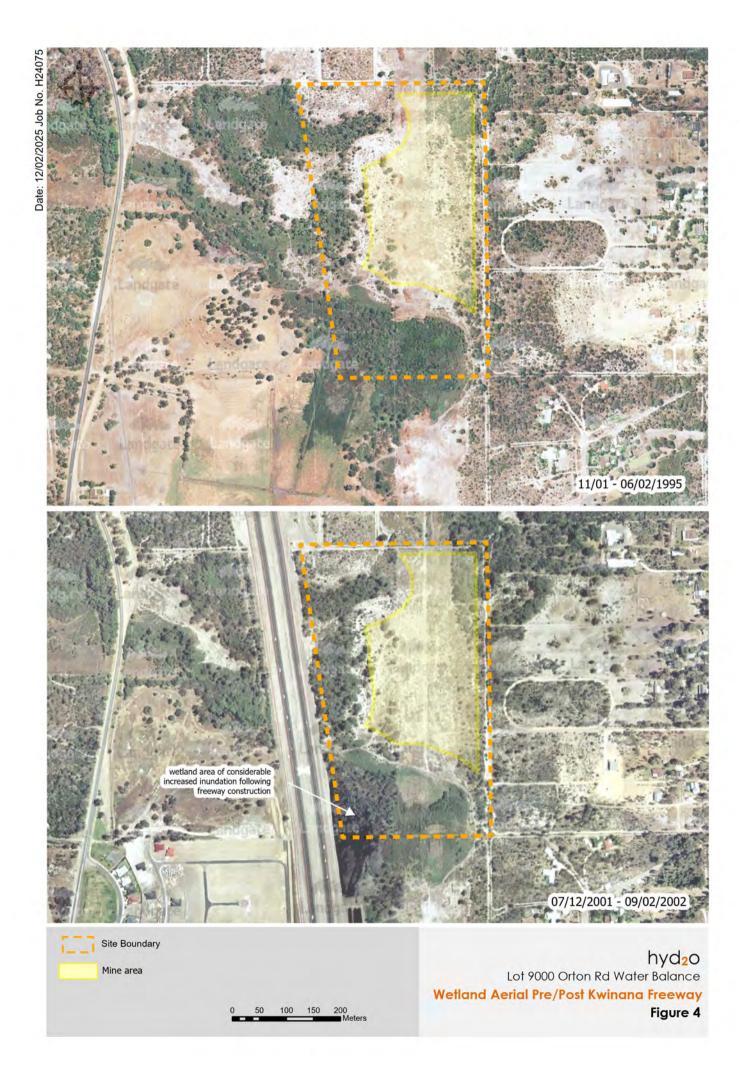


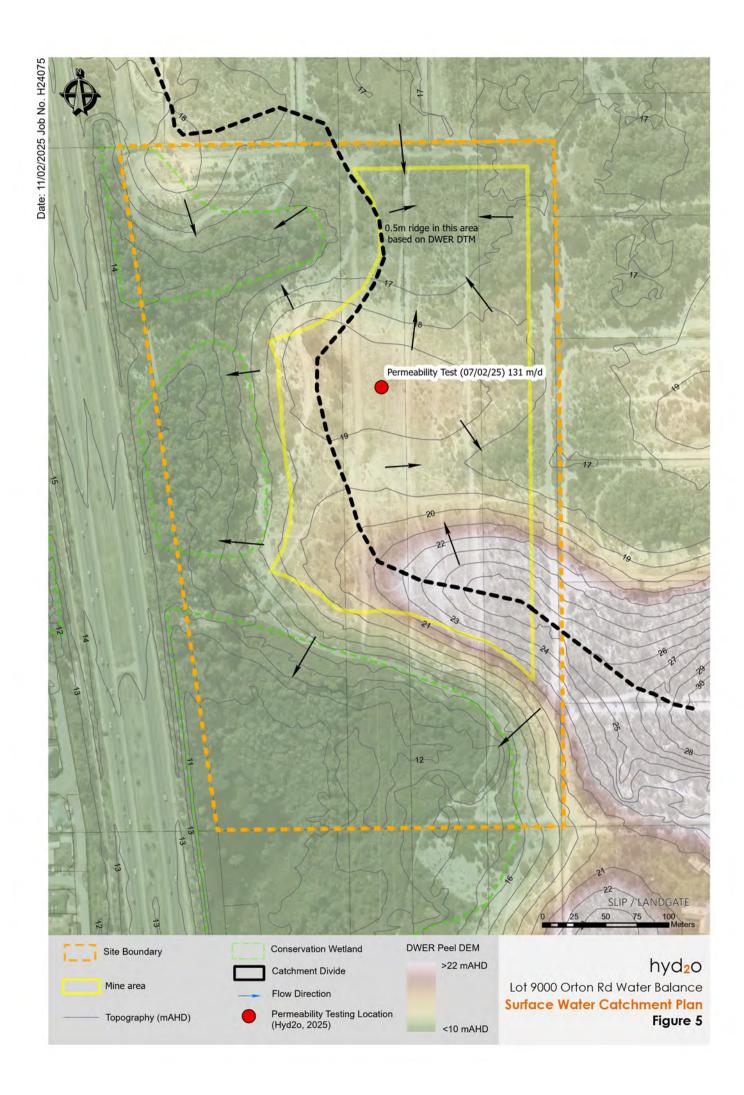
Conservation Type Wetland Boundary

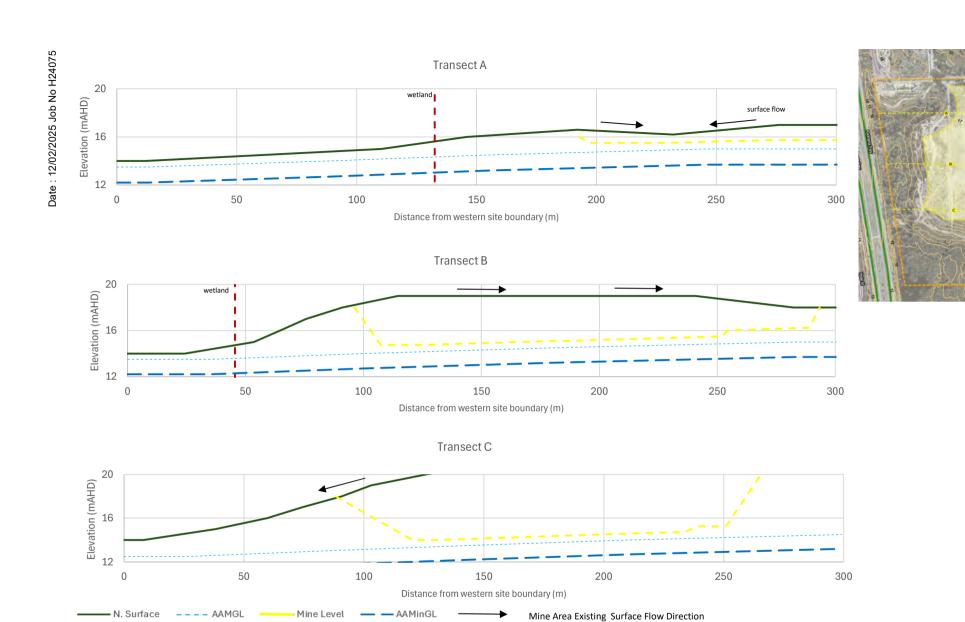
Wetland Inundation Area

 $\label{eq:hyd2O} hyd_2O$ Lot 9000 Orton Rd Water Balance Wetland Winter Inundation 2015-2024

Figure 3







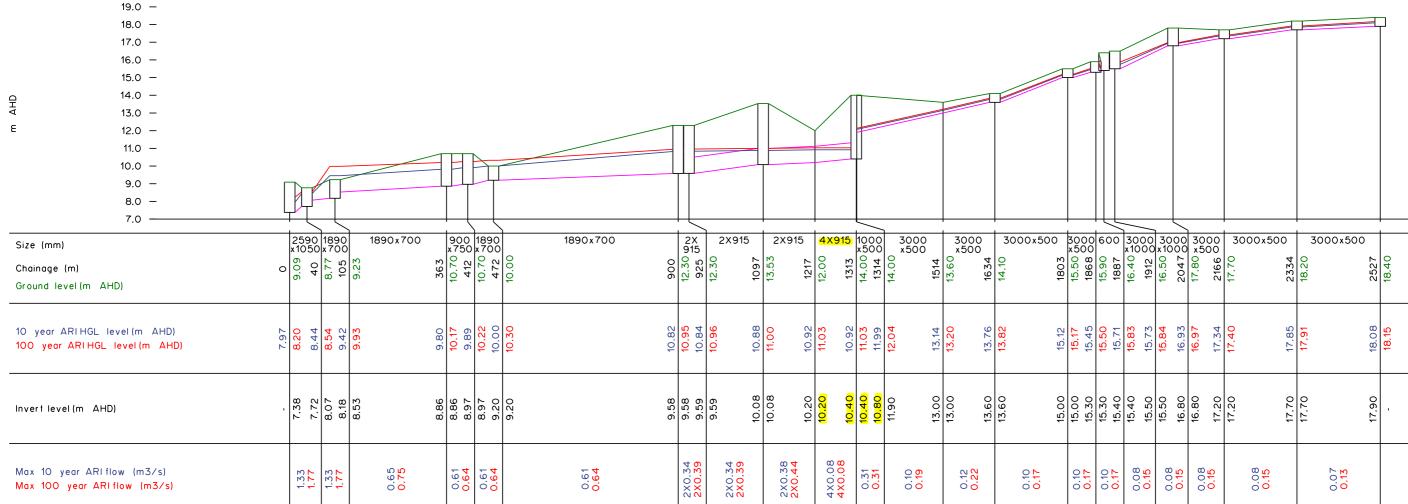


Lot 9000 Orton Rd Water Balance
Water Balance Schematic

Figure 7

APPENDIX A

Water Corporation Stormwater Details & Plates





DATE: 24/04/2009

Connecting Pipework from Wetland to Downstream Storges



Outflow from Downstream to Water Corporation Culvert under Feeway



APPENDIX BPermeability Testing

Borehole Permeameter: Field Result Analysis

Project/Site

Orton Rd - Lot 9000 Casuarina 392080 mE



Location

6432095 mN

0 - 50cm: SAND, pale brown, medium grained

| TEST | 1 |
|------|---|
| | |

| r H time step | 4.5 10.0 5 | |
|---------------------|------------------|-----------|
| H/r C | 2.22 0.91 | |
| Time (sec) | Level (cm) | Diff (cm) |
| 0 | 2.0 | 0.0 |
| 5 | 46.0 | 44.0 |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

TEST 2

Time (sec)

| r | 4.5 | cm |
|-----------|------|------|
| Н | 10.0 | cm |
| time step | 5 | secs |
| | | |
| H/r | 2.22 | |
| C | 0.91 | ! |

Level (cm)

46.0

Diff (cm)

43.7

| | TEST | 3 |
|---|------|---|
| ľ | | |

| r | 4.5 | cm |
|-----------|------|------|
| Н | 5.0 | cm |
| time step | 5 | secs |
| | | |
| H/r | 1.11 | |
| С | 0.56 | |

| Time (sec) | Level (cm) | Diff (cm |
|------------|------------|----------|
| 0 | 2.1 | 0.0 |
| 5 | 46.0 | 43.9 |
| | | |
| | | |



Avg Diff (cm)

q (cm³/s)

| A۱ | g Diff (cm) | 43.9 |
|----|-------------|------|
| | . 3 | · |

q (cm³/s)

q (cm³/s) METHOD 1 : Elrick and Reynolds (1992)

Ks (cm/s) Ks (m/day) 0.1093 94.41

44.0

Ks (cm/s) Ks (m/day) 0.1085 93.76

43.7

Ks (cm/s) Ks (m/day) 0.2378 205.45

Average (m/day)

131.21

METHOD 2 : Talsma and Hallam Method (recommended for low Ks only <2.9)

| q (cm3/min) | 4931.5 |
|-------------|--------|
| r (cm) | 4.5 |
| H (cm) | 10.0 |
| | |

0.5sinh⁻¹ (H/2r) 0.48 -sqrt((r/H)^2+0.25) -0.67 r/H 0.45 Sum 0.26

Sum*4.4*q 5559.62 2*pi*H² 628.32

Ksat (cm/min) 8.8 Ksat (m/day) 127.42

| 4897.9 | cm3/min |
|--------|---------|
| 4.5 | cm |
| 10.0 | cm |
| | •11 |

0.48 -0.67 0.45 0.26

5521.71 628.32

8.8 126.55

| 4920.3 | cm3/min |
|--------|---------|
| 4.5 | cm |
| 5.0 | cm |

0.27 -1.03 0.90 0.14

2935.83 157.08

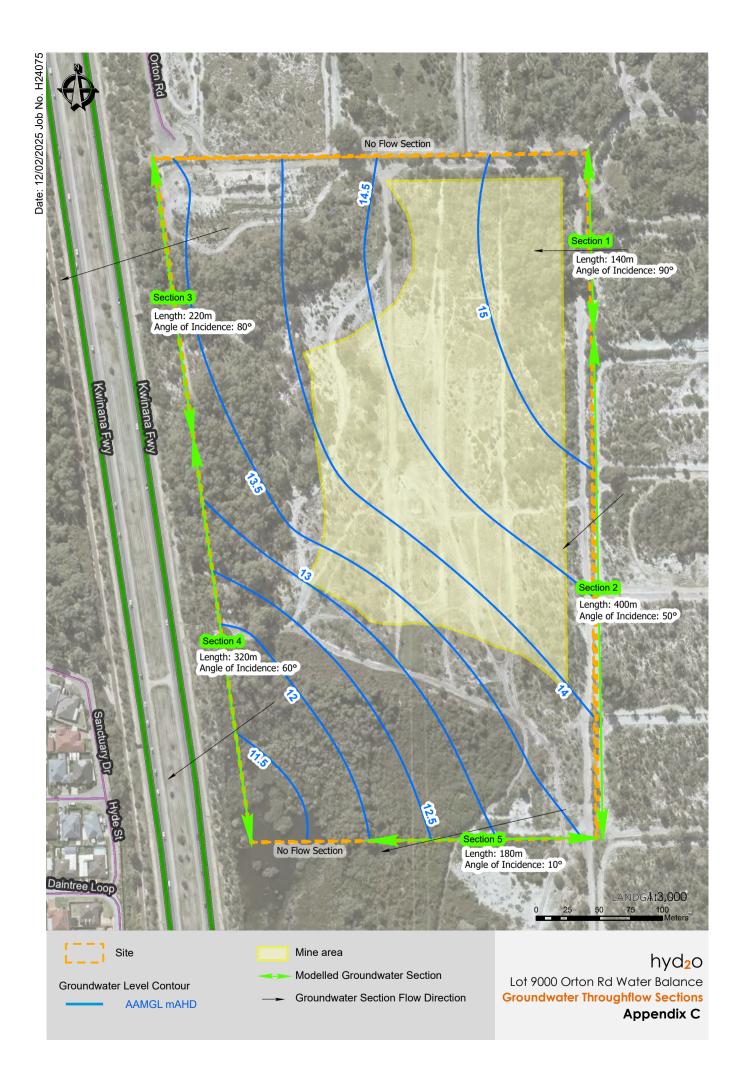
18.7 269.14

Average (m/day)

174.37

APPENDIX C

Groundwater Throughflow Calculation



Lot 9000 Orton Rd Groundwater Throughflow Calculation



Darcy's Law

- * Q = K i A
 - where
 - * Q is the volumetric flow rate
 - K is the hydraulic conductivity of the geologic material
 - is the hydraulic gradient, with I = h/L
 - A is the cross-sectional area

GROUNDWATER OUTFLOW

GW Throughflow Calc

Average Groundwater Level (mAHD) Base of Superficial (mAHD)

Aquifer Thickness (m)

Transmissivity (m2/d)

K (m/d) (50% of inflow K near freeway)

Section/Flow Length (m)

Area of flow (m2)

GW Gradient

Angle of Incidence

Period of Flow (days)

Volume

Correction for Angle of Incedence

| Section 5 | Section 4 | Section 3 |
|-----------|-----------|-----------|
| 12.0 | 11.5 | 13.0 |
| -17.0 | -17.0 | -17.0 |
| 29.0 | 28.5 | 30.0 |
| 400 | 400 | 400 |
| 6.4 | 6.4 | 6.4 |
| 180 | 320 | 220 |
| 5220.0 | 9120.0 | 6600.0 |
| 0.01 | 0.01 | 0.007 |
| 10 | 60 | 80 |
| 365 | 365 | 365 |
| 121939 | 213043 | 107923 |
| 21175 | 184501 | 106284 |

Total **311959**

GROUNDWATER INFLOW

| Average Groundwater Level (mAHD) |
|----------------------------------|
| Base of Superficial (mAHD) |

Aquifer Thickness (m)

Transmissivity (m2/d)

K (m/d)

Section/Flow Length (m)

Area of flow (m2)

GW Gradient

Angle of Incidence

Period of Flow (days)

Volume

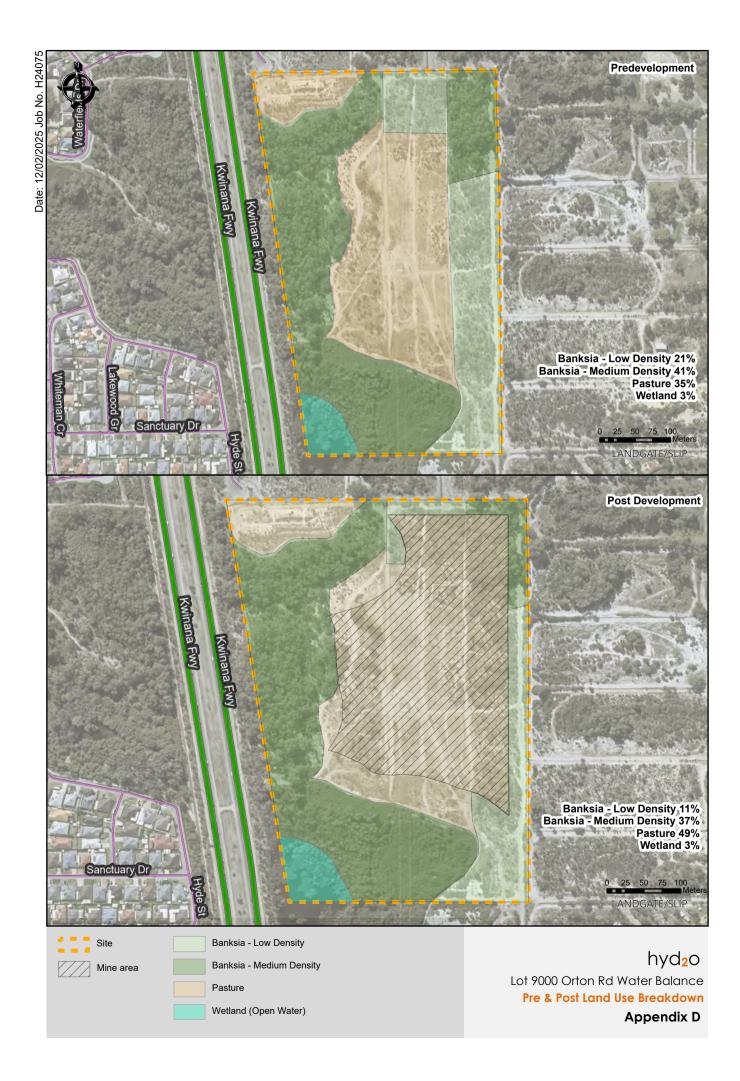
Include Angle of Incedence

| Section 2 | Section 1 |
|-----------|-----------|
| 14.0 | 14.5 |
| -17.0 | -17.0 |
| 31.0 | 31.5 |
| 400 | 400 |
| 12.9 | 12.7 |
| 400 | 140 |
| 12400.0 | 4410.0 |
| 0.005 | 0.005 |
| 50 | 90 |
| 365 | 365 |
| 292000 | 102200 |
| 223685 | 102200 |

Total **325885**

APPENDIX D

Pre/Post Land Use and Water Balance Calculation



Lot 9000 Orton Rd Water Balance Calculation

Groundwater Outflow

Balance : Surface Outflow from Wetland into Water Corp Drain via Wetland

Average Outflow (Assuming 2 Months Discharge at Winter Peak)

| xx ke | key modelling input parameters | | GW Throughflow | | Outflow | Inflow | _ |
|--------------|-------------------------------------------------------------------------------------------------------------|-------------------|----------------|-------------|------------------|----------------|-------|
| | | | Volumes (kL/y | r) | 311959 | 325885 | |
| | | | | | | | |
| PRE DEVELOI | PMENT - EXISTING | | A (b) | (| T-1-1/11/) | | |
| INDUTC | Dainfall Anlastall (2000) v 703 mm | | Area (ha) | (mm/yr) | Total (kl/yr) | 20.00/ | |
| INPUTS | Rainfall Anketell (2000-): 793mm | | 16.8 | 793 | 133224 325885 | 29.0% 71.0% | |
| | Groundwater Inflow (via Throughflow Calculation) | Land Use as | | | 323003 | /1.0% | |
| | | % of Site Area | | | | | |
| OUTPUTS | Evapotrans (Medium Density Woodland) : | 41% | 6.9 | 650 | 44790 | 9.8% | |
| | Evapotrans (Low Density Woodland): | 21% | 3.5 | 492 | 17346 | 3.8% | |
| | Evapotrans (Pasture/Cleared) : | 35% | 5.9 | 436 | 25646 | 5.6% | Total |
| | Evapotrans (Lake/Wetland) : | 3% | 0.5 | 1467 | 7394 | 1.6% | |
| | Erapotiano (Lane) rretiana, i | 0,0 | 0.5 | 2.07 | 1001 | 2.075 | 5527 |
| | | Recharge as | | | | | |
| | | % of Rainfall | | | | | |
| | Recharge (Medium Density, via PRAMS) | 18% | 6.9 | 143 | 9832 | 2.1% | |
| | Recharge (Low Density, via PRAMS) | 38% | 3.5 | 301 | 10631 | 2.3% | |
| | Recharge (Pasture/Cleared via PRAMS) | 45% | 5.9 | 357 | 20983 | 4.6% | Total |
| | Recharge (Lake/Wetland via PRAMS) | -85% | 0.5 | -674 | -3397 | -0.7% | 3804 |
| | | | | • | • | | |
| | Groundwater Outflow | | | | 311959 | 67.9% | |
| | | | | | | | Ī |
| | Balance : Surface Outflow from Wetland into Water Corp | Drain via Wetland | | | 13926 | 3.0% | |
| | Average Outflow (Assuming 2 Months Discharge at Winte | r Peak) | | | 2.7 | I/s | |
| POST DEVELO | OPMENT (FOLLOWING MINING) | | | | | | |
| | | | Area (ha) | (mm/yr) | Total (kl/yr) | | |
| INPUTS | Rainfall Anketell (2000-): 793mm | | 16.8 | 793 | 133224 | 29.0% | |
| | Groundwater Inflow (via Throughflow Calculation) | | | | 325885 | 71.0% | |
| | | Land Use as | | | | | - |
| | | % of Site Area | | | | | |
| OUTPUTS | Evapotrans (Medium Density Woodland): | 37% | 6.2 | 650 | 40420 | 8.8% | |
| | Evapotrans (Low Density Woodland) : | 11% | 1.8 | 492 | 9086 | 2.0% | |
| | Evapotrans (Pasture/Cleared): | 49% | 8.2 | 436 | 35904 | 7.8% | Total |
| | Evapotrans (Lake/Wetland) : | 3% | 0.5 | 1467 | 7394 | 1.6% | 92804 |
| | | | | | | | |
| | | Recharge as | | | | | |
| | | % of Rainfall | 1 | 1 | , | | I |
| | Recharge (Medium Density, via PRAMS) | 18% | 6.2 | 143 | 8873 | 1.9% | |
| | D // D :: : DD4446) | 38% | 1.8 | 301 | 5569 | 1.2% | |
| | Recharge (Low Density, via PRAMS) | 3070 | | | | | |
| | Recharge (Low Density, via PRAMS) Recharge (Pasture/Cleared via PRAMS) Recharge (Lake/Wetland via PRAMS) | 45% -85% | 8.2 | 357 -674 | 29376 -3397 | 6.4% | Total |

311959

2.7 l/s

67.9%

3.0%



Department of **Biodiversity**, **Conservation and Attractions**



Your ref: D10897
Our ref: PRS 52259
Enquiries: Lyndon Mutter
Phone: 9442 0342

Email: lyndon.mutter@dbca.wa.gov.au

Ms Twinkle Makwana Senior Statutory Planner City of Kwinana PO Box 21 KWINANA WA 6966

DA10897 - Proposed Extractive Industry - Lot 9000 (129) Orton Road CASUARINA

Dear Twinkle,

Thank you for referring through the additional information "Lot 9000 Orton Road, Casuarina - Extractive Industry Hydrological Water Balance" prepared by Hydr2O Hydrology for the proponents.

Background

As previously advised on the 20 January 2025,

- A site inspection of the wetland area on Lot 2001 which immediately adjoins Lot 9001 undertaken Bby DBCA Ecologists on the 16/12/24 confirmed the presence of an occurrence of the *Tumulus springs* (organic mound springs) on the Swan Coastal Plain" TEC which is listed as Critically Endangered under the WA Biodiversity Conservation Act 2016 (BC Act), and as Endangered under the Federal Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). This TEC occurrence will be added to DBCA's TEC database in the near future. The TEC occurrence within the Conservation Category wetland (UFI 15973) increases the wetland's environmental value and the significance of any potential wetland impacts.
- From aerial imagery it appears that the wetland area in Lot 9000 may also contain habitat consistent with Organic Mound springs TEC. As access to Lot 9000 site was not possible during DBCA's earlier site visit, the presence of the TEC could not be confirmed. As development is proposed within Lot 9000, DBCA recommended further survey within the portion of UFI 15973 on Lot 9000, UFI 15970 and UFi15968 be undertaken to confirm whether the Organic Mound springs TEC is present an determine if there are further survey requirements.
- Confirmation of additional occurrences of the TEC should occur prior to any decision regarding the development to ensure avoidance and mitigation of any TEC impacts is considered and managed through the planning process.
- As existing and potential organic mound springs TEC occurrences may potentially be impacted by the proposed extractive industry through changes to surface and groundwater, the proponent should undertake a hydrological investigation and demonstrate that the development proposal will not impact the existing hydrological regime that supports the organic mound spring TEC.

 If the proposal is likely to impact the hydrology that supports the TEC, the proponent will need to apply for a Section 45 authorisation from DBCA under the WA BC Act and will need also to consider referral requirements to the Commonwealth Department of Climate Change, Energy, the Environment and Water under the EPBC Act.

Further comments

The habitat of the Tumulus Springs (organic mound springs) of the Swan Coastal Plain TEC is characterised by continuous discharge of groundwater in raised areas of peat. The peat and surrounds provide a stable, permanently moist series of microhabitats. There is a high level of heterogeneity of invertebrate fauna assemblages between occurrences, but all are associated with a rich, healthy fauna.

Some of the fauna species have no dormant stages and depend on the maintenance of a permanent supply of fresh water. Many vascular and non-vascular plant species that inhabit the mounds are also reliant on permanent moisture. The maintenance of hydrological processes in terms of both quality and quantity of water to the mounds is essential to sustain the tumulus spring communities.

The Recovery Plan for the Tumulus Springs (organic mound springs) TEC outlines that the habitat critical to the survival of the community comprises the area of occupancy of known occurrences; areas of similar habitat within 200 metres of known occurrences; remnant vegetation that surrounds or links occurrences; and the local catchment for the surface and groundwater that maintain the habitat of the community. Given that the community is listed as Critically Endangered, it is considered that all occupied habitat is critical to the survival of this community, and all known occurrences are important. The Tumulus Springs (organic mound springs) TEC is only known from 12 occurrences. The current total recorded area of the TEC is 27ha, with the new occurrences on Lot 2001 and 9000 likely to comprise a further 2.2 ha.

A survey of the wetland areas on Lot 9000 has not yet been undertaken to confirm if the Mound Spring TEC is present within Lot 9000. Given the likelihood of the TEC being present on Lot 9000, and the potential for the proposed extractive industry to impact the TEC, a survey for the TEC on Lot 9000 should be undertaken prior to any decision regarding the development to ensure avoidance and mitigation of any TEC impacts is considered and managed through the planning process.

An initial site visit by DBCA staff with City of Kwinana staff is proposed to be undertaken shortly. This inspection will help determine if the TEC is present, and whether further survey is required.

The Water Balance report prepared by Hydr2O requires review by a hydrogeologist to determine if the information provided adequately demonstrates that the hydrological regime that supports the TEC will not be impacted by the proposal. As an agency DBCA has limited capacity to review hydrological studies so it is likely to take two to three weeks to conduct an adequate review.

The report has not identified that the Mound Springs threatened ecological community is present within the wetland on Lot 2001 immediately adjoining the proposal, and that it is likely to be present within Lot 9000.

If the Water Balance is found to not adequately address the risk of impacts to the TEC, further investigation of the hydrology by the proponent may be required to demonstrate that the risk to the TEC is acceptable.

OFFICIAL

Thank you for the opportunity to provide comments. Should you have any queries, please contact Lyndon Mutter on 9442 0342.

Yours sincerely

Benson Todd

REGIONAL MANAGER

7 March 2025

PART C - CITY OF WANNEROO

- 1. Declarations of Due Consideration
- 2. Disclosure of Interests
- 3. Form 1 DAP Applications
 - 3.1 Lot 692 & Lot 800 (16 & 22) Amesbury Loop, Butler Warehouse / Storage Development DAP/24/02802
 - 3.2 Lot 260 (2) Bourke Way, Eglinton Child Care Premises DAP/24/02806
- 4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part C – Item 3.1 – LOT 692 AND LOT 800 (16 AND 22) AMESBURY LOOP, BUTLER – WAREHOUSE / STORAGE DEVELOPMENT

Form 1 – Responsible Authority Report

(Regulation 12)

| DAP Name: | Metro Outer DAP | |
|-------------------------------|------------------------------------------|--|
| Local Government Area: | City of Wanneroo | |
| Applicant: | Meyer Shircore Architects | |
| Owner: | Western Rollformers Pty Ltd | |
| Value of Development: | \$2.7 million | |
| Responsible Authority: | City of Wanneroo | |
| Authorising Officer: | Greg Bowering – Manager Approval | |
| | Services | |
| LG Reference: | DA2024/1547 | |
| DAP File No: | DAP/24/02802 | |
| Application Received Date: | 6 December 2024 | |
| Report Due Date: | 7 March 2025 | |
| Application Statutory Process | 90 Days | |
| Timeframe: | | |
| | Additional 21 days approved Under Clause | |
| | 65A and 65B – Stop the Clock | |
| Attachment(s): | Development plans and perspectives | |
| | Landscaping plan | |
| | 3. Location plan | |
| | 4. MRWA comments and | |
| | recommendations | |
| | 5. Applicant justification | |
| | 6. Traffic impact statement (TIS) | |
| | 7. Stormwater drainage design | |

Responsible Authority Recommendation

That the Metro Outer DAP resolves to:

1. **Approve** DAP Application reference DAP/24/02802 and accompanying plans (Revision date 16.01.2025) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Wanneroo *District Planning Scheme No. 2*, subject to the following conditions:

Conditions

- 1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
- 2. 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 use of the approved 'Warehouse / storage' must conform to the District Planning Scheme No. 2 definition which states:

"warehouse/storage means premises including indoor or outdoor facilities used for –

- (a) the storage of goods, equipment, plant or materials; or
- (b) the display or sale by wholesale of goods.

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

- 4. The office must be incidental to the predominant use, being 'warehouse / storage' and must not be used for activities unrelated to the approved use.
- 5. Lot 692 (16) and Lot 800 (22) Amesbury Loop, Butler shall be amalgamated prior to occupancy of the building.
- 6. All development, including signage, is to be contained entirely within the allotment.
- 7. The signage must not contain fluorescent, reflective or retro-reflective colours or materials, and must not be illuminated.
- 8. Planting and landscaping must be carried out in accordance with the approved plans prior to the occupation of the building and thereafter maintained to the satisfaction of the City.
- 9. Parking areas, driveways and points of ingress and egress must be designed and constructed in accordance with the Australian Standard for Off-street Carparking (AS 2890) and must be drained, sealed, marked and maintained to the satisfaction of the City prior to occupation of the development.
- 10. The parking areas and associated access indicated on the approved plans must not be used for the purpose of storage or obstructed in any way at any time, without the prior approval of the City.
- 11. The crossovers must be constructed in concrete to commercial specifications (TS07-11) to the satisfaction of the City.
- 12. Stormwater and any other water run-off from buildings or paved areas must be collected and retained on site.
- 13. The applicant must undertake adequate measures during construction to minimise any adverse impacts caused by sand drift and dust from the site.
- 14. Lighting must be installed along all driveways, pedestrian pathways, car parking areas and in all common service areas prior to the development first being occupied. Lighting must be in accordance with the Australian Standards for the Control of Obtrusive Effects of Outdoor Lighting (AS4282) and must be oriented

- to not overspill into nearby lots. All floodlights shall be oriented and hooded to eliminate disturbance to occupants on the surrounding properties.
- 15. All storage areas, external fixtures and building plant, including air conditioning units and water tanks must be located so as to minimise any visual and noise impact on surrounding landowners and screened from view from streets, public places and adjacent properties to the satisfaction of the City.
- 16. All waste must be stored within the designated bin enclosure and collected from the site by a private contractor at the cost of the owner/occupier.
- 17. Any graffiti applied to the external surfaces of the building must be removed within seven (7) days of it being applied, to the satisfaction of the City of Wanneroo.

Advice Notes

- The applicant is to take measures to minimise any adverse impacts caused by sand drift and dust from the site during construction and shall be based on the requirements contained in the Department of Environmental Regulation's 'A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities'.
- 2. The owner/applicant is to submit the "Certification of Compliance with Development Approval Conditions" form certifying that all of the conditions specified in the approval by the Council for the development of the land have been completed in accordance with the approved plans, and the certification is to be lodged with the Council within 14 days from the date of practical completion, and applies to all of the conditions, except for those conditions relating to ongoing compliance.
- 3. In relation to managing dust and sand drift in accordance with the Construction Management Plan condition, adequate measures to minimise any impacts of dust and sand drift from the site include all requirements as stipulated within the Department of Water and Environmental Regulation's "A guidelines for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities".
- 4. Signage is to be kept in accordance with the City's Signs Local Planning Policy as amended from time to time.

Details: outline of development application

| Region Scheme | Metropolitan Region Scheme |
|------------------------------|-------------------------------------------------|
| Region Scheme - | Urban |
| Zone/Reserve | |
| Local Planning Scheme | City of Wanneroo District Planning Scheme No. 2 |
| | |
| Local Planning Scheme - | Urban Development |
| Zone/Reserve | · |
| Structure Plan/Precinct Plan | Butler – Ridgewood Agreed Local Structure Plan |
| | (ASP No. 27) |

| Structure Plan/Precinct Plan - Land Use Designation | Service Industrial (Light Industry) |
|-----------------------------------------------------|---------------------------------------|
| Use Class and | Warehouse / storage – Permitted ("P") |
| permissibility: | |
| Lot Size: | Lot 692: 1,675m ² |
| | Lot 800: 2,175m ² |
| Existing Land Use: | Vacant Land |
| State Heritage Register | No |
| Local Heritage | ⊠ N/A |
| | ☐ Heritage List |
| | ☐ Heritage Area |
| Design Review | ⊠ N/A |
| | □ Local Design Review Panel |
| | □ State Design Review Panel |
| | □ Other |
| Bushfire Prone Area | No |
| Swan River Trust Area | No |

Proposal:

The application proposes to construct a 'warehouse / storage' development, comprising of the following:

- A 12.5 metre high building, built to the northern, southern and western lot boundaries, with associated parking bays to the western portion of the lot.
- The main building consists of the main warehouse area, 14 car parking bays and associated manoeuvring areas, a lunch room and two toilets.
- The office space is located to the north-western corner of the site and is to operate as a use that is incidental to the main 'warehouse / storage' use. The office contains a mezzanine storage area, and features extensive glazing to the western and southern elevations.
- A total of 32 car parking bays (including one accessible bay) on site. Two car bays are allocated for visitor parking, and one for staff car parking. The remainder of the bays are not allocated.
- An 8 metre wide and 10 metre wide crossover provide access to the warehouse and associated car parking bays.
- The warehouse is accessed via three large roller doors (8m wide x 5 metres high).
- Signage to the primary street (western elevation) and to the rear (eastern)
- Associated landscaping forward of the building.
- Pallisade (open style) fencing to the northern, southern and western (primary street) lot boundaries.

The development plans and landscaping plans are available in **Attachment 1** and **Attachment 2**.

Background:

The subject sites are zoned 'Urban Development' under the City's District Planning Scheme No. 2 (DPS 2), and 'Service Industrial' under the Butler – Ridgewood Agreed Structure Plan (ASP 39). Since the approval of ASP 39, the City's scheme was amended by Scheme Amendment 172, which revised the existing zonings to align with

the 'model provisions'. As part of this amendment, the zoning 'Service industrial' was updated to 'Industry – light'.

The subject sites are bound by Amesbury Loop to the west, and the Michell Freeway road reserve to the east. The neighbouring lots are zoned 'Service Industrial' under ASP 39, and are used for a variety of commercial uses including 'recreation – private', 'warehouse – storage', 'industry – light' and 'showroom'. The surrounding area consists of residential dwellings to the west, and the 'business' and 'mixed use' zonings of ASP 35, 55 metres to the north of the site, adjacent to Butler Boulevard. The 'residential area' to the west of the site is well established, however a number of the commercial lots are vacant.

A subdivision application has been referred to the City for the amalgamation of the subject sites, to create one lot, consistent with the lot boundaries on this development application. A condition of approval will require amalgamation prior to the occupation of the building.

A location plan is available in **Attachment 3**.

Legislation and Policy:

Legislation

Planning and Development Act 2005
Planning and Development (Local Planning Schemes) Regulations 2015
Metropolitan Region Scheme (MRS)
City of Wanneroo District Planning Scheme No. 2 (DPS 2)

State Government Policies

State Planning Policy 7.0 – Design of the built environment (SPP7.0) WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel

Structure Plans/Activity Centre Plans

Butler – Ridgewood Agreed Local Structure Plan (ASP 39)

Local Policies

Local Planning Policy 4.6 – Advertising Signs (LPP 4.6) Local Planning Policy 4.23 – Design Review Panel (LPP 4.23)

Consultation:

Public Consultation

The proposal was not advertised to nearby properties as the use is a 'permitted' land use within the zone, and the scale and design is consistent, and aligns closely with existing developments in the immediate locality. It was therefore considered that advertising of the proposal was not required.

Referrals/consultation with Government/Service Agencies

Main Roads Western Australia (MRWA)

The application was referred to MRWA as the subject site abuts the Mitchell Freeway road reserve, which is a 'category 3' Primary Regional Road (PRR).

The City received advice from MRWA, advising that they support the proposal, and recommending that should approval be granted, that conditions be imposed. The recommended conditions relate to the development being located within private property, stormwater being discharged on site, and limiting the finish and materials of the signage facing the Mitchell Freeway road reserve, which has been addressed through the recommended conditions.

A full copy of MRWA comments is available in **Attachment 4**.

Design Review Panel Advice

Due to the scale and consistency of the proposal with the surrounding developments, it was considered that review by the Design Review Panel for the subject development was not required.

Planning Assessment:

The proposal has been assessed against the relevant legislative requirements of the City's District Planning Scheme No. 2 (DPS 2), State and Local Planning Policies and the Butler – Ridgewood Agreed Local Structure Plan (ASP 39), as outlined in the Legislation and Policy Section of this report. The following matters have been identified as key considerations for the determination of this application.

- Compatibility of the land use within the 'Service industrial' zone.
- Setbacks and built form.
- Car Parking.
- Traffic.
- Landscaping.
- Signage.

These matters are discussed in detail below. The applicant has provided justification addressing the above (**Attachment 5**).

Land use

The subject site is zoned 'Service Industrial' under the ASP 39. As part of Amendment 172 of DPS 2, zones were revised to be consistent with the 'model provisions'. This included the changing of the 'Service Industrial' zone to 'Light Industry' zone. This amendment was gazetted on 5 May 2023, after the adoption of the ASP 39 (amended 10 March 2016).

The applicant has indicated that the operation and nature of the business is to store steel products (predominantly fencing products and steel reinforcing) within the building and distribute from this location to customers. All manufacturing will take place off-site, with approximately 2 deliveries per day.

DPS 2 defines warehouse / storage as:

Premises including indoor and outdoor facilities used for -

- (a). The storage of goods, equipment, plant or materials; or
- (b). The display or sale by wholesale of goods.

The proposal is consistent with the definition of 'warehouse / storage', which is a 'permitted' ("P") land use within the 'Light industry' zone. The operation is reflective of the objectives of the 'light industry' zone, being of a scale consistent with the surrounding urban environment and generating little increase in traffic along the existing road network, as demonstrated in the TIS (**Attachment 6**).

It is considered that the proposal is consistent with the definition of the 'warehouse / storage' land use and is of a scale appropriate to the location and should therefore be supported.

Building setbacks and façade

Schedule 6 of the City's DPS 2 outlines the setback and façade requirements for non-residential development. The below table outlines the setbacks and elevation treatments proposed as part of the development.

| Provision DPS 2 – Schedule 6 | Requirement | Proposal |
|---------------------------------|-----------------------------------------------------------------|-----------------------------------------------------------------------------------|
| 9.1 | Street Boundary (Amesbury Loop): 6 metres | Office: 6.0 metres Warehouse: 17.5 metres |
| | Side and rear lot boundaries: Nil. | North (left): 0.1 metres South (right): 0.1 metres East (rear): 0.11 metres |
| 10.1 | The façade shall be of a high standard of architectural design. | Differing materials and colours proposed to the primary street elevation. |

The proposed building is 12.5 metres in height, with the office set back 6 metres (4 metres to awning), and the main warehouse set back 17.4 metres (11.4 metres to awning) from the primary street boundary (Amesbury Loop). The building is constructed of concrete panels, with varying colours and materials, including interlocking panel cladding. This, combined with the landscaping concept creates a development that is visually appealing, and consistent with existing developments in the immediate locality. Extensive glazing is provided to the office portion of the building, which sits forward of the main warehouse

Given the nature of the development, being used for 'warehouse / storage', it is considered that the setbacks, combined with the design, materials and landscaping is consistent with the scale of similar developments in the immediate locality, and meets the objectives of the 'light industry' zone, and is therefore supported.

Traffic

The Traffic Impact Statement (TIS) (**Attachment 6**) analyses the impact of the proposal on the existing road network and provides swept path movements within the development.

The proposal is expected to generate approximately 4 trips during the morning and afternoon peak hour periods, which, according to the 'Western Australian Planning

Commission Traffic Impact Assessment Guidelines', is considered to represent a low to moderate impact on the existing road network and is deemed to be acceptable without requiring further analysis.

Swept path analysis has been provided for service vehicles, including waste collection vehicles to accommodate the on-site private waste collection. The driveway and crossover widths and location of the bin store allow for adequate manoeuvring of these vehicles.

The City agrees with the findings of the attached TIS, and it is considered that the proposal will have no significant impact on the existing road network.

Car Parking

Schedule 11 of the City's DPS 2 outlines the on-site car parking requirements based on the proposed land use. Although noting that 'office' is proposed as part of the development, the office accounts for 3.6% of the overall gross floor area (GFA) and is considered incidental to the predominant use of the site, being 'warehouse / storage'. The below table outlines the parking requirements of DPS 2.

| Provision DPS 2 – Schedule 11 | Requirement | | Proposal |
|---------------------------------|--------------------------------------------------------|-------------|-------------------------------------|
| Warehouse / storage | 1 bay per 50m ² GFA: 1,976m ² | 41 car bays | |
| Office (incidental to main use) | 1 bay per 50m ² GFA: 77m ² | 2 car bays | |
| Total | GFA: 2,114.96m ² | 43 car bays | 32 car bays 11 car bay shortfall |

The development proposes a total of 32 car parking bays on site, which includes 2 visitor bays, 1 staff bay, 1 accessible bay and 14 unallocated car bays external to the building, and 14 car bays inside the warehouse.

The tenant (and owner of the site) has advised that there will be a maximum of 4 staff on site at any one time, with limited visitor bays in demand. All collections will be by appointment, with customers notified when an order is ready for collection. Products are not sold to the general public. This allows for the operator to manage the number of customers on site at any one time, to ensure that there is appropriate parking available. Customers will spend on average 15 minutes on-site collecting the preordered materials, resulting in a high turnover of parking bays. In addition, a peak parking demand assessment was included within the TIS (**Attachment 6**). The modelling indicates that the proposal will generate 4 vehicle trips during the morning and afternoon peak hour periods, which will be adequately catered for on site.

The proposal for an 11 car bay shortfall under DPS 2 is considered suitable for the proposed use of the site, and is considered appropriate for the development. The proposed car parking shortfall is therefore supported.

Landscaping

Landscaping requirements for the development are contained within Schedule 6 of DPS 2. A concept landscaping plan was provided as part of the application (Attachment 2). The proposed landscaping is assessed below.

| Provision DPS 2 – Schedule 6 | Requirement | Proposal |
|---------------------------------|------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| 19.1 | Minimum 8% (308m²) landscaping across the site | 7.7% (298.16m ²) |
| 19.2 | The first 3 metres of the lot adjacent to street boundaries to be landscaped (excluding vehicle and pedestrian access) | First 3 metres of the lot used for landscaping only (excluding vehicle and pedestrian access). |
| 19.5 | 1 shade tree per 4 car parking bays. 14 uncovered car bays, minimum 4 trees. | 6 trees |

A shortfall of 10.34m² of landscaping is proposed across the site. The landscaping is positioned between the street boundary and the building, which softens the appearance of the development as viewed from the street and assists in screening the car parking bays and bin store areas. Two 0.5-metre-wide planter beds are proposed adjacent to the warehouse wall, which provides the opportunity for the planting of shrubs, hedges or climbing plants with smaller root systems, which will assist in breaking up the large expanse of hard surfaces created from the car park directly adjoining the warehouse wall. Whilst noting that these garden beds cannot be increased in size due to the swept path movements of larger vehicles, the garden beds can introduce vertical elements of landscaping, which will enhance the appearance of the development.

The proposed landscaped areas are separated into four main sections, which are all generous in size, allowing for the planting of trees forward of the building. A total of nine small trees are proposed within the subject site, with canopies ranging from 4 to 5 metres. The landscaped areas where trees are proposed have a minimum dimension of 3.2 metres, and are directly adjoining the verge, which provides the trees with sufficient deep soil area to maximise future growth and ensure the survival of the trees.

The positioning and design of the landscaped areas provide a high-quality landscaping response for the proposal, which assists in softening the hard surfaces, and screening the development as viewed from the public realm. The landscaping, as proposed is considered appropriate for the development, and is therefore supported.

Signage

The proposal incorporates four wall signs, two on the primary street frontage (western elevation) and two on the rear elevation facing the Mitchell Freeway road reserve (eastern elevation). The signage has been assessed against the provisions of the City's Local Planning Policy 4.6 – Advertising Signs (LPP 4.6). Discretion to the provisions of LPP 4.6 is required, as the signage to the eastern and western elevations exceeds $8m^2$.

| Provision (LPP 4.6) | Requirement | Proposal |
|------------------------|-----------------------------------------------------------------------------------------------------|-------------------------------|
| Part 3 - Wall signs | Not exceed 25 percent in aggregate area on any one wall to a maximum of 8 square metres | • Metrol: 47.94m ² |

| 15.49m wide x 2.05m high () |
|-----------------------------------------------|
| Combined: 9% of wall (80.84m²) |
| Eastern elevation (Mitchell |
| Freeway road reserve): |
| Metrol: 156.47m ² |
| 27.86m wide x 9.04m high max |
| • Reomart: 108.45m ² |
| 21.5m wide x 5.2m high |
| |
| Combined: 27% of wall (264.92m ²) |

Given the size of the wall facing east, it is considered that the proposed scale of the signage is consistent with similar developments which have elevations to the Mitchell Freeway road reserve. The proposed signage is integrated into the façade of the building, incorporating colours and designs which enhance the amenity of the development. The signage is equally distributed across the wall, and features individual lettering and logos, minimising the volume of the signage in relation to the overall façade. The subject site is located 82 metres from the Mitchell Freeway offramp, and 127 metres from the main freeway alignment, therefore ensuring that the proposal will not impact on the visual amenity along the transport corridor.

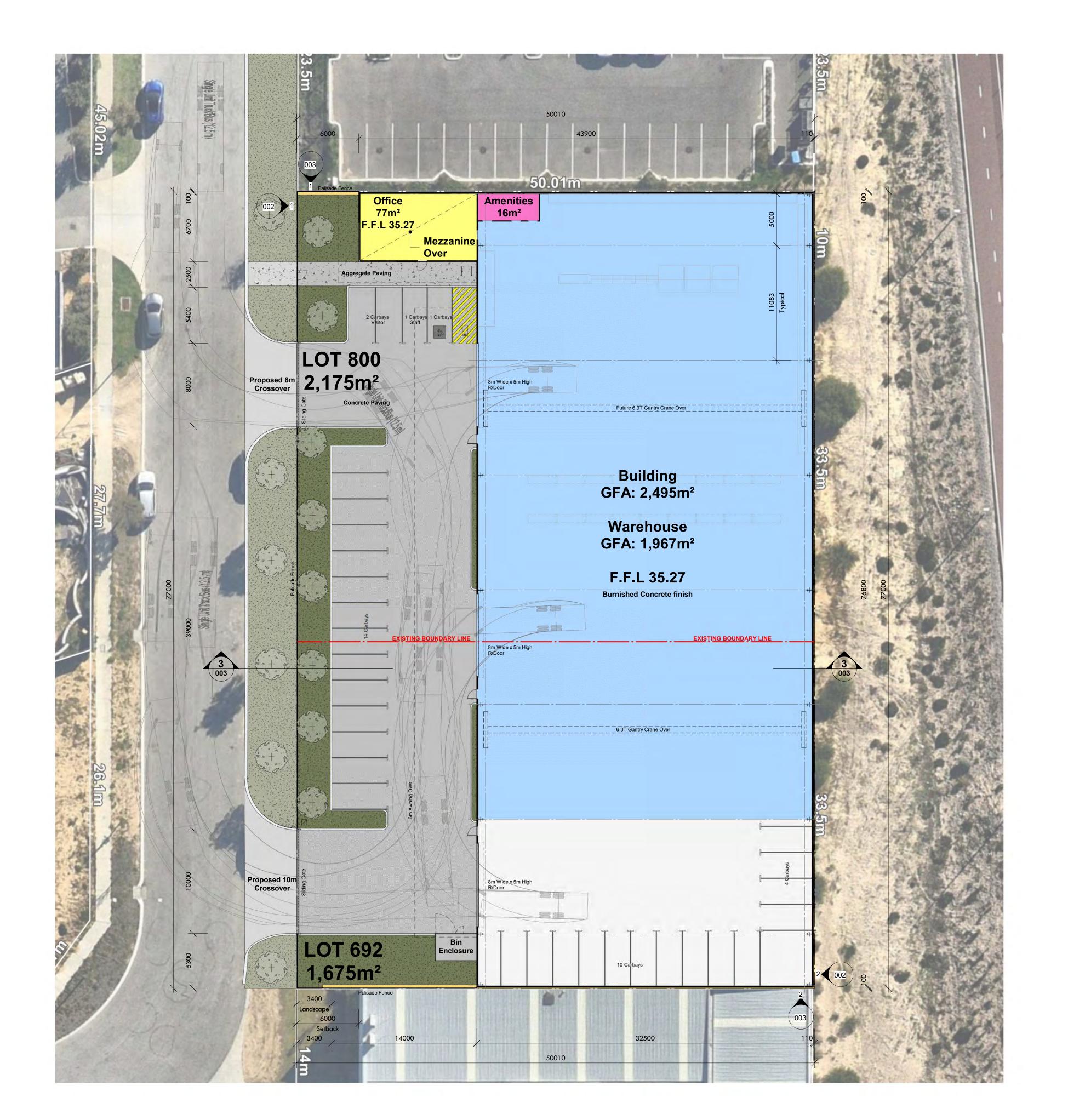
Signage along the primary street elevation exceeds the maximum 8m² aggregate area provision, however accounts for nine percent of the overall primary street façade. The signage colours and materials are reflective of the cladding used on the primary street elevation, resulting in a high-quality standard of design, which does not detract from the streetscape.

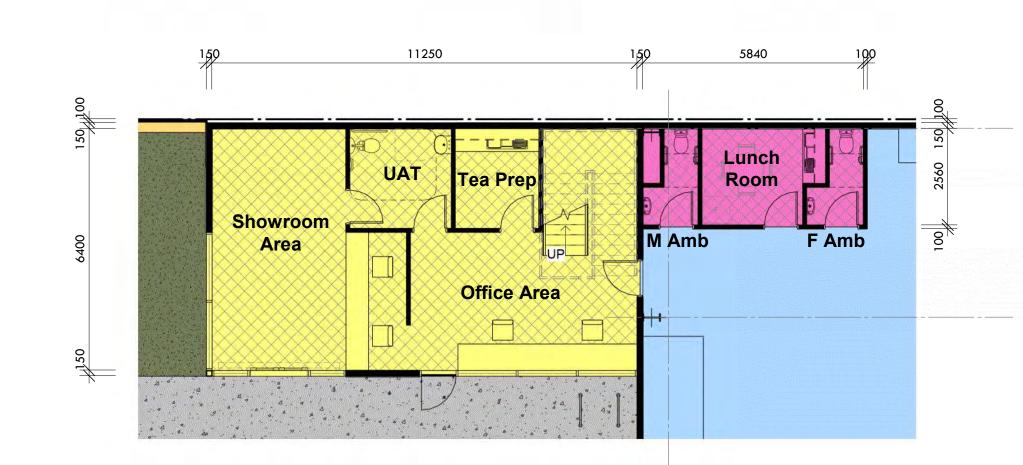
For the above reasons, the City is supportive of the proposed signage. Further to MRWA comments and recommendations, the City recommends the imposition of conditions requiring signage to be located entirely within the lot boundaries and detailing permitted signage materials and illumination requirements.

Conclusion:

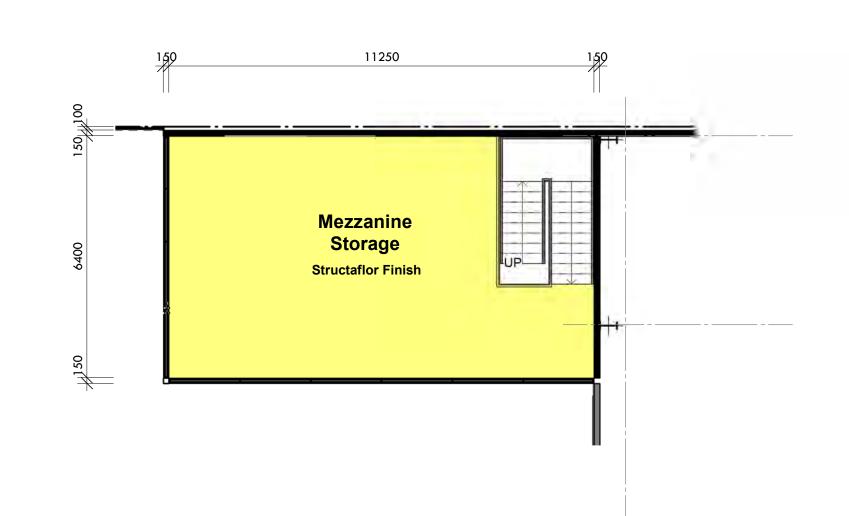
The development application for a 'warehouse / storage' development with associated office space at Lots 692 and 800 (16 and 22) Amesbury Loop, Butler has been assessed against the relevant legislation and planning framework. The use of the site is 'permitted' within the zoning, and the proposal is considered an appropriate outcome which will be consistent with the scale and nature of surrounding developments, whilst having little increased impact on the amenity of the locality or the road network.

The development is consistent with the provisions of the City's *District Planning Scheme No. 2* and relevant local planning policies and approved structure plans, and therefore, it is recommended that the Metro Outer DAP accept the approve the application with conditions.





GROUND FLOOR PLAN SCALE: 1:100

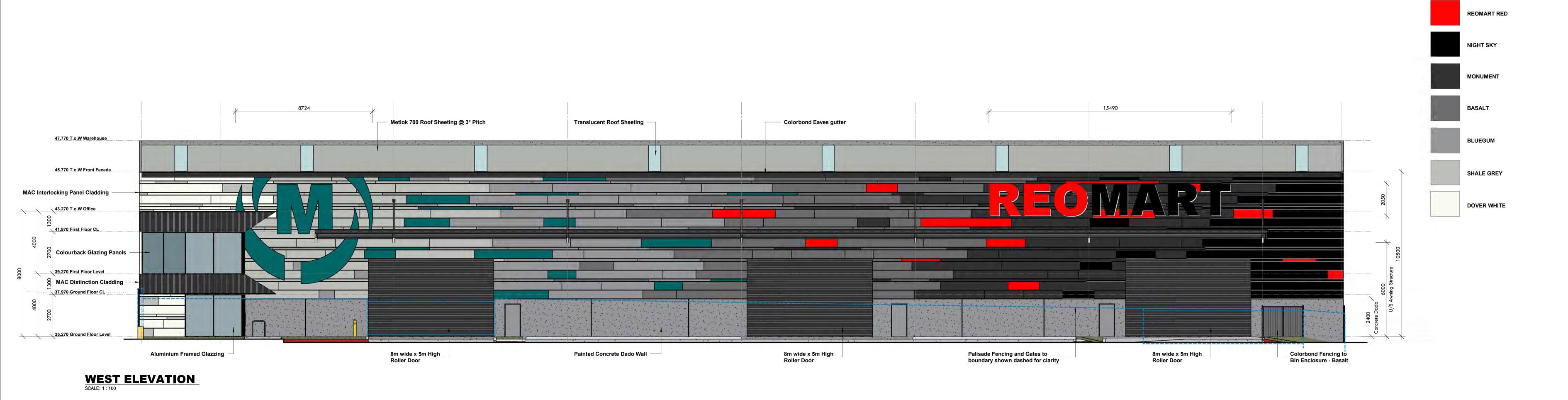


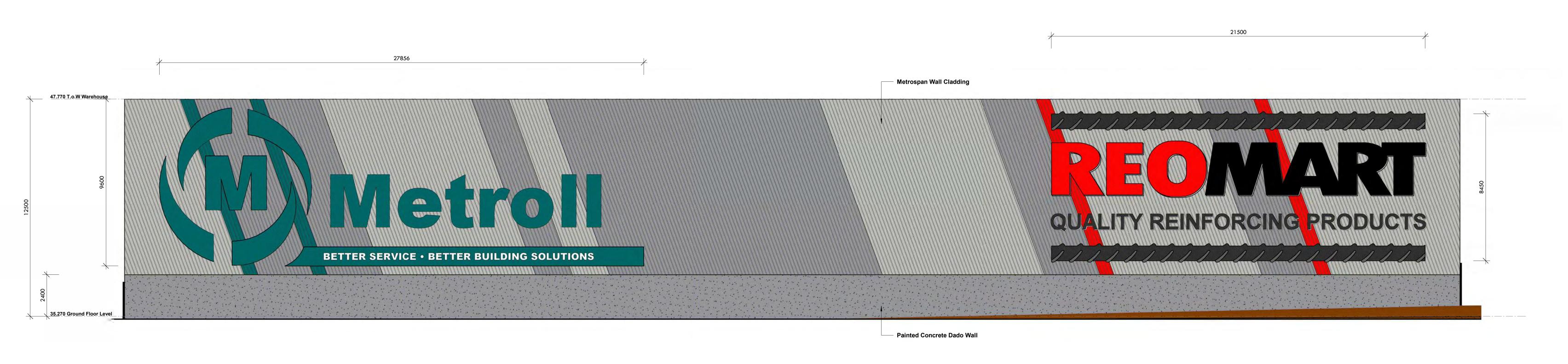
FIRST FLOOR PLAN
SCALE: 1:100



SITE PLAN
SCALE: 1:200



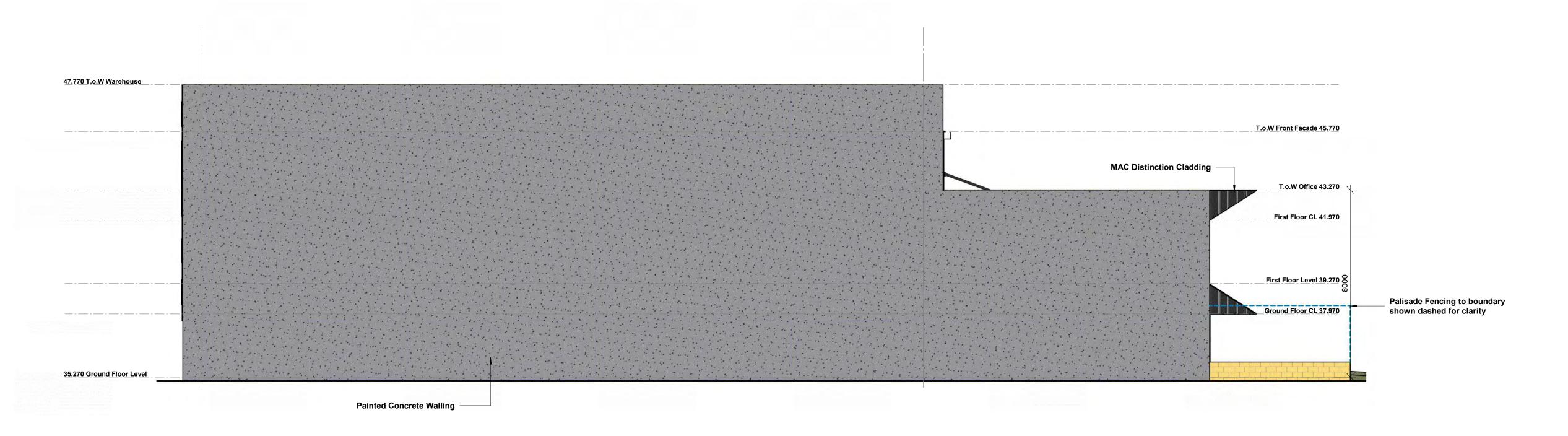




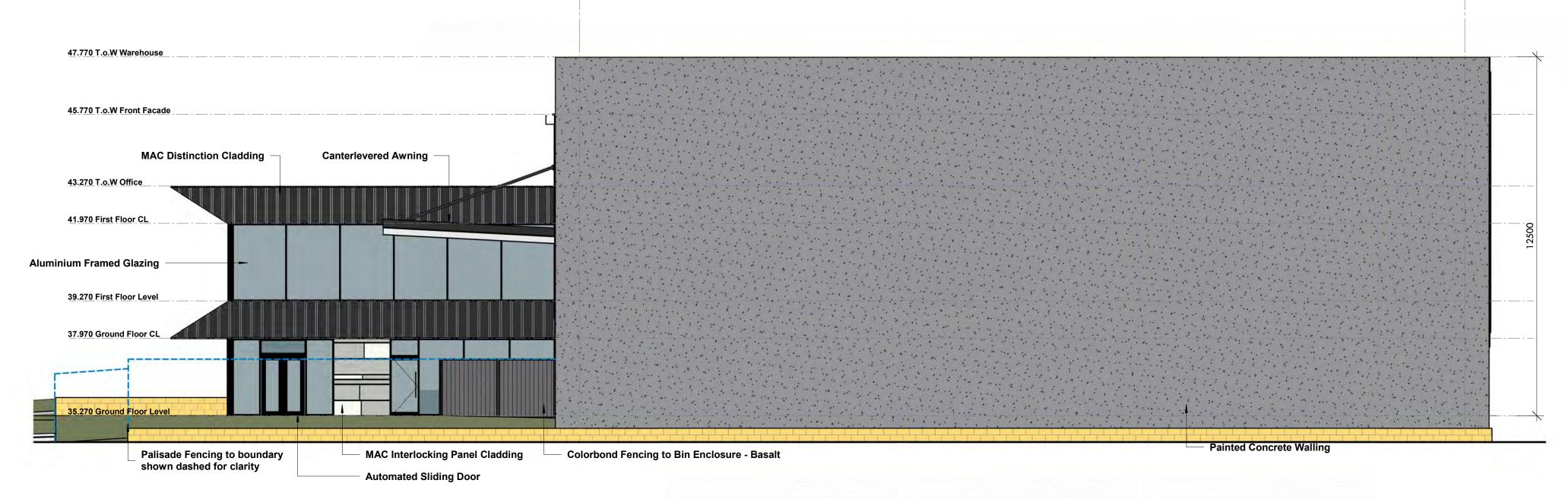
EAST ELEVATION
SCALE: 1:100

MATERIAL COLOUR LEGEND

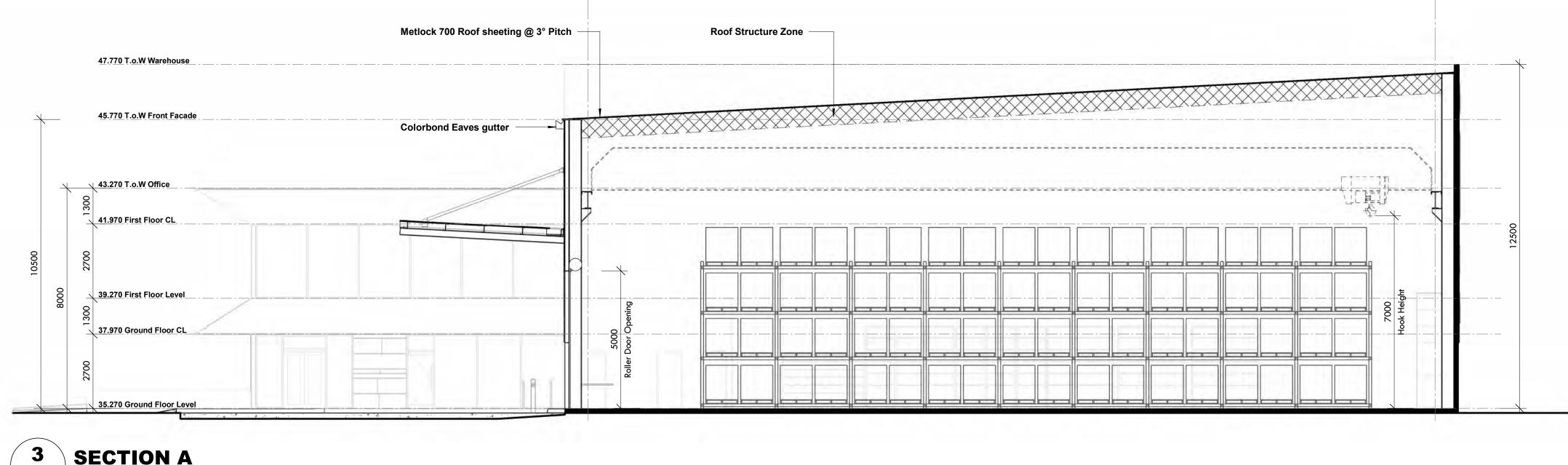
METROLL GREEN



NORTH ELEVATION SCALE: 1:100



SOUTH ELEVATION
SCALE: 1:100





MATERIAL COLOUR LEGEND

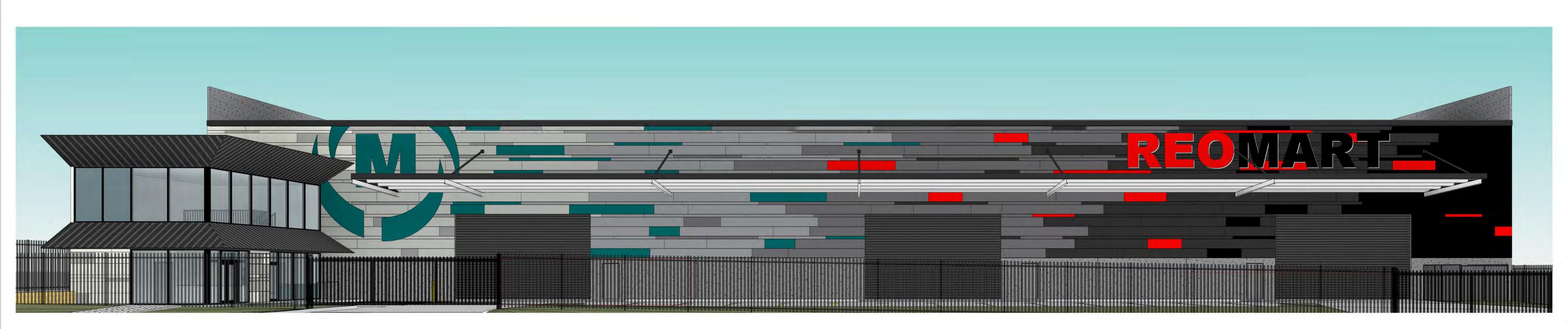
BLUEGUM

SHALE GREY

DOVER WHITE

METROLL GREEN







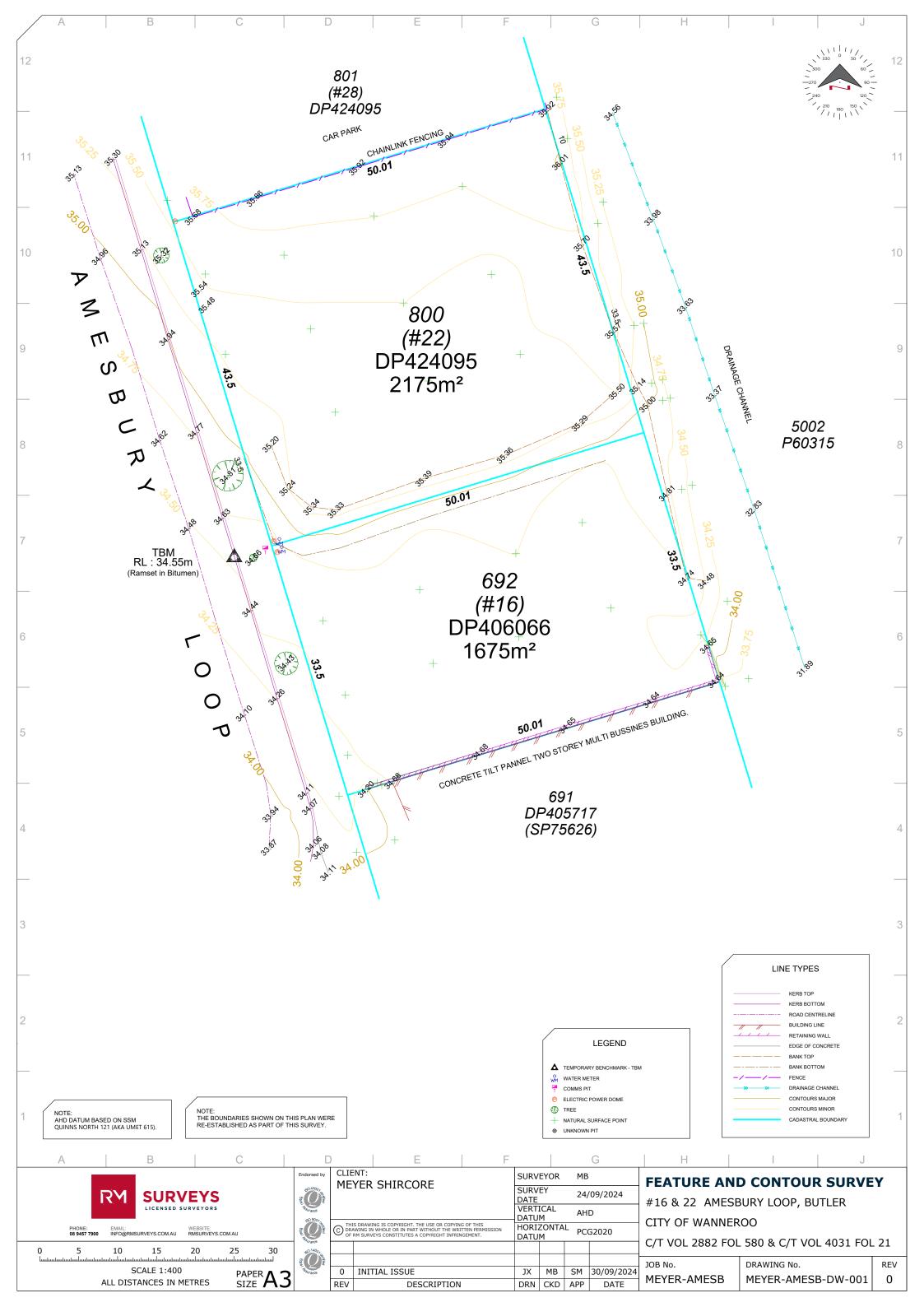


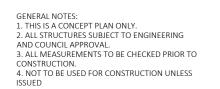
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REVISION:

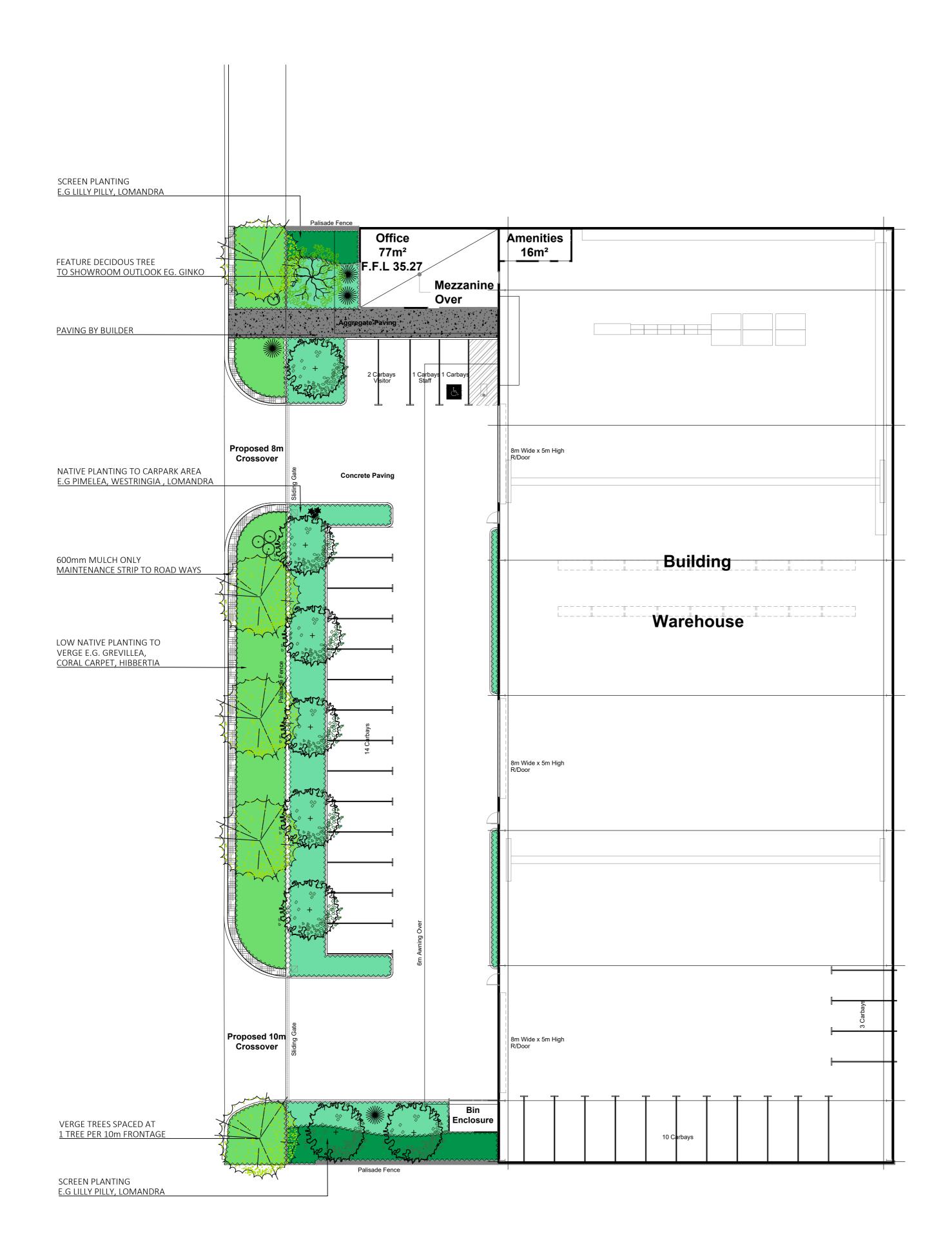
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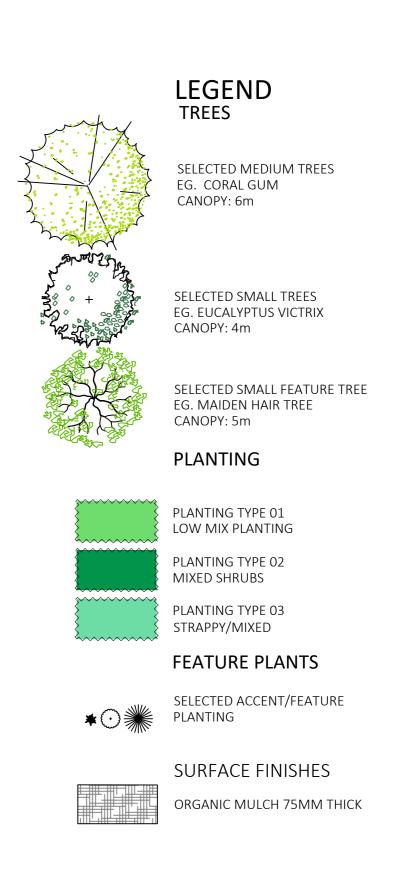
SCALE:











PLANTING PALETTE

| Symbol | Species | Common Name | Quantities | Size |
|--------------|---------------------------|---------------------|------------|-------|
| Trees: | | | ĺ | |
| EUCtor | Eucalyptus torquata | Spotted Gum | As Shown | 100L |
| EUCvix | Eucalyptus vixtrix | Little Ghost Gum | As Shown | 100L |
| GINbil | Ginko biloba | Maiden Hair Tree | As Shown | 100L |
| Groundcove | ers and Cascading: | | | |
| ADEcun | Adenant hos cuneat us | Coral Carpet | 3/m2 | 140mm |
| ADEcun | Adenant hos cuneat us | Coral Carpet | 3/m2 | 140mm |
| EREDIU . | Eremophila 'Blue Horizon' | Blue Horizon | 3/m2 | 140mm |
| GREgin | Grevillea 'Gin Gin Gem' | Gin Gin Gem | 3/m2 | 140mm |
| HIBsca | Hibbertia scandens | Snake Vine | 3/m2 | 140mm |
| Strappy: | | | | |
| CONcan | Conostylis candicans | Grey Cottonheads | 3/m2 | 140mm |
| LOMtan | Lomandra 'Tanika' | Tanika | 3/m2 | 200mm |
| LOMnya | Lomandra 'Nyalla' | Nyalla | 3/m2 | 200mm |
| Shrubs: | | | | |
| LEUbro | Leucophyta brownii | Silver Cushion Bush | 3/m2 | 140mm |
| OLEaxi | Olearia axillaris | Coastal Daisy | 3/m2 | 200mm |
| PIMfer | Pimelea ferruginea | Rice Flower | 3/m2 | 200mm |
| SYZora | Syzigium 'Orange Twist' | Lilly Pilly | 2/m2 | 200mm |
| WESgre | Westringia 'Grey Box' | Grey Box | 3/m2 | 200mm |
| Feature Plan | nts: | | | |
| ANIfla | Anigozanthos flavidus | Kangaroo Paw | 2/m2 | 12L |
| ZAMfur | Zamia furfuracea | Cardboard Palm | 2/m2 | 12L |

NOTES 1. GENERAL

1.1 ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE

1.2 THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS REVISED '0' ISSUED FOR CONSTRUCTION AND SIGNED AND APPROVED BY PROJECT MANAGER/SUPERINTENDENT.

1.3 PLANTING SETOUT SHOULD BE CHECKED BY SUPERINTENDENT BEFORE INSTALLATION BEGINS. 2. SOIL PREPARATION 2.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.

2.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.

2.3 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE

RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm. 2.4 ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE WITH CITY OF WANNEROO & TO RELEVANT AUSTRALIAN STANDARDS.

3. PLANTING

3.1 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC (WOODCHIP) MULCH UNLESS OTHERWISE STATED TO A

3.2 ADVANCED TREES SHALL BE STAKED W/ 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES W/ RUBBER TIES IN FIGURE 8.

3.3 TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS. 3.4 FINAL PLANTING SHALL BE SELECTED FROM PLANTING PALETTE SCHEDULE.

3.6 IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPINGS OF 2 OR 3. 3.7 PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.

3.5 PLANTS TO BE SET OUT IN EVEN SPACING TO FILL THE DESIGNATED AREAS.

4. IRRIGATION 4.1 PLANTING TO GROUND LEVEL TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.

4.2 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30L/pm AT 300kPA FROM THE WATER CONNECTION POINT (OR

4.3 IRRIGATION TO GARDEN BEDS TO BE NETAFIM TECHLINE, SUB SURFACE IRRIGATION. INSTALLED TO MANUFACTURERS PECIFICATION. IRRIGATION TO TURF TO BE POP UP SPRINKLERS; MP ROTATORS OR SIMILAR. IRRIGATION TO TREES TO BE BE

4.5 PLEASE REFER TO IRRIGATION DRAWING SET FOR FINAL LAYOUT AND SCHEDULE (TO FUTURE DETAIL).



SHRUBS

PLANTING PALETTE - TREES









STRAPPY PLANTING





VERGE TREES SELECTED FROM CITY OF WANNEROO STREET TREE MASTERPLAN SPECIES LIST- DUNES SPECIES.

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS APPROVED BY CLIENT AND REVISED '0' ISSUED FOR CONSTRUCTION



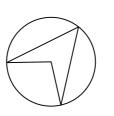
Karrinyup WA 6018

email: kelsie@kdla.com.au

mob: 0450 965 569

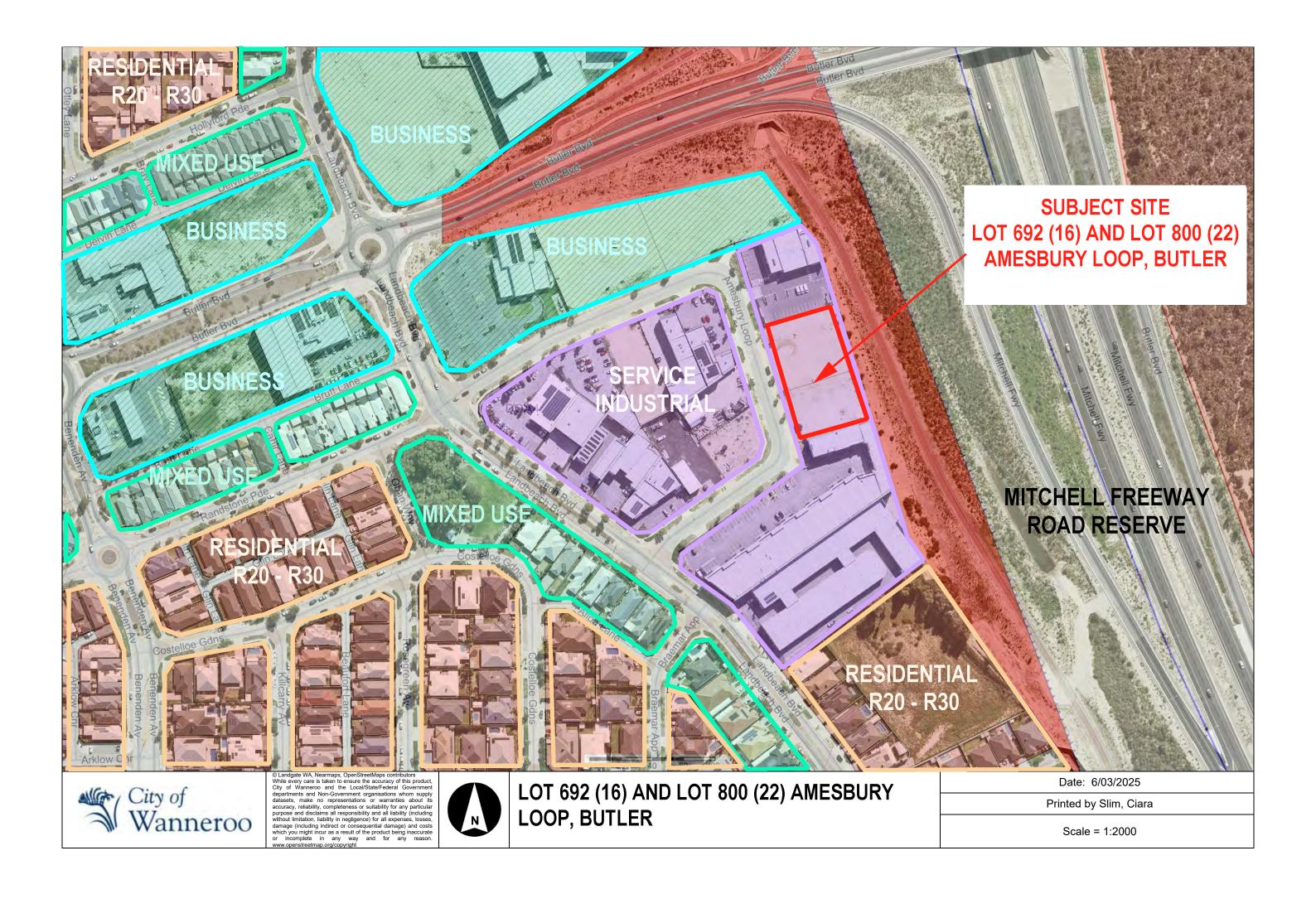
DEVELOPMENT APPROVAL

JOB No. 0484 **PAGE 101 REV B** SCALE 1:200 @A1





METROLL WAREHOUSE LANDSCAPE CONCEPT PLAN





Enquiries: Didier Ah-Sue on (08) 9323 4806

Our Ref: 24/10758 (D24#1590740)

Your Ref: DA2024/1547 DAP/24/02802

10 January 2025 Chief Executive Officer City of Wanneroo Locked Bag 1 WANNEROO WA 6946

Email: enquiries@wanneroo.wa.gov.au (via email)

Dear Sir/Madam,

DEVELOPMENT ASSESSMENT PANEL APPLICATION – PROPOSED WAREHOUSE AND ANCILLARY OFFICE WITH STORAGE – DA2024/1547 – DAP/24/02802 – LOT 692 (NO.16) & 800 (NO.22) AMESBURY LOOP, BUTLER

In response to correspondence received on 16 December 2024, please be advised Main Roads supports the development proposal and recommends that if development approval is granted, the following conditions be imposed:

Conditions

- 1. All signs must be placed on private property and must not overhang or encroach the Primary Regional Road Reservation.
- 2. The signage must not contain fluorescent, reflective or retro-reflective colours or materials.
- 3. Signs must not be illuminated.
- 4. Stormwater shall not be discharged to the Mitchell Freeway Road Reserve or the widened road reservation.
- 5. No structures above or below ground shall encroach into the Mitchell Freeway Road Reserve.
- An anti-graffiti coating is to be applied to the wall adjoining the Mitchell Freeway Road
 Reserve to the satisfaction of the local government and to the specifications of Main
 Roads.

<u>Advice</u>

- a) Main Roads agreement is to be obtained prior to any future modifications to the signage.
- b) No works are permitted within the road reserve unless a Working on Roads Permit has been issued by Main Roads.
- c) The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

OFFICIAL



d) The applicant is advised that in relation to Condition 6, that Main Roads specifications for the anti-graffiti coating can be found at on the Main Roads website > Technical & Commercial > Specifications > 900 Series - Miscellaneous > Specification 908.

Should the City disagree with the above conditions or require further information please do not hesitate to contact Didier Ah-Sue on (08) 9323 4806 prior to the submission of the City's Responsible Authority Report.

Please ensure a copy of the final determination is sent to planninginfo@mainroads.wa.gov.au.

Yours sincerely

CFudge Chris Fudge

A/Road Access and Planning Manager

City of Wanneroo Locked Bag 1 WANNEROO WA 6946

Attention: Ciara Slim

Dear Ciara,

RE: DA2024/1547 | DAP/24/02802 P23-9199 - METROLL WAREHOUSE 16 AND 22 AMESBURY LOOP, BUTLER WA 6036

I am writing to you in regards to justification for the shortfall in parking, landscaping, and the size of signage for the above mentioned application.

Parking Shortfall

The required number of bays is 43 and 32 have been provided, resulting in a shortfall of 11 bays.

The nature of the business will be to store and supply fencing products and steel reinforcing. The products are manufactured off site and will only be stored and distributed from this warehouse facility, generally to sub-contractors.

Deliveries to the premises are via 12.5m rigid vehicles with 2 deliveries per day, the turning pattern for these vehicles is shown in the Traffic Impact Statement by **Shawmac** dated 5th February 2025.

Collection of materials from the warehouse is generally via utilities or vans and occurs between the business hours of 6am – 4pm. Collection of materials is by prior arrangement once the order is ready for collection and the premises does not cater or sell product to the general public, as such the number of vehicles on site at any one time can easily be managed by the operator. It is anticipated there will be no more than 50 collections in a day with the average dwell time of 15min to collect the order.

There will be two staff members on site for the full day. Based on this, the provided parking will be well in excess of the businesses requirements. Should the business cease trading and the premises is occupied by another tenant, the parking can be increased accordingly in accordance with the scheme requirements. For reference the operator has a current facility totaling 14,000sqm with 74 bays provided, this equates to 1 bay per 189sqm. If we apply this to these premises the car bays required would be 14 bays.

Landscape Shortfall

We have adjusted the plans to provide additional landscaping, albeit still falling short of the requirement of 8%. We are proposing 7.7% landscaping coverage.

Our justification for this shortfall is the quality of the landscaping to be installed along with the trees which will achieve the desired outcome set out in the DPS. Landscaping is focused on the front verge area and 3.4m buffer to front verge. We have increased the boundary landscape buffer from 3m to 3.4m in order to provide greater opportunity for landscape treatment. We are also proposing the installation of 14 trees to the front verge and landscape buffer strip. This is an additional 6 trees over the requirement of 1 tree per 4 car bays, a 75% increase.

Signage

We request a variation to the Signage Policy to approve the signage as shown on the current elevations. The signage directly relates to the business operations and is integrated in the façade design of the building.

The signage on the west elevation is an appropriate scale given the size of the building and has been integrated in the façade design. The eastern façade faces the freeway and the size of the signage has been determined to allow visibility from this road, similar to the Roomia Self Storage Facility.

We believe the signage meets the objectives of the LPP 4.6 as follows:

- 1. Signage has been integrated to the facades to ensure visual quality is not eroded i.e. they are not 'stuck on signs'.
- 2. Signs are not misleading or dangerous.
- 3. Area of signage is proportional to the size of the building with larger signs to the rear of the building facing the freeway where a large setback to the physical road exists.
- 4. We do not believe the signage proposed is superfluous as it is relevant to the premises, integrated with the facade, uses colours associated with the business and façade, and is proportional to the building and distance from where it is being observed.
- 5. Signage is spaced out and not cluttered.
- 6. Signage is of high quality and integrated with the façade to present well.

Should it not be possible to provide a variation we request it be made a condition of approval for the signage to be subject to a separate application.

Sincerely,

GIANNI DA RUI

MEYER SHIRCORE ARCHITECTS



Project: Proposed Commercial Development - Warehouse

16 – 22 Amesbury Loop, Butler

Client: Meyer Shircore Architects

Author: Liomar De Leon

Date: 5th February 2025

Shawmac Document #: 2409021-TIS-001

CONSULTING CIVIL AND TRAFFIC ENGINEERS

1 ST. FLOOR, 908 ALBANY HIGHWAY, EAST VICTORIA PARK WA 6101.

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Document Status: Client Review

| Version | Prepared By | Reviewed By | Approved By | Date |
|---------|-------------|-------------|-------------|------------|
| А | N. Baby | R. Needham | R. Needham | 08.10.2024 |
| В | L. De Leon | - | L. De Leon | 05.02.2025 |
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File Reference: \\shawmacserver\NewData\Jobs Active 2024\T&T - Traffic & Parking\MSA_16-22 Amersbury Loop, Butler_TIS_2409021\3. Documents\3.20 TIS\MSA_16 - 22 Amesbury Loop, Butler_TIS_B.docx



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1. Introduction

1.1. Proponent

Shawmac has been engaged by Meyer Shircore Architects to prepare a Transport Impact Statement (TIS) for a proposed commercial development in Butler.

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Impact Assessment Guidelines Volume 4 – Individual Developments*. The assessment considers the following key matters:

- Details of the proposed development.
- · Vehicle access and parking.
- Provision for service vehicles.
- Daily traffic volumes and vehicle types.
- Traffic management on frontage streets.
- Public transport access.
- Pedestrian access.
- Cycle access.
- Site specific and safety issues.

1.2. Site Location

The site address is 6 - 22 Amesbury Loop in Butler. The local authority is the City of Wanneroo.

The site location is shown in Figure 1 and an aerial view of the existing site is shown in Figure 2.





Figure 1: General Site Location



Figure 2: Aerial View (October 2024)



2. Proposed Development

2.1. Land Use

The site is zoned as Service Industrial and is currently vacant.

The proposed development consists of a warehouse unit with supporting office and storage uses.

The proposed site layout is shown in **Figure 3** and attached in **Appendix A – Site Plan**.



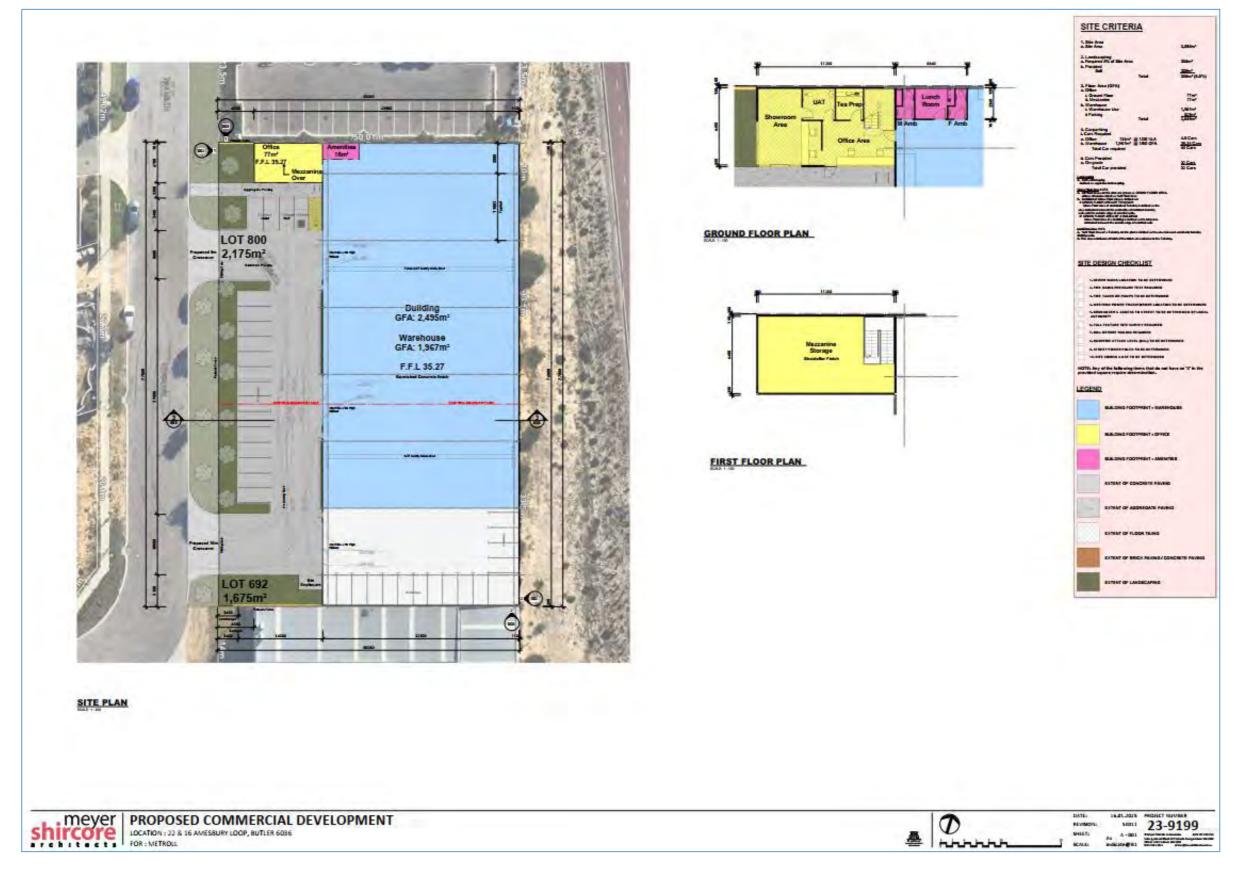


Figure 3: Site Layout



3. Traffic Management on Frontage Streets

3.1. Existing Road Layout and Hierarchy

The layout and hierarchy of the existing local road network according to the Main Roads WA *Road Information Mapping System* is shown in **Figure 4**.



Figure 4: Existing Road Network Hierarchy



3.2. Speed Limit

The existing speed limits are shown in Figure 5.

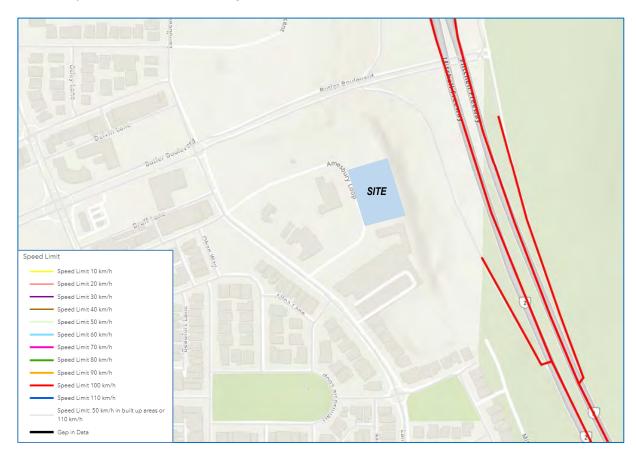


Figure 5: Existing Speed Limits

As shown, Amesbury Loop speed limit has not been registered in the Main Roads WA database. It is likely that the operating speed limit on Amesbury Loop will be 50km/h which is consistent with the surrounding road network.



3.3. Traffic Volumes

According to MRWA traffic data, no traffic volumes were available for Amesbury Loop. With only a few developments along Amesbury Loop and many lots still vacant, it is anticipated that the traffic volume will be less than 200 vehicles per hour.

The typical hourly mid-block capacities for urban roads (per traffic lane) according to Austroads *Guide to Traffic Management Part 3: Traffic Studies and Analysis* are detailed in **Figure 6**.

| Type of lane | One-way mid-block capacity (pc/h) | | | |
|---------------------------------------|-----------------------------------|--|--|--|
| Median or inner lane | | | | |
| Divided road 1000 | | | | |
| Undivided road 900 | | | | |
| Middle lane (of a 3 lane carriageway) | | | | |
| Divided road | 900 | | | |
| Undivided road | 1000 | | | |
| Kerb lane | | | | |
| Adjacent to parking lane | 900 | | | |
| Occasional parked vehicles | 600 | | | |
| Clearway conditions | 900 | | | |

Figure 6: Austroads Typical Mid-Block Capacities for Urban Roads

Additionally, since no parking is permitted along Amesbury Loop, the hourly lane capacity is estimated to be less than 900 vehicles per hour.



4. Traffic Impact

4.1. Traffic Generation

The volume of traffic generated by the proposed development has been estimated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation*. The closest land use for the site is determined to be *Warehousing (150)*.

The office component of the site is also included in the overall area assessed as it is an ancillary part of the warehouse use.

The traffic generation is calculated and summarised in **Table 1**.

Table 1: Proposed Development Vehicle Trip Generation

| | Units | Quantity | Number of Trips | | Number of Trips | |
|--------------------------------|-----------------------|---------------------|-----------------|---------|-----------------|------------|
| Land Use | | | AM Peak | PM Peak | AM Peak | PM Peak |
| Industrial – Warehousing (150) | 100m ² GFA | 2,101m ² | 0.18 | 0.19 | 4 | 4 |

As shown above, the development is estimated to generate 4 vehicles trips during the morning and afternoon peak hour.

According to the WAPC TIA guidelines, an increase of between 10 to 100 peak hour vehicles is considered to have a low to moderate impact and is generally deemed to be acceptable without requiring detailed capacity analysis. The development is estimated to generate approximately 4 trips during the morning and afternoon peak hour. This volume of traffic is low and can be accommodated within the existing capacity of the road network with no modifications required.



5. Vehicle Access and Parking

5.1. Access

Access to the site is proposed via a 10m and 8m wide crossovers on Amesbury Loop as shown in Figure 7.

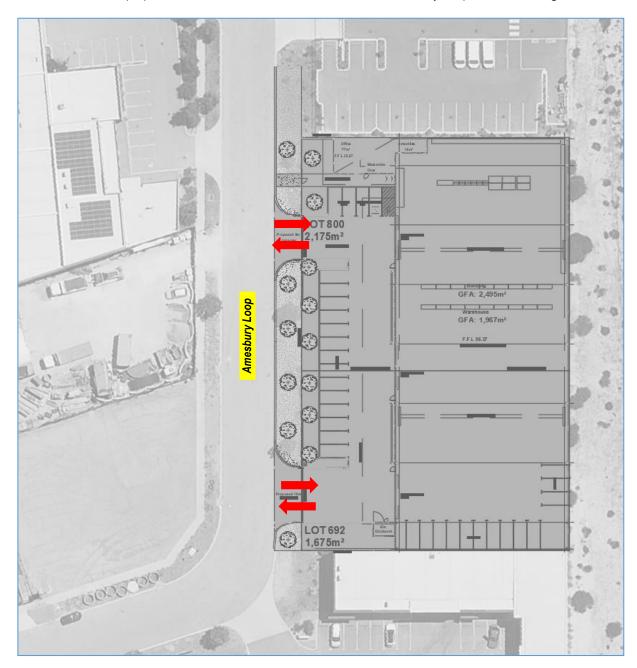


Figure 7: Vehicle Access Arrangement

According to City's vehicle crossover specifications, commercial and industrial crossovers are to be between 6m and 10m wide at the property boundary.

The proposed crossover widths are compliant with the City's specifications.



5.2. Sight Distance

Sight distance requirements from vehicle exit points for commercial vehicles are defined in Figure 3.3 of Australian Standard AS2890.2-2018 *Off-Street Commercial Vehicle Facilities* which is shown in **Figure 8**.

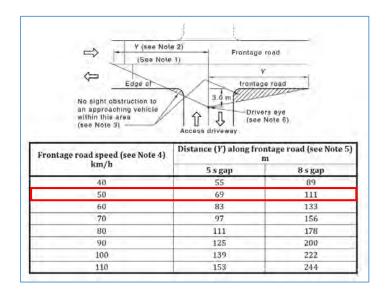


Figure 8: AS2890.2 Sight Distance Requirements

Based on the 50km/h speed limit along Amesbury Loop, the minimum required sight distance is 69m. The available sight distance for the proposed site accesses are shown in **Figure 9** and **Figure 10**.

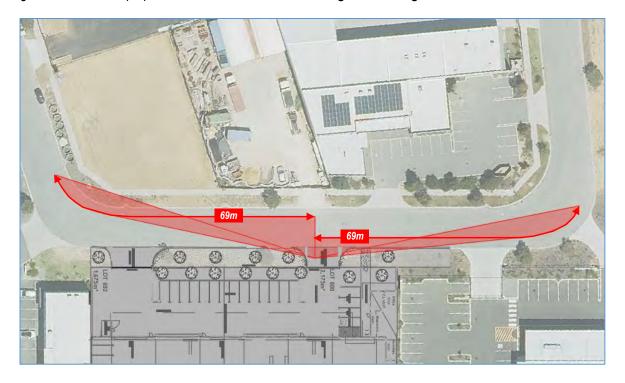


Figure 9: Sight Distance Check - Driveway 1



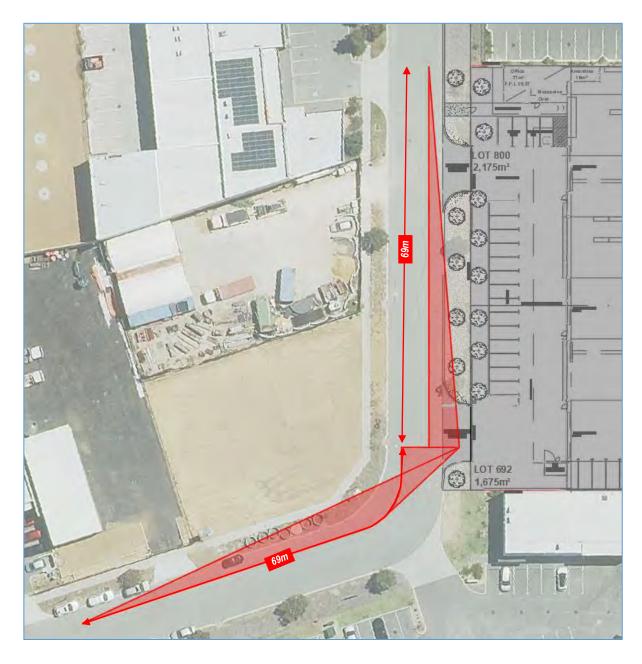


Figure 10:Sight Distance Check - Driveway 2

As shown, the required 5 second gap sight distance is achieved in both crossovers in all directions.



5.3. Bicycle Parking

Under the City's DPS2, the provision of bicycle parking is not mentioned for warehouse purpose premises. Notwithstanding, it is recommended consider providing some bicycle parking to encourage patrons who are within reasonable cycling distance of the site.

5.4. Car Parking

It is proposed to provide a total of 32 car parking bays on the site, including one ACROD parking bay, as well as designated staff and visitor parking bays.

5.4.1. Planning Scheme Requirements

The car parking requirements are calculated in accordance with the City of Wanneroo District Planning Scheme No.2 (DPS2) are outlined in **Table 2**.

 Land Use
 Requirement
 Quantum
 Bays Required

 Office (including mezz.)
 1 space per 30m² NLA
 134m²
 4.46

 Warehouse
 1 space per 50m² GFA
 1,967m²
 39.34

 Total Required
 44

Table 2: Car Parking Calculation - DPS2

As shown, the proposed development requires a minimum of 44 parking spaces. The site proposes to provide 32 bays, which satisfies 73% of the minimum parking requirements as per the City's DPS2.

5.5. Parking Design

The proposed parking layout will need to comply with the requirements outlined in Australian Standard AS2890.1. The user class will depend on the purpose of the bay as detailed in **Figure 11**.

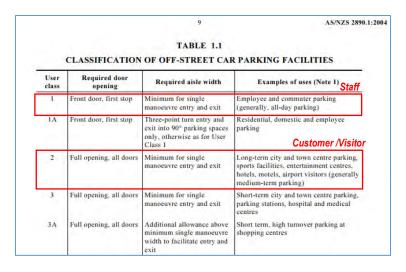


Figure 11: Classification of Parking Facilities



Staff parking (long-term parking) would be classified as User Class 1. Customer and visitor parking (medium-term parking) would most likely be classified as User Class 2.

An assessment of the AS2890.1 parking requirements is detailed in Table 3.

Table 3: AS2890.1 Car Parking Compliance

| Dimension | Requirement | Provided | | | |
|--------------------------------------------------------------------------------|-------------|--------------|--|--|--|
| 90 degree parking – User Class 1 – Long Term Parking (Staff) | | | | | |
| Car Bay Width | 2.4m | 2.4m | | | |
| Car Bay Length | 5.4m | 5.4m | | | |
| Parking Aisle Width | 5.8m | 8.0m | | | |
| 90 degree parking – User Class 2 – Medium Term Parking (Customer and Visitors) | | | | | |
| Car Bay Width | 2.5m | 2.5m – 2.6m | | | |
| Car Bay Length | 5.4m | 5.4m | | | |
| Parking Aisle Width | 5.8m | 8.0m minimum | | | |

As shown, all relevant parking layout dimensions are compliant with AS2890.1 requirements.

5.6. Provision for Service Vehicles

A vehicle swept path analysis has been undertaken to check the internal manoeuvring for a service vehicle. The analysis has been undertaken in AutoTURN vehicle tracking software using the Australian Standard 12.5m Heavy Rigid Vehicle (HRV).

In respect to waste collection, it is anticipated that the bins will be placed in the bin storeroom within the site, and waste collection trucks will be required to collect on site. The vehicle template was undertaken using a 10m waste collection vehicle.

The results of the analysis are attached in **Appendix B – Swept Path Analysis**.

The swept path analysis indicates that 12.5m HRV and 10m Cleanaway Front Lift truck can enter and exit the site in a forward direction.



6. Pedestrian and Cyclist Access

The majority of the roads in the surrounding area have at least one footpath. The external pathway network is well-established and is considered adequate for pedestrians and cyclists to safely travel between the site and the surrounding areas.

7. Public Transport Access

The following public transport services currently operate within 1.0km walking distance of the site:

- Transperth Bus Route 484 operates between Clarkson Station and Butler Station. The closest stops are on Landbeach Boulevard after Randstone Parade approximately 230m walking distance from the site.
- Transperth Bus Route 488 operates between Butler Station and Alkimos (Trinity Estate). The closest stops are on Butler Boulevard before Benenden Avenue approximately 700m walking distance from the site.

The demand for public transport is likely to be relatively low based on the proposed uses and so the existing public transport services are considered to be adequate to meet the likely demand.



8. Site Specific Issues and Safety Issues

8.1. Crash History

The crash history of the adjacent road network was obtained from the MRWA Reporting Centre.

A summary of crashes recorded over the five-year period from January 2019 to December 2023 is shown in **Figure 12**.

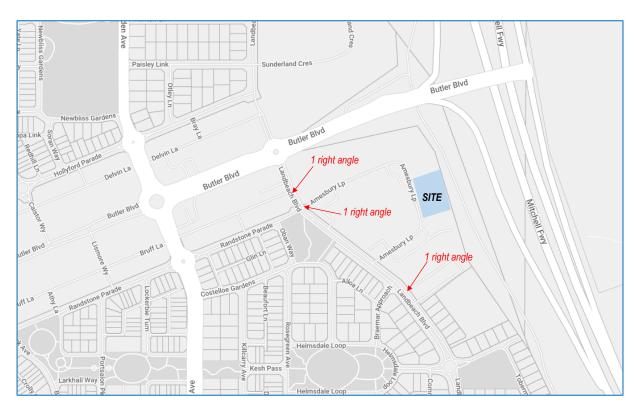


Figure 12: Crash History January 2019 to December 2023

The number of crashes is low and does not appear to indicate a major safety issue on the road network. The proposed warehouse development itself will generate a low volume of additional traffic and there is no indication that would increase the risk of crashes to unacceptable levels.



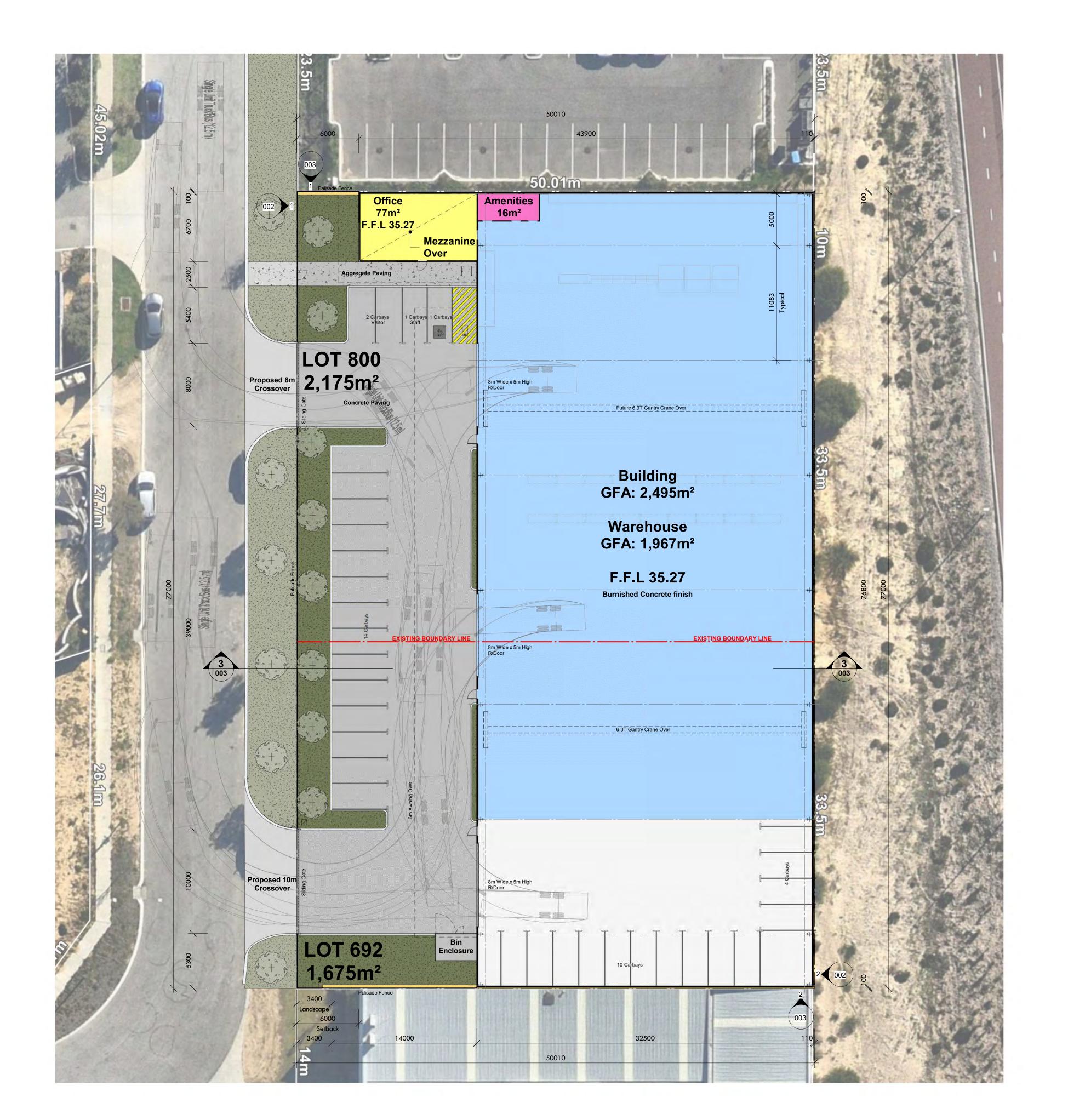
9. Conclusion

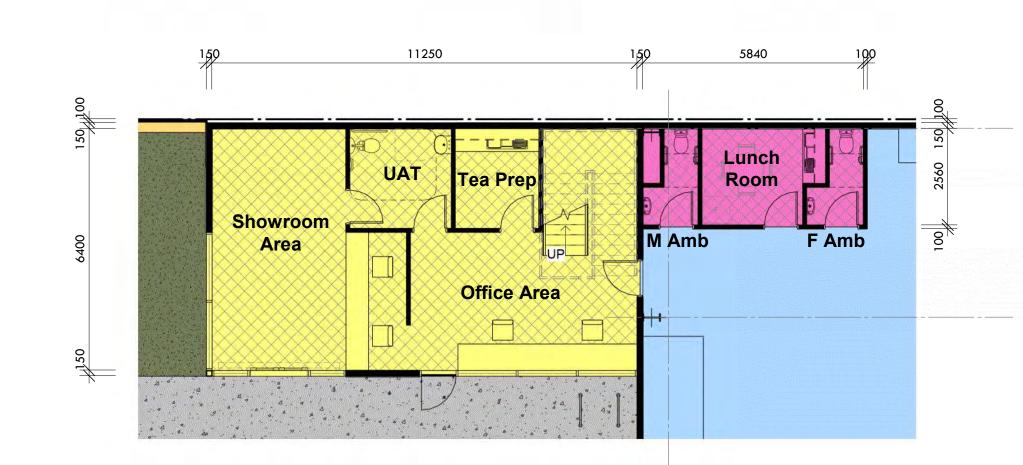
This Transport Impact Statement for the proposed warehouse development at 16-22 Amesbury Loop in Butler, concludes the following:

- The development is estimated to generate approximately 4 trips during the morning and afternoon peak hour.
- According to the WAPC TIA guidelines, an increase of between 10 to 100 peak hour vehicles is
 considered to have a low to moderate impact and is generally deemed to be acceptable without requiring
 detailed capacity analysis. The development is estimated to generate approximately 4 trips during the
 morning and afternoon peak hour. This volume of traffic is low and can be accommodated within the
 existing capacity of the road network with no modifications required.
- The proposed crossover widths are compliant with the City's specifications.
- The minimum sight distance for both proposed site accesses are achieved in all direction.
- The proposed development requires a minimum of 44 parking spaces. The site proposes to provide 32 bays, which satisfies 73% of the minimum parking requirements as per the City's DPS 2.
- All relevant parking layout dimensions are compliant with AS2890.1 requirements.
- A vehicle swept path analysis has been undertaken to check the internal manoeuvring for service vehicles. The swept path analysis indicates that 12.5m HRV and 10m Cleanaway Front Lift truck can enter and exit the site in a forward direction.
- The external pathway network is well-established and is considered adequate for pedestrians and cyclists to safely travel between the site and the surrounding areas.
- The demand for public transport is likely to be relatively low based on the proposed uses and so the existing public transport services are considered to be adequate to meet the likely demand.
- The number of crashes is low and does not appear to indicate a major safety issue on the road network.
 The proposed warehouse development itself will generate a low volume of additional traffic and there is no indication that would increase the risk of crashes to unacceptable levels.

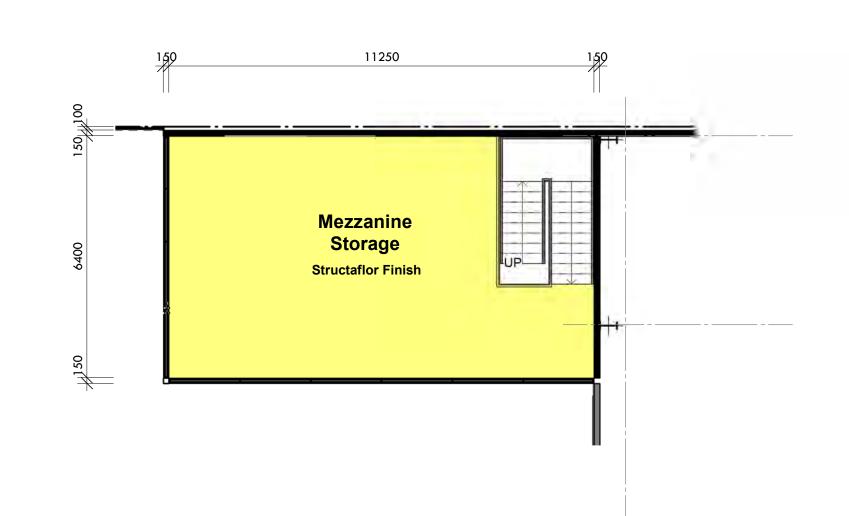


Appendix A – Site Plan





GROUND FLOOR PLAN SCALE: 1:100



FIRST FLOOR PLAN
SCALE: 1:100



SITE PLAN
SCALE: 1:200



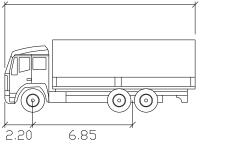


Appendix B – Swept Path Analysis





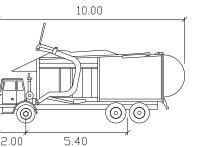




Width : 2.50
Track : 2.50
Lock to Lock Time 6.0
Steering Angle : 36.7

HRV





Cleanaway Front Lift

meters

Width : 2.50
Track : 2.50
Lock to Lock Time 6.0
Steering Angle : 32.9



14 November 2024

TO WHOM IT MAY CONCERN

STORMWATER DRAINAGE DESIGN LOT 692 & 800 (16-22) AMESBURY LOOP, BUTLER

I am pleased to confirm I have undertaken the design of the stormwater system for the development at the above site in accordance AS/NZS3500-3 and the local authority.

Calculations:

Roof & hardstand area = 3650m²
Runoff = 90%
Equivalent impervious area = 3285m²
Storage Required = 3285 x 0.133 = **436.9m**³
Soakwell capacity (1800dia x 1800deep) = 17.3m³
Number of soakwells = 25
Total soakwell storage = 25 x 17.3 = 432.5m³
Above ground storage = 5m³ (min)
Total on-site storage capacity = **437.5m**³

Should there be any queries regarding the calculations or design please contact me.

Regards

Stace Rogers Assoc Dip Civil Eng AMIEAust

SJR Civil Consulting Pty Ltd 30 North Road BASSENDEAN WA 6054

Ph: 0447 112 481

Email: stace@sjrcivilconsulting.com

Part C - Item 3.2 - LOT 260 (2) BOURKE WAY, **EGLINTON – CHILD CARÉ PREMISES**

Form 1 – Responsible Authority Report (Regulation 12)

| DAP Name: | Metro Outer | DAP | |
|-------------------------------|---------------------------------------------|------------------------------------|--|
| Local Government Area: | City of Wanneroo | | |
| Applicant: | Joshua Carmody – Planning Solutions | | |
| Owner: | Eglinton Childcare Holdings Pty Ltd | | |
| Value of Development: | \$3.4 million | | |
| Responsible Authority: | City of Wan | neroo | |
| Authorising Officer: | Greg Bower | ring – Manager Approval Services | |
| LG Reference: | DA2024/169 | 99 | |
| DAP File No: | DAP/24/028 | 306 | |
| Application Received Date: | 17 November | er 2024 | |
| Report Due Date: | 11 March 20 | 025 | |
| Application Statutory Process | | n an additional 21 days agreed for | |
| Timeframe: | request for further information | | |
| Attachment(s): | Attachment 1: Development Plans | | |
| | | t 2: Location Plan | |
| | | t 3: Schedule of Submissions | |
| | Attachment 4: Bushfire Management Plan | | |
| | Attachment 5: Bushfire Emergency Evacuation | | |
| | Plan | | |
| | Attachment 6: DFES Referral Response and | | |
| | Applicant Response to DFES Comments | | |
| | | t 7: Design Review Panel Report | |
| | | t 8: Applicant DRP Response | |
| | | t 9: Environmental Noise Report | |
| | | t 10: Traffic Impact Assessment | |
| | | t 11: Landscaping Plan | |
| | | t 12: Waste Management Plan | |
| | Attachment 13: Alternative Recommendation | | |
| | | t 14: Applicant Report | |
| Is the Responsible Authority | ⊠ Yes | Complete Responsible Authority | |
| Recommendation the same as | □ N/A | Recommendation section | |
| the Officer Recommendation? | □No | Complete Responsible Authority | |
| | | and Officer sections | |

Responsible Authority Recommendation

That the Metro Outer DAP resolves to:

1. **Refuse** DAP Application reference DAP/24/02806 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 Wanneroo *District Planning Scheme No. 2* and the City of Wanneroo's *Local Planning Policy 2.3 – Child Care Centres*, for the following reasons:

Reasons

- 1. The City of Wanneroo's Local Planning Policy 2.3 Child Care Centres requires an acoustic report is to be provided where the Child Care Premises is proposed within a residential zone. The application and provided acoustic report require the extension of the fence to a height of 2.6 metres from the adjoining residential property. As the acoustic screening is attached to the fence, it is considered to form part of the dividing fence and is subject to the City of Wanneroo's Fencing Local Law 2021. Written consent to increase the fence height has not been provided. As such, the proposal has not adequately demonstrated that the acoustic measures can be implemented and therefore does not appropriately demonstrate that the noise and amenity issues can be resolved. This is contrary to Clause 67(2)(g) and (n) of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 given the proposal does not appropriately address amenity impacts.
- 2. The City of Wanneroo's Local Planning Policy 2.3 Child Care Centres requires pedestrian access from the entrance of the building and to link into the existing neighbourhood pedestrian networks. Further, the State Planning Policy 7.0 Design of the Built Environment provides requirements relating to legible and clear connections and design optimising safety and security. The application does not provide any internal pedestrian access and is therefore contrary to Clause 67(2)(c), (g) and (s) of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 given the proposal does not provide for safe and legible pedestrian access and egress within the site.

Details:

| Region Scheme | Metropolitan Region Scheme |
|------------------------------|-----------------------------------------------|
| Region Scheme Zone | Urban |
| Local Planning Scheme | City of Wanneroo District Planning Scheme |
| | No. 2 (DPS 2) |
| Local Planning Scheme Zone | Urban Development |
| Structure Plan/Precinct Plan | Eglinton Agreed Local Structure Plan No. 82 |
| | (ASP 82) |
| Structure Plan - Land Use | Residential |
| Designation | |
| Use Class and Permissibility | Child Care Premises – Discretionary ('D') Use |
| Lot Size | 2,005m ² |
| Existing Land Use | Vacant |
| State Heritage Register | No |

| Local Heritage | No |
|-----------------------|-----------------------------------|
| Design Review | Review by individual panel member |
| Bushfire Prone Area | Yes |
| Swan River Trust Area | No |

Proposal:

The application proposes a Child Care Premises at 2 Bourke Way, Eglinton which comprises the following:

- A two storey Child Care Premises on the eastern portion of the site, to accommodate a maximum of 96 children and 16 staff members at any one time;
- Proposed operational hours of 6:30am 6:30pm, Monday to Friday (excluding public holidays);
- An extension of the existing footpath along Bourke Way; and
- Associated parking, signage and landscaping.

The development plans are included as Attachment 1.

Background:

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS), 'Urban Development' under DPS 2, and 'Residential' under ASP 82.

The subject site, Lot 260 (2) Bourke Way, Eglinton, has an area of 2,005m² and is currently vacant, with no previous approvals. The site is bound by vacant residential lots to the north, Leeward Avenue to the east, Eglinton Boulevard to the south, and Bourke Way to the west.

A location plan of the subject site is included as Attachment 2.

Legislation and Policy:

Legislation

Metropolitan Region Scheme (MRS) City of Wanneroo District Planning Scheme No. 2 (DPS 2)

State Government Policies

State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0) State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7) WAPC Planning Bulletin No.72/2009 – Child Care Centres

Structure Plans/Activity Centre Plans

Agreed Structure Plan No. 82 – Eglinton (ASP 82)

Local Policies/Laws

Local Planning Policy 2.3 – Child Care Centres (LPP 2.3) Local Planning Policy 4.6 – Advertising Signs (LPP 4.6) Local Planning Policy 4.23 – Design Review Panel (LPP 4.23)

Fencing Local Law 2021

Consultation:

Public Consultation

The application was advertised for a total period of 14 days in accordance with Clause 64(4) of the Deemed Provisions, commencing on 5 December 2024 and concluding on 19 December 2024. Advertising was undertaken by way of notice in the local newspaper and in writing to surrounding landowners/occupiers within 200 metres of the proposed development. The development plans and all supporting documentations were also published on the City's website and a sign was installed on site.

During the public consultation period, a total of five submissions were received. Of the submissions received, three were objections, one was in support and one was a general comment. Additional comments were also received from external agencies which are outlined below.

The key concerns raised in the submissions included:

- · Demand for parking;
- Increased traffic volumes;
- Noise resulting from the Child Care Premises; and
- The appropriateness of the location for the proposed use.

A summary of the submissions received, and the City's response is included as **Attachment 3**. The main issues and considerations raised during the advertising period, along with those identified by the City during the assessment process, are discussed in further detail in the 'Planning Assessment' section below.

Referrals/ Consultation with Government/ Service Agencies

Department of Fire and Emergency Services

The subject lot is located within a bushfire prone area and SPP 3.7 applies. SPP 3.7, classifies a Child Care Premises as a vulnerable land use, and the provided a Bushfire Management Plan (BMP) (Attachment 4) and a Bushfire Emergency Evacuation Plan (BEEP) (Attachment 5) in support of the proposal. The BMP determined the site has a Bushfire Attack Level (BAL) rating of BAL-12.5 and includes measures to demonstrate compliance with the bushfire protection criteria.

Given the land use is classified as a vulnerable land use, the proposal with the BMP and BEEP were referred to the Department of Fire and Emergency Services (DFES) for comments. DFES indicated they have no objection to the proposal and recommended the following amendments to be made:

- 1. The BMP is to be amended to include the inputs (additional information and photographic for vegetation classification to be accurately substantiated and directional arrows to be indicated) to be demonstrated on the BAL contour map;
- 2. The BMP is to be amended to demonstrate the vehicle access from the surrounding road network to comply with the bushfire protection criteria; and
- 3. A confirmation from Water Corporation WA to be provided to ensure the required installation of hydrants for necessary mitigation measures.

The applicant has since provided a response to DFES' comments (**Attachment 6**) and provided an updated BMP, which has appropriately responded to DFES' requirements. As such, the City considers the BMP to be compliant with SPP 3.7.

Design Review Panel Advice

The proposed development was referred to a single panel member of the City's Design Review Panel (DRP) upon lodgement of the development application. The DRP member provided a number of recommendations that are relevant for the consideration of the proposal, including the following:

- The DRP made specific reference to the recommendation for providing provisions of legible and safe pedestrian access to the Child Care Premises' front porch from Bourke Way and within the carpark. This was considered essential to ensure the safety of children entering and exiting the site, given there would be customers accessing the Childcare Premises by foot, as well as by vehicle;
- A visually permeable boundary fence design, as per the requirements of LPP 4.6:
- Provide services and utilities in a visually unobtrusive location and where the amenity of the proposal and neighbours are unaffected;
- Provide bike parking racks for staff and visitors;
- Relocate and provide an operable window to the sleep room;
- Improve the interface to the northern residential lots: and
- Provisions of a professionally prepared and detailed landscape design for the open spaces and verges.

A full copy of the DRP comments are included in **Attachment 7**.

The applicant provided a response to the DRP recommendation (**Attachment 8**), noting that some modifications were actioned as part of this process.

There were a number of points raised by the DRP which have not been actioned by the applicant, and justification provided. However, the City is supportive of the design aspects discussed below.

| DRP Comment | Administrations Comment |
|-------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Provisions of a compatible interface with residential Lot 155. | The northern portion of the built form is setback 4 metres from the adjoining residential lot and generally presents in a similar way to a residential development. As such it is considered that the interface with the future property is acceptable. |
| A visually permeable boundary fence design, as per the requirement of LPP 4.6 | The provided fence to the public realm is generally permeable, with a portion of Perspex to ensure compliance with the acoustic requirements. Administration notes that there is a portion of the wall which is not permeable to facilitate signage. Whilst this does not comply with the requirements of LPP 4.6, it is consistent with a range of Child Care Premises within the local government. |

| | This has been discussed in further detail within the Planning Assessment. |
|-----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Engage an Environmentally Sustainable Development (ESD) consultant at this stage to prepare a sustainability strategy for the proposal. | Given the scale of the development, Administration is of the opinion that an ESD strategy is not required for such a development. |
| Relocate and provide an operable window to the sleep room. | The applicant has advised that the sleep area is not a separate room and is integrated with activity rooms 1 and 2, which provide solar access and natural ventilation. |

Notwithstanding the above, the applicant has not fully addressed concerns around providing legible and safe connections and landscaping, which have been discussed within the Planning Assessment.

Planning Assessment:

An assessment of the application has been carried out against the relevant provision of DPS 2, ASP 82 and State and Local Planning Policies as outlined in the Legislation and Policy section of this report. The following matters have been identified as key considerations for the determination of this application:

- Zoning and Land Use Permissibility;
- Noise Management;
- Access, Traffic & Parking;
- Built Form;
- Landscaping;
- Signage; and
- Waste.

Zoning and Land Use Permissibility

Submissions raised concerns with the compatibility of the proposed development within the locality, in reference to the compatibility of the Child Care Premises in the Residential zone.

The proposed Child Care Premises is a 'D' use within the Residential zone, as such it is capable of approval subject to the local government exercising its discretion. To consider the suitability of the proposed Child Care Premises the land use has been assessed against the provisions and objectives of DPS 2 and the City's LPP 2.3.

Residential Zone Objectives

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

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

It is considered that the proposed Child Care Premises achieves objective 'c' given it provides a non-residential use which is considered complementary to the residential development. This is given that the proposed Child Care Premises provides community benefit and is an urban support service that is appropriately located within close proximity to residential areas. In addition, it is considered to be compatible with the surrounding residential land uses, given the scale of the built form is not dissimilar to that of a two-storey single dwelling and provides sufficient setbacks to the adjoining residential lots and public realm, which has been discussed in further detail within the 'Built Form' section. The location of the proposed development is also on the corner of Bourke Way, Eglinton Boulevard and Leeward Avenue and therefore minimises the number of residences immediately abutting the development. Where possible, high noise generating use are to be located as far as practical from existing residential properties to reduce their impact upon their amenity. Notwithstanding this, an Acoustic Report has been provided by the applicant and is discussed in further detail in the 'Noise Management' section.

Based on the above it is considered that the proposed Child Care Premises generally meets the objectives of the Residential zone.

Noise Management

Submissions were received objecting to the proposal on the basis that the noise generated from the Child Care Premises would negatively impact the amenity of the surrounding residential properties. An Environmental Noise Report (ENR) was provided with the application which is included as **Attachment 9**.

The ENR outlines multiple recommendations that the development should adhere to in order to ensure compliance with the *Environmental Protection (Noise) Regulations* 1997. These measures include the outdoor play area not being utilised prior to 7am, acoustic screening of the roof-top mechanical plant to be appropriately selected as discussed in Section 6 of the ENR and the use of the car bays along the northern boundary being limited to after 7:00am.

Notwithstanding the above, one of the recommendations within the ENR requires the portion of the fence abutting Lot 155 Leeward Avenue to the north to be 1.8 metres in height, with an attached structure along the length of the fence, which is to rake towards the building. This is to be a total height of 2.6 metres from the natural ground level of the adjoining lot. As the screening structure is attached to the dividing fence, it is considered to form a part of the dividing fence. In accordance with the City's *Fencing Local Law 2021* (Fencing Local Law) section 2.2(1)(a), a sufficient fence on a residential lot behind the front setback must be between 1.75m and 1.85m however should the fence be varied, an agreement between the owners of the adjoining lots is required to be obtained.

The City requested the written consent of the adjoining property owner be provided to allow for the height variation of 0.75 metres to the Fencing Local Law however this was not provided by the applicant within the application package. As such, the variation is not permitted under the Fencing Local Law and therefore all recommendations of the ENR cannot be appropriately implemented.

In light of the above, it is recommended that the proposal be refused as the ENR and the proposed development cannot adequately demonstrate that the noise impacts will

be sufficiently managed to the adjoining residential lots in accordance with the *Environmental Protection (Noise) Regulations 1997*.

Should the JDAP be of the opinion to support the application, the City recommends that a condition be imposed for a revised ENR to be provided prior to the lodging of a building permit to ensure that noise impacts can be appropriately managed.

Access, Parking & Traffic

Pedestrian Access

LPP 2.3 requires pedestrian access within the site is to be provided from the parking area to the entrance of the building and link into existing pedestrian networks. This requirement for safe and legible pedestrian access was also reiterated by the DRP.

The proposal includes the creation of a portion of footpath extending north within the verge of Bourke Way, from the existing Eglinton Boulevard to the proposed crossover associated with the development. Whilst it is noted that this facilitates a linkage from the existing pedestrian network, there is no provision for pedestrian access within the subject lot. As a result, all pedestrians would be required to enter and exit the development through the carpark and crossover, with no separate pedestrian walkway, and via the shared area in association with the accessible bay. In accordance with SPP 7.0, it is indicated that good design results in clear connections and optimisation of safety and security, through the minimisation of personal harm and supporting safe use. It is considered that a Child Care Premises operates for some of the most vulnerable in the community, as such it is the City's position that the ability to enter and exit the building in a safe manner is of the upmost importance. Through not providing the required pedestrian access, the design of the built form does not accommodate for these requirements.

In light of the above, it is recommended that the proposal be refused as the development does not facilitate safe or legible pedestrian access throughout the site, and as such does not achieve the requirements of SPP 7.0 and LPP 2.3.

Car Parking

A number of submissions were raised regarding insufficient parking on the site to accommodate the proposed use.

An assessment of the parking as required within LPP 2.3 has been provided as follows:

| Car Parking Details | | Proposed Capacity | Required Bays |
|-------------------------------------------------------------------------------------------|--|--------------------------|---------------|
| Staff bays: 1 bay per staff member | | 16 staff members | 16 bays |
| Customer bays: 9 bays, plus one bay per 8 children accommodated in excess of 54 children. | | 96 children | 15 bays |
| Total Bays Required 31 bays | | | |
| Total Bays Provided 25 bays | | | |

The provided parking represents 6 bay shortfall across the site. The shortfall in parking was supported by the provided Traffic Impact Assessment (TIA) (**Attachment 10**) for the following reasons:

- Parking associated with Child Care Premises is typically not long term, given the customer parking is to accommodate for drop-off and pick-up only. In addition, due to the nature of a Child Care Premises operations, the peak dropoff and pick-up times extend over a 120-minute period, and as such parking demand is spread across this peak period.
- Within the TIA modelling, there is an assumed 8-minute average length of stay
 for each vehicle to accommodate for the noted drop-off/pick-up. This modelling
 is in accordance with the data recorded by the Road & Traffic Authority NSW
 (NSW RTA). This allows for each customer bay to accommodate for 7.5
 vehicles per hour, which totals 67 vehicles per hour across all customer bays.
- The City standard is an assumed 10-minute average length of stay for each vehicle to accommodate drop-off/pick-up. This allows for each customer bay to accommodate 6 vehicles per hour, which totals 54 vehicles per hour across all customer bays.
- The TIA indicates a maximum peak traffic flow of 41 vehicles within the peak hour, as such it is demonstrated that the proposed bay can accommodate the peak traffic volumes utilising both the NSW modelling and the City's modelling.

It is considered that the TIA appropriately demonstrates that whilst there is a technical reduction in required number of parking bays, as per the requirements of LPP 2.3, the providing parking is sufficient in catering for staff and parent pick-up/drop-off during peak demand, even when operating at maximum capacity. Should it be resolved to support the application, the City recommends the imposition of a condition limiting the number of persons (both staff and children) accommodated on site to mitigate any potential parking concerns based on increased numbers.

Traffic

Submitters raised concern regarding the traffic generated from the development and its impact on safety and congestion in the locality. A TIA was provided in support of the proposal, with the findings as follows:

- The proposed development is anticipated to generate a maximum of 76 trips in the AM peak hour, 77 trips in the PM peak hour and 392 trips daily.
- Given that the surrounding local roads are yet to be constructed, no existing traffic counts exist. No information regarding lane capacity of surrounding roads has been provided.

The City's Traffic Services have reviewed the TIA and are satisfied with its methodology and conclusions. While the proposal will result in an increase in traffic in the locality, sufficient capacity exists in the current road network to safely accommodate the increased volume. The traffic volumes generated and the associated impacts on the surrounding road network are therefore considered acceptable.

Built Form

Submitters raised concerns regarding the interface of the proposal within the Residential zone. The development has been assessed against the relevant provisions of DPS 2 and the proposed built form is compliant with the setback requirements, as detailed below:

| DPS 2 Setback Requirements | Proposal |
|----------------------------------------------------------|----------|
| Primary Street Setback – Bourke Way: 6 metres | 14.4m |
| Secondary Street Setback – Eglinton Boulevard: 3 metres | 6m |
| Secondary Street Setback – Leeward Avenue: 3 metres | 6m |
| Side Boundary for Single Storey – North: 3 metres | 4m |
| Side Boundary for Upper Storey Portion – North: 6 metres | 10m |

The setback of the Child Care Premises is compliant with the provisions of DPS 2 and the scale of the built form is not dissimilar to a two-storey single dwelling. Further, a large setback from the upper floor to the residential properties to the north has been provided to ensure there is no impact to the adjoining lots' privacy or access to solar and ventilation.

Based on the above it is considered that the built form responds to the requirements of DPS 2 and considers the residential context in which it is being built.

Landscaping

A detailed landscaping plan has been provided in support of the application, which is included in **Attachment 11.** A minimum of 8% landscaping is required to be consistent with DPS 2, of which the proposal is meeting, at 11.22% (224.9m²), noting that this does not include the permeable synthetic turf materials. In addition, the landscaping demonstrates 11 trees which are functioning as shade trees for the parking bays, where a minimum of seven shade trees are required.

Notwithstanding the above, is it noted that portion of the landscaped area do not meet the City's required planting density, and the landscaping plan does not include any landscaping within the verge. Therefore, should the application be supported by JDAP a condition should be imposed requiring a revised landscaping plan providing a minimum of 8% soft landscaping on-site and verge landscaping to be approved prior to the submitting of a building permit.

Signage

The proposal includes six signs across the site, including four wall signs (two facing Bourke Street and two facing Eglinton Boulevard) and two fence signs to both corner truncations along Eglinton Boulevard. The signage has been considered against the provisions set out in LPP 4.6.

The wall signs have been considered against the City's policy and determined to be acceptable.

It is noted that within LPP 4.6's general development standards, it is indicated that advertising signs generally shall not be affixed to boundary walls or fences, however as noted there are two signs proposed on the boundary fences. Notwithstanding this, the City is of the opinion the signs can be supported for the following reasons:

- There is an existing precedent within the surrounding area of signs on boundary walls/fences associated with Child Care Premises.
- The proposed signs are 3.75m² each, as such it is considered that they are not obtrusive in scale and as such will not negatively impact the intended streetscape outcome within the surrounding area.
- The signs are considered to be consistent with the intended needs of a Child Care Premises

Based on the above, the City is of the opinion that the proposed signage is appropriate in scale and size and will not negatively impact on the intended residential character of the locality.

Waste Management

To ensure that waste generated by the development is managed appropriately, a Waste Management Plan was provided as part of the application (Attachment 12). The Waste Management Plan demonstrates that the internal bin stores provided are accessible and capable of accommodating the number of bins required to service the development and provide details on waste collection.

It is recommended that if the application is supported, a condition be applied for the operation of the Child Care Premises to be in accordance with the Waste Management Plan.

Conclusion:

The development application for the Child Care Premises at Lot 260 (2) Bourke Way, Eglinton has been assessed against the relevant legislation and planning requirements of DPS 2 and Local Planning Policies.

In considering the proposal in its entirety and specifically in the context of the amenity and safety, the proposal demonstrates a departure from the standards as adopted under LPP 2.3 and DPS 2. The form of the proposal is inappropriate given the design does not incorporate pedestrian access, and as such does not provide for safe and legible access. In addition, the recommendations of the ENR cannot be implemented given it is inconsistent with the City's *Fencing Local Law 2021* and as such may result in amenity impacts to the surrounding residential properties. In light of the above, the City recommends the proposal be refused.

<u>Alternatives</u>

Whilst the City recommends the application be refused, should the application be supported the City recommends that the conditions of approval be applied as set out in **Attachment 13**.

PLANNING

| Rev | Amendment | Date |
|-----|----------------|------------|
| 1 | PLANNING ISSUE | 14/11/2024 |
| 2 | PLANNING ISSUE | 13/01/2025 |



| ARCH DRAWING SCHEDULE | | | |
|-----------------------|------------------------------|--|--|
| No. | Sheet Name | | |
| DA00 | FRONT COVER DRAWING SCHEDULE | | |
| DA01 | SITE PLAN | | |
| DA02 | PROPOSED GROUND FLOOR | | |
| DA03 | PROPOSED FIRST FLOOR | | |
| DA04 | PROPOSED ROOF PLAN | | |
| DA05 | BUILDING ELEVATIONS | | |
| DA06 | BUILDING ELEVATIONS | | |
| DA07 | STREETSCAPE ELEVATIONS | | |
| DA08 | STREETSCAPE ELEVATIONS | | |
| DA09 | FENCE SECTION DETAIL | | |
| DA10 | 3D CONCEPT IMAGES | | |



96 PLACE CHILD CARE
Lot 260 Eglinton Boulevard, Eglinton,
Western Australia

Drawing

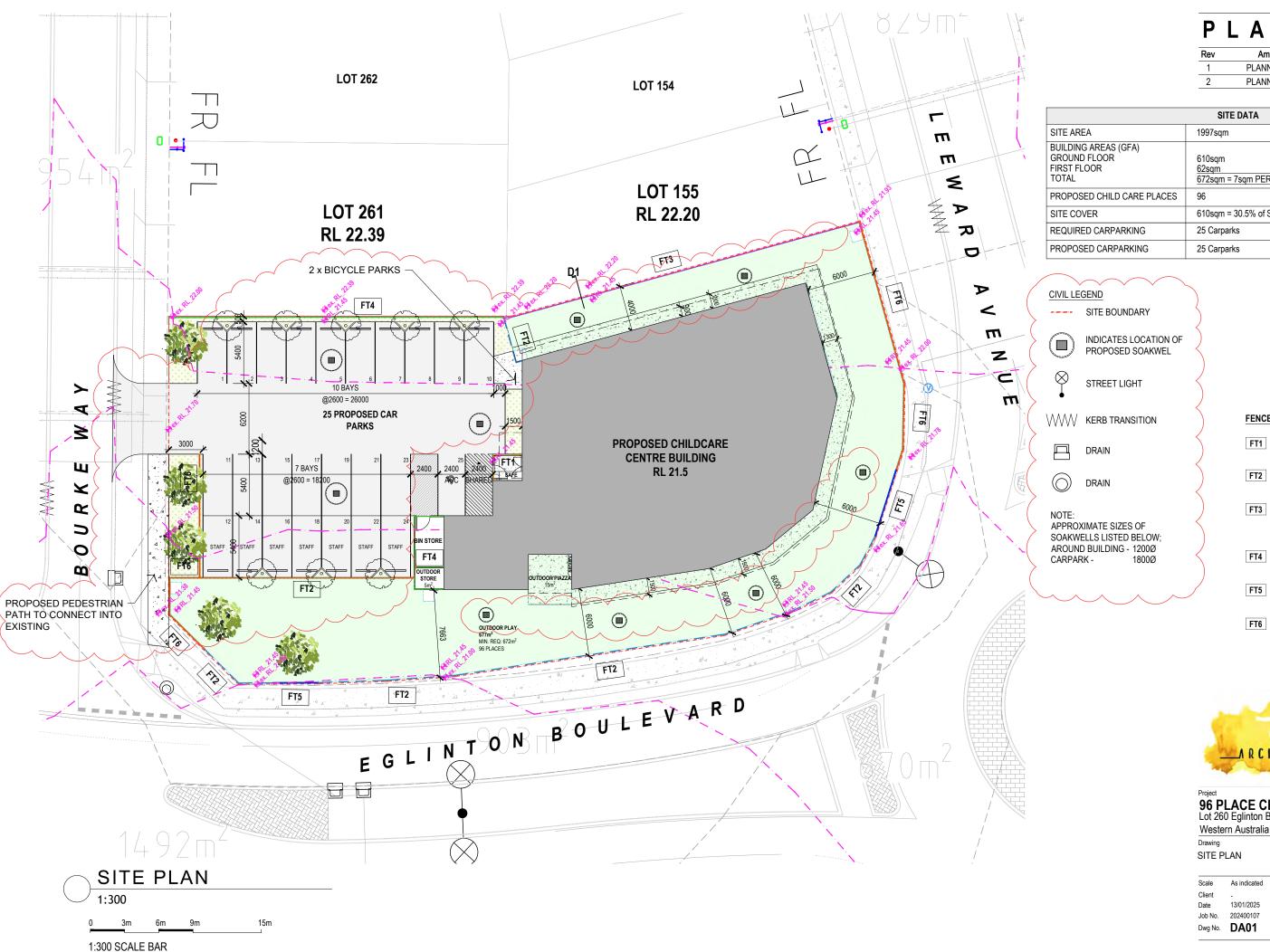
COVER/ DRAWING SCHEDULE

As indicated Drawn MD

Client -Date 13/01/2025

Job No. 202400107 Dwg No. DA00

Rev: 2 A3 SHEET



PLANNING

| Rev | Amendment | Date |
|-----|----------------|------------|
| 1 | PLANNING ISSUE | 14/11/2024 |
| 2 | PLANNING ISSUE | 13/01/2025 |

| SITE DATA | | |
|--------------------------------------------------------------|--------------------------------------------|--|
| SITE AREA | 1997sqm | |
| BUILDING AREAS (GFA) GROUND FLOOR FIRST FLOOR FOTAL | 610sqm 62sqm 672sqm = 7sqm PER CHILD | |
| PROPOSED CHILD CARE PLACES | 96 | |
| SITE COVER | 610sqm = 30.5% of Site | |
| REQUIRED CARPARKING | 25 Carparks | |
| PROPOSED CARPARKING | 25 Carparks | |

FENCE TYPE KEY

1500h ALUMINIUM BATT FENCE

1800h ALUMINIUM BATT FENCE

2750h MASONRY WALL WITH ANGLED RETURN (REFER DETAIL)

1800h COLORBOND **FENCE**

1800h SIGNAGE/

BANDING WALL

1800h ACOUSTIC FENCE W/ PERSPEX INFILL PANELS



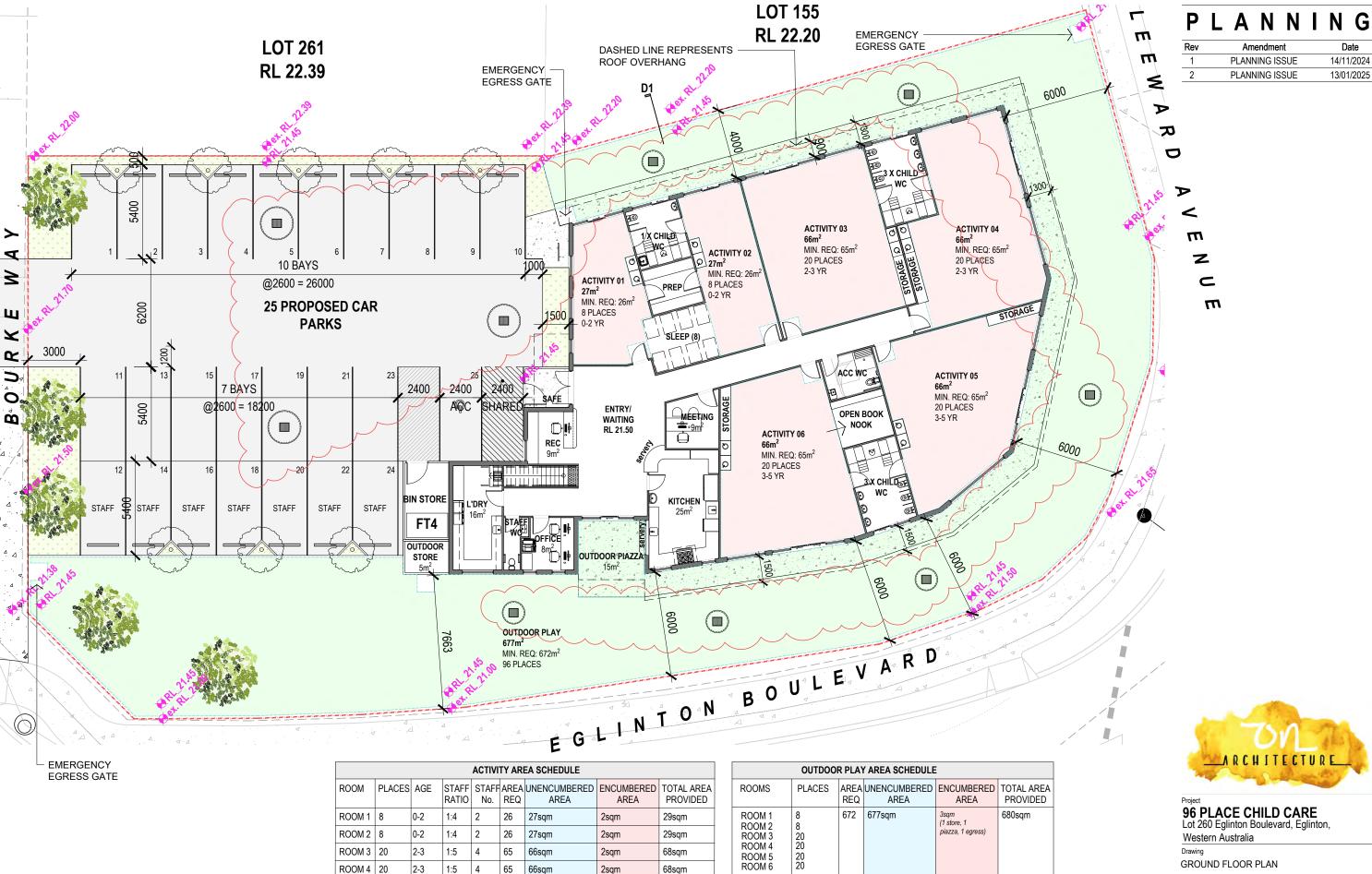
96 PLACE CHILD CARE

Lot 260 Eglinton Boulevard, Eglinton,

As indicated Drawn

Rev: 2

A3 SHEET



GROUND FLOOR PLAN

As indicated Drawn Client 13/01/2025 Job No 202400107

Dwg No. DA02 Rev: 2

A3 SHEET

14/11/2024

13/01/2025

1:200 SCALE BAR

1:200

GROUND FLOOR PLAN

ROOM 5 20

ROOM 6 20

TOTALS 96

3-5

3-5

1:10

1:10

16

65

65

66sam

66sqm

312 318qm

2sqm

2sqm

12qm

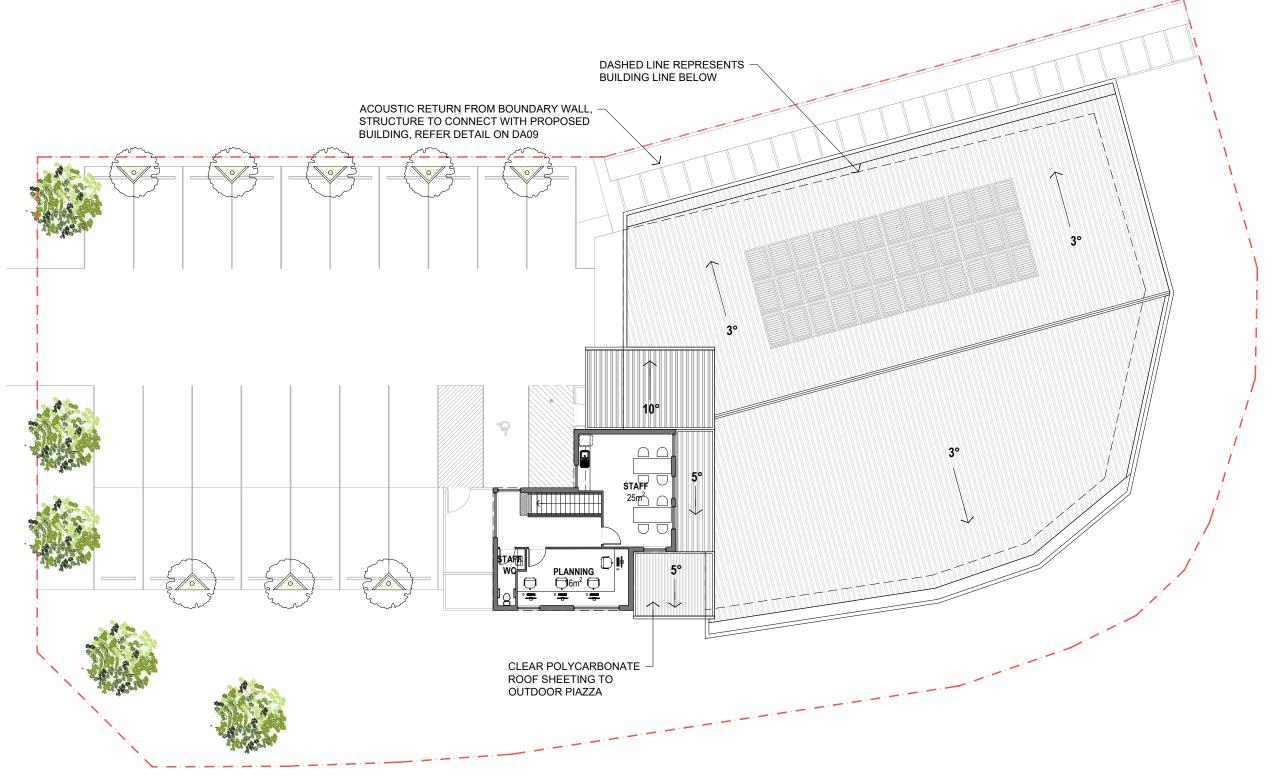
68sqm

68sqm

330sqm

96

TOTALS



PLANNING

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|-----|----------------|------------|
| 1 | PLANNING ISSUE | 14/11/2024 |
| 2 | PLANNING ISSUE | 13/01/2025 |



96 PLACE CHILD CARE Lot 260 Eglinton Boulevard, Eglinton, Western Australia

Drawing

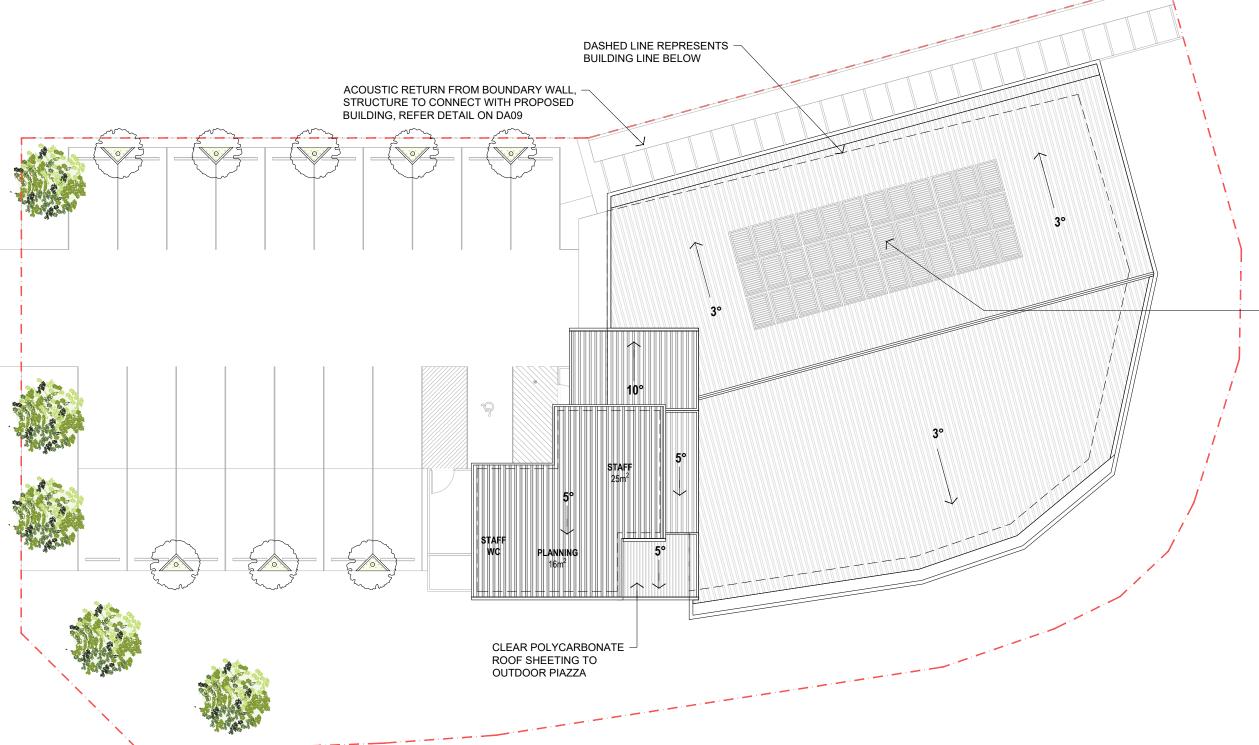
FIRST FLOOR PLAN

Scale As indicated Drawn Client Date 13/01/2025 Job No. 202400107 Dwg No. DA03

Rev: 2 A3 SHEET

FIRST FLOOR PLAN 1:200

1:200 SCALE BAR



PLANNING

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| 2 | PLANNING ISSUE | 13/01/2025 |

PROVISION FOR SOLAR PANELS, PANEL ARRANGEMENT SHOWN INDICATIVELY, REFER SUSTAINABILITY REPORT FOR PROPOSED SIZE OF SYSTEM. INSTALL STRICTLY IN ACCORDANCE WITH MANUFACTURER'S DETAILS AND MAKE WATER TIGHT

SOLAR PANEL IS TO FACE NORTH, INCLINATION TO BE 20°



96 PLACE CHILD CARE Lot 260 Eglinton Boulevard, Eglinton, Western Australia

Drawing

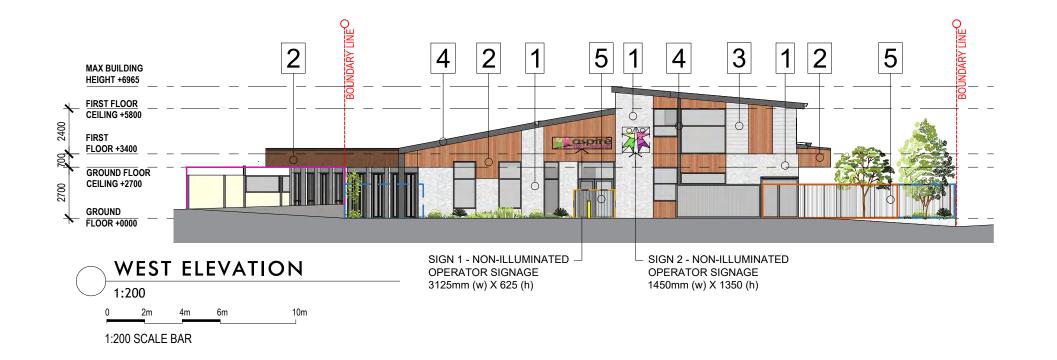
ROOF PLAN

Scale As indicated Drawn

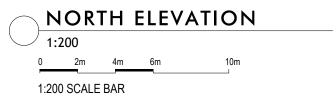
Client 13/01/2025 Date Job No. 202400107 Dwg No. DA04

Rev: 2 A3 SHEET





5 3 2 5 3 6 3 4 4 4 MAX BUILDING HEIGHT +6965 6 FIRST FLOOR CEILING +5800 FIRST FLOOR +3400 GROUND FLOOI CEILING +2700 GROUND FLOOR +0000



PLANNING

| Rev | Amendment | Date |
|-----|----------------|------------|
| 1 | PLANNING ISSUE | 14/11/2024 |
| 2 | PLANNING ISSUE | 13/01/2025 |

FENCE TYPE KEY

1500h ALUMINIUM FT1 BATT FENCE

1800h ALUMINIUM FT2 BATT FENCE

2750h MASONRY WALL FT3 WITH ANGLED RETURN (REFER DETAIL)

1800h COLORBOND FT4 **FENCE**

1800h SIGNAGE/ FT5 BANDING WALL

> 1800h ACOUSTIC FENCE W/ PERSPEX INFILL PANELS

MATERIALS LEGEND

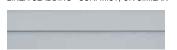
PGH WHITE COLOUR STANDARD BRICK, OR SIMILAR



TIMBER LOOK AXON CLADDING, OR SIMILAR



LINEA CLADDING - SURFMIST, OR SIMILAR



COLORBOND FRAMING FLASHING & CAPPING -MONUMENT, OR SIMILAR



OPEN FENCING WITH TOP BAR - MONUMENT,



COLORBOND 'SURFMIST' TRIMDEK ROOF SHEETING, OR SIMILAR





96 PLACE CHILD CARE Lot 260 Eglinton Boulevard, Eglinton, Western Australia

Drawing

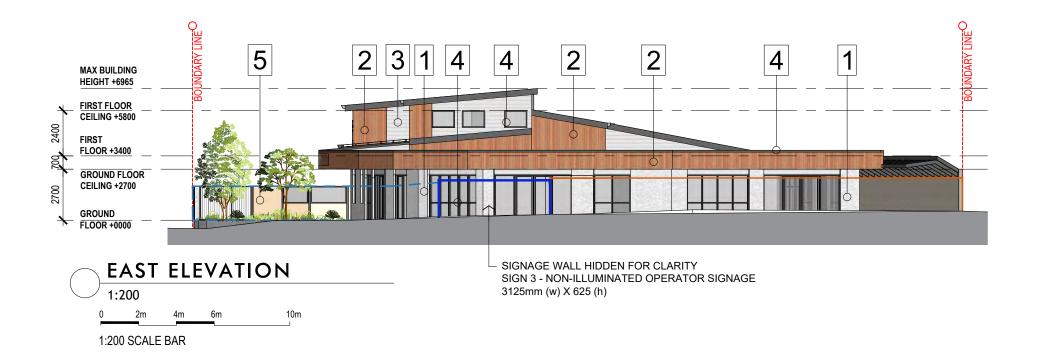
BUILDING ELEVATIONS

Scale As indicated Drawn

Client 13/01/2025

Date Job No. 202400107

Dwg No. DA05 A3 SHEET Rev: 2



1:200 SCALE BAR



PLANNING

| Rev | Amendment | Date |
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| 1 | PLANNING ISSUE | 14/11/2024 |
| 2 | PLANNING ISSUE | 13/01/2025 |

FENCE TYPE KEY

1500h ALUMINIUM FT1 BATT FENCE

1800h ALUMINIUM FT2 BATT FENCE

2750h MASONRY WALL FT3 WITH ANGLED RETURN (REFER DETAIL)

1800h COLORBOND FT4 **FENCE**

1800h SIGNAGE/ FT5 BANDING WALL

> 1800h ACOUSTIC FENCE W/ PERSPEX **INFILL PANELS**

MATERIALS LEGEND

PGH WHITE COLOUR STANDARD BRICK, OR SIMILAR



TIMBER LOOK AXON CLADDING, OR SIMILAR



LINEA CLADDING - SURFMIST, OR SIMILAR



COLORBOND FRAMING FLASHING & CAPPING -MONUMENT, OR SIMILAR



OPEN FENCING WITH TOP BAR - MONUMENT,



COLORBOND 'SURFMIST' TRIMDEK ROOF SHEETING, OR SIMILAR





96 PLACE CHILD CARE Lot 260 Eglinton Boulevard, Eglinton,

Western Australia

Drawing

BUILDING ELEVATIONS

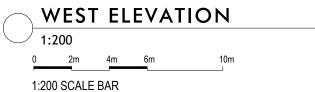
Scale As indicated Drawn

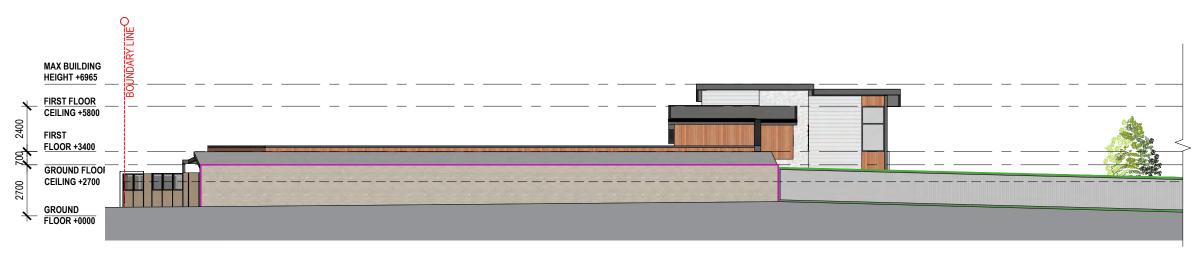
Client 13/01/2025

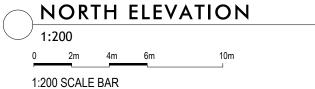
Date Job No. 202400107

Dwg No. DA06 A3 SHEET Rev: 2









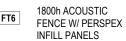
PLANNING

| Rev | Amendment | Date |
|-----|----------------|------------|
| 1 | PLANNING ISSUE | 14/11/2024 |
| 2 | PLANNING ISSUE | 13/01/2025 |

FENCE TYPE KEY

| FT1 | 1500N ALUMINIO |
|-----|----------------|
| FII | BATT FENCE |
| | |

| FT2 | 1800h ALUMINIU |
|-----|----------------|
| FIZ | BATT FENCE |





96 PLACE CHILD CARE Lot 260 Eglinton Boulevard, Eglinton,

Western Australia

Drawing

STREET ELEVATIONS

Scale As indicated Drawn

Client Date

13/01/2025 202400107 Job No.

Dwg No. DA07 Rev: 2 A3 SHEET





SOUTH ELEVATION 1:200 2m 1:200 SCALE BAR

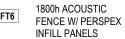
PLANNING

| Rev | Amendment | Date |
|-----|----------------|------------|
| 1 | PLANNING ISSUE | 14/11/2024 |
| 2 | PLANNING ISSUE | 13/01/2025 |

FENCE TYPE KEY

| FT1 | 1500h ALUMINIU |
|-----|----------------|
| FII | BATT FENCE |
| | |

| | 1000 AT LIMINITIES |
|------|--------------------|
| FT2 | 1800h ALUMINIUN |
| 1 12 | BATT FENCE |
| | |





96 PLACE CHILD CARE Lot 260 Eglinton Boulevard, Eglinton,

Western Australia

Drawing

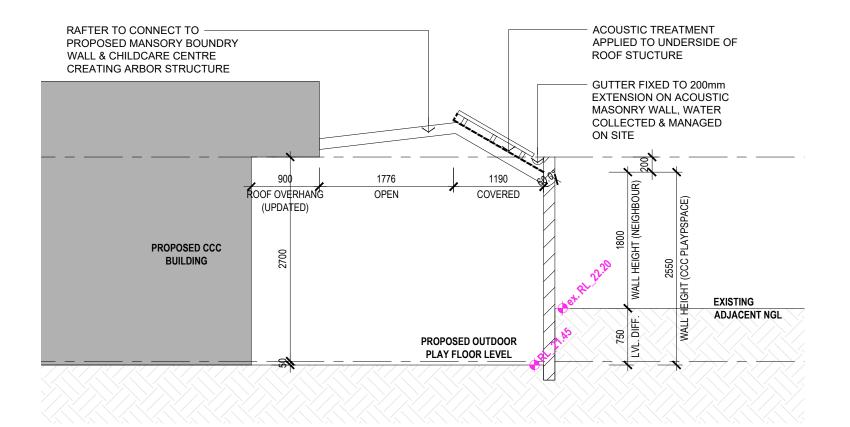
BUILDING ELEVATIONS

Scale As indicated Drawn

Client Date

13/01/2025 Job No. 202400107

Dwg No. DA08 Rev: 2 A3 SHEET



D1 - TYPICAL FT3 FENCE SECTION 1:50

PLANNING

| Rev | Amendment | Date |
|-----|----------------|------------|
| 1 | PLANNING ISSUE | 14/11/2024 |
| 2 | PLANNING ISSUE | 13/01/2025 |



96 PLACE CHILD CARE Lot 260 Eglinton Boulevard, Eglinton, Western Australia

Drawing SECTION

> Scale As indicated Drawn

Client

13/01/2025 Date Job No. 202400107

Dwg No. DA09

Rev: 2 A3 SHEET

P L A N N I N G

| Rev | Amendment | Date |
|-----|----------------|------------|
| 1 | PLANNING ISSUE | 14/11/2024 |
| 2 | PLANNING ISSUE | 13/01/2025 |











Project

96 PLACE CHILD CARE
Lot 260 Eglinton Boulevard, Eglinton,
Western Australia

Drawing

CONCEPT IMAGES

As indicated Drawn

Client Date 13/01/2025 Job No. 202400107

Dwg No. DA10 Rev: 2 A3 SHEET

CONCEPT IMAGES



Date: 19/02/2025

Printed by McQuillan, Rhiannon



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Scale = 1:1500



CITY OF WANNEROO DA2024/1699 – DAP – Proposed Child Care Premises – Lot 260 (2) Bourke Way, Eglinton SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING

(Advertising period 5 December 2024 to 19 December 2024)

| No. | Position | Ref | Summary of Submission | Administration Comments |
|-----|----------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Object | 1.1 | Noise Pollution The facility is expected to accommodate up to 96 children, which will inevitably lead to constant noise throughout the day. As a nearby resident, this will severely disrupt the peace and quiet of the neighborhood, especially during outdoor playtimes. | The application has provided an acoustic assessment which has indicated compliance with the <i>Environmental Proection (Noise) Regulations</i> . However, the proposed acoustic solution contradicts and does not comply with the <i>Fencing Local Law 2021</i> . Acoustic Requirements have been discussed in the planning report. |
| | | 1.2 | Traffic and Safety Issues The increase in traffic from parents dropping off and picking up children, combined with the movement of staff, will create congestion on Bourke Way and surrounding streets. This raises safety concerns for pedestrians and local residents, particularly during peak hours. | The Transport Impact Assessment (TIA) provided to support the application concluded that the proposal will not result in significant increases in congestion within the surround road network. The City's Traffic Services concur with the findings of the report. Traffic has been discussed in the planning report. |
| | | 1.3 | Parking Overflow Although 25 parking bays are proposed, this may not be sufficient during busy periods, leading to overflow parking on residential streets. This will inconvenience residents and further contribute to traffic issues. | The Transport Impact Assessment (TIA) provided support the application concluded that the proposal would provide sufficient number of parking to accommodate the peak traffic volumes with TIS modelling. The City's Traffic Services concur with the findings of the report and satisfied with the modelling. Parking has been discussed in the |

| | | | | planning report. |
|---|--------|-----|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| | | 1.4 | Loss of Privacy and Amenity | The scale of the built form of the |
| | | | The development of a two-story building in a residential area could impact | |
| | | | the privacy of nearby homes, as it may overlook private properties. | dissimilar to that of a two-storey single |
| | | | Additionally, the commercial nature of the facility is not in keeping with the | dwelling to the adjoining residential lots |
| | | | residential character of the area. | and public realm. The setbacks provided |
| | | | | comply with the <i>District Planning Scheme</i> |
| | | | | and the Residential Design Codes - |
| | | | | Volume 1 (2024). Further, there is no loss |
| | | | | of privacy or access to solar and |
| | | | | ventilation provided that there is a large |
| | | | | and sufficient setback from the upper |
| | | 1.5 | Environmental and Community Impact | floor to the residential properties. The lot has been cleared in accordance |
| | | 1.5 | Environmental and Community Impact The development could disrupt the local environment and wildlife. | with the condition of the previous |
| | | | Additionally, the introduction of a high-capacity facility in a quiet residential | approved subdivision and is currently |
| | | | area could negatively affect the sense of community and quality of life for | '' |
| | | | current residents. | substantiate that the proposal will result |
| | | | | in disrupt in wildlife in the area. |
| | | | | Child Care Premises is a 'D' |
| | | | | (Discretionary) use within the residential |
| | | | | zone and is therefore capable of being |
| | | | | considered on the site. |
| 2 | Object | 2.1 | Noise Pollution | |
| | | | With up to 96 children attending the center, the noise generated by | 1.1. |
| | | | outdoor play and daily operations will significantly disturb the peace and | |
| | | | quiet of the surrounding neighborhood. | |
| | | 2.2 | Parking Shortfall | Noted. Refer to the City's response in |
| | | | The developer's own report indicates a requirement of 31 parking bays, yet | |
| | | | only 25 are proposed in the plan, leaving a shortfall of 6 bays. This will | |
| | | | likely lead to overflow parking onto nearby streets, creating inconvenience | |
| | | | for residents and additional traffic congestion. | |
| | | 2.3 | Traffic and Safety Concerns | |
| | | | The increased traffic from parents, staff, and deliveries during peak hours | 1.2. |

| | | 2.4 | will make Bourke Way significantly busier, posing safety risks for pedestrians, especially children in the area. Impact on Neighborhood Character | Noted Defer to the City's response in |
|---|-----------------------------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| | | | A large two-story childcare center in a residential area is out of scale and character for the neighborhood. Its presence may affect the privacy of nearby homes and alter the peaceful atmosphere residents currently enjoy. | Noted. Refer to the City's response in 1.4. |
| | | 2.5 | Alternative Locations The proposed site is poorly suited for a high-capacity childcare center. A location in a commercial or mixed-use zone would be more appropriate, minimizing disruption to residential areas. | Child Care Premises is a 'D' (Discretionary) use within the residential zone and is therefore capable of being considered on the site. |
| 3 | Support | 3.1 | No comment provided | Noted. |
| 4 | Support with comments | 4.1 | We have concerns around how traffic will be managed in Bourke Way a small street. Can they move the car park entrance to Eglinton Boulevard? | Noted. There is an access restriction on Eglinton Boulevard. Referred to the City's response in 1.2. |
| 5 | Object | 5.1 | Noise Impacts LPP2.3 mandates effective noise management strategies, including physical buffers or operating restrictions, to mitigate the impact on nearby residences. The proposed childcare centre is expected to generate considerable noise that will adversely affect the residential amenity of abutting and adjacent properties. Key sources of noise include: • Outdoor Play Area Noise: While mitigation involving an acoustic buffer is in place, the open-air play area is directly adjacent to the residential boundary along the eastern border of the site. Outdoor play activities involving large groups of children produce sustained high noise levels, or, of major concern, intrusive or dominant noise characteristics as outlined in the Environmental Protection (Noise) Regulations 1997 - Regulation 9. These elements make the current plans for the site non-compliant. • Vehicular Noise: Increased traffic movements, including cars arriving and departing, door slamming, and idling engines, will contribute to elevated noise levels. Notably, no noise mitigation provisions have been included in the design to address impacts on abutting Lot 261 or adjacent Lots 277 and | Noted. Refer to the City's response in 1.1. |

| | | | Rubbish Collection: Scheduled rubbish bin pick-up at 6:00 AM conflicts with residential exercise, particularly as this passure outside standard pains. | |
|---|-----|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| | | | with residential amenity, particularly as this occurs outside standard noise- | |
| | | | permissible hours under the Environmental Protection (Noise) Regulations | |
| | | | 1997 (WA). | |
| | | | • Relevant Precedent: Tah Land Pty Ltd and City of Wanneroo [2013] | |
| | | | WASAT 190: In this case, the applicant sought review by the Tribunal of a | |
| | | | deemed refusal of its development application by the City of Wanneroo. | |
| | | | The Tribunal upheld the City's decision, emphasizing the importance of | |
| | | | protecting residential amenity from potential noise impacts. | |
| | | 5.2 | Traffic, Parking Congestion and Safety Concerns | Noted. Referred to the City's response in |
| | | | LPP2.3 emphasizes adequate on-site parking and safe access to minimize | 1.2 and 1.3. |
| | | | traffic impacts. | |
| | | | The proposed development will create unnecessary traffic congestion on | |
| | | | Bourke Way, due to the location of the facility entrance, and will create | |
| | | | safety hazards in the area. Specific concerns include: | |
| | | | • Increased Vehicular Movements: The Traffic Impact Statement (TIS) for | |
| | | | the proposed childcare centre states that "the predicted traffic increase | |
| | | | from the development is expected to be low to moderate." However, there | |
| | | | is no guideline as to the definition of "low," and circa 400 vehicles entering | |
| | | | and leaving the site per day via Bourke Way suggests a significant | |
| | | | negative impact on residents of this street (see Section 7.1 of the TIS). | |
| | | | • On-Street Parking Pressure: In addition to traffic congestion, the site | |
| | | | development shows a six-car parking deficit. Insufficient on-site parking | |
| | | | will force parents and staff to use nearby residential streets, disrupting | |
| | | | residents on Bourke Way and potentially Leeward Avenue, creating | |
| | | | aggravation and potential traffic hazards. | |
| | | | • Safety Risks: Increased traffic heightens risks for pedestrians, particularly | |
| | | | children and elderly residents on Bourke Way and surrounding avenues | |
| | | | and boulevards. The TIS states "Due to the nature of the development, it is | |
| | | | envisaged that any impact on road safety would be negligible." However, | |
| | | | with approximately 104,000 vehicles entering and leaving the property per | |
| | | | year in a densely populated residential street, the conclusion of "negligible" | |
| | | | safety risk requires further definition. | |
| | | | Relevant Guidelines: The Liveable Neighbourhoods Policy by the | |
| | | | Department of Planning, Lands and Heritage emphasizes the need for | |
| L | l . | | Department of Figuring, Edited and Floridage emphasizes the flood for | |

| 5.3 | safe and functional traffic systems in residential areas. The proposed development does not meet this standard. Request additional assessments, including an updated traffic impact study on flow and congestion in relation to Bourke Way, where the facility entrance is located. Hours of Operation LPP2.3 states that operating hours should align with maintaining residential amenity, particularly avoiding early morning or late evening disturbances. The proposed operating hours of 6:30 AM to 6:30 PM are excessively long for a childcare facility directly abutting residential properties. Activities commencing as early as 6:00 AM (e.g., rubbish collection) and extending into the evening will significantly disrupt residents' quiet enjoyment of their homes. Relevant Considerations: In Armstrong v Town of Cambridge [2004] WASAT 36, the tribunal noted the importance of ensuring that non-residential developments do not unduly compromise the amenity of adjoining residential areas. Limiting operating hours was cited as a key mitigation measure, which is absent in this proposal. | The proposed hour of operation is consistence with the previously approved child care premises within the City. The application has provided an acoustic assessment limiting the outdoor play area and car bays along the northern boundary not to be used prior to 7am, which will minimise the disruption to the adjoining residents. The application has provided a Waste Management Plan indicating the waste collection will occur outside of drop off hour or peak traffic hour, to be in accordance with the EPA and the City of Wanneroo Council's requirements to minimise the impact. |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5.4 | Location It is incompatible with the surrounding residential character. Consider alternative sites as this submission provides options aligned with the neighbouring Amberton Beach estate, which minimize residential disruption due to the site location and surroundings. Demand facility or site redesign, moving the play area and parking away from the eastern side of the complex to the west, where they will reduce noise impacts. | Noted. Referred to the City's response in 1.1 and 2.5. |
| 5.5 | Addition appendix as supporting documents for the objection. Please see attached full submissions of this objection. | Noted. |

Appendix A - Responses to Development Application Report

Section 6.1 – Land Use Permissibility

6.1 Land use permissibility

The proposed Child care premises has been identified as legally capable of approval under DPS2—having regard to LPS82 LPS82 identifies Child care premises as a 'D', or discretionary use within the zone, meaning that the decision-maker is required to exercise their discretion in granting approval.

Local Planning Policy 2.3 Child Care Centres (LPP2.3) purports to guide the location of childcare premises under DPS2. An assessment against the relevant provisions is provided in the following table:

| Dev | elooment Requirement | Comment | Compliance | |
|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|--|
| IJ | Child Care Centres should ideally be located abutting and/or adjacent to non-residential uses such as shopping centres, medical centres, schools, parks and community purpose buildings | The subject site is located opposite to a future public open space (along the southern side of Eglinton Boulevard). | * | |
| 5.1 | Child Care Centres should ideally be located on Neighbourhood Connector roads. | The proposed child care centre has frontage to Eglinton Boulevard, a future neighbourhood connector (indicative traffic volumes of 3,000-7,000 vehicles per day) | * | |

The proposed land use is demonstrated to be consistent with the City's guidance on the location of childcare premises and warrants approval accordingly.

6.1 In relation to Land Use Permissibility Considerations LPP2.3

Response to Table 2 - Development Requirement 1.1

- **Location Criteria:** The site fails the compliance check on 3 of 4 sides as it is directly abutting and adjacent to residential property, therefore this 75% noncomplaint and 25% compliant, which is well below any other examples in the area which are all 50% or above compliant in relation to this requirement.
- **Proximity to Complementary Land Uses**: If the proposal is not near complementary uses (e.g., schools or public facilities), it breaches principle of LPP2.3
- **Zoning Incompatibility:** Discretionary Use (D) should not be taken into consideration as the development will compromise the character and amenity of the residential zone in which it is planned.
- **Avoid creating adverse impacts**: Developments should not adversely affect residential areas, noting the development in addition to traffic and noise considerations, will have a negative visual impact on residences in the immediate vicinity by blocking views of the adjacent nature reserve.

Response to Table 2 - Development Requirement 5.1

- Neighbourhood Connector Road: access to the site is not via Eglinton
 Boulevard so this compliance check has been incorrectly assessed and is
 therefore invalid and therefore the site is non-compliant as it is access from a 5metre-wide residential street, which will cause significant traffic congestion for
 local residents.
- **Traffic Congestion:** The increased vehicular movements during peak hours (drop-off and pick-up) may exceed the capacity of local roads, contravening the requirement to minimize impact on the surrounding road network.
- Safety Concerns: Lack of dedicated pedestrian pathways or poor site design could increase the risk of accidents involving parents, children, or nearby residents.

Section 6.2 – Built Form Outcomes

6.2 Built form outcomes

6.2.1 Setbacks

Clause 9 of DPS2 contains minimum setback requirements for non-residential development. An assessment is provided in the following table.

Table 3 - Assessment against DPS2 setback requirements

| Setback requirements | Assessment. | Compliance | |
|---------------------------------------------|-------------------------------------------------------------------|------------|--|
| Minimum street setback = 6 metres | 24m setback from Bourke Way. | 1 | |
| Rearsetback = NII | 6m setback minimum from Eglinton Boulevard and Leeward Avenue. | * | |
| Setback to residential (first storey) = 3m | 4m setback from northern boundary. | 1 | |
| Setback to residential (second storey) = 6m | 23.6m setback from northern boundary. | - | |

The proposed development is demonstrated to be compliant with the minimum setback requirements.

6.2.1 In relation to Built Form Outcomes DSP2

Response to point Setback to residential (first storey) = 3m

- Clause DSP2: typically refers to setback regulations established in planning schemes, which are designed to ensure developments maintain sufficient distance from boundaries to protect neighbouring properties and the overall amenity of the area. The points below show again that the compliance check assessment is inaccurate and non-compliant.
- **Compliance:** The setback requirement of 3m for the first storey in residential zones ensures adequate separation between buildings and property boundaries to protect privacy and reduce visual intrusion. The current proposal, where the

- outdoor playground floor and rafters extend to the boundary, breaches this standard along the north-east boundary, making it non-compliant.
- **Impact on Residential Amenity:** Setback violations can lead to adverse impacts, such as noise encroachment, reduced light access, and a diminished sense of privacy for adjacent properties. The permanent nature of the structure exacerbates these impacts, as it cannot be easily altered or relocated.
- **Design Appropriateness:** Planning principles emphasize that permanent structures, such as playgrounds, should be designed to integrate harmoniously with their surroundings. Extending directly to the boundary contradicts these principles by prioritising site utilisation over neighbourhood compatibility.

6.2.2 Design

Clause 10.1 of DPS2 requires all non-residential facades be constructed in brick, masonry and/or plate glass or other approved material to a high standard of architectural design. The façade of the proposed development is constructed with masonry and treated with face brick and timber-look cladding.

LPP2.3 includes additional design requirements specific to childcare premises as follows:

Table 4 - Assessment against applicable LPP2.3 design requirements

| Claus | se / Policy requirements | Comment | Complies |
|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| 2.2 | Raised outdoor play areas and windows to activity rooms with a finished floor level greater than 0.5 metres above natural ground level are to be setback in accordance with Clause 5.4.1 Visual Privacy of State Planning Policy 3.1 Residential Design Codes, where the Child Care Centre is located abutting land which may accommodate residential development. | No outdoor play areas or activity rooms are proposed to be raised 0.5m above NGL. No further assessment required against Clause 5.4.1 Visual Privacy of State Planning Policy 3.1 Residential Design Codes. | * |
| 2,31 | Outdoor play areas should ideally be located away from any adjoining residential development: | The majority of the outdoor play areas have been located to the southern boundary of the site, away from the adjacent residential lots. | Variation |
| 2.3.2 | Where 2.3.1 cannot be met, the outdoor play areas are to have one metre buffer along all common boundaries, and | The outdoor area to the northern edge of the boundary will incorporate solid fencing and acoustic treatments in accordance with the ENA completed by Gabriels | Variation |
| 2,32 | Windows to activity rooms should be oriented away from any adjoining residential development. | Hearne Farrell, ensuring there are no acoustic or amenity impacts on adjacent residences. | Variation |

The above table has identified that the proposed development does not comply with clauses of LPP2.3 intended to reduce acoustic impacts on adjoining residential properties. The decision-maker can exercise their discretion and approve avariation to the LPP2.3 subject to consideration of the policy objectives.

6.2.2 In relation to Childcare Premise Design Requirements LPP2.3

Response to Section 2.3.1 and 2.3.2

- Playground and Activity Room Orientation: Under Clause 10.1 of DSP2, playground and activity room orientation are critical to mitigating noise impacts and preserving the residential amenity. The proposed design fails compliance in three of the four key design requirements, resulting in a 75% non-compliance

rate. This significant non-conformance, combined with the inadequate location criteria, demonstrates that the site is unsuitable for accommodating a childcare facility.

Section 6.4 – Traffic, Access and Parking

6.4 Traffic, access and parking

Traffic impacts

The Traffic Impact Statement (TIS) prepared by PTG Consulting confirms that the development will not impact the function of the road network

Access arrangements

The development proposes two-way access from a 6.2m wide crossover to Bourke Way along the western boundary. DPS2 requires visual truncations as follows:

No building, wall, fence, landscaping or other development greater than 0.6 metres in height shall be constructed or maintained within the sight line area of a vehicular access way and a street or right-of-way, in accordance with AS2890.1.

The development does not propose any landscaping or structure that would obstruct the sightlines.

The TIS provided in support of the proposed development confirms that vehicles are able to access and manoeuvre within the site with no issues identified.

Parking assessment

Schedule 11 of DPS2 establishes an absolute minimum of five car bays for a childcare centre—but defers detailed carparking requirements to LPP2.3. An assessment against LPP2.3 parking provisions is provided as follows:

LPP2.3 - Assessment against LPP2.3 parking requirements

| Clause / Development Requirement | | Assessment | Compliance | |
|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|----------------------------|--|
| 5.2 | Parking areas should be located in front of buildings or easily visible from the entrance to the site | The parking area is located on the primary street frontage, with access from Bourke Way. | * | |
| 53 | Disabled parking bays should be located in close proximity to the pedestrian entrance to the site. | An ACROD bay is placed adjacent to the building's entrance. | 1 | |
| 5.4 | Parking is to be provided at a rate of one parking bay per staff member plus parking provision based on the child care capacity of the development. | Refer to the detail assessment in Table 7 below. | Variation – refer below | |
| 5.4 | Pedestrian access within the site is to be provided from the parking area to the entrance of the building and link into existing or future neighbourhood pedestrian or cycle networks. | Pedestrian link provided between the carpark and the public footpath. | * | |

5.4 In relation to Parking Provisions LPP2.3

Response to Section Traffic Impacts

- **Traffic Congestion:** Contradictions with Schedule 11 of DSP2 and LPP2.3 Parking Provisions The planning report's assertion that "the development will not impact the function of the road network" directly contradicts the Traffic Impact Statement (TIS). The TIS indicates that "predicted traffic increase from the

- development is expected to be low to moderate." This inconsistency highlights inaccuracies in the planning report's conclusions and undermines its credibility when assessing traffic impacts.
- The traffic volume increase, coupled with a parking deficit, breaches Schedule 11 of DSP2 and fails to meet LPP2.3's requirement for sufficient on-site parking and traffic management.

Table 7 - Assessment against LPP2.3 Parking Requirements

| Minimum requirement | Assessment | Bays required | Bays proposed |
|--------------------------------------------------------------|-------------|-------------------------------|-----------------------|
| 1 bay per staff member | 16 staff | 16 bays | 7 staff bays (tandem) |
| 9 bays plus 1 per 8 children accommodated in excess of 54 | 96 children | 14.25 (15) bays | 18 bays |
| | | Total number of bays required | 31 |
| | | Total number of bays proposed | 25 |
| | | Total parking shortfall | ร์แสงร |

Our assessment identifies a parking shortfall of 6 bays. The decision-maker can exercise their discretion and approve a variation to the LPP2.3 subject to consideration of the policy objectives.

The relevant objective of LPP2.3 is identified as follows:

 To ensure Child Care Centres are located in an accessible and convenient location where it will not have a detrimental impact on the function and safety of the surrounding road network, minimises potential land use conflict, and will not result in the proliferation of on-street parking;

The proposed development would not result in the proliferation of on-street parking. Regardless of the onpaper minimum requirements under LPP2.3, we submit that the actual amount of parking provided is adequate and appropriate for the number of children and employees for the following reasons:

6.4 In relation to Parking Shortfall LPP2.3

Response to Section 5.4 / Table 7

- **Parking Congestion:** Under LPP2.3 Parking Shortfall and Impacts, the proposed development does not comply with parking requirements outlined in LPP2.3 and is approximately 20% below the standard, meeting only four-fifths of the required provision. This shortfall will inevitably result in increased reliance on on-street parking, directly contradicting the planning report's assertion that the development "will not result in a proliferation of on-street parking." Given the parking deficit and the projected traffic increase, this claim cannot be substantiated and should not be relied upon in considering the application.
- The inadequate parking provision, combined with the anticipated congestion, fails to meet LPP2.3's requirement for developments to minimize disruption to surrounding streets and maintain adequate on-site parking for staff and visitors.

Appendix B – Supporting Evidence to Opposition

Traffic Congestion

Bourke Way which will be the main entrance to the facility, and surrounding streets accessed off Eglinton Boulevard are only 5 metres wide. This in combination with any on street parking as a result of the carpark deficit will cause significant congestion and severely disrupt the residential amenity in the vicinity of the proposed development.





In relation to **Table 2 – Development Requirement 5.1** where it is stated that the proposal is compliant with the requirement of being located on a "connector road", the following diagram show that the proposed entry is off Bourke Way and not the connector road Eglinton Boulevard making the assessment in the TIS and Planning Application Report misleading and should be dismissed.

3 VEHICULAR ACCESS AND PARKING

3.1 Access Arrangements

A new two-way vehicular access is proposed via a future access road to the west of the Sites car park. The access arrangements are shown in **Figure 4**,

Figure 4 Access Arrangements



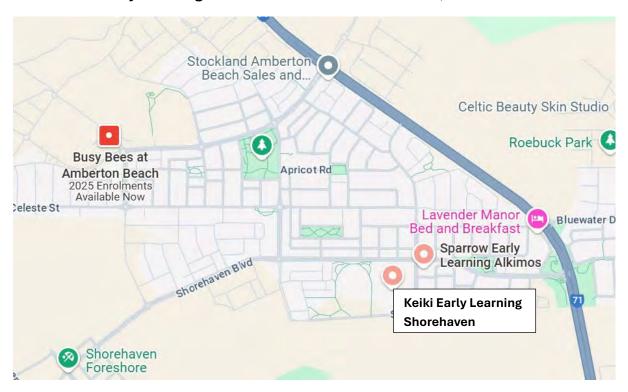
The below aerial shows the location of the carpark entrance off Bourke Way and the relation to surrounding smaller streets (Leeward Avenue) and the "connector road" Eglinton Boulevard.



Appendix C - Comparison to Local Childcare Facilities

There are 3x purpose built childcare centres within the local area (5km radius) for comparison to proposal.

- Busy Bees at Amberton Beach 101 Heath Ave, Eglinton WA 6034
- Sparrow Early Learning Alkimos 3/3 Bulwark Ave, Alkimos WA 6038
- **Keiki Early Learning Shorehaven** 91 Shorehaven Blvd, Alkimos WA 6038



Busy Bees at Amberton Beach - 101 Heath Ave, Eglinton WA 6034

Key Points:

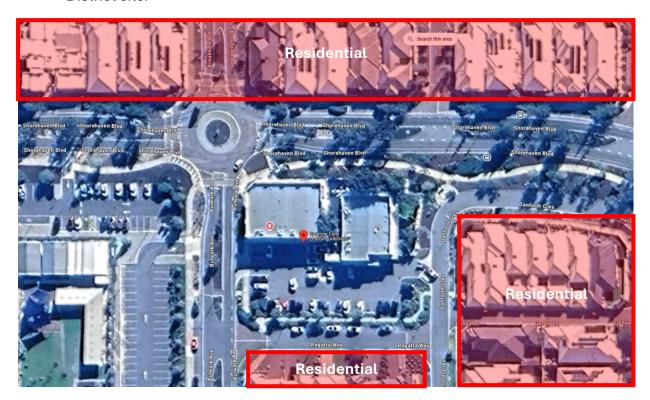
- No residential dwellings within 60m of the playground area of the facility
- Facility is bordered by roads or carpark
- 90% of the directly adjacent land is open space
- Overflow parking available adjacent for 120+ vehicles
- This example best represents the alternative proposed location of the Elavale Estate Sales Office site



Sparrow Early Learning Alkimos - 3/3 Bulwark Ave, Alkimos WA 6038

Key Points:

- No residential dwellings within 20m of the playground area of the facility
- Entrance to carpark is from high traffic flow road (Bulwark Avenue)
- Facility is bordered by green space verge, roads or carpark
- Share site with commercial/business precinct occupants
- Overflow parking available adjacent for 120+ vehicles
- This example best represents the alternative proposed location of the Business District site.



Keiki Early Learning Shorehaven - 91 Shorehaven Blvd, Alkimos WA 6038

Key Points:

- No residential dwellings within 100+m of the playground area of the facility
- Entrance to carpark is from high traffic flow road (Bulwark Avenue)
- Shared site within dedicates education precinct
- Facility is adjacent to open spaces
- Parking and drop off facilities appropriately catered for
- This example best represents the alternative proposed location of the Elavale Estate Primary School site.



Appendix D - Proposal of Alternative Estate Sites

The following sites have been identified as being more suitable for the proposed development, based on ability to better meet requirements related to zoning, traffic congestion, parking and access to public transport.

Current Site of Elavale Estate Sales and Information Office, Corner Eglinton Boulevard and, Kingfisher Rd, Eglinton WA 6034. Bordered by Marmion Avenue, Eglinton Boulevard, Kingfisher Road and Lorikeet Approach.



Other alternatives in character with nearby sites are the proposed primary school and business precinct sites.





Bushfire Management Plan

Development Application: Childcare Centre Lot 260 (#2) Bourke Way, Eglinton

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Bushfire Management Plan

Development Application: Childcare Centre Lot 260 (#2) Bourke Way, Eglinton

Report No:

A24.170-RPT-BMP_1_FINAL

Issue Date:

13-Jan-2025

Status FINAL

Prepared for:

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| 13-Jan-2025 | 13-Jan-2025 | 13-Jan-2025 |

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The conclusions must also be considered in light of the agreed scope of services (including any constraints or limitation therein) and the methods used to carry out those services, both of which are as stated or referred to in this report.

Bushfire Protection

The bushfire management measures and risk treatments proposed in this document do not guarantee that buildings or infrastructure will not be damaged in a bushfire, nor that there will be no injuries or fatalities either on the site or offsite while evacuating. Primarily, this is due to the unpredictable nature and behaviour of fire and fire weather conditions. In addition, implementation of the required bushfire management measures (including construction standards, maintenance etc.) and any other required or recommended measures, will depend upon, among other things, the ongoing actions of landowners and/or operators over which WEPL has no control.

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WEPL Report: Bushfire Plan: Childcare Centre Management Development Application:



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Appendix A: Classified Vegetation Photos

Appendix B: Vehicular Access Technical Requirements (WAPC, 2021)



1. Introduction

1.1 Proposal Details

Oreana Property is seeking to progress a development application for a childcare centre at Lot 260 (#2) Bourke Way, Eglinton (hereafter referred to as the subject site, Figure 1). The subject site is currently being created through Stage 4 of the Elavale Estate on Lot 9005 (397K) Pippinny Road, Eglinton. The proposed development will result in an intensification of land use and involves the development of a childcare centre, outdoor play areas, car park and associated landscaping (Figure 2).

The subject site is within a designated bushfire prone area as per the *Western Australia State Map of Bush Fire Prone Areas* (DFES 2021; Figure 3), which triggers bushfire planning requirements under *State Planning Policy 3.7 Planning in Bushfire Prone Areas* (SPP 3.7; WAPC, 2015) and reporting to accompany submission of the development application in accordance with the associated *Guidelines for Planning in Bushfire Prone Areas v 1.4* (the Guidelines; WAPC, 2021).

Western Environmental Approvals Pty Ltd (WEPL) was commissioned to prepare a Bushfire Management Plan (BMP) to support the development application. This BMP has been prepared by Associate Bushfire Consultant Dylan Wray (FPAA BPAD Level 2 Certified Practitioner No. BPAD44656) and Senior Principal Bushfire Consultant Daniel Panickar (FPAA BPAD Level 3 Certified Practitioner No. BPAD37802).

1.1.1 Site context

The subject site is located within City of Wanneroo and is zoned Urban Development under District Planning Scheme No. 2 and Urban under the Metropolitan Region Scheme. The subject site has been cleared as part of the subdivisional works and is located within 150 m of unmanaged, classifiable vegetation. The subject site will be bound by future residential to the north and future roads to the east, west and south.

1.2 Purpose and Application of the BMP

This BMP has been prepared in accordance with SPP 3.7 and the Guidelines to support the assessment of the DA for the subject site submitted to the City of Wanneroo.

In addition, this BMP provides strategies and guidance to reduce the level of bushfire risk exposure for the subject site through implementation of a range of bushfire management measures in accordance with the Guidelines.

1.2.1 Specific Land Use Considerations

The proposed development is categorised as a vulnerable land use considering young children may be less able to respond in the event of a bushfire emergency and will require assistance. A Bushfire Emergency Evacuation Plan (BEEP) is required to be submitted with the development application and will be required to be updated and maintained prior to occupation of the childcare centre.

WEPL Report: Bushfire Management Plan: Development Application: Childcare Centre



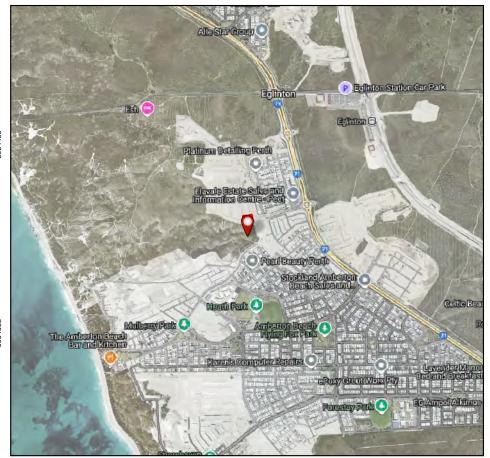
1.3 Environmental Considerations

SPP 3.7 policy objective 5.4 recognises the need to consider bushfire risk management measures alongside environmental, biodiversity and conservation values.

WEPL is not aware of any outstanding environmental approvals required for development to proceed given the subject site has been cleared as part of the subdivisional works for the Elavale Estate. No additional clearing of vegetation within or adjacent to the subject site is required to implement the bushfire management strategies of this BMP.

No revegetation is proposed within the subject site and landscaping will be maintained in a low-threat state.

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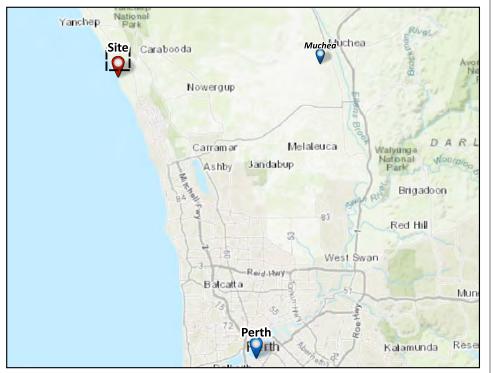


Figure 1: Site Overview

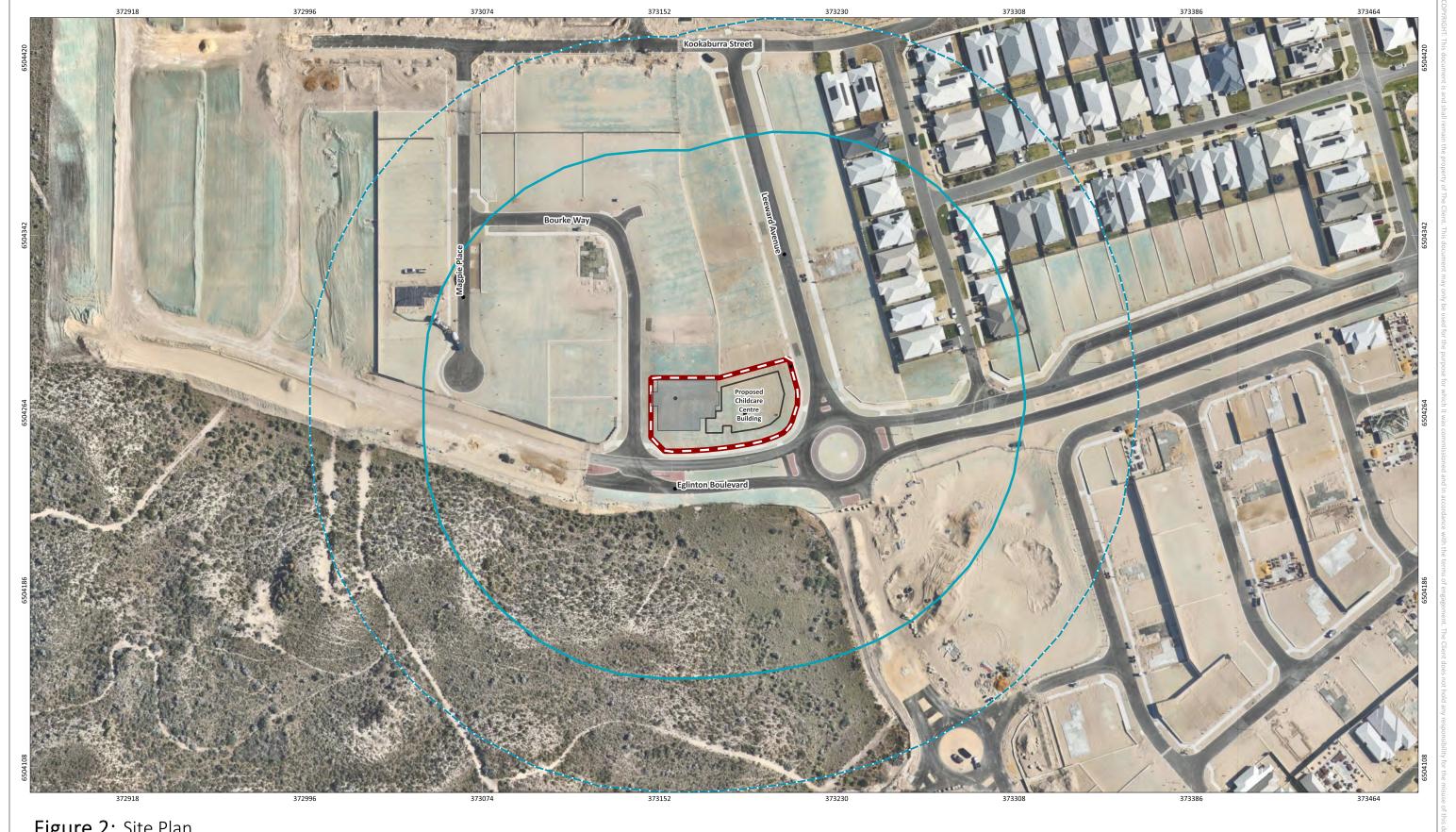


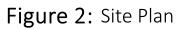
Legend Subject Site

Buffer 100m

Buffer 150m

Cadastral boundary (LGATE-002). Base map ES Topo. Townsites (LGATE-248).







| Legend | | | | |
|--------|------------------|--|--|--|
| | Subject Site | | | |
| | Buffer 100m | | | |
| | Buffer 150m | | | |
| | Car Park | | | |
| | Subject Building | | | |

| No | Description | Drawn | Approved | Date |
|-----|----------------|----------|----------|-----------|
| А | Original issue | MD | DW | 10/1/2025 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| NO | TES: | | | |
| Cad | dastral bound | ary from | n LANDGA | TE 2022. |

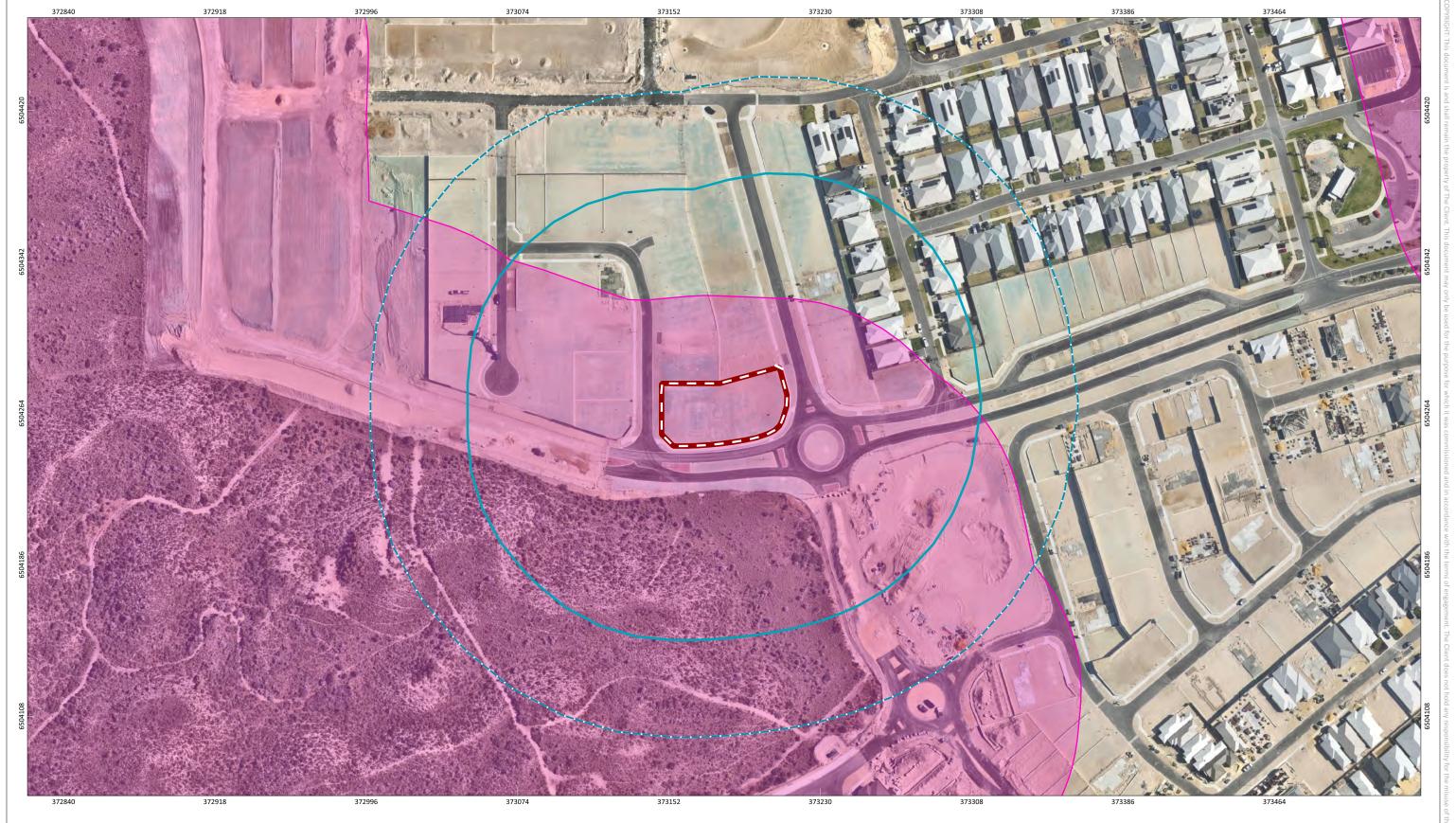


Figure 3: Bushfire Prone Areas



Legend Subject Site

Buffer 100m

Buffer 150m

Bush Fire Prone Area Planning (OBRM-023)

Bushfire Prone Area 2

| No | Description | Drawn | Approved | Date |
|----|----------------|-------|----------|-----------|
| Α | Original issue | MD | DW | 10/1/2025 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| NO | TES: | | | |





2. Bushfire Assessment Results

2.1 Bushfire Assessment Inputs

A bushfire assessment has been undertaken for the proposed development in accordance with the Guidelines. Inputs to this assessment are detailed below.

2.1.1 Fire Danger Index

A blanket Fire Danger Index (FDI) of 80 is adopted for Western Australia, as outlined in *Australian Standard AS 3959: 2018 Construction of Buildings in Bushfire Prone Areas* (SA, 2018).

2.1.2 Vegetation Classification and Slope under Vegetation

Vegetation and effective slope (i.e. slope under vegetation) within the subject site and surrounding 150 m (the assessment area) were assessed on 4/09/2024 in accordance with the Guidelines and AS 3959: 2018.

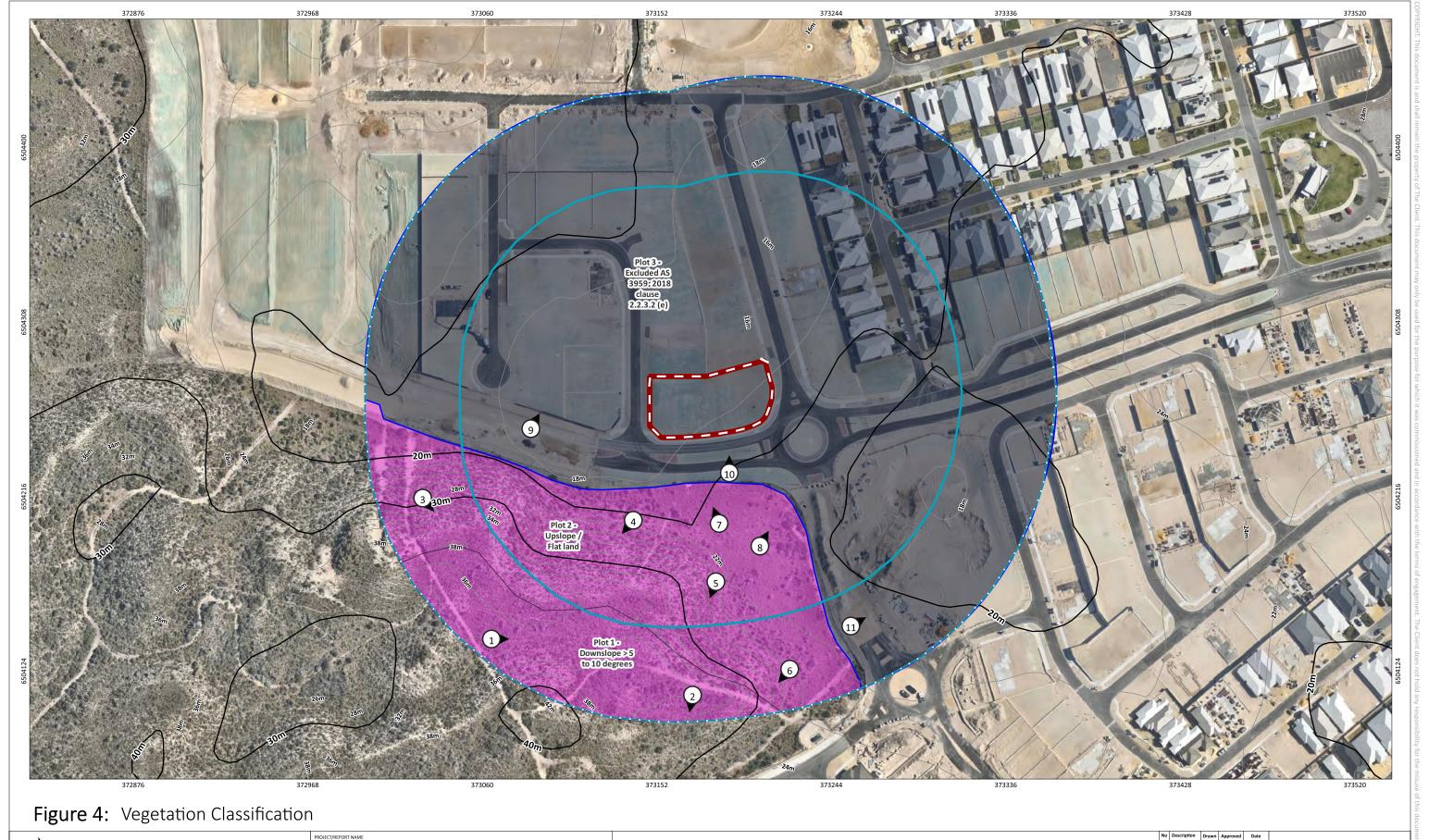
The classified vegetation and effective slope for the site from each of the identified vegetation plots are identified below in Table 1 and Figure 4.

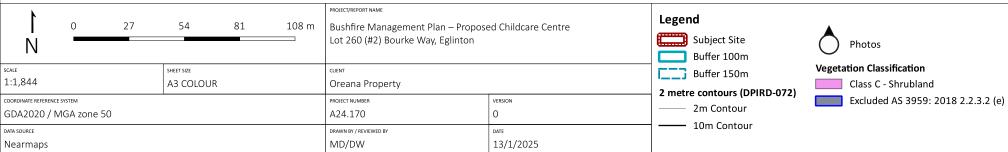
Table 1: Classified Vegetation as per AS 3959: 2018

| Plot | Vegetation classification | Effective slope |
|------|-------------------------------------|----------------------------------------|
| 1 | Class C Shrubland | Downslope >5 to 10 degrees |
| 2 | Class C Shrubland | All upslopes and flat land (0 degrees) |
| 3 | Excluded - clause 2.2.3.2 (e) & (f) | - |

Photographs relating to each area and vegetation type are included in Appendix A.

WEPL Report: Bushfire Management Plan: Development Application: Childcare Centre







WESTER ENVIRONMENT

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2.2 Bushfire Assessment Outputs

A Bushfire Attack Level (BAL) assessment has been undertaken in accordance with SPP 3.7, the Guidelines, AS 3959: 2018 and the bushfire assessment inputs in Section 2.1.

2.2.1 BAL Assessment

All land located within 100 m of the classified vegetation depicted in Figure 4 is considered bushfire prone and is subject to a BAL assessment in accordance with AS 3959: 2018.

A Method 1 BAL assessment (as outlined in AS 3959: 2018) has been completed for the proposed development and incorporates the following factors:

- Fire Danger Index (FDI) rating.
- Vegetation class.
- Slope under classified vegetation.
- Distance between proposed development and the classified vegetation.

Based on the identified BAL, construction requirements for relevant buildings/structures can then be assigned. The BAL rating gives an indication of the expected level of bushfire attack (i.e. radiant heat flux, flame contact and ember penetration) that may be received by proposed buildings and subsequently informs the standard of construction required to increase building survivability.

2.2.2 Method 1 BAL Assessment

Table 2 and Figure 5 display the Method 1 BAL assessment (in the form of BAL contours) that has been completed for the proposed development in accordance with AS 3959: 2018 methodology.

Table 2: Method 1 BAL Calculation (BAL Contours)

| Plot Vegetation | | Effective alone | Separation distances required (m) | | | | |
|-----------------|----------------------------------|----------------------------------------|-----------------------------------|--------------|--------------|---------------|-----------|
| PIUL | classification | Effective slope | BAL-FZ | BAL-40 | BAL-29 | BAL-19 | BAL-12.5 |
| 1 | Class C Shrubland | Downslope >5 to 10 degrees | <8 | 8 - <11 | 11 - <17 | 17 - <25 | 25 - <100 |
| 2 | Class C Shrubland | All upslopes and flat land (0 degrees) | <7 | 7 - <9 | 9 - <13 | 13 - <19 | 19 - <100 |
| 3 | Excluded - clause 2.2.3.2 (e) | - | No s | separation d | istances req | uired - BAL-L | .ow |

Based on the site assessment inputs and BAL assessment, the proposed childcare centre will be subject to a BAL rating of ≤BAL-12.5. A summary of the BAL ratings for these assets within the subject site is provided in Table 3.

WEPL Report: Bushfire Management Plan: Development Application: Childcare Centre



Table 3: BAL Ratings for Proposed Development

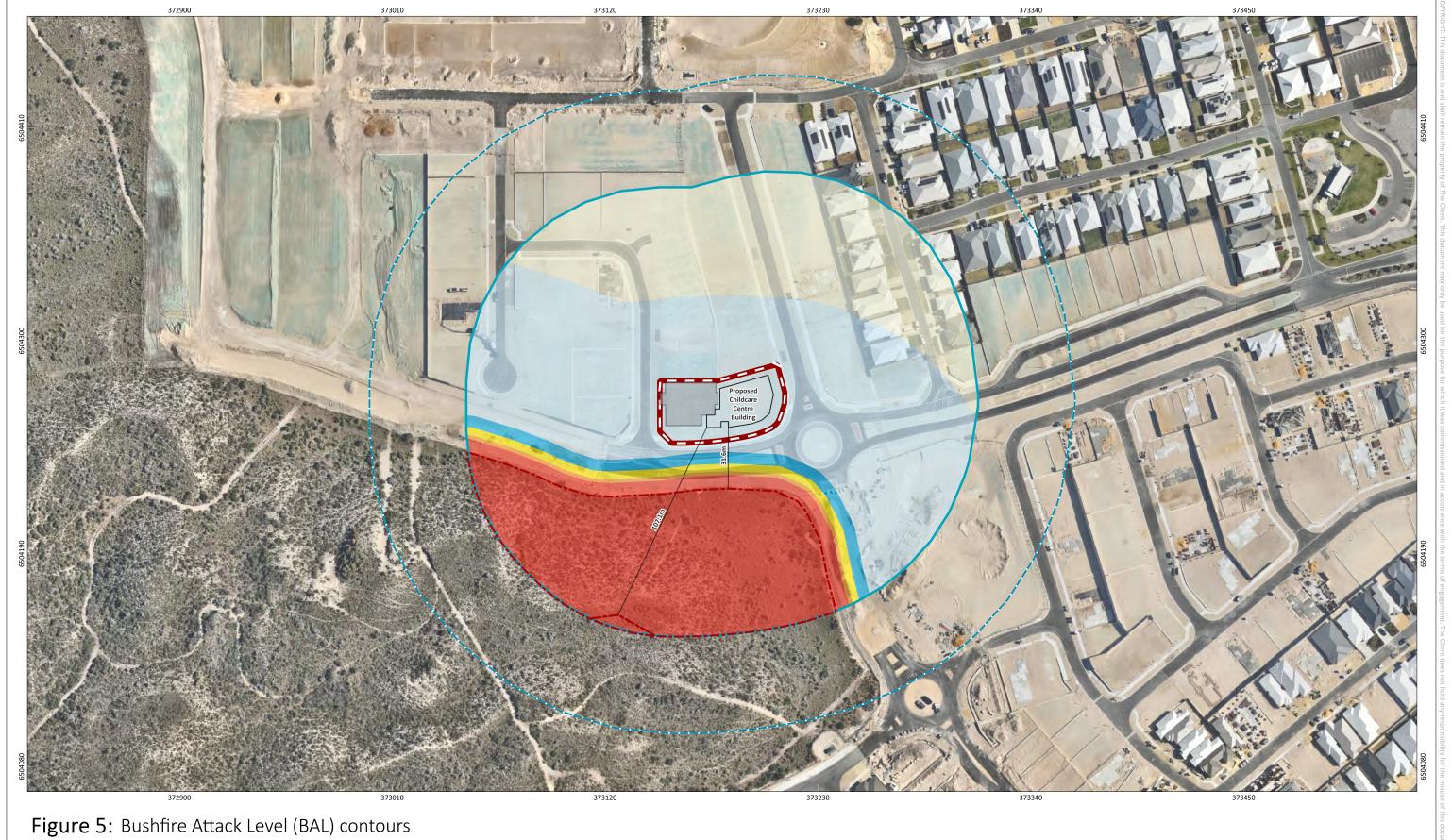
| Proposed Building/Asset | Plot | Separation Distance | BAL Rating |
|-------------------------|--------|---------------------|------------|
| Children Contro | Plot 1 | 107.1 m | BAL-LOW |
| Childcare Centre | Plot 2 | 31.6 m | BAL-12.5 |

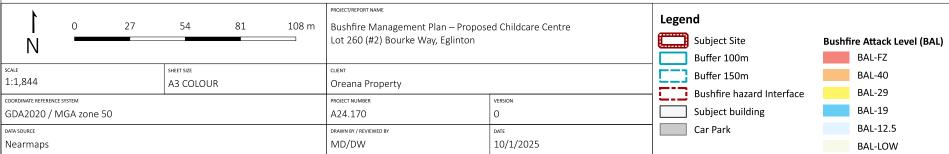
2.3 Identification of Issues Arising from the BAL Assessment

Post-development, the proposed childcare centre will be subject to a BAL rating of ≤BAL-12.5.

A reassessment of BAL ratings, through either a BMP addendum or revised BMP will be undertaken if changes to development design or classified vegetation within the assessment area which require a modified bushfire management response to occur.

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| 0 | Description | Drawn | Approved | Date |
|----------------------------------------|----------------|-------|----------|-----------|
| | Original issue | MD | DW | 10/1/2025 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| NOTES: | | | | |
| Cadastral boundary from LANDGATE 2022. | | | | |





3. Assessment Against the Bushfire Protection Criteria

3.1 Compliance

The proposed development is required to comply with policy measures 6.2 and 6.5 of SPP 3.7 and the Guidelines.

Table 4 outlines the Acceptable Solutions (AS) that are relevant to the proposal and summarises how the intent of each Bushfire Protection Criteria has been achieved through the application of bushfire risk management measures. No Performance Solutions (PS) have been proposed for this development. These management measures are depicted in Figure 6 where relevant.

Implementation of this BMP is expected to meet objectives 5.1-5.4 of SPP 3.7.

Table 4: Assessment Against the Bushfire Protection Criteria

| Bushfire Protection Criteria | AS | PS | N/A |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------|-----------|
| Element 1: Location A1.1 Development location | ✓ | | |
| The proposed childcare centre within the subject site will be subject to a BAL rating of ≤BAL-12.5 (Figure 5 , Figure 6). The proposed development is considered to be compliant with A1.1. | | | |
| Element 2: Siting and design of development A2.1 Asset Protection Zone (APZ) | | | ✓ |
| An APZ is not required given the proposed development is subject to a BAL rating of ≤BAL-29 in the predevelopment state (Figure 5, Figure 6). | | | |
| Element 3: Vehicular access A3.1 Public roads | ✓ | | |
| The subject site is accessed via public roads which are currently under constru | ction as nart | of the subd | ivisional |

The subject site is accessed via public roads which are currently under construction as part of the subdivisional works for Stage 4 of the Elavale Estate. The Guidelines do not prescribe values for the trafficable (carriageway/pavement) width of public roads as they should be in accordance with the class of road as specified in the IPWEA Subdivision Guidelines, Liveable Neighbourhoods, Austroad Standards and/or any applicable standard in the local government area.

WEPL's assessment, however, has identified that the proposed roads surrounding the development will be bitumen with estimated width of the sealed surface achieving a minimum width of 6 m and therefore consider the existing road network would provide suitable access and egress for the community and emergency services personnel in the event of a bushfire.

Vehicular access technical requirements in accordance with the Guidelines are detailed in Appendix B.

The proposed development is considered to be compliant with A3.1.

WEPL Report: Bushfire Management Plan: Development Application: Childcare Centre



| Bushfire Protection Criteria | AS | PS | N/A |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-------------------------------|----------|
| A3.2a Multiple access routes | ✓ | | |
| Multiple access routes from the subject site to more than two suitable dest public road network. Access to the subject site will be available via Bourke \ Boulevard to the south and Kookaburra Street to the north, both leading to destinations (Figure 6). Refer to A3.1 above for details regarding vehicular access technical requirer The proposed development is considered to be compliant with A3.2a. | Vay which cor Marmion Ave | nnects to Egli nue and mul | nton |
| A3.2b Emergency access way | | | ✓ |
| No emergency access ways are required or proposed as part of this develop The proposed development is considered to be compliant with A3.2b. | ment. | | |
| A3.3 Through-roads | | | ✓ |
| Not Applicable - This Acceptable Solution does not apply to development ap | plications. | | |
| A3.4a Perimeter roads | | | ✓ |
| Not Applicable - This Acceptable Solution does not apply to development ap | plications. | | |
| A3.4b Fire service access route | | | ✓ |
| Not Applicable - This Acceptable Solution does not apply to development ap | plications. | | |
| A3.5 Battle-axe access legs | | | ✓ |
| Not Applicable - This Acceptable Solution does not apply to development ap | plications. | | |
| A3.6 Private driveways | | | ✓ |
| Not Applicable - There are no private driveway technical requirements given The subject site will be serviced by reticulated water. The internal driveway is less than 70 m in length. The speed limit of the public road is less than 70 km/h. | n: | | |
| Element 4: Water A4.2 Provision of water for firefighting purposes | ✓ | | |
| Reticulated water is present within the area, having been constructed unde Estate. The reticulated water network will be extended to Stage 4 which inchydrant locations are shown in Figure 6. WEPL assumes the surrounding network of existing and proposed hydrants given the subject site is within the Perth metropolitan area. The proposed development is considered to be compliant with A4.2. | ludes the subj | ect site. The | existing |
| Element 5: Vulnerable tourism land uses | | | ✓ |
| This development is not considered vulnerable tourism land use. Element 5 development. | is not applica | ble to this pr | oposed |

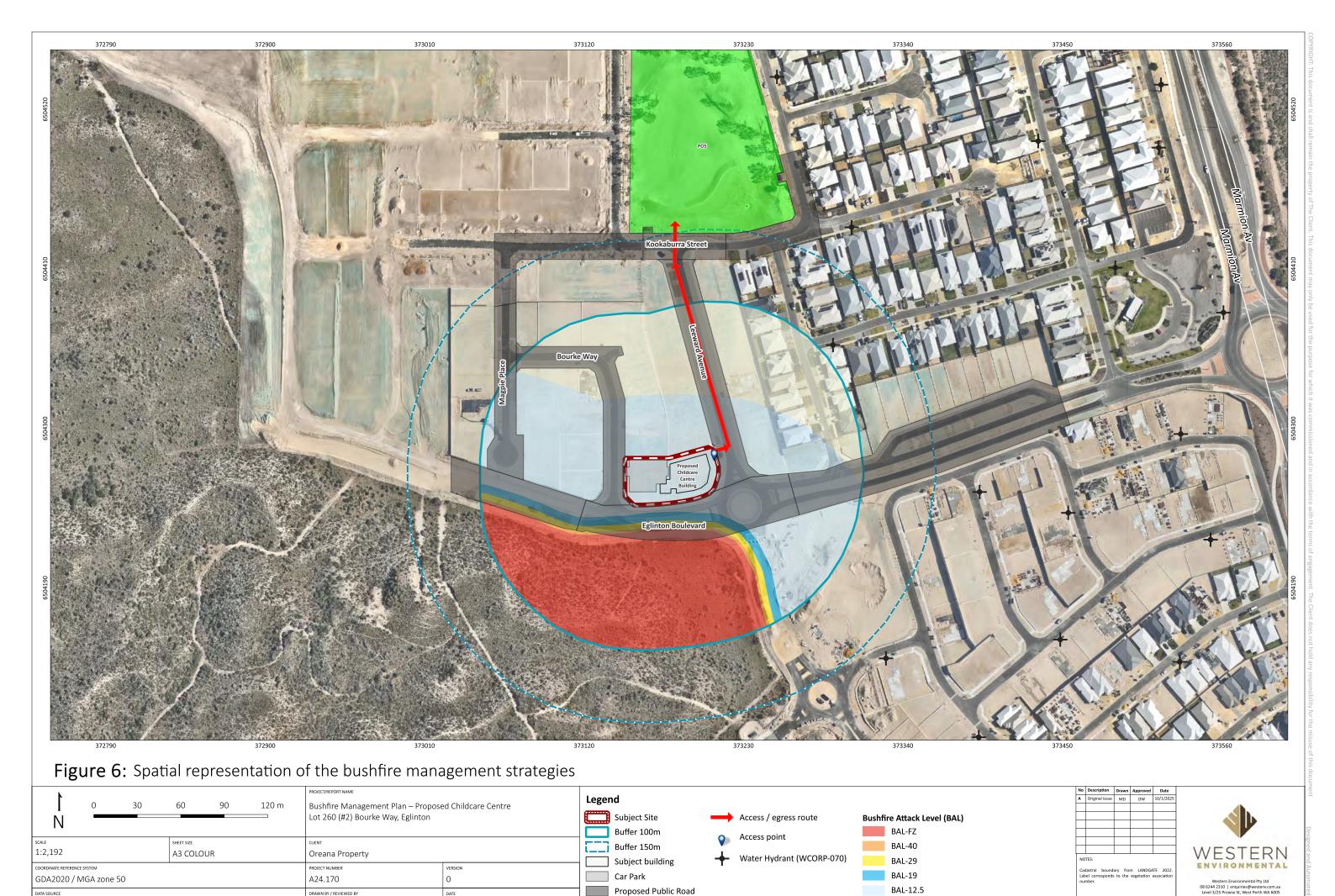


3.2 Additional Considerations

The proposed development meets the definition of a vulnerable land use and requires the preparation of a BEEP to accompany the development application. A BEEP (WEPL 2024) has been prepared for the childcare centre in accordance with 'A guide to developing a Bushfire Emergency Evacuation Plan' (WAPC 2019) to demonstrate compliance with Policy Measure 6.6 of SPP 3.7.

In addition, the bushfire construction requirements of the Building Code of Australia (BCA) only apply to certain types of residential buildings (being Class 1, 2 or 3 buildings and/or Class 10a buildings or decks associated with a Class 1, 2 or 3 building) in designated bushfire prone areas. As such, the bushfire construction requirements under the BCA do not apply to the proposed childcare centre. However, given the proposed development is considered vulnerable, construction to BAL-12.5 construction standards in accordance with AS 3959: 2018 is required for this proposal.

WEPL Report: Bushfire Management Plan: Development Application: Childcare Centre



Public Open Space

BAL-LOW

Nearmaps

MD/DW

10/1/2025



4. Responsibilities for Implementation and Management of Bushfire Management Measures

Responsibility for implementation of the bushfire risk management measures outlined in Section 3 of this BMP applies to the developer, future owners/builders within the subject site and the local government. Table 5 provides a works program detailing these measures, timing of implementation and responsibility.

Table 5: Proposed Works Program

| No. | Bushfire management measure | | | | |
|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|
| Elavale Estate | Elavale Estate Developer Responsibilities - Prior to issue of Titles | | | | |
| 1 | Ensure public roads are constructed to the technical specifications for the class of road. | | | | |
| 2 | Ensure reticulated water is available and hydrants are installed in accordance with the local water authority specifications. | | | | |
| Childcare Cent | re Developer Responsibilities - Prior to occupation | | | | |
| 3 | Construct the childcare centre to BAL-12.5 construction standards. | | | | |
| 4 | Implement and updated the BEEP (WEPL 2024) to include contact details of key personnel. | | | | |
| Tenant Responsibilities - Ongoing | | | | | |
| 5 | Maintain the subject site in a low threat state, in perpetuity. | | | | |
| 6 | Review the BEEP (WEPL 2024) on an ongoing basis and update details / procedures as required. | | | | |

WEPL Report: Bushfire Management Plan: Development Application: Childcare Centre



5. Conclusion

In the professional opinion of the author, the proposed development satisfies the intent, aim and objectives of SPP 3.7 and the Guidelines and is recommended for approval.

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Appendix A: Classified Vegetation Photos



Plot 1 Class C Shrubland

Photo 1

This plot consists of dense shrubs with an average height less than 2 m and overstorey canopy cover greater than 30%.

The slope under this vegetation was assessed to be downslope >5 - 10 degrees.



Plot 1 Class C Shrubland

Photo 2

This plot consists of dense shrubs with an average height less than 2 m and overstorey canopy cover greater than 30%.

The slope under this vegetation was assessed to be downslope >5 - 10 degrees.



Plot 2 Class C Shrubland

Photo 3

This plot consists of dense shrubs with an average height less than 2 m and overstorey canopy cover greater than 30%.

The slope under this vegetation was assessed to be upslope/flat land.



/EPL Report: Bushfire Management Plan: Development Application: Childcare Centre



Plot 2 Class C Shrubland

Photo 4

This plot consists of dense shrubs with an average height less than 2 m and overstorey canopy cover greater than 30%.

The slope under this vegetation was assessed to be upslope/flat land.



Plot 2 Class C Shrubland

Photo 5

This plot consists of dense shrubs with an average height less than 2 m and overstorey canopy cover greater than 30%.

The slope under this vegetation was assessed to be upslope/flat land.



Plot 2 Class C Shrubland

Photo 6

This plot consists of dense shrubs with an average height less than 2 m and overstorey canopy cover greater than 30%.

The slope under this vegetation was assessed to be upslope/flat land.



WEPL Report: Bushfire Management
Lot 260 (#2) Bourke Way, Eglinton



Plot 3 Class G Grassland

Photo 7

This plot consists of mixed grasses with sparse shrubs in the overstorey with less than 10% canopy cover.

The slope under this vegetation was assessed to be upslope/flat land.



Plot 3 Class G Grassland

Photo 8

upslope/flat land.

This plot consists of mixed grasses with sparse shrubs in the overstorey with less than 10% canopy cover. The slope under this vegetation was assessed to be



Plot 4 Excluded - clause 2.2.3.2 (e)

Photo 9

Areas which have been cleared as part of the subdivisional works for Stage 4 of the Elavale Estate.





Plot 4 Excluded - clause 2.2.3.2 (e)

Photo 10

Areas which have been cleared as part of the subdivisional works for Stage 4 of the Elavale Estate.



Plot 4 Excluded - clause 2.2.3.2 (e)

Photo 11

Areas which have been cleared as part of the subdivisional works for Stage 4 of the Elavale Estate.



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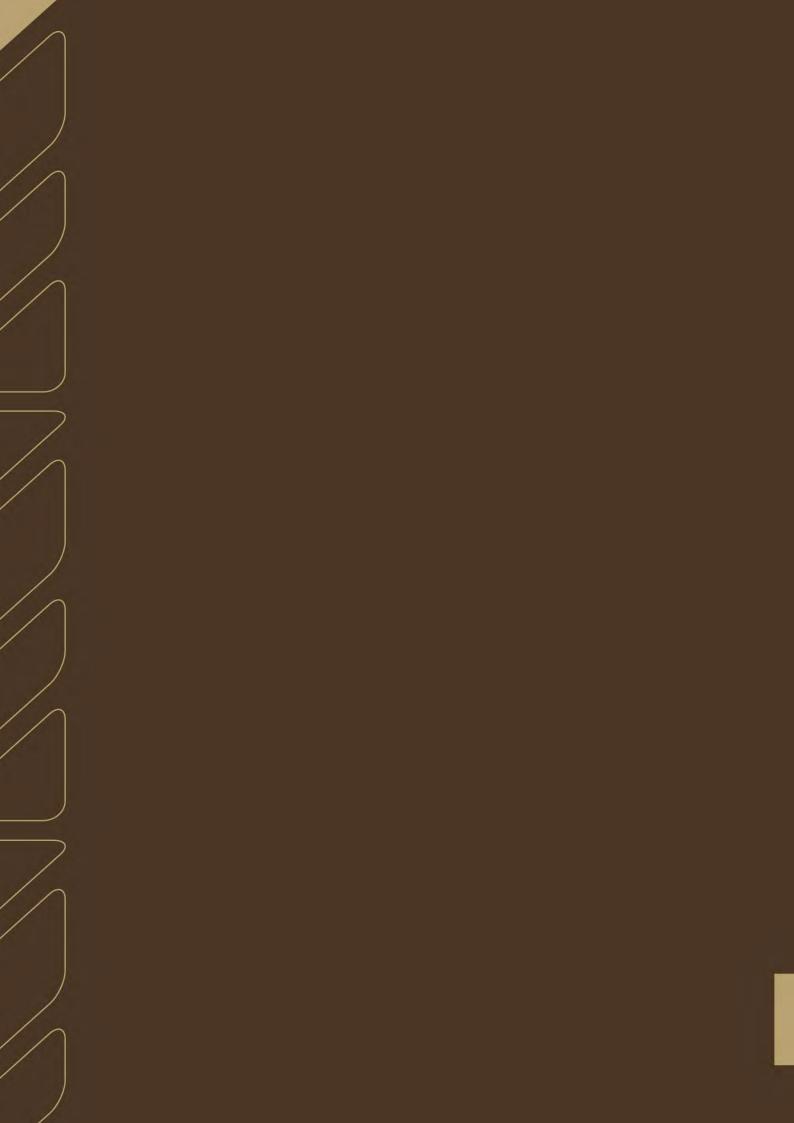


Appendix B: Vehicular Access Technical Requirements (WAPC, 2021)



| Technical requirements | Public road | Emergency access way1 | Fire service access route1 | Battle-axe and private driveways2 |
|-----------------------------------------------|-------------------------------------------------|-----------------------|----------------------------|-----------------------------------|
| Minimum trafficable surface (m) | In accordance with A3.1 | 6 | 6 | 4 |
| Minimum horizontal clearance (m) | N/A | 6 | 6 | 6 |
| Minimum vertical clearance (m) | 4.5 | | | |
| Minimum weight capacity (t) | 15 | | | |
| Maximum grade unsealed road3 | As outlined in the IPWEA Subdivision Guidelines | 1:10 (10%) | | |
| Maximum grade sealed road3 | As outlined in the IPWEA Subdivision Guidelines | 1:7 (14.3%) | | |
| Maximum average grade sealed road | As outlined in the IPWEA Subdivision Guidelines | 1:10 (10%) | | |
| Minimum inner radius of road curves (m) | As outlined in the IPWEA Subdivision Guidelines | 8.5 | | |

- 1. To have crossfalls between 3 and 6%
- 2. Where driveways and battle-axe legs are not required to comply with the widths in A3.5 or A3.6, they are to comply with Residential Design Codes and Development Control Policy 2.2 Residential Subdivision.
- 3. Dips must have no more than a 1 in 8 (12.5% 7.1 degree) entry and exit angle.





Bushfire Emergency Evacuation Plan

Development Application: Childcare Centre Lot 260 (#2) Bourke Way, Eglinton

(08) 6162 8980 PO Box 437, Leederville, WA 6903 enquiries@westenv.com.au westenv.com.au



Bushfire Emergency Evacuation Plan

Development Application: Childcare Centre Lot 260 (#2) Bourke Way, Eglinton

Report No:

A24.170_RPT-BEEP_0_FINAL

Issue Date:

13-Nov-2024

Status

FINAL

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| 13-Nov-2024 | 13-Nov-2024 | 13-Nov-2024 | |

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Bushfire Protection

The bushfire management measures and risk treatments proposed in this document do not guarantee that buildings or infrastructure will not be damaged in a bushfire, nor that there will be no injuries or fatalities either on the site or offsite while evacuating. Primarily, this is due to the unpredictable nature and behaviour of fire and fire weather conditions. In addition, implementation of the required bushfire management measures (including construction standards, maintenance etc.) and any other required or recommended measures, will depend upon, among other things, the ongoing actions of landowners and/or operators over which WEPL has no control.

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Appendices

Appendix A: Analysis: Bushfire Management and Emergency Procedures

Appendix B: Information: Fire Danger Ratings, Behaviour Indices and Warnings

Appendix C: Bushfire Preparedness



1. Using this Bushfire Emergency Evacuation Plan

This Bushfire Emergency Evacuation Plan (BEEP) is for the proposed childcare centre at Lot 260 (#2) Bourke Way, Eglinton and has been designed to assist management to protect life and property in the event of a bushfire.

This plan was developed in line with 'A Guide to developing a Bushfire Emergency Evacuation Plan' (WAPC, 2019). Some items are listed as To Be Confirmed (TBC) as the required information was not available during the time this plan was developed. It is critical that this plan be updated with all required information prior to the occupation of the proposed childcare centre.

This plan assumes that the Bushfire Management Plan (WEPL, 2024) prepared for the development will be implemented, including recommendations to construct the childcare centre building to BAL-12.5 standard.

This plan outlines procedures for both EVACUATION and SHELTER-IN-PLACE to enhance the protection of occupants from the threat of a bushfire. It is critical that all persons within the childcare centre understand:

- The PRIMARY BUSHFIRE MANAGEMENT PROCEDURE.
- The PRIMARY BUSHFIRE EMERGENCY PROCEDURE.
- Relevant TRIGGERS and associated BUSHFIRE MANAGEMENT/EMERGENCY PROCEDURES and ACTIONS to be undertaken.
- The designated EVACUATION ROUTES and DESTINATIONS.
- EMERGENCY CONTACTS and INFORMATION SOURCES.
- That any direct and specific evacuation messages regarding this site from DFES or other emergency personnel will override this BEEP.



2. Primary Bushfire Management and Bushfire Emergency Procedures

The PRIMARY BUSHFIRE MANAGEMENT PROCEDURE is

EARLY CLOSURE OF THE CHILDCARE CENTRE UNDER A CATASTROPHIC FIRE DANGER RATING.

The PRIMARY BUSHFIRE EMERGENCY PROCEDURE is

EVACUATE OFF SITE (ONLY IF TIME TO BUSHFIRE ARRIVAL IS GREATER THAN 1 HOUR OR AS OTHERWISE ADVISED BY EMERGENCY SERVICES).

Justification for these procedures is provided in Appendix A.

Early, safe evacuation is the preferred course of action. However, bushfires are unpredictable by nature and in the event of a bushfire impacting the childcare centre before there is sufficient time to safely evacuate the children, staff and any visitors, all occupants will be required to SHELTER-IN-PLACE due to the vulnerable nature of the patrons of the facility and the potential time to evacuate.

Where possible, parents/guardians should be notified to pick up their children from either the childcare centre or the chosen evacuation location, dependent on the course of action. If SHELTER-IN-PLACE is enacted, no parents/guardians should attend the site for pick up.



3. Facility Details

| Name of on-site contact person: | TBC |
|----------------------------------------------------|-----------------------------|
| Phone number: | TBC |
| Type of facility: | Childcare centre |
| Number of buildings: | 1 |
| Number of employees: | 16 carers |
| Number of occupants: | 96 children |
| Number of vulnerable occupants/with support needs: | 96 children (under 5 years) |
| Estimated maximum number of visitors: | 42 visitors (TBC) |



4. Responsibilities and Emergency Contacts

| | RESPONSIBILITIES | | | | |
|--------------------------|------------------|-----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--|
| Position | Name | Building / area of responsibility | Responsibility | Phone number | |
| Chief Fire Warden | TBC | Whole of facility | Ensure all doors and windows closed. Notify all occupants on activities and tasks in accordance with this BEEP. Account for location of all children, staff and visitors. | TBC | |
| Secondary Fire Warden | TBC | Whole of facility | Ensure all doors and windows closed. Notify all occupants on activities and tasks in accordance with this BEEP. Account for location of all children, staff and visitors. | TBC | |
| Facility Manager | TBC | Whole of facility | Overall responsibility for implementing this BEEP. | ТВС | |

| EMERGENCY CONTACTS | | | |
|--------------------------------------------|------------------------|-------------------------------------------------------------|--|
| Name or organisation | Office / Contact | Contact details | |
| | EXTERNAL CONTACTS | | |
| Fire, Police, Ambulance | Fire or Emergency | 000 | |
| Department of Fire & Emergency Services | Emergency information | 13 33 37 (13 DFES) | |
| Bureau of Meteorology | Fire Danger Ratings | http://www.bom.gov.au/wa/forecasts/firedanger-ratings.shtml | |
| Emergency WA | Warnings and Incidents | www.emergency.wa.gov.au | |
| SES | Emergency Assistance | 132 500 | |
| Clarkson Police Station | Local Police Office | (08) 6200 2100 | |
| Joondalup Heath Campus | Local Hospital | (08) 9400 9400 | |
| Bureau of Meteorology (BoM) | Recorded Information | 1300 659 213 | |
| ABC Radio | Warnings and Incidents | 720 AM | |
| INTERNAL CONTACTS | | | |
| TBC | Chief Fire Warden | TBC | |
| TBC | Secondary Fire Warden | TBC | |
| TBC | Facility Manager | TBC | |



5. Bushfire Awareness and Management Procedures

Bushfire Awareness and Management Procedures have been developed with reference to Fire Danger Ratings (FDRs) and the Fire Behaviour Index (FBI). Information about FDRs and the FBI is provided in Appendix B.

It is imperative that the Facility Manager monitors FDRs daily (after 4pm) on the DFES and BoM websites to determine the FDR for the following day and weekly prediction. Staff, parents/guardians, contractors and other visitors are to be updated if there is a likelihood of the facility being closed due to a Catastrophic Fire Danger Rating. Bushfire Management Procedures for each FDR are provided below.

In addition, DFES has the ability to put in place Total Fire Bans (TFB) for Local Government Areas based on the predicted extreme fire weather for any part of a day. The TFB is announced by DFES and with information to be found on their website or call the TFB hotline on 1800 709 355. Additional bushfire awareness measures are applicable when a TFB is issued over the area where the facility is located, as detailed below.

In addition to these bushfire awareness measures, bushfire preparedness measures are provided in Appendix C which are to be undertaken at specified times of year. Some of these bushfire preparedness measures are referred to below.



| BUSHFIRE AWARENESS AND MANAGEMENT PROCEDURES | | | | |
|------------------------------------------------------------------------|----------------------------------------------------------------------------------------|--------------------|--|--|
| Actions | Frequency | Responsible Person | | |
| Days forecast with No Rating | | | | |
| No actions required | | | | |
| Days forecast as Moderate FDR | | | | |
| Monitor Emergency WA / or DFES website or ABC Radio for fire incidents | Once daily (1pm) | Facility Manager | | |
| Days forecast as High FDR | | | | |
| Monitor Emergency WA / or DFES website or ABC Radio for fire incidents | Twice daily (1pm and 3pm) | Facility Manager | | |
| Complete building preparedness checks (refer to Appendix C) | Once daily (prior to 10am) | Facility Manager | | |
| Days forecast as Extreme FDR | | | | |
| Monitor Emergency WA / or DFES website or ABC Radio for fire incidents | Four times daily (9am, 11am, 1pm and 3pm) or more frequently if fire event in locality | Facility Manager | | |
| Complete building preparedness checks (refer to Appendix C) | Once daily (prior to 8am) | Facility Manager | | |
| Days forecast as Catastrophic FDR | | | | |
| FACILITY CLOSED | | | | |
| Additional Controls - Total Fire Ban in area where Facility is located | | | | |
| Monitor Emergency WA / or DFES website or ABC Radio for fire incidents | Four times daily (9am, 11am, 1pm and 3pm) or more frequently if fire event in locality | Facility Manager | | |

FIRE WEATHER FORECAST AREA: Swan Coastal North



6. Emergency Procedures

The PRIMARY BUSHFIRE EMERGENCY PROCEDURE is

EVACUATE OFF SITE (ONLY IF TIME TO BUSHFIRE ARRIVAL IS GREATER THAN 1 HOUR OR AS OTHERWISE ADVISED BY EMERGENCY SERVICES).

Off site evacuation is always safer, provided adequate time is available to complete it safely. The regional reserve located to the south and west of the subject site was identified as the highest risk for bushfire threat to the development. Given the potential fast pace of bushfire travelling through the regional reserve, off site evacuation could potentially take longer than the time required for the fire to arrive at the childcare centre.

Prior to enacting evacuation procedures, confirm with Lead Agency (DFES or other Emergency Service) and follow all directions.

Procedures for evacuation and shelter-in place are below. Any direct and specific evacuation messages regarding this site from DFES or other emergency personnel will override these procedures.

Triggers for the BUSHFIRE EMERGENCY PROCEDURES in this BEEP are detailed below. These triggers are aligned to the DFES Bushfire Warning Levels.

Specific details for the off site evacuation and shelter-in-place locations are provided in Sections 6.1 and 6.2.



| | TRIGGERS: BUSHFIRE EMERGENCY PROCEDURES | | | |
|------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Trigger | Safe, early, off site EVACUATION | SHELTER-IN-PLACE | Procedure | |
| 1. DFES issue an ADVICE bushfire warning | | | If a fire is spotted, report immediately to 000 and then Facility Manager. Request information from DFES regarding bushfire time to arrival and if OFF SITE EVACUATION should be undertaken. If OFF SITE EVACUATION is to occur, undertake actions in Row 2 below. Establish regular communication between the Facility Manager or delegate for the facility and all staff, children and visitors to provide awareness of potential bushfire threat. Facility Manager / Chief Fire Warden to account for location of all children, staff and visitors. Facility Manager or delegate to inform parents/guardians of the bushfire threat and advise them whether to attend the childcare centre for pickup (based on DFES advice) and to keep updated with the DFES advice via Emergency WA website. Continually monitor DFES alerts for change in conditions and advice and prepare for evacuation. | |
| 2. DFES issue a WATCH AND ACT bushfire warning and there is NO FIRE in vegetation within the regional reserve to the south / west. | ✓ | | If a fire is spotted, report immediately to 000 and then Facility Manager. Request information from DFES regarding bushfire time to arrival and if OFF SITE EVACUATION to the public open space at the northern end of Leeward Avenue should be undertaken. If DFES and/or the Facility Manager confirm OFF SITE EVACUATION is to be undertaken, all staff, children and visitors are to be informed and instructed to move to the on-site assembly area (with the exception of those with specific bushfire responsibilities). Facility Manager / Chief Fire Warden or delegate to advise on evacuation to the public open space at the northern end of Leeward Avenue. All visitors and other non-essential personnel to be asked to leave the facility if safe to do so. Facility Manager / Chief Fire Warden to account for location of all children, staff and visitors. Evacuate to the public open space at the northern end of Leeward Avenue using the side access gate. If SHELTER-IN-PLACE is to occur, undertake actions in Row 3 below. | |



| | TRIGGERS: BUSHFIRE EMERGENCY PROCEDURES | | | |
|------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 3. DFES issue a WATCH AND ACT bushfire warning and there is <u>A FIRE</u> in vegetation within the regional reserve to the south / west. | | ✓ | Facility Manager/ Chief Fire Warden to account for location of all children, staff and visitors. Facility Manager / Chief Fire Warden or delegate to supervise and ensure that all children, staff and visitors are located indoors, onsite within the SHELTER-IN-PLACE building, in a room with an exit from the building on the eastern side (if possible). Ensure all windows/doors are closed. Soak towels and rugs in water and lay them along the inside of external doorways. All flammable material and equipment are removed away from windows, doors and air-conditioner units. Facility Manager or delegate to nominate a sole liaison officer to contact DFES immediately to determine appropriate course of action and inform all staff, children, visitors and parents/guardians. | |
| 4. DFES issue an EMERGENCY WARNING bushfire warning | | ✓ | Facility Manager / Chief Fire Warden to account for location of all children, staff and visitors. Facility Manager / Chief Fire Warden or delegate to supervise and ensure that all children, staff and visitors are located indoors, onsite within the SHELTER-IN-PLACE building, in a room with an exit from the building on the eastern side (if possible). Ensure all windows/doors are closed. All flammable material and equipment are removed away from windows, doors and air-conditioner units. Facility Manager or delegate to nominate a sole liaison officer to contact DFES immediately to determine appropriate course of action and inform all staff, children, visitors and parents/guardians. | |



6.1 Evacuation

| OFF-SITE EVACUATION ROUTES and DESTINATIONS | |
|------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| On-site assembly area (prior to off site evacuation) | |
| Name/Description | Childcare centre (Figure 1) |
| Off site evacuation Destination | |
| Destination | Public Open Space Nearest intersection: Leeward Avenue / Kookaburra Street |
| Evacuation route | Using the side gate to access Leeward Avenue, travel north for approx. 200 m and cross Kookaburra Street to public open space (refer to Figure 1). |

| EVACUATION VEHICLE REQUIREMENTS | | | | | |
|---------------------------------|--------------------|-------------------------------|----------------------------------------------------------------|--|--|
| OCCUPANT CHARACTERIST | ICS | | | | |
| Category | Using own vehicles | Require alternative transport | Details | | |
| Children | - | 96 | Children will have to evacuate by foot. | | |
| Visitors | All | - | All visitors are expected to arrive by private vehicles | | |
| Staff | - | 16 | Staff are expected to evacuate by foot, accompanying children. | | |

FACILITY VEHICLE(S) - N/A

6.2 Shelter-in-place

| SHELTER-IN-PLACE DETAILS | |
|--------------------------|-------------------|
| Building / Area | Location |
| Childcare centre | Refer to Figure 1 |

BUSHFIRE EMERGENCY EVACUATION PROCEDURE



ADDRESS:
DURING HOURS PHONE:
AFTER HOURS PHONE:

Lot 260 (#2) Bourke Way, Eglinton

To be confirmed

To be confirmed



EVACUATION PROCEDURE

Refer to Bushfire Emergency Evacuation Plan for full evacuation procedures.

Move to the designated assembly point on becoming aware that a bushfire is in the surrounding area.

Evacuate when:

- a bushfire threatens to impact the property (DFES 'Advice' or 'Watch and Act' alert), or
- little warning of approaching bushfire has been given but there is time to perform a safe evacuation, or
- emergency services have advised that evacuation is necessary.

Shelter in place as a last resort only when:

- a bushfire threatens to impact imminently and there is no time to perform a safe evacuation, or
- advised by emergency services that shelter in place is necessary.

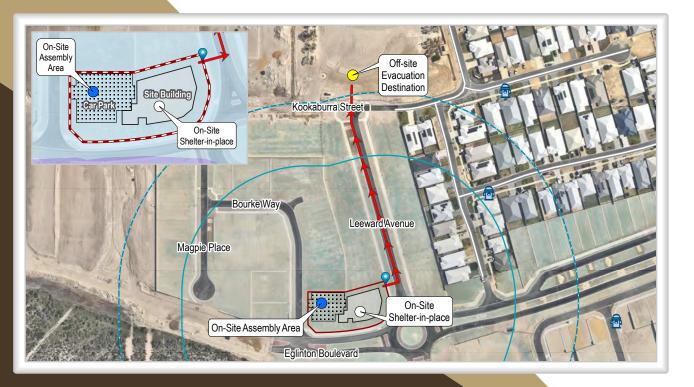
BUSHFIRE ASSEMBLY POINT & REFUGE AREA

Prior to evacuation, assemble at the designated bushfire assembly point – Car Park.

Evacuate north along Leeward Ave towards the Public Open Space (POS) or alternative safer place away from the direction of bushfire travel should be undertaken.

If it is too late to evacuate, the designated on-site refuge is indoors, onsite within the accommodation building, in a room with an exit from the building on the north or east side (if possible).





Bushfire Information and Updates:

DFES: 13 DFES (13 33 37)

www.emergency.wa.gov.au

Radio Updates: 684 am (ABC South)

720 am (ABC Radio Perth)

Fire Danger Ratings: www.dfes.wa.gov.au

www.bom.gov.au







7. Recovery

Following a bushfire emergency event impacting on the childcare centre, the following actions should be undertaken:

- Account for all children, staff and visitors, ensure their safety and seek medical assistance for those requiring it.
- Follow the directions of emergency services personnel at all times.
- If OFF SITE EVACUATION occurred:
 - No person should re-enter the childcare centre until it is deemed safe to do so (this may be advised by emergency services and power/gas supply technicians).
 - The fire warden (or person responsible) to arrange the movement of occupants back to the childcare centre.
 - o All occupants are to be accounted for on their return.
 - o Inform the police/emergency service of the return of persons to the childcare centre.
- If SHELTER-IN-PLACE occurred:
 - o Remain in the shelter-in-place location until advised to leave by emergency services (unless there is an imminent threat to life).
- Review this Bushfire Emergency Evacuation Plan for effectiveness, make note of weaknesses and amend as necessary.
- In the event of the childcare centre being impacted by a bushfire, critical incident stress support should be provided to all staff, children and parents/guardians.



8. References

Australian Building Codes Board (ABCB). (2014). *Design and Construction of Community bushfire Refuges*. Australian Government and States and Territories of Australia.

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http://www.dfes.wa.gov.au/regulationandcompliance/bushfireproneareas/Pages/default.aspx.

Standards Australia (SA). (2018). Construction of buildings in bushfire-prone areas (AS 3959: 2018).

Western Australian Planning Commission (WAPC). (2015). *State Planning Policy 3.7 Planning in Bushfire Prone Areas*. Government of Western Australia.

Western Australian Planning Commission (WAPC). (2021). *Guidelines for Planning in Bushfire Prone Areas Version 1.4 (including appendices)*. Government of Western Australia.

Western Australian Planning Commission (WAPC). (2019). *A guide to developing a Bushfire Emergency Evacuation Plan, October 2019*. Government of Western Australia.

Western Environmental (WEPL). (2024). Bushfire Management Plan: Development Application: Childcare Centre Lot 260 (#2) Eglinton Boulevard, Eglinton. Final. November 2024.



Appendix A: Analysis: Bushfire Management and Emergency Procedures



In consideration of the risk to the site and occupants' characteristics, the following points were considered in determining the evacuation requirements of the childcare centre:

• Site risk:

- Vegetation that poses the greatest bushfire threat to the childcare centre is contained within the regional open space to the south and west of the subject site. The regional reserve comprises of coastal shrubs and grasses which can have a rapid rate of spread under certain wind conditions.
- o The surrounding vegetation results in a BAL-12.5 rating for the childcare centre.
- o Bushfire hazards will be separated from the childcare centre by road reserves and non-vegetated public roads.
- Potential ignition sources are from nearby vehicles using major roads, people accessing nearby coastal areas, or lightning strike.
- Potential bushfire time to arrival is less than 1 hour from reporting of a bushfire before it impacts the subject site, however it is possible that impacts could be experienced earlier in the event of rapid-onset bushfire (i.e. bushfire scenarios which occur with limited warning and result in insufficient time to evacuate before bushfire attack is experienced).

Occupant characteristics:

- o Up to 96 children and 16 staff.
- Up to 42 visitors for short-duration events (drop off / pick up). This number has been calculated based on the conservative assumption that the number of visitors equals 50% of the number of children (rounded up).

• Available transport: None

o All staff arrive in private vehicles. A conservative approach has been taken for this analysis where none of these vehicles are available to be used in an evacuation scenario.

• Evacuation timing:

- $\circ \quad \text{Time for notification of an approaching bushfire and that evacuation is required 15 minutes.} \\$
- o Time for assembly and mobilisation of all children and staff 15 minutes.
- Off site evacuation location is the public open space at the end of Leeward Avenue, approximately 200m north of the childcare centre.
- Time to travel to off site evacuation location 10 minutes by foot.



- o Total time to be notified, assemble and travel 40 minutes.
- Adding a safety factor of 1.5 results in total evacuation time of 1 hour.
- o In a rapid onset bushfire scenario, the safest option is to remain on site.
- o These timings are to be reassessed in an update to the BEEP prior to occupancy.
- A personal evacuation plan should be prepared for all staff and children who have permanent or temporary (e.g. following injury etc.) mobility limitations detailing how evacuation for that person will be managed in accordance with this BEEP. Updates to the BEEP should be made if required.

Limitations:

- In times of stressful situations such as evacuation and fire, children's behaviour can be erratic.
- Traffic conditions within the carpark in a bushfire emergency may impact on the time required (and safety) of the on-foot evacuation to the off site evacuation location.
- Smoke and heat from a bushfire (particularly in a rapid-onset event) may limit the ability for evacuation to the off site evacuation location.
- Given the possibility for a bushfire to impact the proposed childcare centre, multiple bushfire risk management measures are proposed, which include:
 - Site management and routine building preparedness checks.
 - BAL-12.5 construction for the childcare centre building.
 - Closure on site based on the highest FDR rating.
 - o An evacuation plan that identifies clear triggers and actions.
 - o Emergency access gate to enable evacuation onto Leeward Avenue.

Based on the above analysis, the following actions are recommended:

- 1. The primary bushfire management action is EARLY CLOSURE OF THE CHILDCARE CENTRE UNDER A CATASTROPHIC FIRE DANGER RATING.
- 2. The primary action to follow in a bushfire emergency is EVACUATE OFF SITE (ONLY IF TIME TO BUSHFIRE ARRIVAL IS GREATER THAN 1 HOUR OR AS OTHERWISE ADVISED BY EMERGENCY SERVICES).
- 3. The secondary action to follow in a bushfire emergency is SHELTER-IN-PLACE.



If shelter-in-place is required, the proposed childcare centre has been determined to be a suitable on-site safer location based on the following inputs:

- The proposed childcare centre is large enough to provide floor space for the maximum 154 users on site (96 children, 16 staff and up to 42 visitors). Minimum recommended floor space is 0.75 m² per person (ABCB, 2014) which equals 115.5 m². The total useable floor space of the proposed childcare centre building is approximately 672 m².
- The proposed childcare centre will be built to a BAL-12.5 construction standard in line with AS 3959: 2018.
- The proposed childcare centre is easily accessible by emergency services through use of the surrounding public road network and proposed carpark.

Any direct and specific evacuation messages regarding this site from DFES or other emergency personnel will override the above actions.



Appendix B: Information: Fire Danger Ratings, Behaviour Indices and Warnings







Fire Danger Ratings describe the potential level of danger should a bushfire start.

They are important because they provide people with information so that they can take action to protect themselves and others from the potentially dangerous impacts of bushfires.

Launched on 1 September 2022, the new Australian Fire Danger Rating System is a simplified, actionoriented Fire Danger Rating System.



- The AFDRS also introduces 'No Rating' for days where bushfires are unlikely to spread in a dangerous or lifethreatening way. On these days you still need to remain alert and abide by local seasonal laws and regulations.
- The AFDRS is informed by one of Australia's largest social research projects which found that most Australians did not understand the old system and would prefer a simpler, action-oriented set of Fire Danger Ratings.
- The AFDRS has been implemented consistently across Australia and means that wherever you are across the country, you will be able to understand the threat posed on any given day and make appropriate decisions to keep you and your family safe.

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While the AFDRS Fire Danger Ratings are primarily intended for community messaging, the Fire Behaviour Index is intended to support operational fire management decision making.

Features of the Fire Behaviour Index (FBI):

A Fine Scale of Fire Behaviour

The FBI is expressed in whole numbers from 0 to100+. As the FBI rises, the more dangerous a fire that starts will become.

Takes advantage of decades of improved understanding of fire behaviour, fuels and fire weather.

Stepped Categories

Links transitions in fire behaviour to implications for operational decision making.

Turns the FBI into a powerful operational tool and takes advantage of improved understanding of the relationship between fire behaviour, fire spread, suppression and impacts.

Fuel Type Specific

Eight different Fire Behaviour Indexes based on eight different fire behaviour models.

Takes advantage of decades of improved knowledge of fire behaviour in different fuels to produce more specific results.

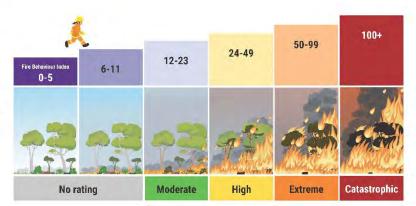
Nationally Consistent

The index is the same anywhere in Australia.

Supports cross border operations and resource sharing

The Stepped categories are controlled by tables that define FBI thresholds. The thresholds represent changes in the underlying fire behaviour that have consequences for operational decision making, including:

- Indicative fire behaviour and fire weather.
- Implications for prescribed burning.
- Fire suppression and containment strategies that are appropriate.
- Potential for impact on life, property and infrastructure.





For more information visit dfes.wa.gov.au/prepare
or email AFDRS@dfes.wa.gov.au

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EMERGENCY WARNING

An out of control fire is approaching fast and you need to take immediate action to survive. If you haven't prepared your home it is too late.

You must seek shelter or leave now if it is safe to do so.



WATCH AND ACT

A fire is approaching and there is a possible threat to lives or homes. Put your plan into action. If your plan is to leave, make sure you leave early. If your plan is to stay, check all your equipment is ready.

Only stay and defend if you are mentally and physically prepared.



ADVICE

A fire has started but there is no immediate danger. Stay alert and watch for signs of a fire.

Be aware and keep up to date.

Where can I get information during an emergency?







Appendix C: Bushfire Preparedness



The following actions are to be undertaken by the childcare centre operators at the specified times.

ONGOING ACTIONS (YEAR-ROUND)

Ensure the subject site complies with the City of Wanneroo Fire Mitigation Notice with the following completed prior to 1 November each year:

 Maintain grasses and inflammable materials with the exception of living trees on the entire property to a height of no more than 50 millimetres.

In addition, the landscape grounds shall be maintained in a low threat state all year round, in accordance with the following best practices adopted from the Bushfire Preparation Toolkit (DFES, 2022) and the Standards for Asset Protection Zones (WAPC, 2021):

- Combustible items within 10m of the building must not be located close to the vulnerable parts of the building i.e. windows and doors.
- Combustible dead vegetation matter less than 6 millimetres (mm) in thickness reduced to and maintained at an average of two tonnes per hectare.
- Tree branches shall be pruned so they are not touching or overhanging the building, with lower branches removed to a height of 2m above ground.
- Groups of shrubs (0.5m 5m in height) shall not be located within 3m of the building and not located within 10m of windows and doors.
- Ground covers (<0.5m in height) can be located within 2m of the building but shall not be located within 3m of windows and doors if greater than 100mm in height.
- A defendable space shall be maintained within 3m of the building, kept free from vegetation but can include ground covers, grass and non-combustible mulches.
- The side access gate onto Leeward Avenue shall be routinely checked to ensure it is always accessible in the event evacuation is required.

Detailed information and checklists are available on the DFES website including 'Preparing Your Property' and the 'My Bushfire Plan Toolkit' published by DFES.

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¹ https://publications.dfes.wa.gov.au/publications/preparing-your-property

² https://mybushfireplan.wa.gov.au/

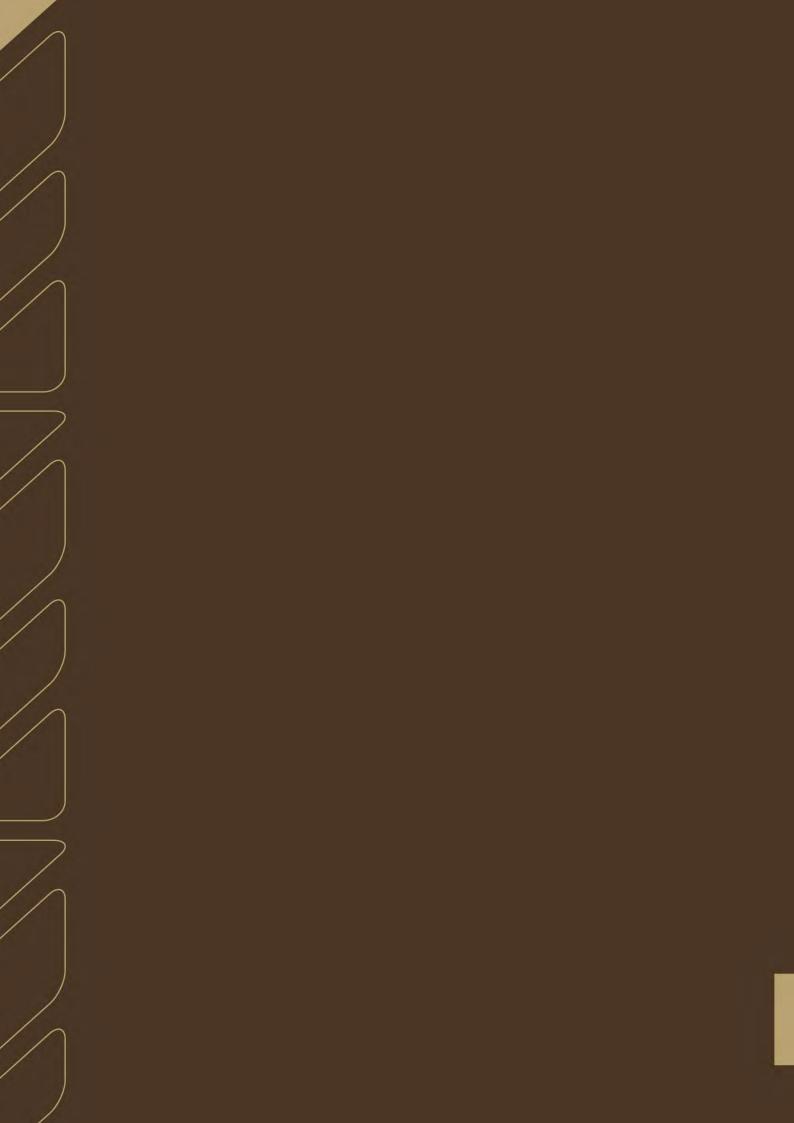


ACTIONS IMMEDIATELY PRIOR TO THE BUSHFIRE SEASON

- Review this Emergency Evacuation Plan to ensure details, procedures and contact phone numbers are correct and up to date.
- Ensure staff and children are informed and familiar with the procedures laid out in this BEEP.
- Place current version of the Bushfire Emergency Map (Figure 1) in facility in visible location(s).
- Ensure adequate levels of drinking water are available in the facility in case of emergency.
- Ensure any firefighting equipment (fire extinguishers, etc.) are serviceable and available.
- Ensure no hazards are present around buildings (for example, rubbish piles) that could contribute to increased fire intensity.
- Ensure property access is kept clear and easily trafficable.
- Ensure first aid kits, fire extinguishers, fire blankets, emergency lighting and other emergency resources are current, serviceable and accessible.
- Ensure roof and gutters are free from leaf litter and debris.
- Ensure an emergency evacuation kit containing a copy of this Emergency Evacuation Plan has been prepared and is easily accessible by staff. Refer to https://www.dfes.wa.gov.au/hazard-information/emergency-kits for examples of potentially relevant items to include in the kit.
- Conduct evacuation drills and update this BEEP as required.
- Brief all staff on the bushfire evacuation procedures with updated advice provided when fire warnings are issued by Emergency Services (currently DFES) for the locality.

ONGOING ACTIONS DURING THE BUSHFIRE SEASON

- Maintain the subject site and landscaped grounds in a low-threat state, as detailed above.
- Maintain compliance with the local government's annual firebreak and fuel load notice issued under s33 of the Bush Fires Act 1954.
- Ensure defendable spaces around buildings and assembly points are maintained.
- Update contact details of the emergency management team and employees.
- Ensure that attendance and visitor registers are updated and accurate at least twice daily.



RE: VULNERABLE LAND USE - LOT 260 (2) BURKE WAY EGLINTON – PROPOSED CHILD CARE CENTRE - DEVELOPMENT APPLICATION

I refer to your email dated 26 November 2024 regarding the submission of a revised Bushfire Management Plan (BMP), prepared by Western Environmental and dated 13 November 2024, for the above development application.

The new State Planning Policy 3.7 Bushfire and associated Planning for Bushfire Guidelines were published on 24 September 2024 and became operational for applications lodged with decision makers from 18 November 2024. Notwithstanding, as this application was submitted to the decision maker prior to 18 November 2024, this advice relates only to the 2015 State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP 3.7) and 2021 Guidelines for Planning in Bushfire Prone Areas (version 1.4) (Guidelines).

It is the responsibility of the proponent to ensure the proposal complies with relevant planning and building requirements. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws.

<u>Assessment</u>

- The City has considered this development application to be a vulnerable land use and therefore triggered the application of SPP 3.7.
- Further clarification is required within the BMP of the requirements of SPP 3.7, and the supporting Guidelines as outlined in our assessment below.

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

| Issue | Assessment | Action |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|
| Vegetation Classification | Vegetation area 3 cannot be substantiated as Class G Grassland with the limited information and photographic evidence provided. | Modification to the BMP is required for accuracy. |
| | The BMP should detail specifically how the Class G Grassland classification was derived as opposed to Class C Shrubland. | |

| | If unsubstantiated, the vegetation classification should be revised to consider the vegetation as per AS3959, or the resultant BAL ratings may be inaccurate. | |
|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| | DFES acknowledges that this is unlikely to change the resultant BAL ratings for the site, however the BMP should be updated for accuracy. | |
| Administrative Matter | DFES notes that the photo marker points within figure 4 do not indicate the direction that the photograph was taken. As per Figure 12 of the Guidelines, directional arrows should be overlaid on the Vegetation Classification map. | Modification to the BMP is required. |

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

| Element | Assessment | Action |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| Vehicular | A3.1 – not demonstrated | Decision Maker |
| Access | DFES notes that the BMP does not clearly demonstrate where proposed roads will connect to the surrounding road network. | to be satisfied. |
| | DFES acknowledges that vehicular access is likely to comply, however are unable to determine compliance for the proposal. | |
| Water | A4.2 – not demonstrated | Decision Maker |
| | The BMP notes that the reticulated water network will be extended to Stage 4 which includes the subject site, however, provides no confirmation that Water Corporation WA has confirmed that this can/will occur. | to be satisfied. |
| | DFES notes that confirmation should be provided by the Water Corporation WA to ensure that the required hydrants can/will be installed. | |

3. AS3959 construction standards including clause 3.2.3 adjacent structures

| Issue | Assessment | Action |
|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| Building Construction Standards | Class 9 buildings should be afforded significant protection from the impacts of a bushfire due to being occupied by people who may need assistance, or be unable, to evacuate the building in the event of a bushfire. In response, revised provisions in the National Construction Code will apply in the future. The proposed changes include but are not limited to; | Comment only. |
| | minimum separation between buildings, and separation from allotment boundaries, carparking areas and hazards. It is suggested the decision maker consider applying the proposed higher construction and design standards to the proposed development. Further information regarding the proposed changes can be found here: | |

| https://consultation.abcb.gov.au/engagement/ncc- | |
|--------------------------------------------------|--|
| 2022-public-comment- | |
| draft/supporting documents/NCC2022VolumeOnePC | |
| D.pdf | |
| | |
| | |

4. Policy Measure 6.6.1 Vulnerable and High-Risk land uses

| Issue | Assessment | Action |
|----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| Bushfire Emergency Evacuation Plan (BEEP) | The referral has included a 'Bushfire Emergency Evacuation Plan' for the purposes of addressing the policy requirements. Consideration should be given to the Guidelines Section 5.5.4 'Developing a Bushfire Emergency Evacuation Plan'. This contains detail regarding what should be included in a BEEP and will ensure the appropriate content is detailed when finalising the BEEP to the satisfaction of the City. | Comment only. |

This proposal was referred internally to other relevant areas, and the Built Environment Branch provided the following comments:

 As the proposed building is a Class 9b building, plans will need to be provided to DFES Built Environment Branch for assessment, as required by Regulation 18B of the *Building Regulations 2012* (as amended). As the total floor area of the proposed building appears to exceed 500m², fire hydrant/hose coverage will need to be provided. From the information available it is not possible to determine if compliant hydrant coverage will be achievable from street verge hydrants, therefore an on-site feed hydrant assembly meeting DFES Operational Requirements and AS2419 may be required.

Recommendation – compliance with acceptable solutions not fully demonstrated – minor modifications required

The development application and the BMP have adequately identified issues arising from the bushfire risk assessment and considered how compliance with the bushfire protection criteria can be achieved. However, modifications to the BMP are considered necessary to ensure it accurately identifies the bushfire risk and necessary mitigation measures. As these modifications will not affect the development design, these modifications can be undertaken without further referral to DFES.

The required modifications are listed in the table(s) above.

Monday, 13 January 2025

Our Ref: A24.170-LRP-BMPRES_0_FINAL



(08) 6162 8980 PO Box 437, Leederville, WA 6903 enquiries@westenv.com.au

City of Wanneroo 23 Dundebar Road, Wanneroo WA 6065

SUBJECT: RESPONSE TO DFES COMMENTS ON BUSHFIRE MANAGEMENT PLAN

LOT 260 (2) BURKE WAY, EGLINTON - PROPOSED CHILDCARE CENTRE -

DEVELOPMENT APPLICATION

Western Environmental Approvals Pty Ltd (WEPL) has prepared this response to comments provided by the Department of Fire and Emergency Services (DFES) regarding the Bushfire Management Plan (BMP) prepared to accompany the Development Application for a proposed childcare centre at Lot 260 (2) Burke Way, Eglinton (the subject site).

WEPL has provided the following responses to the comments provided by DFES in Table 1.

Table 1: DFES comments and responses provided by WEPL.

| DFES comment | WEPL response |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Vegetation Exclusion Vegetation area 3 cannot be substantiated as Class G Grassland with the limited information and photographic evidence provided. The BMP should detail specifically how the Class G Grassland classification was derived as opposed to Class C Shrubland. If unsubstantiated, the vegetation classification should be revised to consider the vegetation as per AS3959, or the resultant BAL ratings may be inaccurate. DFES acknowledges that this is unlikely to change the resultant BAL ratings for the site, however the BMP should be updated for accuracy. | WEPL disagree with the DFES comment on the basis that there is a distinct difference between Plot 2 and Plot 3 which is consistent with previous BMPs that have been prepared at subsequent planning stages. However, to avoid potential delays with the assessment process, the BMP has been updated to conservatively classify Plot 3 as Class C Shrubland given this does not result in any changes to the BAL ratings for the site. |

Administrative Matter

DFES notes that the photo marker points within figure 4 do not indicate the direction that the photograph was taken. As per Figure 12 of the Guidelines, directional arrows should be overlaid on the Vegetation Classification map.

Directional arrows have been added to the Vegetation Classification map (Figure 4) of the BMP.

DFES comment

Vehicular Access

DFES notes that the BMP does not clearly demonstrate where proposed roads will connect to the surrounding road network.

DFES acknowledges that vehicular access is likely to comply, however are unable to determine compliance for the proposal.

Water

The BMP notes that the reticulated water network will be extended to Stage 4 which includes the subject site, however, provides no confirmation that Water Corporation WA has confirmed that this can/will occur.

DFES notes that confirmation should be provided by the Water Corporation WA to ensure that the required hydrants can/will be installed.

Building Construction Standards

Class 9 buildings should be afforded significant protection from the impacts of a bushfire due to being occupied by people who may need assistance, or be unable, to evacuate the building in the event of a bushfire. In response, revised provisions in the National Construction Code will apply in the future.

The proposed changes include but are not limited to; minimum separation between buildings, and separation from allotment boundaries, carparking areas and hazards. It is suggested the decision maker consider applying the proposed higher construction and design standards to the proposed development.

Further information regarding the proposed changes can be found here:

https://consultation.abcb.gov.au/engagement/ncc-2022-public-comment-

draft/supporting documents/NCC2022VolumeOnePCD.pdf

WEPL response

WEPL acknowledges the DFES comment however disagrees. The subject site is part of a broader subdivision which has previously been assessed against SPP 3.7 and the Guidelines. This includes an assessment of the public road network and ensuring that all lots have compliant access. The BMP has been updated to include a current aerial image which shows the public roads which have been constructed, connecting to the surrounding road network.

WEPL acknowledges the DFES comment however disagrees. The subject site is part of a broader subdivision which has been approved by the WAPC. WEPL understands a standard condition of subdivision approval is for the reticulated water network to be approved by the Water Corporation and that lots cannot be created until this has occurred. Given the lot has been created, it is assumed that the proposed hydrant network has been approved by the Water Corporation.

WEPL acknowledges the DFES comment however notes that the Government of Western Australia recently announced that the Building Regulations 2012 are currently being amended to extend the transition period of the new bushfire construction requirements under Part G5 of the National Construction Code for Class 9b early childhood centres until 30 April 2028. Further information regarding the extension of the transition period can be found here:

https://www.wa.gov.au/government/announcements/bushfireconstruction-requirements-class-9-vulnerable-use-buildings

Bushfire Emergency Evacuation Plan (BEEP)

The referral has included a 'Bushfire Emergency Evacuation Plan' for the purposes of addressing the policy requirements. Consideration should be given to the Guidelines Section 5.5.4 'Developing a Bushfire Emergency Evacuation Plan'. This contains detail regarding what should be included in a BEEP and will ensure the appropriate content is detailed when finalising the BEEP to the satisfaction of the City.

WEPL acknowledges the DFES comment.



In accordance with the DFES recommendation, the development application and BMP adequately identify issues arising from the bushfire risk assessment and consider how compliance with the bushfire protection criteria can be achieved. The proposed development is therefore deemed compliant with SPP 3.7 and the Guidelines and should be recommended for approval.

If you wish to discuss any of the matters above, please contact me on 0447 751 567 or dylan.w@westenv.com.au

Regards,

DYLAN WRAY

Associate Bushfire Consultant

Blan Way



| | Design review report and recommendations | |
|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Design quality evalu | Design quality evaluation – Proposal for a Child Care Centre at Lot 260 (2) Bourke Way, Eglinton | |
| | Supported | |
| | Pending further attention | |
| | Not supported | |
| | Insufficient information to evaluate | |
| Strengths of the | The Child Care Centre (CCC) proposal should be of value to the community. | |
| proposal | While a discretionary land use in this Residential zone, the proposed CCC land use is appropriate on this prominent corner site on the higher traffic volume neighbourhood connector road of Eglinton Boulevard that connects further to Marmion Avenue; the site is also opposite future public open space to the south. (however, refer to all the Recommendations for improvement in the design evaluation below). | |
| | The CCC's partial two-storey scale is appropriate in this context of existing and predominantly single-storey residences. The two-storey element also helps to visually signify this commercial use within the local context. | |
| | A visually permeable vertical metal batt fence is around most of the site boundary, except for portions of acoustic fence with Perspex panels to the east and west (however, refer to the comments in <i>Principle 7</i> below about removal of the solid portions of fence and attached signage). | |
| | The CCC's design aesthetic of flat and skillion type roofs is appropriate. The selection and co-ordination of the external materials of white face brick, vertical timber look cladding and horizontal weatherboards is appropriate. The brick is a textured and robust material with low maintenance requirements and, likewise, the two types of cladding include texture and warmth. | |
| Principle 1 - | Good design responds to and enhances the distinctive characteristics of a local area, | |
| Context and character | contributing to a sense of place. Four key site planning issues should be addressed: | |
| | • (1) The CCC shares a common boundary with northern residential Lot 155. Of relevance to the adjacent residential Lot are the variations sought to the City's <i>LPP 2.3 Child Care Centres</i> that include a 4m width of outdoor play area, lack of the 1m buffer, and the windows of activity rooms 1, 2, 3 and 4 that face this residential Lot. To minimise the impact of CCC noise emissions on the neighbour, the proposal includes a common boundary masonry fence with an attached angled acoustic roof structure. | |
| | (2) A large portion of outdoor play area extends beyond the building's southern side to an isolated area at the southwestern side of the site and next to the carpark. This outdoor play area has no direct connection to the openings of the activity rooms on the southern side of the building and, therefore, is inappropriate for safe play by children; the space is isolated and lacks direct surveillance from the openings of the Centre. | |
| | • (3) The CCC's entry on the western elevation is illegible behind the row of car bays. A safe and legible path should be provided from Bourke Way and within the carpark to this entry, in addition to taking the opportunity to provide the community with a convenient pedestrian access from the southern Eglinton Boulevard footpath; | |



however, this is currently not possible due to the obstructions of the protruding southwestern extension of the CCC and outdoor play area wrapping around the southern side.

• (4) Furthermore, all pedestrians (meaning people who walk to the CCC from the context and those who park on-site and walk to the main entry) must walk through the carpark. The carpark likely will be busy at peak morning drop-off and evening pick-up times. The mix of vehicle movements and pedestrians, including carers walking with children and prams, within the carpark is unsafe as there is no legible and delineated path from Bourke Way and within the carpark, or from any path from any of the streets for pedestrians to access the front door.

There are many possible ways to address the above design issues in as optimal and integrated a manner as possible. Two suggestions, with concept diagrams attached on p.6, are as follows:

One: Consider a modified site layout that includes (1) the vehicular access and carparking court at the west and including use of the isolated outdoor play area, (2) a more centralised and regular shaped CCC building with a delineated and legible pedestrian access path from Bourke Way and within the carpark to the entry, (3) outdoor play areas located only around the northern, eastern and southern curtilage of the building. While not ideal, the northern common boundary masonry fence with the attached angled acoustic roof structure would have to remain, and (4) integration of the south-western corner "extension" of the CCC within the building to enable a legible front porch, and path for pedestrians in Eglinton Boulevard.

(To assist, refer to the plan for the CCC at 390 Kingsway, Lansdale on p.7, JDAP approval 23.12.21).

<u>Two:</u> Consider an alternative and more optimal site layout and built form that includes (1) the vehicular access and carparking court at the west including use of the isolated outdoor play area, (2) an L-shaped CCC with built form next to the northern side (and with a minimum 1m setback for a soft landscaped interface with Lot 155) and on the western side facing the carpark, (3) a delineated and legible pedestrian access path from Bourke Way and within the carpark, (4) one large outdoor play area located solely on the eastern part of the site and bound on two sides by the built form and activity rooms of the CCC, and (5) integration of the southwestern corner "extension" of the CCC within the building to enable a legible porch and path for pedestrians in Eglinton Boulevard.

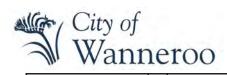
(To assist, refer to the plan for the CCC at 121 Exmouth Drive on p.7, JDAP approval 06.04.23).

Variations sought to the City's LLP 4.6 Signage provisions, include the eastern and
western boundaries with fences incorporating two large 1.8m high sections of solid
walls for signage. The expectation is for a visually permeable fence design in this
residential area with signage affixed only to the building, therefore these solid portions
and signage should be removed.

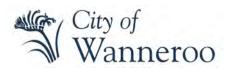
Recommendation

Carefully consider the following design issues in as optimal and integrated a manner as possible:

 Provision of a compatible interface with residential Lot 155, as per the requirements of LPP 2.3.



| | Provision of a direct relationship between the activity rooms and a safe and secure outdoor play area. |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Provision of legible and safe pedestrian access to the CCC's front porch/door from Bourke Way and within the carpark, and from the neighbourhood connector of Eglinton Boulevard. |
| | A visually permeable boundary fence design, as per the requirements of LPP 4.6. |
| Principle 2 - Landscape quality | Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context. |
| Insufficient information to | The Applicant has provided only a basic plan for the landscape. As this CCC is a discretionary use in a residential zoned area, the Applicant should engage a landscape professional to design all the open areas on the site and adjacent street verges to a high quality, and provide all relevant information, such as the materials selection, plant/tree species and densities, any fixed play equipment and shade structures. |
| evaluate | This information is vital to enable evaluation of the quality of the landscape provision for this proposal in a residential area with visibility from three public streets and interfaces with two residential lots. |
| | The current tree canopy sizes shown on the site plan are very small and unlikely to provide any meaningful visual contribution or shade in the paved and outdoor play area. |
| Recommendations | Engage a landscape professional to design and specify requirements for all the open spaces on the site and in the verges to a high quality and to suit the residential context. |
| | Select appropriate tree species to contribute meaningfully to open areas on the site and in the verge. |
| Principle 3 - Built form and scale | Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area. |
| | The maximum 2-storey built form is appropriate for this context of existing predominantly one-storey residences. |
| Recommendation | None |
| Principle 4 - Functionality and | 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. |
| build quality | Consider the location of all services and utilities, noting that air conditioning condenser units in particular should be concealed from public view and not affect the amenity of the proposal and neighbours. While not included on the development plans, the Applicant's Environmental Noise Report shows four AC condenser units on the roof that likely will be publicly visible from Leeward Avenue and Eglinton Boulevard. |
| | Provide legible bike parking racks for staff and visitors to the CCC. |
| | Refer to comments in Principle 1 about an alternative location for the rooms in the south-western "extension", and to improve their integration with the overall CCC design. |
| Recommendation | Provide services and utilities in visually unobtrusive locations and where the |



| | amenity of the proposal and neighbours is unaffected. |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Provide bike parking racks for staff and visitors. |
| | Integrate the rooms in the south-western "extension" with the overall CCC design (refer also to the further comments in <i>Principle 1</i> to improve legibility of the front door and provision of a path from Eglinton Boulevard). |
| Principle 5 - Sustainability | Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes. |
| Insufficient | The plans refer to a "Sustainability Report" that has not been included in the Development Application. |
| information to evaluate | The Applicant should engage an ESD consultant at this stage to prepare a sustainability strategy for this proposal, and to provide a commitment to passive and active measures. The roof plan includes north facing solar panels, which is a good starting point. |
| Recommendation | Engage an ESD consultant at this stage to prepare a sustainability strategy for this proposal, and to provide a commitment to passive and active measures. |
| Principle 6 - Amenity | Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy. |
| | The sleep room is internalised with no window. Consider relocating the sleep room and providing an operable window to naturally ventilate the sleep room. |
| | Consider an alternative design for the northern interface with Lot 155 and the current requirement for an acoustic fence and angled roof. Refer to <i>Principle 1</i> for the alternative built form suggestion and where a 1m minimum soft landscape buffer is provided at the northern interface with lot 155. |
| Recommendation | Relocate and provide an operable window to the sleep room. |
| | |
| | Provide a more optimal built form and soft landscape oriented solution for a compatible CCC interface with residential Lot 155. |
| Principle 7 - Legibility | |
| · · | compatible CCC interface with residential Lot 155. Good design results in buildings and places that are legible, with clear connections and easily |
| · · | compatible CCC interface with residential Lot 155. Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around. Refer to Principle 1 for comment on improving the legibility for pedestrians to walk to the entry of the CCC, both from Bourke Way and within the carpark and from Eglinton |
| · · | compatible CCC interface with residential Lot 155. Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around. Refer to Principle 1 for comment on improving the legibility for pedestrians to walk to the entry of the CCC, both from Bourke Way and within the carpark and from Eglinton Boulevard. The public footpath material in Bourke Way should be continued over the proposed CCC crossover to signify priority for pedestrians. Refer to Principle 1 for comment on improving legibility for pedestrians to walk to the entry of the CCC from Bourke Way and within the carpark and from Eglinton Boulevarde. |
| Legibility Recommendation | compatible CCC interface with residential Lot 155. Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around. Refer to Principle 1 for comment on improving the legibility for pedestrians to walk to the entry of the CCC, both from Bourke Way and within the carpark and from Eglinton Boulevard. The public footpath material in Bourke Way should be continued over the proposed CCC crossover to signify priority for pedestrians. Refer to Principle 1 for comment on improving legibility for pedestrians to walk to the entry of the CCC from Bourke Way and within the carpark and from Eglinton Boulevarde. Continue the footpath material over the crossover in Bourke Way. |
| Legibility | compatible CCC interface with residential Lot 155. Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around. Refer to Principle 1 for comment on improving the legibility for pedestrians to walk to the entry of the CCC, both from Bourke Way and within the carpark and from Eglinton Boulevard. The public footpath material in Bourke Way should be continued over the proposed CCC crossover to signify priority for pedestrians. Refer to Principle 1 for comment on improving legibility for pedestrians to walk to the entry of the CCC from Bourke Way and within the carpark and from Eglinton Boulevarde. Continue the footpath material over the crossover in Bourke Way. Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use. |
| Legibility Recommendation | compatible CCC interface with residential Lot 155. Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around. Refer to Principle 1 for comment on improving the legibility for pedestrians to walk to the entry of the CCC, both from Bourke Way and within the carpark and from Eglinton Boulevard. The public footpath material in Bourke Way should be continued over the proposed CCC crossover to signify priority for pedestrians. Refer to Principle 1 for comment on improving legibility for pedestrians to walk to the entry of the CCC from Bourke Way and within the carpark and from Eglinton Boulevarde. Continue the footpath material over the crossover in Bourke Way. Good design optimises safety and security, minimising the risk of personal harm and supporting |
| Legibility Recommendation | compatible CCC interface with residential Lot 155. Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around. Refer to Principle 1 for comment on improving the legibility for pedestrians to walk to the entry of the CCC, both from Bourke Way and within the carpark and from Eglinton Boulevard. The public footpath material in Bourke Way should be continued over the proposed CCC crossover to signify priority for pedestrians. Refer to Principle 1 for comment on improving legibility for pedestrians to walk to the entry of the CCC from Bourke Way and within the carpark and from Eglinton Boulevarde. Continue the footpath material over the crossover in Bourke Way. Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use. Refer to Principle 1 for comments on improving the safety for pedestrians to walk to the CCC, and children's safety in the south-western unsurveilled and isolated portion |



| Community | environments that support a diverse range of people and facilitate social interaction. | |
|----------------|--------------------------------------------------------------------------------------------------|--|
| | The CCC proposal should be of value to the community. | |
| Recommendation | • None | |
| Principle 10 | Good design is the product of a skilled, judicious design process that results in attractive and | |
| Aesthetics | inviting buildings and places that engage the senses. | |
| | The building aesthetics and selection of materials and colours are appropriate. | |
| Recommendation | None | |

Key issues /recommendations

The Proposal for a Child Care Centre use on this site, the maximum 2-storey scale, and the aesthetics of the building and visually permeable fence are supported.

However, significant improvements are sought on the site planning, amenity, legibility and sustainability before full support. Relevant information also should be provided on the landscape design and sustainability strategy.

The key recommendations are:

- Provision of an optimal CCC design that improves the northern residential interface, safe and secure outdoor play spaces connected to activity rooms, legible and safe pedestrian access from the street to the CCC's front porch/door from within the car park and street, and continuous visually permeable boundary fences (refer also to the concept site planning examples on pp.6 and 7).
- Provision of a professionally prepared and detailed landscape design for the open spaces and verges with all relevant information including tree species.
- Location of all services and utilities in visually unobtrusive areas and with no amenity impact on the proposal and neighbours.
- Provision of legible bike parking racks.
- Integration of the rooms in the south-western "extension" within the overall CCC design
- Provision of a professionally prepared sustainability strategy for this proposal, and commitment to passive and active measures.
- Relocation of the sleep room and provision of a window for natural ventilation.
- Continuation of the footpath material in Bourke Way.

Refer to the Design Evaluation Report for the detailed commentary and recommendations.

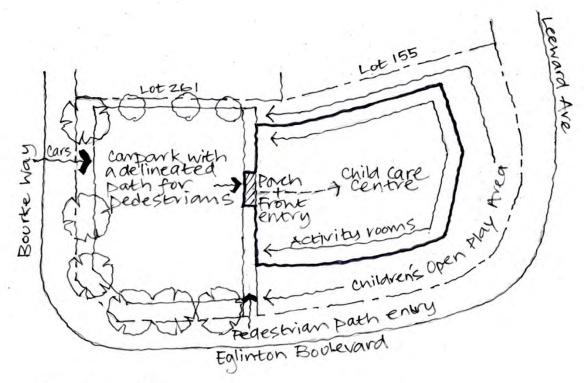
Signed by DRP member – Munira Mackay

Munica Merkay.

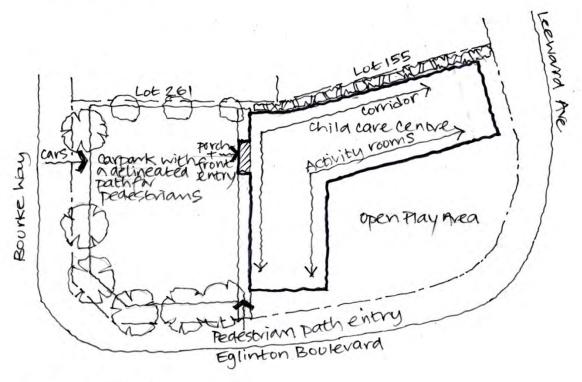
Dated: 06.12.24



Concept examples one and two



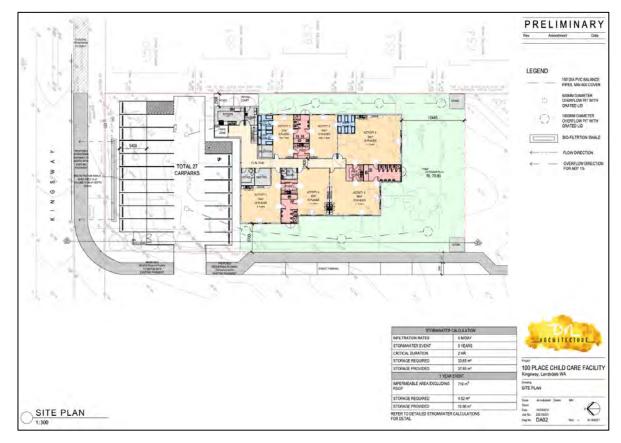
Example one



Example Two



Example plans of built CCCs – for reference purposes (Lansdale and Butler)





RESPONSE TO DESIGN REVIEW PANEL - CHAIR REVIEW

As part of the development assessment, the application was referred to a member of the City's Design Review Panel for comments. The comments were provided in accordance with the *State Planning Policy 7.0: Built Environment*; the built form and scale, community and aesthetic principles were evaluated as acceptable with no further recommendations. Recommendations for the principles, and our responses, are provided in **Table 3** below.

Table 3: Response to DRP Chair Review

| Design Element and Recommendations | Applicant Response | | | |
|---------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| Element 1: Context and Character | | | | |
| Provision of a compatible interface with residential Lot 155, as per the requirements of LPP 2.3. | The compatibility of the interface has been demonstrated by visual elevations showing the acoustic barrier presents as a patio to the adjoining properties and with an acoustic report demonstrating that noise impacts are mitigated to the point of compliance. | | | |

| Design Element and Recommendations | Applicant Response | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|
| 2. Provision of a direct relationship between the activity rooms and a safe and secure outdoor play area. Output Description: | The proposed play areas are directly aligned and accessible from the activity rooms. The western portion of the outdoor play area is intended to be fenced and used for supervised activity only, with vegetable gardens and similar activities proposed. Refer Appendix 1 for the updated site plan, showing additional fencing and landscaping arrangements to ensure this area is secure and only accessible with direct supervision. | | | | |
| Provision of legible and safe pedestrian access to the CCC's front porch/door from Bourke Way and within the carpark, and from the neighbourhood connector of Eglinton Boulevard. | Refer Appendix 1 for the updated site plan, showing the proposed pedestrian connection from the Eglinton Boulevard pedestrian path into the subject site. | | | | |
| A visually permeable boundary fence design, as per the requirements of LPP 4.6. | The proposed development includes provision of permeable boundary fencing, including use of Perspex for acoustic mitigation without preventing visibility. | | | | |
| Element 2: Landscape Quality | | | | | |
| Engage a landscape professional to design and specify requirements for all the open spaces on the site and in the verges to a high quality and to suit the residential context. | Refer Appendix 2 for the concept landscape plan, demonstrating the indicative open space design and planting. | | | | |
| Select appropriate tree species to contribute meaningfully to open areas on the site and in the verge. | | | | | |
| Element 3: Built Form and Scale | | | | | |
| No recommendations. The maximum 2-storey built form is appropriate for this context of existing predominantly one-storey residences. | Noted. | | | | |
| Element 4: Functionality and Build Quality | | | | | |
| Provide services and utilities in visually unobtrusive locations and where the amenity of the proposal and neighbours is unaffected. | All service and utility areas are proposed to be screened from public view, while ensuring adequate separation from the surrounding residential lots and maintaining convenient access and functionality. | | | | |
| Provide bike parking racks for staff and visitors. | Refer Appendix 1 , updated plan, showing provision for 3 bike parking racks adjacent to the building entrance. | | | | |
| Integrate the rooms in the south-western "extension" with the overall CCC design (refer also to the further comments in Principle 1 to improve legibility of the front door and provision of a path from Eglinton Boulevard). | The south-western "extension" includes the building entry, staff facility, laundry area, as well as the outdoor piazza and associated kitchen area. This area has been designed in accordance with the operators' standard practise, and will provide activation and visual interest towards Eglinton Boulevard, with break times likely to focus activity around the piazza and kitchen when the children gather for recess and lunch. Further, the laundry requires separation from the younger children activity rooms and sleep areas due to the potential impacts of noise. As such, the provided design ensures that the Eglinton Boulevard frontage is activated, while allowing for operations to occur in a logical and functional manner for the operator. | | | | |

| Design Element and Recommendations | Applicant Response |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Element 5: Sustainability | |
| Engage an ESD consultant at this stage to prepare a sustainability strategy for this proposal, and to provide a commitment to passive and active measures. | The requirement for completion of a sustainability strategy was not raised in our pre-lodgement meeting, and is not required under the Local Planning Framework. As such we have not engaged an ESD consultant. |
| Element 6: Amenity | |
| Relocate and provide an operable window to the sleep room. | The sleep area is not a separate room—it is integrated with Activity rooms 1 and 2, which provide solar access and natural ventilation across the rooms. The operator is experienced with the NCC requirements regarding rooms and we understand the proposed design of the sleep room is standard practice. |
| Provide a more optimal built form and soft landscape oriented solution for a compatible CCC interface with residential Lot 155. | The proposed development has been designed to ensure the mitigation of potential noise impacts from the outdoor play area onto Lot 155, with landscaping details to be finalised per detailed design outcomes. Alternative layouts would result in increased noise and amenity impacts on the residential lot. |
| Element 7: Legibility | |
| Refer to Principle 1 for comment on improving legibility for pedestrians to walk to the entry of the CCC from Bourke Way and within the carpark and from Eglinton Boulevarde. Continue the footpath material over the crossover in Bourke Way. | There is currently no provision for a pedestrian path along the eastern side of Bourke Way, meaning the continuation of the pedestrian path over the crossover would end abruptly at the site boundary. As such, the proposed pedestrian path has been designed to integrate with the crossover, providing pedestrian |
| , | access to the site from Eglinton Boulevard in accordance with the updated site plan (Appendix 1). |
| Element 8: Safety | |
| Refer to Principle 1 for comment on improving safety for pedestrians to walk to the CCC, and an improved location for the outdoor play area to relate directly to activity rooms. | Refer Appendix 1 for the updated site plan, showing the proposed pedestrian connection from the Eglinton Boulevard pedestrian path into the subject site. The proposed play areas are directly aligned and accessible from the activity rooms. The western portion of the outdoor play area is intended to be used for supervised activity only, with vegetable gardens and similar activities proposed. |
| Element 9: Community | |
| No recommendations. The CCC proposal should be of value to the community. | Noted. |
| Element 10: Aesthetics | |
| No recommendations. The building aesthetics and selection of materials and colours are appropriate. | Noted. |

As provided in Table 2 above, the proposed development plans have been updated, with additional details on landscaping and provision of a pedestrian connection from Eglinton Boulevard along Bourke Way added to the design. These elements, along with the confirmation of the relationship between the activity areas and the outdoor play spaces, adequately address the above comments in support of the proposal.





ENVIRONMENTAL NOISE REPORT

PROPOSED 96 PLACE CHILD CARE CENTRE LOT 260 (2) BOURKE WAY, EGLINTON

14th November 2024



PROJECT: Proposed Child Care - Lot 260 (2) Bourke Way

DATE: 14th November 2024 PROJ No: 24070 PAGE:

EXECUTIVE SUMMARY

Gabriels Hearne Farrell Pty Ltd was engaged by Oreana Property to undertake an environmental noise assessment for the proposed 96 place child care centre at Lot 260 (2) Bourke Way, Eglinton. The purpose of the assessment was to determine the required noise control to achieve compliance with the Environmental Protection (Noise) Regulations 1997.

The noise modelling confirms that compliance can be achieved with the aforementioned regulations if the following noise control and management practices are implemented:

Perimeter fencing

- 1800 mm solid fencing without gaps or slots (minimum density 8 kg/m²) is required along the entire northern boundary, sitting on the retaining walls (ie the top of the fences are 1800 mm above the ground level of the future residences).
- A shading structure is required along the northern edge of the outdoor play area, minimum extent shown in red in the image below. The northern edge of the shading structure is to abut the top of the boundary fence, then rake towards the building. The roofing of the shade structure is to have a minimum surface density of 8 kg/m².
- 1800 mm solid fencing without gaps or slots (>8 kg/m²) is required along the eastern edge of the outdoor play area, as illustrated in blue in the image below. This can be constructed of Perspex or glass if visual permeability is required.
- 1800 mm solid fencing without gaps or slots (>8 kg/m²) is required along a portion of the western boundary, as illustrated in blue in the image below. This can be constructed of Perspex or glass if visual permeability is required.

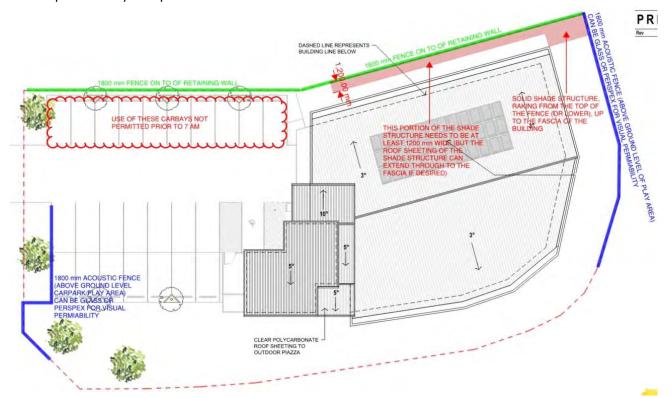


Figure 1

| Report Version | Author | Notes | Date |
|----------------|--------|--------------------|--------------------------------|
| 1 | | First formal issue | 14 th November 2024 |

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PROJECT: Proposed Child Care – Lot 260 (2) Bourke Way

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Carpark

Caipaik The 10 cer

The 10 car bays positioned adjacent the northern boundary are not permitted to be used prior to 7 am. Signage can be installed to notify parents of this requirement.

Mechanical services

- The Kitchen Exhaust Fan is to be located on the roof above the Kitchen, and shall have an outlet Sound Power Level of no greater than 69 dB(A).
- The condensing units are to be located centrally on the roof, to the east of the upper storey of the building. There shall be solid screening (minimum density of 10 kg/m²) along the northern and eastern sides of the condensing units, the screening being 200 mm taller than the condensing units themselves.
- The condensing units shall be side-discharge rather than top-discharge, and the total/combined Sound Power Level of the condensers shall not exceed 76 dB(A).

General management requirements

- Amplified speakers are not permitted within the outdoor play areas.
- When the external windows and doors of the Activity Rooms are open, music within these areas shall only be low-level background music (ie <65 dB(A)).
- With the external windows and doors of the Activity Rooms closed, the maximum permissible amplified music volume within these spaces is as follows:
 - 75 dB(A) within Activity 01, 02, 03, and 04.
 - 82 dB(A) within Activity 05 and Activity 06

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PROJECT: Proposed Child Care - Lot 260 (2) Bourke Way

DATE: 14th November 2024 **PROJ No**: 24070 PAGE:

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| 4 | NOISE LEVEL CRITERIA | 3. |
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| 7 | NOISE EMISSIONS FROM OUTDOOR PLAY AREAS | 5. |
| 8 | NOISE EMISSIONS FROM MECHANICAL SERVICES | 6. |
| 9 | NOISE EMISSIONS FROM THE CARPARK | 7. |
| 11 | NOISE BREAK-OUT FROM INTERNAL SPACES | 8. |
| 11 | CONCLUSION | 9. |

ATTACHMENTS

- APPENDIX A NOISE CONTOUR PLANS

| Report Version | Author | Notes | Date |
|----------------|--------|--------------------|--------------------------------|
| 1 | | First formal issue | 14 th November 2024 |

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PROJECT: Proposed Child Care – Lot 260 (2) Bourke Way

PROJ No: 24070

PAGE: 4th November 2024

PROJ No: 24070

1. INTRODUCTION

Gabriels Hearne Farrell Pty Ltd was commissioned to undertake modelling of the potential environmental noise emissions from the proposed 96 place Child Care Centre located at Lot 260 (2) Bourke Way, Eglinton. This report considers the following noise sources:

- Children playing within the outdoor play areas;
- Noise emissions from the mechanical plant (condensing units and kitchen ventilation equipment);
- Noise emissions from vehicles; and,
- Noise break-out from internal play spaces.

The purpose of the assessment was to ensure that the proposed development has the capability of complying with the Environmental Protection (Noise) Regulations 1997.

This report is based on the drawings issued October 31, 2024.

2. BACKGROUND

The proposed child care centre will have 96 places, and will be located at the corner of Eglinton Boulevard and Leeward Ave in Eglinton. The development is located in the Stage 4 area of the Elavale subdivision. As illustrated in Figure 1 below, the will be residences located to the east, north, and south of the proposed child care centre. To the south of Eglinton Boulevard is a conservation area and a future park.

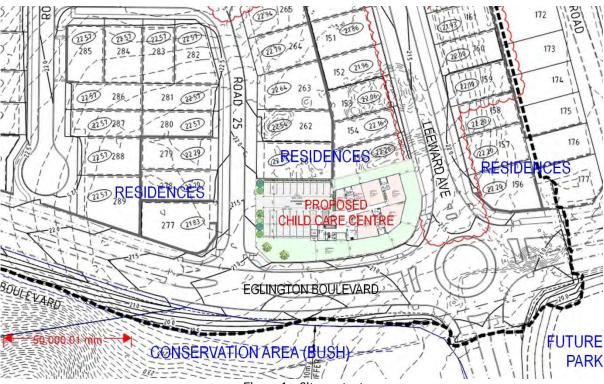


Figure 1 - Site context

The proposed child care centre will operate between 6:30 am and 6:30 pm Monday to Friday.

3. NOISE LEVEL CRITERIA

In Western Australia, noise transmission from one property to another is governed by the Environmental Protection (Noise) Regulations 1997. These regulations establish 'Assigned Levels' which are the noise levels that cannot be exceeded at surrounding noise sensitive premises.

DATE: 14th November 2024 PROJ No: 24070 PAGE:

3.1 'Assigned Levels' for the residential lots surrounding the child care centre

The 'Assigned Levels' for the future residences surrounding the child care centre are provided in Table 1 below. The 'Assigned Levels' are based on a Influencing factor of 0 dB, given that there are no major roads, secondary roads, or commercial premises within 450 metres of the residences.

| Part of premises receiving noise | Time of day | Assig | ned Level (c | IB) |
|-------------------------------------------------|--------------------------------------------------------------------------------------------|------------------|-----------------|--------------------|
| _ | | L _{A10} | L _{A1} | L _{A max} |
| Noise sensitive premises: highly sensitive area | 7 am to 7 pm Monday to Saturday | 45 | 55 | 65 |
| | 9 am to 7 pm Sunday and public holidays | 40 | 50 | 65 |
| | 7 pm to 10 pm all days | 40 | 50 | 55 |
| | 10 pm to 7 am Monday to Saturday and 10 pm to 9 am on Sundays and public holidays | 35 | 45 | 55 |

Table 1 - Assigned Levels for the residences

The table above refers to three types of 'Assigned Levels':

- L_{Amax} the noise level which is not to be exceeded at any time.
- the noise level which is not to be exceeded for more than 1% of the time (eg for more than 144 L_{A1} seconds over a 4 hour period).
- the noise level which is not to be exceed for more than 10% of the time (eg for more than 24 L_{A10} minutes over a 4 hour period).

3.2 **Noise Character**

Regulation 7 requires that the noise emission must be 'free' of annoying characteristics, namely tonality (eg whining, droning), modulation (like a siren), and impulsiveness (eg thumping). Where noise emissions do exhibit the above noise characteristics, an adjustment is made to the measured/calculated noise level:

5 dB is added to the measured level **Tonality** Modulation 5 dB is added to the measured level **Impulsiveness** 10 dB is added to the measured level

The above adjustments only apply where the 'noise character' is audible and measurable at both the noise source and noise receiver.

4. NOISE MODELLING PROCEDURE

The noise emissions from the proposed child care centre have been modelled using the SoundPLAN 9.1 software with the Concawe algorithm. This software allows the input of topographical data, building heights and forms, meteorological conditions, and noise source data. The software produces noise contour plans, indicating the predicted noise level over a given area.

4.1 **Meteorological Conditions**

The meteorological conditions used in the calculations were based on the document titled 'Guidance for the Assessment of Environmental Factors - Environmental Noise' prepared by DWER:

Temperature - 20°C

- Relative Humidity 50%
- Wind 4 m/s in all directions simultaneously.
- Pasquil Stability Class E

4.2 Topography and Building Form

The building form, height, and configuration were input into the noise model, based on the architectural drawings. Topography information was input based on the Elavale Stage 4 Earthworks Plan prepared by Cossill & Webley.

All roads and carpark areas were input into the noise model as hard reflecting ground surfaces.

It is worth noting that the ground level of Lot 155 north of the outdoor play areas is approximately 750 mm higher than the ground level of the proposed child care centre. Further more, Lot 261 directly north of the carpark has a ground level around 900 mm higher than the child care centre. Consequently, there will be a retaining wall along the entire northern boundary of the proposed child care centre.

4.3 Noise Level Data

The following noise level data was input into the noise model for the prediction of environmental noise emissions.

4.3.1 Children within the external play areas

We have been advised that the total capacity of the child care centre is 96 children. For the purpose of the assessment we have assumed that 70% of the maximum capacity will be playing outside at the same time. This is considered conservative as play times are generally staggered for each of the year groups.

The Sound Power Levels of children playing within the external areas has been based on the document titled 'Guideline for Child Care Centre Acoustic Assessment (Version 3.0)' published by the Association of Australasian Acoustic Consultants:

| Frequency (Hz) | 63 | 125 | 250 | 500 | 1k | 2k | 4k | dB(A) |
|-------------------|----|-----|-----|-----|----|----|----|-------|
| 0-2 years | 55 | 61 | 67 | 73 | 75 | 72 | 73 | 79 |
| Sound Power Level | | | | | | | | |
| 2-3 years | 66 | 72 | 78 | 84 | 86 | 83 | 75 | 90 |
| Sound Power Level | | | | | | | | |
| 3-5 years | 68 | 74 | 80 | 86 | 88 | 85 | 81 | 92 |
| Sound Power Level | | | | | | | | |

Table 2 – Sound Power Levels for children playing in the outdoor play areas

The above Sound Power Levels were input into the model as three area sources, at 1 metre above ground level.

Note – The above Sound Power Levels are for the modelling of L_{10} noise emissions. The assessment of L_{10} and L_{max} noise levels in relation to the external play areas is not necessary given that the L_{10} criteria is the dominant factor. Measurements undertaken in existing child care external play areas demonstrate that the L_{Amax} levels are typically less than 15 dB above the L_{A10} level. Whereas the L_{Amax} criteria is 20 dB above the L_{A10} criteria. Also, the L_{A1} levels we have measured in play areas are typically no more than 10 dB above the L_{A10} level. As such, if the modelling indicates that the L_{A10} criteria is met, then the L_{A1} and L_{Amax} criteria will also be met. However, complying with the L_{Amax} criteria does not necessarily imply that the L_{A10} criteria will be met.

The above statements are demonstrated in Table 3 below – Noise level measurements undertaken at an existing Child Care Centre.

| Measurement location | L _{A10} | L _{A1} | L _{Amax} |
|--------------------------------|------------------|-----------------|-------------------|
| Children playing – at 3 metres | 70.6 | 76.4 | 78.5 |
| Children playing – at 2 metres | 74.0 | 82.8 | 87.3 |

Table 3 – Noise level measurements undertaken at an existing child care centre

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4.3.2 Mechanical plant

At this early stage of the project the mechanical services design has not been undertaken, and equipment selections have not been made. However, the potential noise emissions from mechanical services have been modelled based on the equipment noise levels provided in Table 4.

| Frequency (Hz) | 63 | 125 | 250 | 500 | 1k | 2k | 4k | dB(A) |
|----------------------------|------|------|------|------|------|------|------|-------|
| Condensing unit (4 off) | 72.2 | 74.7 | 70.2 | 69.0 | 63.2 | 60.2 | 54.5 | 70 |
| Sound Power Level per unit | | | | | | | | |
| Kitchen Exhaust Fan | 68 | 67 | 63 | 63 | 64 | 62 | 60 | 69 |
| Outlet Sound Power | | | | | | | | |
| Level | | | | | | | | |

Table 4 – Sound Power Levels for the mechanical services

4.3.3 Vehicles within the carpark (car doors slamming)

An assessment of potential noise emissions from car doors slamming has been assessed, based on an L_{max} Sound Power Level of 84 dB(A):

| Frequency (Hz) | 63 | 125 | 250 | 500 | 1k | 2k | 4k | dB(A) |
|------------------------------------|----|-----|-----|-----|----|----|----|-------|
| Car door slamming | 92 | 91 | 84 | 81 | 78 | 73 | 69 | 84 |
| L _{max} Sound Power Level | | | | | | | | |

Table 5 - Sound Power Levels for a vehicle door slam

Other sounds associated with vehicles such as manoeuvring at low speed, engine ignition, etc are quieter than doors slamming, therefore these other noise sources have not been assessed. Furthermore, as per Regulation 3(1)(a), noise emissions from the propulsion and braking systems of motor vehicles are not governed by the Environmental Protection (Noise) Regulations 1997.

5. NOISE EMISSIONS FROM CHILDREN PLAYING IN THE OUTDOOR PLAY AREAS

The noise emissions from children playing in the outdoor play areas must not exceed the 'Assigned Level' of L_{10} 45 dB(A) at the surrounding residences. This is on the basis that children will not be permitted to play in the outdoor areas prior to 7 am.

Several modelling iterations were undertaken to determine the minimum extent of acoustic screening required along the various boundaries for the purpose of achieving a resultant noise level of L₁₀ 45 dB(A) or less at the surrounding residences. The noise modelling has determined the acoustic screening shall be detailed as follows:

- 1800 mm solid fencing without gaps or slots (minimum density 8 kg/m²) is required along the entire northern boundary, sitting on the retaining walls (ie the top of the fences are 1800 mm above the ground level of Lot 155 and Lot 261).
- A shading structure is required along the northern edge of the outdoor play area, minimum extent shown in red in Figure 2 on the following page. The northern edge of the shading structure is to abut the top of the boundary fence, then rake upwards towards the child care building. The roofing of the shade structure is to have a minimum surface density of 8 kg/m².
- 1800 mm solid fencing without gaps or slots (>8 kg/m²) is required along the eastern edge of the outdoor play area, as illustrated in blue in Figure 2.
- 1800 mm solid fencing without gaps or slots (>8 kg/m²) is required along a portion of the western boundary, as illustrated in blue in Figure 2.
- The fencing facing onto Eglinton Boulevard can be standard open/slotted type fencing (no acoustic treatment required).
- The 8 kg/m² surface density can be achieved by the following materials:
 - Single sheet of 6 mm fibre-cement.
 - Two layers of colorbond fencing.
 - Single leaf of masonry.
 - 4 mm glass.

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- 7 mm Perspex.
- 15 mm Pinelap fencing.

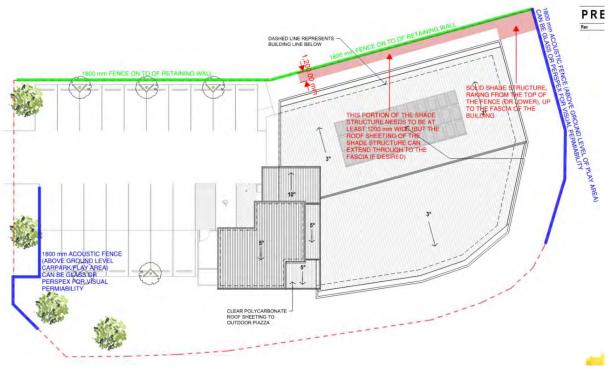


Figure 2 - Acoustic screening at the boundaries

5.1 Scenario 1 results (children playing in the outdoor play areas)

The Scenario 1 noise modelling results confirm compliance with the 'Assigned Level' of L_{10} 45 dB(A). Please refer to the Scenario 1 noise contour plan in Appendix A, and summary of results in the table below.

| Residence location | Calculated noise level (highest value) | Adjusted noise level | Assigned Level (daytime) | Compliance |
|--------------------|----------------------------------------------|--------------------------|--------------------------------|------------|
| Lot 155 | L ₁₀ 45 dB(A) | L ₁₀ 45 dB(A) | L ₁₀ 45 dB(A) | YES |
| Lot 261 | L ₁₀ 39 dB(A) | L ₁₀ 39 dB(A) | L ₁₀ 45 dB(A) | YES |
| Lot 156 | L ₁₀ 45 dB(A) | L ₁₀ 45 dB(A) | L ₁₀ 45 dB(A) | YES |
| Lot 157 | L ₁₀ 44 dB(A) | L ₁₀ 44 dB(A) | L ₁₀ 45 dB(A) | YES |
| Lot 277 | L ₁₀ 45 dB(A) | L ₁₀ 45 dB(A) | L ₁₀ 45 dB(A) | YES |
| Lot 278 | L ₁₀ 43 dB(A) | L ₁₀ 43 dB(A) | L ₁₀ 45 dB(A) | YES |

Table 5 – Scenario 1 results – Children playing in the outdoor play areas

NOTE – The noise emissions from children playing is not deemed to have 'annoying' characteristics as defined by Regulation 9, therefore no penalties apply. This is the view of all member firms of the Association of Australasian Acoustical Consultants.

6. NOISE EMISSIONS FROM THE MECHANICAL SERVICES

Given that the proposed child care centre will open prior to 7 am, the mechanical services may operate in the early morning period when the 'Assigned Level' is L_{10} 35 dB(A). The potential noise emissions have been modelling based on the following mechanical services configuration:

- Kitchen Exhaust Fan positioned on the roof above the kitchen, with an outlet Sound Pressure Level of 49 dB(A) at 3 metres.
- Four side-discharge condensing units located centrally on the roof as illustrated in Figure 3, with acoustic screening (solid with a density of >10 kg/m²) on the north and eastern sides (eg 9 mm

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> fibre-cement). The screening is to be 200 mm taller than the top of the condensing units. Visual screening is permitted on the southern side of the condensers (eg louvres).

Each of the four condensing units has a Sound Power Level of 70 dB(A), which is a combined/total Sound Power Level of 76 dB(A). A greater number of condensing units is permitted provided that the overall/combined Sound Power Level does not exceed 76 dB(A).

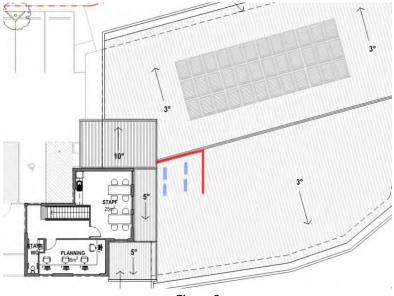


Figure 3

6.1 Scenario 2 results (mechanical services noise emissions)

The Scenario 2 noise modelling results are presented on the noise contour plan in Appendix A. As per the summary of results in Table 6, the resultant noise levels are the surrounding residential lots are compliant with the stringent pre-7 am criteria.

| Residence location | Calculated noise level (highest value) | Adjusted noise level (including + 5 dB penalty for 'tonality') | Assigned Level (prior 7 am) | Compliance |
|--------------------|----------------------------------------------|----------------------------------------------------------------|-----------------------------------|------------|
| Lot 155 | L ₁₀ 30 dB(A) | L ₁₀ 35 dB(A) | L ₁₀ 35 dB(A) | YES |
| Lot 261 | L ₁₀ 30 dB(A) | L ₁₀ 35 dB(A) | L ₁₀ 35 dB(A) | YES |
| Lot 156 | L ₁₀ 28 dB(A) | L ₁₀ 33 dB(A) | L ₁₀ 35 dB(A) | YES |
| Lot 157 | L ₁₀ 25 dB(A) | L ₁₀ 30 dB(A) | L ₁₀ 35 dB(A) | YES |
| Lot 277 | L ₁₀ 20 dB(A) | L ₁₀ 25 dB(A) | L ₁₀ 35 dB(A) | YES |
| Lot 278 | L ₁₀ 21 dB(A) | L ₁₀ 26 dB(A) | L ₁₀ 35 dB(A) | YES |

Table 6 - Scenario 2 results - Mechanical services

Please note that the cumulative noise levels of the mechanical services and children playing will comply with the post 7 am 'Assigned Levels' of L₁₀ 45 dB(A). This is because the mechanical services noise levels are 10 dB below the predicted outdoor play area noise emissions.

Scenario 2 demonstrates that it is possible for the mechanical services to comply with the 'Assigned Levels'. If an alternative mechanical services arrangement is documented (eg condensing units positioned elsewhere), the potential noise emissions shall be checked prior to the lodgement of the Building Permit.

7. NOISE EMISSIONS FROM THE CARPARK

7.1 Scenario 3A - Use of the carpark after 7 am

Scenario 3A was undertaken to demonstrate that car doors slamming in the carpark can comply with the relevant L_{max} 'Assigned Level'. After 7 am the 'Assigned Level' to be achieved at the surrounding residential lots is L_{max} 65 dB(A).

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For the purpose of the noise model, two car doors slams were input into the model:

- One located in the north-west corner of the carpark. This is the worst case position in relation to proximity to the future residences.
- Another one located at the east end of the north car bays.

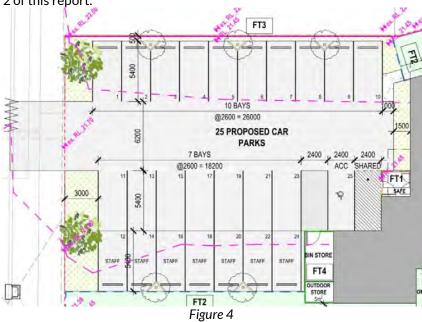
| Residence location | Calculated noise level (highest value) | Adjusted noise level (including + 10 dB penalty for 'impulsivenss') | Assigned Level (after 7 am) | Compliance |
|--------------------|----------------------------------------------|---------------------------------------------------------------------|-----------------------------------|------------|
| Lot 261 | L _{max} 51 dB(A) | L _{max} 61 dB(A) | L _{max} 65 dB(A) | YES |
| Lot 277 | L _{max} 46 dB(A) | L _{max} 58 dB(A) | L _{max} 65 dB(A) | YES |
| Lot 278 | L _{max} 48 dB(A) | L _{max} 58 dB(A) | L _{max} 65 dB(A) | YES |

Table 7 - Scenario 3A results - Car door slams in carpark

7.2 Scenario 3B - Use of the carpark prior to 7 am

It is acknowledged that some staff will arrive prior to 6:30 am, and there may be child drop-offs prior to 7 am. In both situations the 'Assigned Level' prior to 7 am is L_{max} 55 dB(A). The Scenario 3B noise modelling indicates that compliance can be achieved with the 'Assigned Level' of L_{max} 55 dB(A) by not permitting the use of the 10 car bays that are along the northern boundary prior to 7 am.

Scenario 3B was based on two car door slams occurring simultaneously in the southern car bays. This is a reasonable proposition given that that the very southern row of car bays are already assigned as staff bays. This is illustrated in Figure 4 below. Please note that the Scenario 3B included the solid acoustic screening shown in Figure 2 of this report.



The Scenario 3B results are provided on the noise contour plan in Appendix A, and summarised in Table 8 below.

| Residence location | Calculated noise level (highest value) | oise level level | | Compliance |
|--------------------|----------------------------------------------|---------------------------|---------------------------|------------|
| Lot 261 | L _{max} 44 dB(A) | L _{max} 54 dB(A) | L _{max} 55 dB(A) | YES |
| Lot 277 | L _{max} 46 dB(A) | L _{max} 51 dB(A) | L _{max} 55 dB(A) | YES |
| Lot 278 | L _{max} 45 dB(A) | L _{max} 55 dB(A) | L _{max} 55 dB(A) | YES |

Table 8 – Scenario 3B results – Car door slams in carpark prior to 7 am

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It is recommended that signage be installed on the north fence advising parents that they are not permitted to use the car bays 1 to 10 prior to 7 am.

8. NOISE BREAK-OUT FROM INTERNAL SPACES

At times amplified music may be played within the indoor play areas. It is important that the external windows and doors of these areas are kept shut whilst louder music is being played. Our calculations suggest that the maximum allowable music volume within the indoor spaces is L_{eq} 75 dB(A) in Activity Rooms 01, 02, 03, and 04 and L_{eq} 82 dB(A) in Activity Rooms 05 and 06, in order to ensure compliance with the 'Assigned Levels' are maintained. This is based on the external glazing of the Activity Rooms being 6 mm standard glass.

When the external windows and doors of the Activity Rooms are open, the music shall only be low level background music (<65 db(A)).

Note - Speakers are not permitted in the outdoor play areas.

9. CONCLUSION

The potential noise emissions from the proposed Child Care Centre at Lot 260 (2) Bourke Way, Eglinton, have been assessed using the *SoundPlan 9.1* software. The noise modelling suggests that the noise emissions from the proposed facility can comply with the Environmental Protection (Noise) Regulations 1997.

Compliance is reliant on the following noise control and management strategies:

- Acoustic screening along the boundaries in accordance with Figure 1 and 2 of this report;
- Appropriate selection and acoustic screening of the roof-top mechanical plant, as discussed in Section 6 of this report;
- The car bays along the northern boundary (bays 1 to 10) are not permitted to be used prior to 7

Regards,

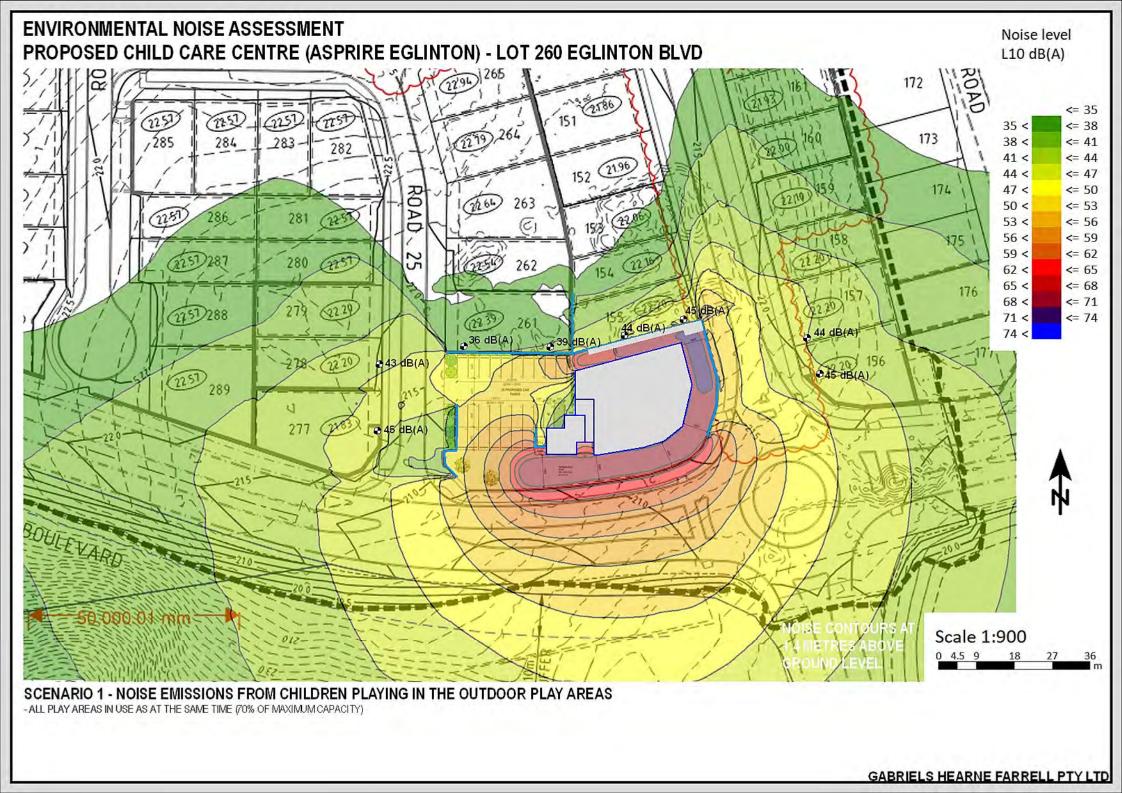
Director M.A.A.S.

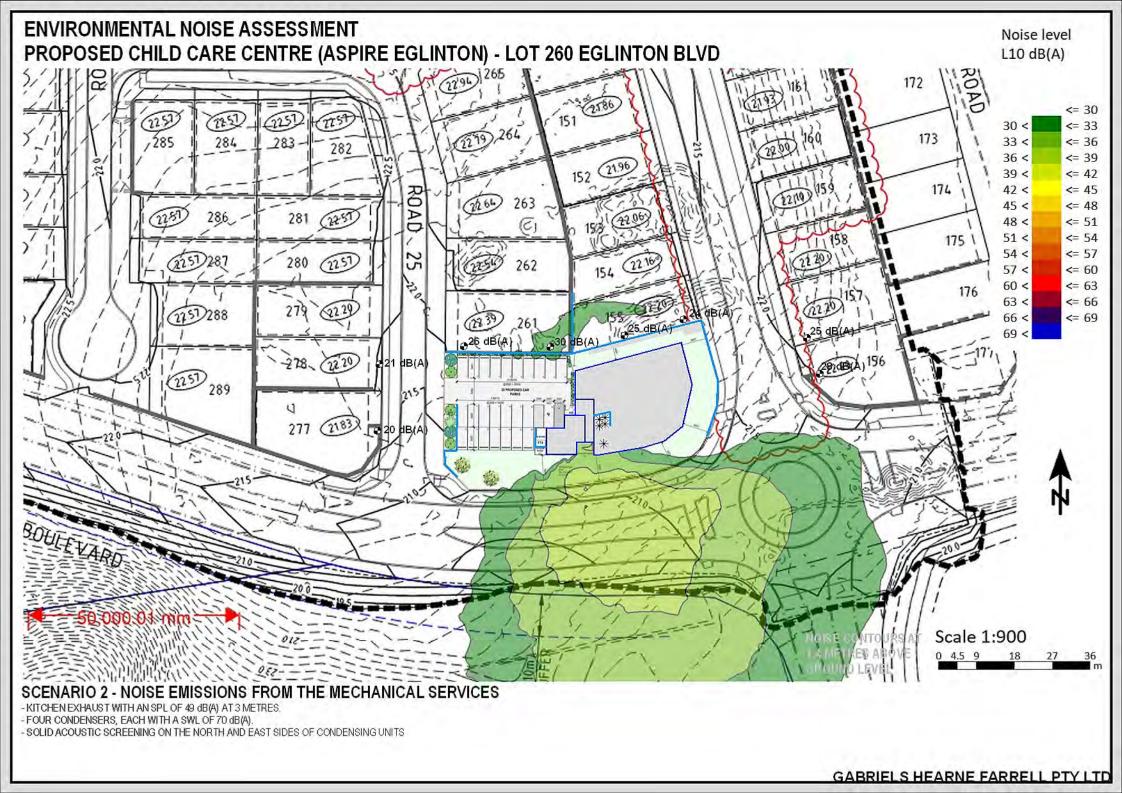
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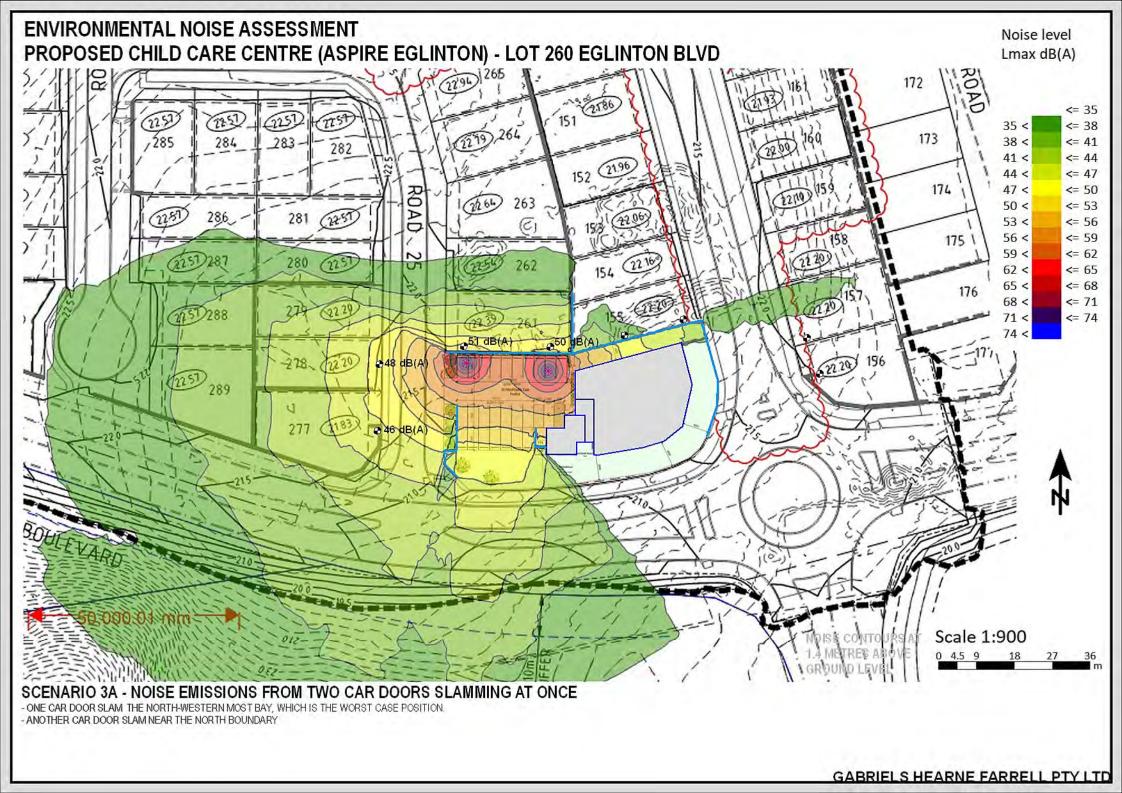
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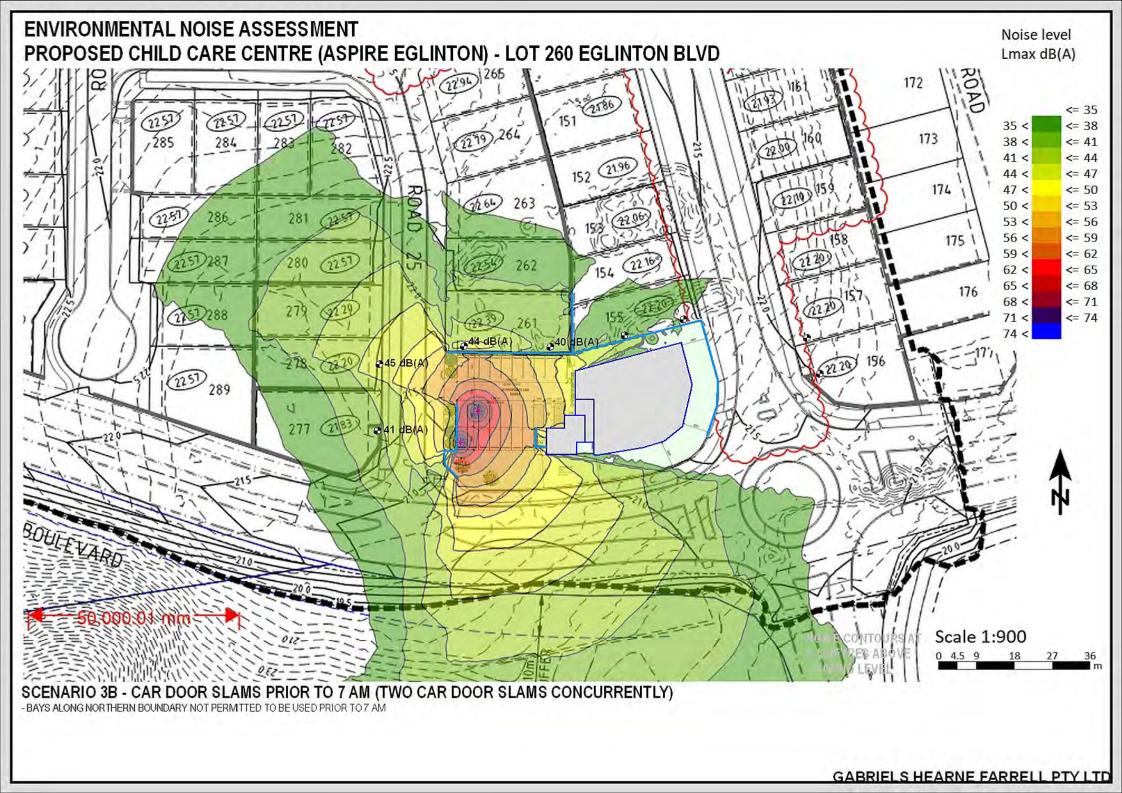
ATTACHMENTS

- APPENDIX A NOISE CONTOUR PLANS











PTG.00869

Transport Impact Statement Lot 260 (2) Bourke Way, Eglington

14 November 2024 | Revision B

Prepared for Eglinton Childcare Holdings Pty Ltd



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REPORT DETAILS

Unique Document Identification

| | Information |
|----------------|----------------------------------------------------------------|
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| Project Number | PTG.00869 |
| Document ID | Rev A |
| Client | Eglinton Childcare Holdings Pty Ltd |

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Revision Details

| Revision No. | Date | Comments | |
|--------------|------------------|--------------|--|
| Rev A | 28 October 2024 | For Issue | |
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| | | | |

Document Approval

| Author | Approved By | | |
|-------------------|-------------------------------|--|--|
| Dana Romic | Ray Cook | | |
| Transport Planner | Director - Transport Advisory | | |
| | | | |

1 INTRODUCTION

1.1 Background

PTG Consulting Pty Ltd (PTG) has been commissioned by Eglinton Childcare Holdings Pty Ltd to prepare a Traffic Impact Statement (TIS) for a proposed Child Care Centre located at Lot 260 (2) Bourke Way, Eglington.

This TIS report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 1 – Individual Developments (2016) and the Transport Impact Statement (TIS) Checklist is included at **Appendix A**.

This report aims to assess the transport operations of the Site internally and its connections to the adjacent road network, with a focus on traffic volumes, access and accessibility.

This report also outlines the requirements and opportunities associated with traffic and transport within the development, referencing relevant Council and WAPC policies and guidelines as well as best-practice planning within Western Australia.

2 PROPOSED DEVELOPMENT

2.1 Existing Land Use

The Site is located at Lot 260 (2) Bourke Way, Eglington. Refer to **Figure 1** for the Site location. The Site will form part of a future subdivision, to which then a formal street name will be allocated.



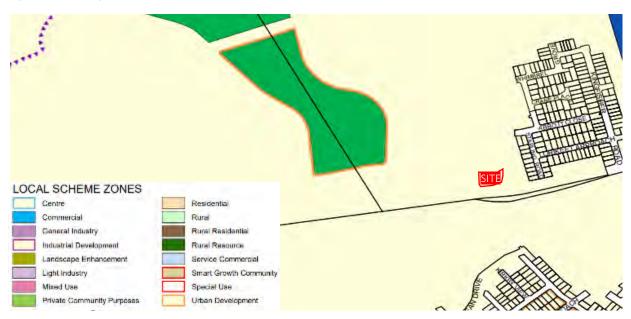


Source: Locate V5 Mapping (2024)

2.2 Context with Surrounds

Pursuant to the provision of the *City of Wanneroo District Planning Scheme No.2* (DPS2), the Site is zoned *'Urban Development'* and is wholly surrounded by other urban development land uses. **Figure 2** shows the Site zoning.

Figure 2 Site Zoning



Source: City of Wanneroo

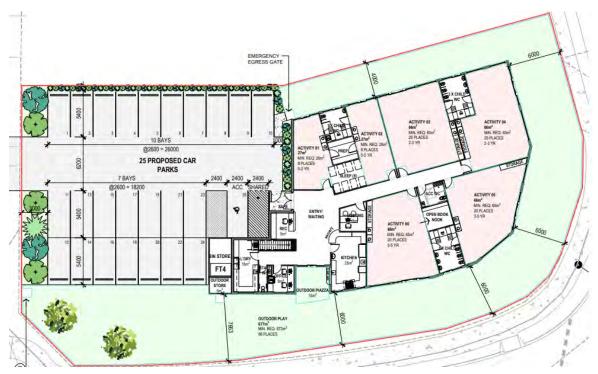
2.3 Development Land Use

The proposal is for a Child Care Centre, comprising of the following site-specific design components:

- > Up to 96 children;
- > 16 staff members; and
- > 25 car parking bays (including 1 ACROD bay).

The layout of the proposed childcare centre at the Site is shown below in Figure 3.

Figure 3 Proposed Layout



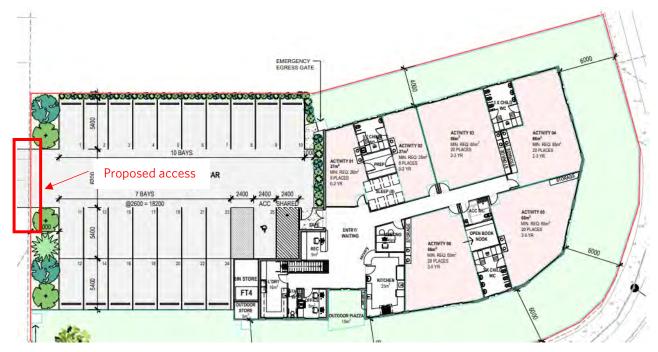
Source: ON Architecture (2024)

3 VEHICULAR ACCESS AND PARKING

3.1 Access Arrangements

A new two-way vehicular access is proposed via a future access road to the west of the Sites car park. The access arrangements are shown in **Figure 4**.

Figure 4 Access Arrangements



Source: ON Architecture (2024)

3.2 Public, private, disabled parking set down/pick up

The Statutory parking requirements, in accordance with the *City of Wanneroo Local Planning Policy 2.3 – Child Care Centres*, have been considered in the context of the proposed development and are summarised in **Table 1** below.

Table 1 Parking Provision and Supply

| Land Use | Parking Required | Yield | Total Bays Required | Parking Provided |
|----------------------|---------------------------------------------------------------------------------------------------------|-----------------------|------------------------|---------------------|
| Child Care Centre | (55 or more children) 9 bays plus 1 per 8 children accommodated in excess of 54 1 bay per staff member | 96 Children 16 Staff | 14 bays 16 bays | 25 bays |
| | | | | |
| Total | | | 30 bays | 25 bays |
| Shortfall | 6 bays | | | |

It is anticipated that the Site will accommodate a maximum of 96 children and 16 staff members.

A total of 25 car parking bays are provided on Site, 14 of those bays will be allocated for staff only (including all of the inner trapped tandem bays) whilst the other 11 bays will be available for parents to use during drop-off/pick-up times. This represents a minor shortfall of 3 bays for pick-up/drop-off and 2 bays for staff. Operations at the Site will be managed to minimise any potential impact of the parking shortfall against statutory requirements.

Due to the nature of a childcare centre, the key parent pick-up/drop-off periods extend over a 90-120 minute period, related to external factors such as school and work starting times. This means that parking demand is spread over a considerable period of time. With the large number of bays available for drop-off/pick-up, and the short duration of drop-off/pick-up activity (<8 minutes - NSW RTA), it is unlikely that all visitor bays would be occupied more than momentarily. With the peak inbound traffic flow calculated at 40 vehicles per hour, with an average stay of 8 minutes, the average occupancy of the visitor bays has been calculated to show that each bay would only be occupied 48% of the time during the peak hour.

It is also unlikely that the proposed childcare centre would operate as its theoretical maximum capacity at all times. The actual attendance in similar facilities is approximately 85% of legal capacity, rarely reaching 90%.

This analysis is supported by staff sign-in sheets provided by the proponent of this development. The survey data provided was taken from three childcare centres over a period of six days. One site is in Western Australia and the other two in Victoria. Our review identified that maximum staffing levels at these childcare centres tended to occur outside of peak pick-up/drop-off periods – typically just prior to the midday lunch period where staff breaks are scheduled, and lunch meal preparation is performed. The surveys revealed that by 9:30am, 13 staff are typically on site, with the 16 staff peak being hit at around 10:30am. Staff numbers would then start to drop again soon after, with less than 14 staff on site from 2:30pm onwards. As such, when the occasional staff demand exceeded the allocation of the 14 staff bays, incidental parking within the visitor bays can be permitted without impacting parent use of on-site parking. Internal parking bay allocation by centre management will ensure that staff that need to be on site during the peak drop off and pick up periods will be allocated staff parking bays.

Overall, it is considered that the on-site visitor and staff parking bays proposed are sufficient and can cater for staff and potential parent pick-up/drop-off, with the parking supply sufficient for the predicted peak demand, even when the centre operates at maximum capacity.

4 SERVICE/DELIVERY VEHICLES (NON-RESIDENTIAL)

4.1 Access Arrangements

Swept paths were conducted using a B85 vehicle as shown in **Figure 5**, **Figure 6** and **Figure 7**. No issues were identified, and the vehicle was able to manoeuvre through the Site.

Figure 5 B85 Swept Path



Figure 6 B85 Swept Path

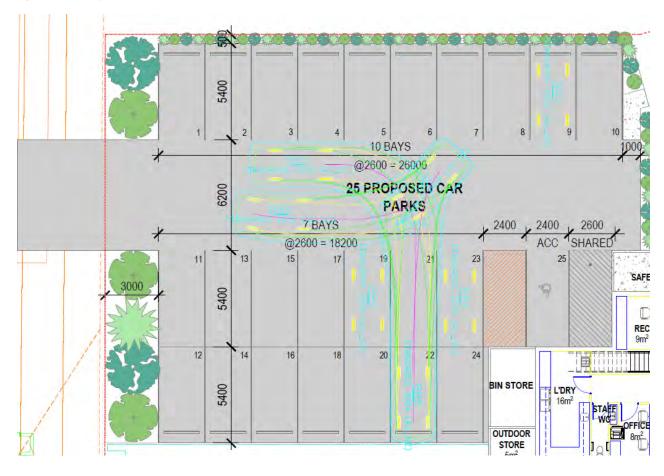
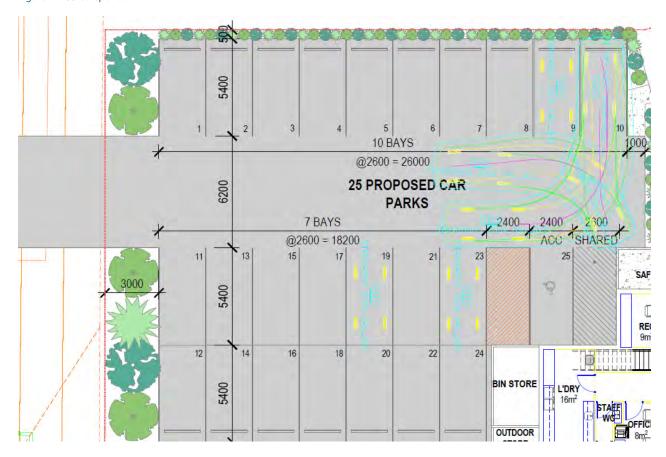


Figure 7 B85 Swept Path



5 SERVICE VEHICLES (RESIDENTIAL)

Not applicable as the proposal is for a Child Care development (see next section).

6 HOURS OF OPERATION (NON-RESIDENTIAL)

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

> Monday to Friday (6:30AM - 6:30PM).

7 TRAFFIC VOLUMES

7.1 Development - Daily / Peak Traffic Volumes

The trip generation rates from the Institute of Transport Engineers (ITE) Trip Generation were used to estimate the number of vehicles generated by the proposed development.

The trip generation rate is presented in **Table 2**.

Table 2 Trip Generation Rates

| Land Use Source | Source | Yield | Trip Generation | Daily | |
|-------------------|---------|-------------|-----------------|-------|------|
| | rieid | AM | PM | Daily | |
| Child Care Centre | ITE 565 | 96 Children | 0.79 | 0.81 | 4.09 |

Directional trip distribution rates and estimated trips generated for the site are detailed in **Table 3** and **Table 4**.

Table 3 Directional Trip Distribution Rates

| Land Use | AM Peak | | PM Peak | | Daily | |
|----------------------|---------|-----|---------|-----|-------|-----|
| | ln | Out | ln | Out | ln | Out |
| Child Care Centre | 53% | 47% | 47% | 53% | 50% | 50% |

Table 4 Development Trip Generation

| Land Use | AM Peak | | PM | Peak | Daily | |
|----------------------|---------|-----|----|------|-------|-----|
| | In | Out | ln | Out | In | Out |
| Child Care Centre | 40 | 36 | 36 | 41 | 196 | 196 |
| Total | 76 | | 77 | | 392 | |

The estimated peak hour trip generation is 76 vehicles in the AM Peak Hour, 77 vehicles in the PM Peak Hour and 392 Daily trips. Based on the numbers above, this low volume of trip generation is anticipated to have only a low to moderate impact on the surrounding road network.

7.2 Types of Vehicles

Based on the land use the main type of vehicles will be private cars accessing the development and occasional service/delivery vehicles, likely to be small van sized.

8 TRAFFIC MANAGEMENT ON FRONTAGE STREETS

7.3 Existing Intersections

The following discusses the intersections that surround the Site:

Site Access / Eglinton Boulevard

Eglinton Boulevard and other surrounding streets will have a default speed limit of 50km/h and should be straight and level, providing good forward and turning visibility. The access will be built to a conventional standard appropriate for the level of demand in accordance with ASNZ 2890.1 and City standards.

7.4 Daily / Peak Traffic Volumes

Given that the surrounding local roads are yet to be constructed, no existing traffic counts exist. Regional weekday traffic volumes were obtained from Main Roads WA Traffic Map for key road sections in the vicinity of the Site and are shown below in **Table 5**.

Table 5 Existing Traffic Volumes on adjacent Roads

| Location | | Weekday Traffic Volumes (two-way) | | | |
|------------------------------------------|------|-----------------------------------|-----------------|--------------|--|
| | | Daily | AM Peak Hour | PM Peak Hour | |
| Marmion Avenue (South of Pipidinny Road) | 2021 | 13,164 | 1,200 | 1,279 | |
| Marmion Avenue (North of Pipidinny Road) | 2022 | 12,784 | 1,135 | 1,252 | |

Source: Main Roads WA

7.5 Future Road Network

No changes to the future road network within close proximity to the Site are proposed in the short term. All roads are expected to be laid out and constructed as per the approved subdivision plan.

9 PUBLIC TRANSPORT ACCESS

9.1 Nearest Bus / Train Routes

Bus services 491 and 492 run along Marmion Avenue and travel to Alkimos Station. The Eglinton Train Station is located approximately 1km from the Site and Travels to the Perth CBD.

9.2 Nearest Bus Stops

The nearest bus stop to the Site currently is located approximately 500m away along Marmion Avenue as shown in **Figure 8**.

Figure -8 Nearest Bus Stop



Source: Locate V5 Mapping (2024)

9.3 Pedestrian / Cycle links to bus stops

N/A.

9.4 Future Public Transport Facilities

PTG contacted the Public Transport Authority (PTA) and were not advised of any changes to the public transport services or facilities. Future public transport routes may be provided by the PTA within the subdivision area once potential patronage warrants.

10 PEDESTRIAN AND CYCLE ACCESS FACILITIES

10.1 Existing Pedestrian / Cycling Network

The following discusses the characteristics of the surrounding pedestrian / cycle network:

- > No footpaths are currently provided, however it is assumed a minimum of 1 footpath will be provided along the future access road.
- > The site is considered adequate for pedestrian connectivity.

10.2 Future Pedestrian / Cycling Network

PTG contacted the City of Wanneroo and were not advised of any changes to the pedestrian/cycle networks.

11 SITE SPECIFIC ISSUES

N/A.

12 SAFETY ISSUES

No crashes were recorded within close proximity to the Site. The local street environment proposed within the subdivision are expected to be compliant with Liveable neighbourhoods and are not expected to present as a safety concern.

13 TRAVEL PLANNING

N/A.

14 SUMMARY AND CONCLUSIONS

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 - Individual Developments (2016); the checklist is included at **Appendix A**.

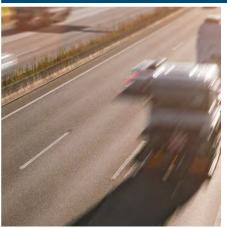
The following conclusions can be drawn from this TIS:

- > The predicted traffic increase from the development is expected to be low to moderate;
- > Public transportation is provided within the surrounding area, with future improvements likely;
- > Pedestrian / bike network is expected to be acceptable within the surrounding area;
- > Proposed parking provisions within the site are sufficient in order to accommodate the proposed development; and
- > Due to the nature of the development, it is envisaged that any impact on road safety would be negligible.



Appendix A WAPC CHECKLIST FOR INDIVIDUAL DEVELOPMENT - TRANSPORT IMPACT STATEMENT





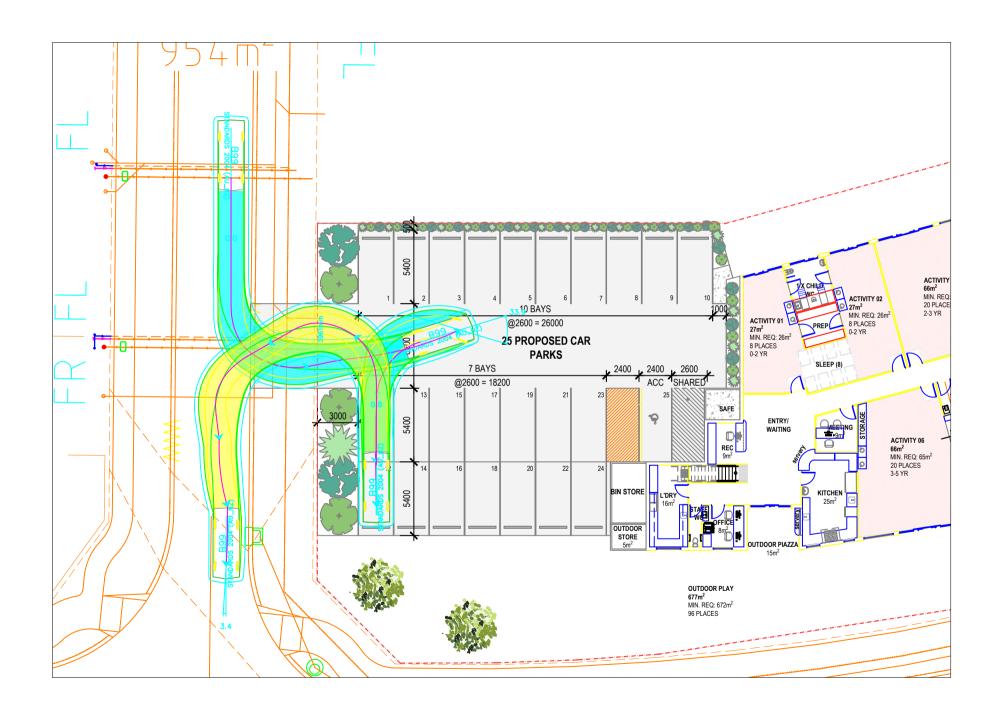
APPENDIX A

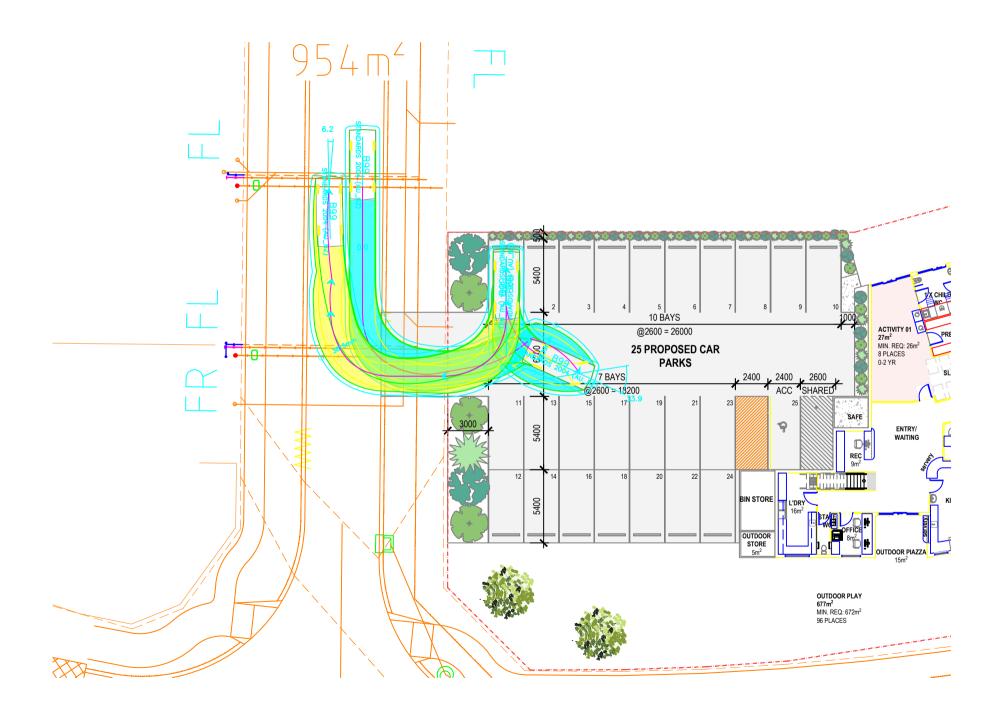
| ltem | Status | Comments/Proposal |
|----------------------------------------------------------------|------------|-------------------|
| Proposed development | Section 2 | |
| proposed land use | Section 2 | |
| existing land uses | Section 2 | |
| context with surrounds | Section 2 | |
| Vehicular access and parking | Section 3 | |
| access arrangements | Section 3 | |
| public, private, disabled parking set down / pick up | Section 3 | |
| Service vehicles (non-residential) | Section 4 | |
| access arrangements | Section 4 | |
| on/off-site loading facilities | Section 4 | |
| Service vehicles (residential) | Section 5 | |
| Rubbish collection and emergency vehicle access | Section 5 | |
| Hours of operation (non-residential only) | Section 6 | |
| Traffic volumes | Section 7 | |
| daily or peak traffic volumes | Section 7 | |
| type of vehicles (e.g. cars, trucks) | Section 7 | |
| Traffic management on frontage streets | Section 8 | |
| Public transport access | Section 9 | |
| nearest bus/train routes | Section 9 | |
| nearest bus stops/train stations | Section 9 | |
| pedestrian/cycle links to bus stops/train station | Section 9 | |
| Pedestrian access/facilities | Section 10 | |
| existing pedestrian facilities within the development (if any) | Section 10 | |
| proposed pedestrian facilities within development | Section 10 | |
| existing pedestrian facilities on surrounding roads | Section 10 | |
| proposals to improve pedestrian access | NA | |
| Cycle access/facilities | 10 | |
| existing cycle facilities within the development (if any) | Section 10 | |
| proposed cycle facilities within the development | N/A | |
| existing cycle facilities on surrounding roads | Section 10 | |
| proposals to improve cycle access | N/A | |
| Site specific issues | Section 11 | |
| Safety issues | Section 12 | |
| identify issues | N/A | |
| remedial measures | N/A | |

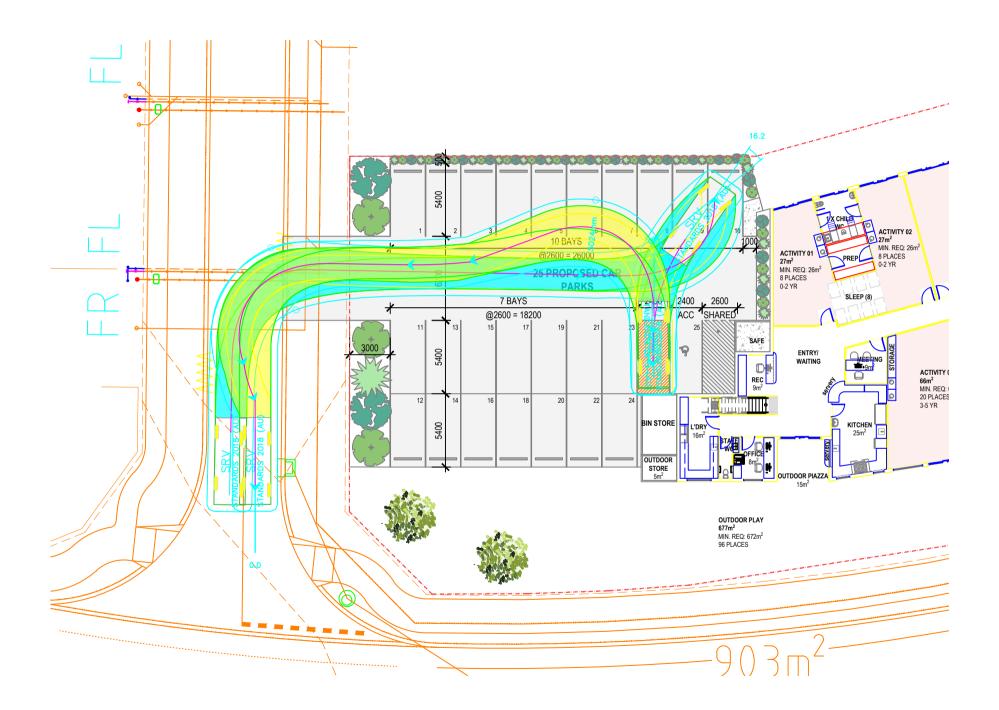












PLANT KEY

| Code | Botanical Name | Common Name | Ht. x Width at Maturity | Pot Size / Planted Height | No. Req |
|-------|----------------------------------------------------|-------------------------|-------------------------|---------------------------------|------------|
| CANO | PPY TREES | | | | |
| A.AB. | Acer x freemanii 'Jeffersred' 'Autumn Blaze' | Autumn Blaze Maple | 10-12x8-9m | 50cm/2m | 1 |
| A.B. | Agonis flexuosa 'Burgundy' | Burgundy Willow Myrtle | 7-8x5-6m | 40cm/2m | 3 |
| B.BD. | Brachychiton populneus x acerifolius 'Bella Donna' | Flame Tree | 8-10x5-6m | 50cm/2m | 3 |
| C.an. | Cupaniopsis anacaroides | Tuckeroo | 8-10x7-9m | 50cm/2m | 2 |
| L.N. | Lagerstroemia indica x faueri 'Natchez' | Natchez Crepe Myrtle | 7-8x4-5m | 50cm/2m | 3 |
| L.Tu. | Lagerstroemia indica x faueri 'Tuscarora' | Tuscarora Crepe Myrtle | 7-8x4-5m | 50cm/2m | 8 |
| LARGE | SHRUBS/SMALL TREES | | | | |
| A.LM. | Acacia cognata 'Lime Magik' | Lime Magik River Wattle | 3.5-4x3-4m | 30cm | 2 |
| C.KP. | Callistemon citrinus 'Kings Park special' | Kings Park Bottlebrush | 4-5x3-4m | 30cm | 3 |
| SHRUB | S & GROUNDCOVERS | | | | |
| C.BJ. | Callistemon viminalis 'Better John' | Better John Bottlebrush | 0.8x0.8m* | 20cm | 16 |
| C.S. | Callistemon viminalis 'Slim' | Slim Bottlebrush | 2.5x1.2m* | 20cm | 30 |
| C.u. | Chamelacium uncinatum | Geraldton Wax | 2x1.8m | 20cm | 2 |
| C.a. | Chrysocephalum apiculatum | Common Everlasting | 0.2x1m | 15cm | 28 |
| C.FB. | Correa X 'Federation Bells' | Federation Bells Correa | 0.5x1m | 15cm | 13 |
| L.b. | Leucophyta brownii | Silver Cushion Bush | 0.6x1m | 20cm | 7 |
| N.N. | Nandina domestica 'Nana' | Dwarf Nandina | 0.6x0.5m* | 15cm | 48 |
| S.MC. | Scaevola albida 'Mauve Clusters' | Mauve Fan-flower | 0.2x1.2m | 15cm | 9 |
| W.WG. | Westringia fruticosa 'Wyngabbie Gem' | Native Rosemary | 1.8x1.5m* | 20cm | 42 |
| ACCE | NT PLANTS | | | | |
| A.BR. | Anigozanthus flavidus 'Big Red' | Red Kangaroo Paw | 0.8x0.8m | 20cm | 26 |
| D.b. | Dietes bicolor | Yellow Wild Iris | 0.8x0.8m | 20cm | 20 |
| | | | | | |

CANOPY TREES LARGE SHRUBS/SMALL TREES SHRUBS & GROUNDCOVERS *** ACCENT PLANTS MULCHED GARDEN BEDS PERMEABLE SYNTHETIC TURF SURFACE (Indicative area and locations only) (Indicative area and location only) ASHPHALT OR CONCRETE HARDSTAND PAVING (To Architect's/Engineer's details) CONCRETE PAVING (To Architect's/Engineer's details) PROPOSED COMPACTED GRAVEL PAVING (SUCH AS 'DROMANA GRAVEL TOPPINGS' OR SIMILAR) SHADE SAIL (Indicative size and location only)

TREATED PINE TIMBER GARDEN

BED EDGING (30x80mm)

FENCE TYPE KEY

* Maintain at approximately the size noted in this plant key.

- BATT FENCE
- 1800h ALUMINIUM BATT FENCE
- 2750h MASONRY WALL WITH ANGLED RETURN (REFER DETAIL)
- 1800h COLORBOND FENCE
- 1800h SIGNAGE/ BANDING WALL
- 1800h ACOUSTIC FENCE W/ PERSPEX

ESTABLISHMENT & MAINTENANCE NOTES

- 1. The site is to be cleared of all debris and builders rubble.
- All weed species on site shall be eradicated. 3. SOILS: Soils shall be incorporated into garden bed areas. A 5-way 'Landscape Blend' soil mix, or any weed free sandy loam/clay mix with added compost, should be added to a minimum depth of about 200mm. 4. PLANTING:
- Plant species shall be true to type and there should be no alterations or substitution of nominated species or cultivars without the written consent of the Landscape Architect/Designer. Specific plant species and cultivars have been selected for their size, and form and other cultivars might not be suitable for the specified location.
- All plant stock shall be checked by Contractor and must be healthy and disease free. Planting must be undertaken in accordance with sound horticultural practices, with holes dug to
- twice the size of the root ball. Holes should be backfilled, to top of root ball. Avoid excessive compaction of soil.
- All plants must be thoroughly hand watered just after planting. • All trees must comply with Australian Standard AS2303:2018 - Tree Stock for Landscape Use.

course grade 'soft fall' pine bark mulch.

- All trees must be planted by an AQF Level 3 Qualified Arborist, Landscape Gardener or
- FERTILIZER: Slow release fertiliser, suitable for mixed plant species (eg: 9-month osmocote), shall be applied at time of planting in accordance with manufacturer's recommended dose rates and
- 5. MULCH: All garden bed areas shall be mulched to a minimum depth of 80mm with a fine grade
- 6. IRRIGATION: An automated 20mm PVC irrigation system to be installed to all garden bed areas. Typically use 'Netafilm Scapeline' 2lph non pressure compensating 13mm 'Trickle Tube' irrigation
- system @ 300mm centres for garden beds (or similar). 15. DRIVEWAY/CARPARK: To be to Architects / Engineer's details.
- 16. GARDEN EDGING: Garden bed / lawn / path edging to be 30x80mm treated pine edging held in
- place with hardwood pegs and galvanised screw. Edging to be finished flush with synthetic lawn 17. SYNTHETIC TURF: All synthetic turf to be laid on a permeable base of min 100mm depth 'No-Fines'
- compacted crushed rock over 50mm depth 'Crusher Dust' setting bed as per manufacturers installation specifications. 'Softfall' rubber matting to be installed below synthetic turf where it encroaches on any fall spaces for playground equipment. 18. MAINTENANCE: The Landscape Contractor should provide a minimum 24 month establishment
- maintenance program. Which would include the following:
- Regular weed control in garden beds and inside tree guards Replenishment of mulch annually for the first two years of a planting
- Replacement of dead plants (with the same approved species) to stop weed invasion on exposed
- The removal and recycling of tree guards/stakes when the plants are established and have grown beyond the protection of the guards.
- Accent plants to be pruned of old leaves only. Allow natural shape to develop. Maintain at sizes no
- greater than those listed in the plant key. Cut back small accent plants biannually after main flowering period. Evergreen shrubs as hedges to be maintained at size nominated in plant key.

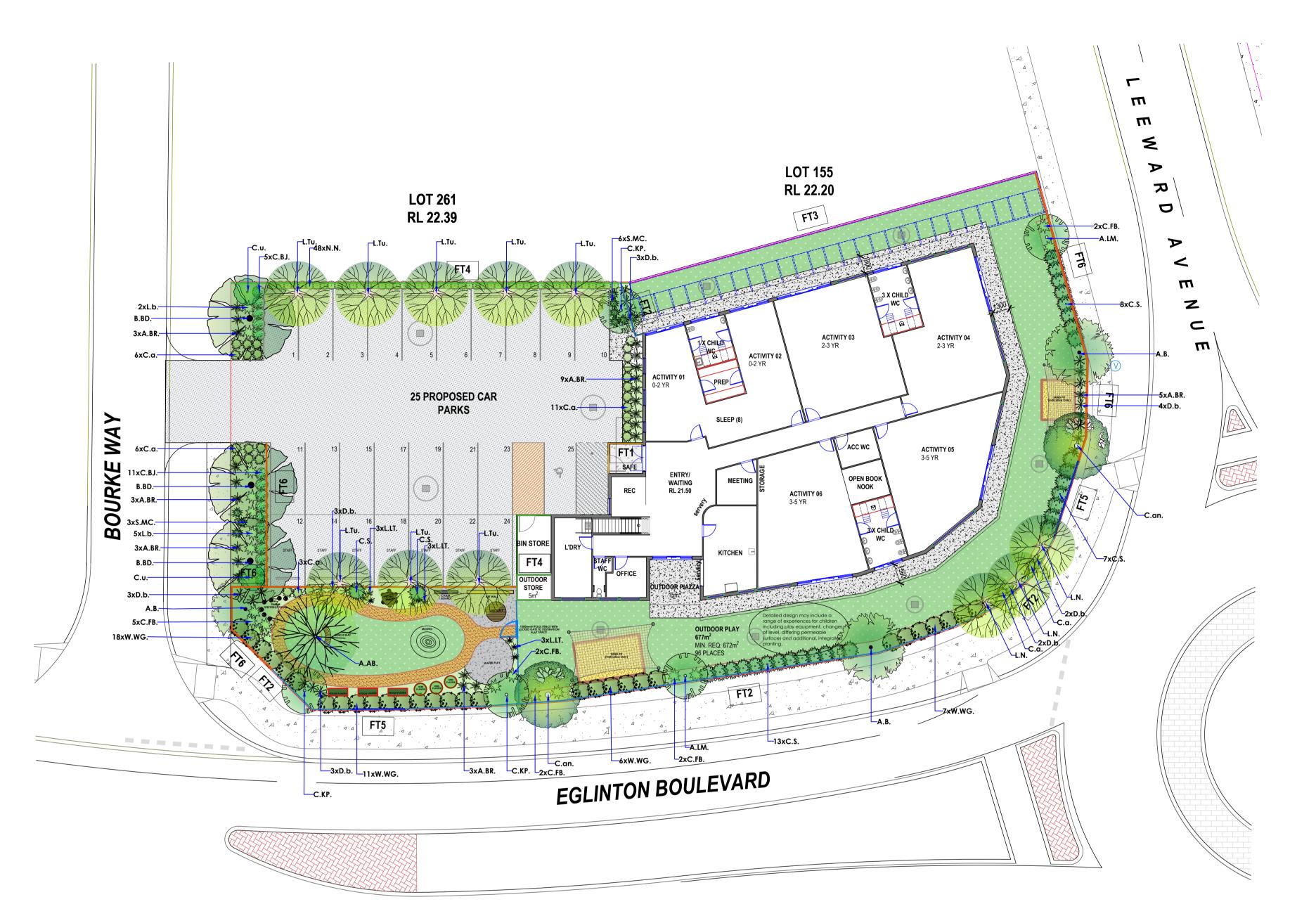
GENERAL NOTES

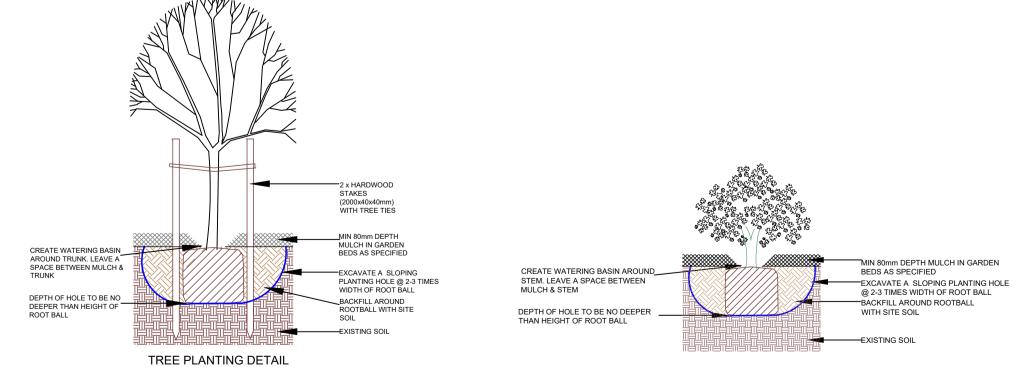
integrated planting.

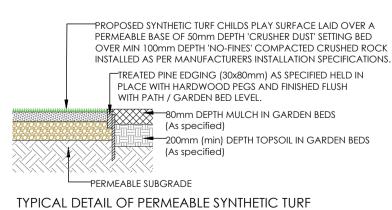
- 1. The Landscape Contractor must refer to architects / engineering drawings for all hard
- surfacing & paving driveway details. 2. This plan is intended for soft landscaping and associated landscape materials and must not
- be used for any other purposes. 3. There are no existing trees within the subject site. The Landscape Contractor must verify all
- dimensions and areas prior to commencing any work or placing any orders for materials.
- 4. The Landscape Contractor must determine the location of all underground services prior to commencing any work on site and shall be liable for any damage to services or conduits.
- 5. The Landscape Contractor must immediately report any perceived errors or omissions in the landscape drawings to the Project Manager and Client.
- 6. Where any conflict occurs between proposed tree locations and infrastructure, such as
- light poles or powerlines, tree(s) must be relocated or removed. 7. The Landscape Contractor must confirm all plant quantities prior to ordering.
- 8. Faulkner & Chapman accepts no responsibility for establishment or maintenance of the
- landscaping proposed on the Landscape Plan. 9. This plan is intended for Town Planning purposes only. Proposed outdoor play spaces are subject to future detail design and in accordance with all relevant Australian Standards, including, but not limited to; AS4685 (2004) Playground Equipment & AS/NZS4422(1996) Playground Surfacing. Detailed design may include a range of experiences for children,

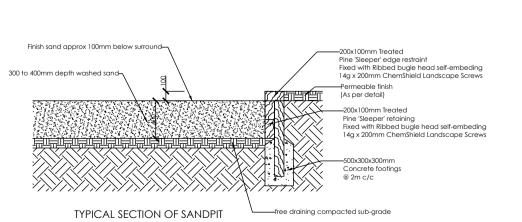
including play equipment, differing permeable surfaces, changes of level and additional,











© COPYRIGHT All rights reserved. Proposed Childcare Centre Lot 260 Eglinton Bvd., Eglinton, WA Faulkner & Chapman Landscape Design has granted a licence Designed to the principal to use this document for its intended purpose. No unauthorized copying is permitted. LANDSCAPE PLAN Approved Date Oreana LP1 Destination play space added 24.01.2025 NF GC Rev Description Date By App.

SHRUB PLANTING DETAIL



Faulkner & Chapman landscape design

10 Maysbury Avenue, Brighton, Vic. 3186 mb: 0417 381 304 e-mail: faulknerchapman@outlook.com

Landscape Architecture and Horticultural Consultancy Members of The Australian Institute of landscape Architects, Landscape Industries Association of Victoria





Waste Management Plan

Lot 260 (2) Bourke Way, Eglinton

14th November 2024

Admin@msconsultants.com.au



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| Version | Date | Status | Author | Approved |
|---------|------------|-------------|--------|----------|
| 0 | 13/11/2024 | First Issue | DM | JO |

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This executive summary outlines the key points of the operational Waste Management Plan for the proposed Childcare development located at Lot 260 (2) Bourke Way, Eglinton. The complete report must be thoroughly reviewed prior to implementing the operational waste management plan.

The proposed development is the construction a single storey childcare with associated car park.

Waste will be collected via a private contractor with the following frequency and bin quantity:

| Waste Type | Bin quantity | Collection Frequency | Waste Contractor |
|------------|--------------|----------------------|-----------------------|
| Garbage | 1 x 1,100L | 1 time/week | Private Contractor |
| Recycling | 1 x 1,100L | 1 time/week | Private Contractor |

Collections will be undertaken onsite from car park. A low-profile waste collection vehicle (SRV - 6.4 metre length) or smaller. Collection vehicles will enter and exit car park in a forward direction via the entrance.

The collection vehicle will prop adjacent to the waste storage area. Private contractor will collect bins directly from the waste storage and return them immediately once empty. Collection will occur outside of drop off or peak traffic hours to be able to manoeuvre within car park using empty car spaces.

Building management will ensure sufficient access is provided for private contractor during collection times. Bins will not be stored outside of the title boundary or presented to kerb for collection at any time.

Occasionally, as a result of shifts in legislative obligations, modifications in the development's requirements (such as changes in waste generation rates, volume, or distribution), or unforeseen operational challenges, it becomes the responsibility of Building Management to coordinate the required revisions to this Waste Management Plan.



a. Proposed Development

The site is located at Lot 260 (2) Bourke Way, Eglinton within the City of Wanneroo local authority. The site is provided with entrances via Bourke Way.

The proposed development will be single storey with the following development summary:

| Commercial | | | | |
|-------------|-------|--|--|--|
| Туре | Area | | | |
| Child Rooms | 330m² | | | |

b. Local Waste Standards and Limitations

The following relevant guidelines and standards have been considered while preparing this operational waste management:

- WALGA Commercial and Industrial Waste Management Plan Guidelines
- Government of Western Australia Online Waste Generation Calculator.

This report does not cover waste management during the construction and fitout stages of the development.



a. General Waste and Recycling

Government of Western Australia Online Waste Generation Calculator specifies waste generation rates. Based on the online tool, the rates for general rubbish, FOGO and recycling are as follows:

General Waste Rates

• Childcare – 240L/100m² of floor area /Week

Recycling Waste Rates

• Childcare – 240L/100m² of floor area /Week

b. Waste Generation

Based on the rates above, the total waste generation for the proposed development will be as follows:

| Space | Area (m²) | Garbage (L/week) | Recycling (L/Week) |
|-------------|-----------|------------------|--------------------|
| Child Rooms | 330 | 792L | 792L |
| TOTAL | | 792L | 792L |

c. Other Waste

In addition to the waste streams described above, the development will generate hard waste and e-waste.

The private contractor will provide hard waste collection. The method and frequency of collection will be confirmed once the private contractor is engaged.

E-Waste is banned from landfill. Occupants will be required to dispose of their E-waste at their nearest drop-off point. The nearest e-waste recycling drop-off point can be found on Planet Ark's Recycling Near You at https://recyclingnearyou.com.au/electrical.



a. Bin Quantity and Size

Based on the waste generation listed in section 2c, the following bins and collection frequency will be required for the proposed development:

| Stream | Weekly Waste (L/Week) | Bin Size | Qty | Collection Frequency (times per week) | Contractor |
|-----------|-----------------------------|----------|-----|------------------------------------------------|------------|
| Garbage | 792 | 1,100L | 1 | 1 | Private |
| Recycling | 792 | 1,100L | 1 | 1 | Private |

The proposed bin dimensions are as follows (from SULO):

• 1,100L bins - Height 1.33m, Width 1.24m, Depth 1.07m for footprint of 1.32m²/bin.

b. Bin Storage Requirements

Bin Storage Location and Size

Based on the number of bins listed in section 3a, the total footprint of the bins will be 2.64m². The proposed bin storage area located on ground floor will be sufficient to store all bins and allow space for manoeuvring. The proposed bin storage allows easy access for users as well as easy transfer of bins to the collection point. See screenshot below of the proposed bin storage:

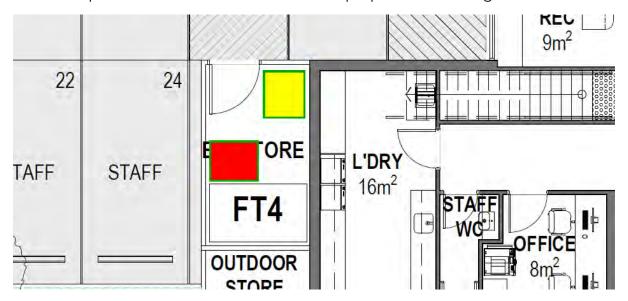


Figure 1: Potential Waste storage.

The bin storage room will be appropriately enclosed to ensure that the visual amenities are not compromised.



The staff/cleaner will ensure that the bin storage area remains clean and clear to avoid attracting vermin and maintain easy access.

A bin wash area will be provided near or within the storage area. The bin washing area will include a tap, hose as well as drainage of all wastewater directly to the sewer.

Alternatively, a private contractor could be engaged to perform bin washing services on regular basis. All waste water should be retain by the contractor and transported offsite to not impact local drainage.

Ventilation

The storage area is outdoor and thus naturally ventilated which will help reduce odours related to the waste.

Noise

To minimise the disturbance to residents during waste collection, the collection should follow the criteria specified by the EPA, as below:

- Collections occurring once a week should be restricted to the hours
 6:00am to 6:00pm, Monday to Saturday.
- Collections occurring more than once a week should be restricted to the hours 7:00am to 6:00pm, Monday to Saturday.
- Compaction should only be carried out while on the move.
- Routes that service entirely residential areas should be altered regularly to reduce early morning disturbance
- Noisy verbal communication between operators should be avoided where possible.

c. Bin Colour and Signage

All bins will be provided by the private contractor. Any replacement or repair of bins will need to be arranged with them. The below bin colours are specified by Australian Standard AS4123.72006:

- Garbage (general waste) bins shall have red lids with dark green or black body.
- Recycle bins shall have yellow lids with dark green or black body.

These colours are recommendations only and it should be noted that private collection contractors often provide their own bins for collection. However, colour coding will be required to ensure bins are distinguishable reducing risks of contamination between streams.



Bins (on bin lid) and bin storage area will also include clear signage in line with industry standards. See an example of signage:



d. Internal Waste System

Adequate internal storage spaces will be provided within the childcare to enable the separation of waste (garbage, recycling). Bin will not be larger than 60L to allow for easy manual handling.



The private collection is proposed for the development as the collection will occur from within the site. The private collection will be provided at the expense of the owner of the land.

The collection will be made directly from the car park. The private waste contractor will enter the car park and roll out the bins from the storage to the truck and put the bins back in the storage area once empty. The truck will then manoeuvre within the car park to exit the site in a forward direction. See collection method and collection point in mark-up below:

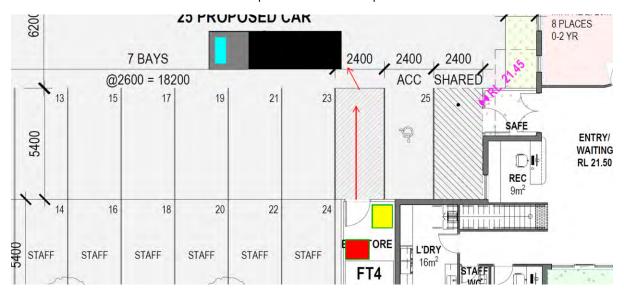
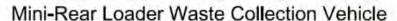


Figure 2: Collection method and collection point from private contractor.

The building manager/ cleaner/ staff will therefore need to ensure that the private contractors have access to the bin store on collection day. The collection will require separate truck for each waste stream.

As collection of the bins is to be made within the car park, it is proposed that a Mini Rear Loader or similar vehicle is used for the collection. Mini Rear Loaders are approximately 2.08m high, 6.35m long and 1.7m wide.



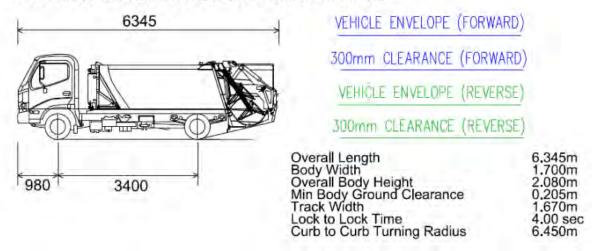


Figure 3: Dimensions of a typical SRV rear loading waste truck.

The collection will occur outside of drop off hour or peak traffic hour.

Collection hours will be in accordance with EPA and the City of Wanneroo Council's requirements, to minimise any traffic disturbance for staff or visitors entering or exiting the site. Collection of each waste stream will occur weekly.

5. Communication Strategy

Building Management has the obligation to ensure that all individuals utilising the waste systems are adequately informed about the waste management system in place for the development, including precise instructions on where and how to appropriately dispose of each type of waste. It is strongly advised that this Waste Management Plan be electronically distributed to all tenants.

The waste collection contractor(s) will be responsible for providing educational resources to familiarise all waste system users with the development's waste management system. They will also offer guidance to ensure that each waste stream is properly separated and disposed of, with utmost care, aiming to minimize landfill waste and reduce the contamination of recyclable materials.

Building management will be responsible for coordinating any necessary waste management plan revision to address any unforeseen operational issues, legislative changes etc.



The below table included a list of contractors and waste related equipment supplied. This list is non-exhaustive and there is no obligation to use any of the services listed in the table. MSC does not provide any insurance or endorsements regarding services or goods provided by these contractor/suppliers.

| Service | Contractor Name | Phone | Website |
|---------------------|----------------------------|--------------|--------------------------------------|
| | iDump | 1300 443 867 | www.idump.com.au |
| | WasteWise Environmental | 1300 550 408 | www.wastewise.com.au |
| | Cleanaway | 13 13 39 | www.cleanaway.com.au |
| Waste Contractor | JJ Richards | 03 9794 5722 | www.jjrichards.com.au |
| | Veolia | 132 955 | www.veolia.com |
| | Premier Waste | 1300 219 001 | www.premierwaste.com.au |
| | SUEZ | 13 13 35 | www.suez.com/en/waste/ |
| | Sulo Australia | 1300 364 388 | www.sulo.com.au |
| Bin Supplier | Kartaway | 1300 362 362 | www.kartaway.com.au |
| | Premier Waste | 1300 219 001 | www.premierwaste.com.au |
| | The Bin Butlers | 1300 788 123 | www.thebinbutlers.com.au |
| Bin Washing | Kerbside Clean- A-Bin | 03 9830 7381 | www.kerbsidecleanabin- srp.com.au |
| Services | Calcorp | 1800 225 267 | www.calcorpservices.com.au |
| | WBCM Environmental | 1300 800 621 | www.wbcm-aust.com.au |

Alternative Conditions

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

"Child Care Premises: means premises where -

- (a) an education and care service defined in the Education and Care Services National Law (Western Australia) section 5(1), other than a family day care service as defined in that section, is provided; or
- (b) a child care service as defined in the Child Care Services Act 2007 section 4 is provided."

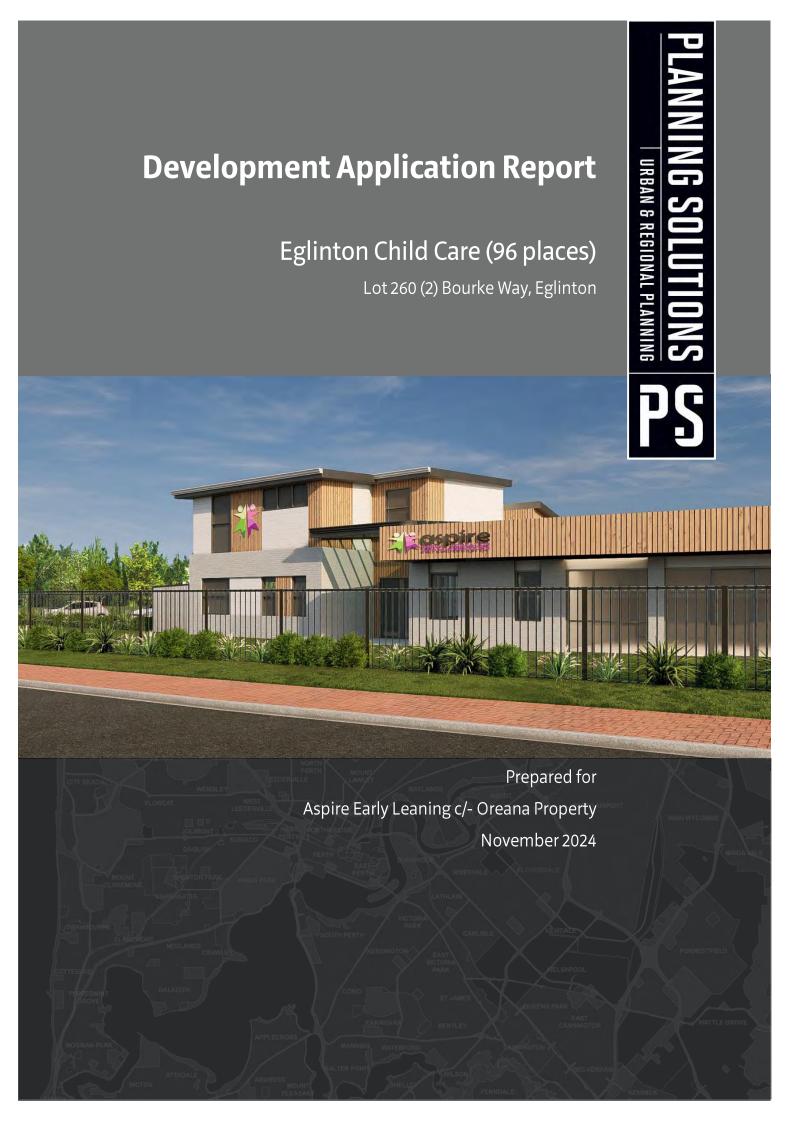
A change of use from that outlined above may require further development approval of the City.

- 2. A maximum of **96 Children** and **16 Staff** are permitted within the **Child Care Premises** at any one time.
- 3. The hours of operation of the **Child Care Premises** is restricted to between the hours of **6:30am to 6.30pm, Monday to Friday**, **excluding public holidays**.
- 4. The use of outdoor play area must only occur after 7:00am on days when the Child Care Premises operates.
- 5. A revised detailed landscaping plan for the subject site and the adjoining verges must be lodged for approval by the City prior to lodging a building permit. The landscaping plan must detail a minimum of 8% soft landscaping across the site and include a plant legend outlining botanical and common names and plant quantities, densities, confirmation of mulch details, and planting locations and shade trees. Planting and installation must be in accordance with the approved landscaping and reticulation plans and completed prior to occupation of the development and maintained thereafter, to the satisfaction of the City
- 6. A revised Acoustic Report is to be lodged for approval by the City prior to lodging a building permit. The development is to comply with the recommendations and assumptions of the updated Acoustic Report and the recommended works must be completed prior to the commencement of the use.
- 7. All signage is to be contained entirely within the lot.
- 8. The applicant/owner must ensure that all illuminated signage must have any boxing or casing in which it is enclosed constructed of incombustible materials, must not comprise of flashing, pulsating, chasing or running lights and must not have such intensity as to cause annoyance to the public or illuminate beyond the extent of the lot boundaries.
- 9. Parking areas, driveways and points of ingress and egress must be designed and constructed in accordance with the Australian Standard for Offstreet Carparking (AS 2890) and must be drained, sealed, marked and maintained to the satisfaction of the City prior to occupation of the development.

- 10. Wheel stops must be provided in accordance with AS 2890 where the parking bays abuts a concrete path.
- 11. The parking areas and associated access indicated on the approved plans must not be used for the purpose of storage or obstructed in any way at any time, without the prior approval of the City.
- 12. Staff car parking spaces for the **Child Care Premises** must be marked and clearly signposted as dedicated for staff use only, to the satisfaction of the City.
- 13. Stormwater and any other water run-off from buildings or paved areas must be collected and retained on site.
- 14. Detailed civil engineering drawings and specifications for works within the verge for the installation to the footpath along Bourke Way, must be lodged for approval to the City prior to commencement of construction works. Construction works are to be undertaken in accordance with the approved development application, engineering drawings and specifications to the satisfaction of the City.
- 15. An onsite stormwater drainage system, sufficient to contain a 1:100 year storm event (over 24 hours) must be provided. Plans illustrating the system proposed must be submitted and approved prior to a building permit being issued. The system must be installed during the construction of the development.
- Lighting must be installed along all driveways, pedestrian pathways, car parking areas and in all common service areas prior to the development first being occupied.
- 17. All storage areas, external fixtures and building plant, including air conditioning units and water tanks must be located so as to minimise any visual and noise impact on surrounding landowners and screened from view from streets, public places and adjacent properties to the satisfaction of the City.
- 18. Future operations on the lot must be undertaken in accordance with the approved Waste Management Plan prepared by **Melbourne Sustainability Consultants** dated **14 November 2024**.
- 19. Any graffiti applied to the external surfaces of the building shall be removed, to the satisfaction of the City of Wanneroo.
- 20. A Construction Management Plan must be submitted for approval when an application is made for a building permit. This plan is to detail how construction will be managed to minimise disruption in the area and to adjoining landowners. The plan must address the following:
 - a) The delivery of and delivery times for materials and equipment to the site;
 - b) Storage of materials and the location and types of equipment on site;
 - c) Parking arrangements for contractors and sub-contractors;
 - d) The impact on traffic movement;
 - e) Construction times;
 - f) The relocation of public footpaths;
 - g) Measures to minimise impacts of noise and sand drift and dust from the site:

- h) Tree protection zones to be established for trees identified to be retained in the approved landscaping plan (including any verge trees) where applicable;
- i) The relocation/disruption of any public transport infrastructure; and
- j) Any other matter required by the City.

The construction management plan is to be submitted to and approved by the City prior to the commencement of any development. Construction is to be implemented in accordance with the approved construction management plan.



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Project Details

| Job number | 9114 | | | |
|-----------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|--|--|
| Client | Aspire Early Leaning c/- Oreana Property | | | |
| Prepared by | Planning Solutions | | | |
| Consultant Team | Town Planning Drafting and Design Traffic Engineering Bushfire Acoustic | Planning Solutions ON Architecture PTG Consulting Western Environmental Gabriels Hearne Farrell | | |

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Appendices

Appendix 1: Certificate of Title Appendix 2: Development plans Appendix 3: Design statement



1 EXECUTIVE SUMMARY

| Proposal | A childcare centre (96 places) with associated car parking, landscaping and outdoor play areas, with a single crossover from Bourke Way. | | | |
|--------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|------------------------------------|--|
| Cost of development | \$3.5 million | | | |
| Lot size | 1,997m² | | | |
| Existing land use | Vacant | | | |
| Zoning | MRS zone: DPS2 zone: LSP82 zone: | Urban Urban Developme Residential | nt | |
| Land use class / permissibility | Child Care Centre | | 'D' - Discretionary | |
| Approval pathway | Metro Outer Distric | t DAP Determinatio | n (Opt-in) | |
| Decision sought | Exercise of discretion | on to grant develop | ment approval | |
| Summary of the nature of discretion sought | Approval of a v | discretionary land u variation to the loca parking shortfall | se tion of an outdoor play area | |
| Key statutory instruments | Planning Schemes Metropolitan Region Scheme Planning and Development (Local Planning Schemes) Regulations 2015 – deemed provisions City of Wanneroo District Planning Scheme No. 2 State planning policies SPP 3.7 – Planning in Bushfire Prone Areas SPP 7.0 – Design of the Built Environment Structure plans Eglinton Local Structure Plan No.82 (LSP82) Local planning policies LPP 2.3 – Child Care Centres LPP 4.6 – Signs Local Planning Policy LPP4.23 – Design Review Panel | | | |
| Design Review | Single member revi | iew, post-lodgemer | t | |
| Mapped cconstraints | Heritage | | None identified | |
| | Bushfire | | Addressed | |
| | Environmental | | None identified | |
| | Contamination | | None identified | |
| Statutory referrals | None identified | | | |



2 PRELIMINARY

2.1 Introduction

Planning Solutions acts on behalf of Aspire Early Leaning c/- Oreana Property the proponent of the proposed childcare development at Lot 260 (2) Bourke Way, Eglinton (subject site).

The key components of the proposed development are summarised below:

- A two-storey childcare centre with associated staff amenities, car parking and landscaping.
- 96 students and up to 16 staff.
- An outdoor play area wrapping around the northern, eastern and southern boundaries of the building.
- 25 car bays, with 7 dedicated staff bays in a tandem configuration and one ACROD bay.
- A single crossover providing two-way access to the site.

Planning Solutions has prepared the following report in support of an application for development approval. This report will discuss various matters pertinent to the proposal, including:

- · Site details.
- Proposed development.
- Statutory planning framework.

2.2 Background

2.2.1 Pre-lodgement consultation with the City of Wanneroo

Planning Solutions attended a pre-lodgement meeting with the officers of the City of Wanneroo (City) on 23 October 2024. The City's officers did not raise any issues or objections to the development from a land use planning perspective.

The City's officers confirmed the application could be exempt from the requirement to under a full design review prior to lodgement and could instead undergo a single member review post-lodgement.



3 SITE DETAILS

3.1 Land description

Refer to Table 1 below for the lot details and a description of the subject site.

Table 1: Lot details

| Lot | Deposited Plan | Volume | Folio | Area (m²) |
|-----|----------------|--------|-------|-----------|
| 260 | 426823 | 4057 | 496 | 2,005 |

A review of the certificate of title has not identified any easements or encumbrances.

Refer **Appendix 1** for a copy of the certificate of title.

3.2 Location

3.2.1 Local context, land use and topography

The subject site is located within the municipality of the City of Wanneroo (City), approximately 44km North North-West of the Perth CBD, 19km North North-West of Joondalup City Centre and 0.8km West of the planned Eglinton district centre. The subject site is accessible off Bourke Way from the western boundary, which connections to Marmion Avenue via Eglinton Boulevard.

The wider locality is characterised by recently constructed and upcoming low density residential development to the north, east and south, and remnant low scrublands to the west.

Refer Figure 1 for an aerial photograph showing the subject site and is immediate surrounds.



Figure 1: Aerial Image



4 PROPOSED DEVELOPMENT

4.1 Development Summary

The proposal seeks to develop a 96-place childcare centre development with associated car parking, landscaping and access. The development will have up to 16 staff and deliver a critical service to the developing Eglington community.



Figure 2 - Perspective of southern elevation from Eglinton Road



Figure 3 – View of western elevation from the intersection of Bourke Way and Eglinton Boulevard



Figure 4 - View of the western elevation and the carpark from the crossover to Bourke Way



Specifically, the proposed development comprises the following:

- A 96 place child care centre, with a GFA of 672m², including:
 - A dual door entrance from the car parking area, ensuring security and safety for parents and children entering and exiting the building;
 - Staff office and amenities, including office area and w/c on the first floor;
 - o An integrated laundry area, for cleaning of cot sheets and other materials as necessary;
 - o 6 activity rooms of sizes between 26m² and 66m² for age groups of 0-2 years, 2-3 years and 3-5 years of age;
 - o Integrated bathroom areas shared between 2 activity rooms, as well as a separated accessible toilet off the central hallway;
- Connection between every activity room and the outdoor play area, which is provided to the north, east and southern boundaries of the building.
- A 25 bay car parking area, located to the western boundary of the site, which provides 7 dedicated staff bays and 1 ACROD bay.
- A bin store within the car parking area, with a direct path of travel provided for wheeling bins to the waste vehicle for the child care centre.
- A single crossover to Bourke Way providing two way access to the site.

The child care centre is well positioned in a predominantly single storey residential locality. The scale and form of the proposed child care centre respects the context and character of the site, with a 62m² first floor area for office and staff amenities. The proposed building seeks to address the three street frontages through responsible design, reinforcing the residential aesthetic while maintaining acoustic and visual amenity for residents and visitors to the area.

The proposed centre will provide child care services for up to 96 children of the following age demographics:

- 16 places for children aged 0-24 months.
- 40 places for children aged 2-3 years.
- 40 places for children aged 3-5 years.

The centre is proposed to operate from 6:30am to 6:30pm, Monday to Friday, and will accommodate up to 15 staff.

Refer to Appendix 2 for the development plans.

4.2 Technical reports

The following technical reports have been prepared in support of the proposed development and provided lodged as part of the development application package:

- A Traffic Impact Statement (TIS), prepared by PTG Consulting, confirming that the development will not impact the surrounding road network and that access and parking arrangements are satisfactory.
- An Environmental Noise Assessment (acoustic report), prepared by Gabriels Hearne Farrell, confirming that the development is capable of achieving compliance with the Environmental Protection (Noise) Regulations 1997.
- A Bushfire Management Plan (BMP) prepared by Western Environmental, demonstrating that any bushfire risk is capable of being managed through the construction process and future operation of the site.
- A Waste Management Plan (WMP), prepared by Melbourne Sustainability Consultants, detailing waste generation, storage and management.



5 STATUTORY PLANNING FRAMEWORK

5.1 Legislation

5.1.1 Planning and Development (Local planning schemes) Regulations 2015

The Planning and Development (Local planning schemes) Regulations 2015 contain the "deemed provisions" which supplement and/or override local planning schemes to extend of any inconsistencies and ensure that consistent planning and decision-making processes are followed across all local authorities.

5.2 State Planning Policies

5.2.1 State Planning Policy 3.7 - Planning in Bushfire Prone Areas

The subject site has been mapped by the Department of Fire and Emergency Services as bushfire prone. This triggers additional planning requirements under *State Planning Policy 3.7 - Planning in Bushfire Prone Areas* (SPP3.7). Refer to the development assessment section of this report for a more detailed consideration.



Figure 5 - Extract from BMP showing bushfire prone vegetation mapping by DFES

5.2.2 State Planning Policy 7.0 - Design of the Built Environment

State Planning Policy No.7 – Design of the Built Environment (SPP 7) establishes a set of ten 'Design Principles', to guide the design, review and decision-making process for planning proposals. It encourages local government to arrange design review processes for proposals identified as benefiting from design review, and scaling review processes according to complexity or significance.

A design statement containing an evaluation against the ten principles has been provided (refer Appendix 3).

5.3 Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme (MRS) the subject site is zoned Urban. The proposed development is consistent with the intent of the Urban zone and may be approved accordingly. The subject site is not affected by land reserved by the MRS, nor is it subject to any resolution or declaration made under the MRS. No further considerations warranting further assessment have been identified.



5.4 City of Wanneroo District Planning Scheme No 2

The City of Wanneroo (**DPS2**) is the primary statutory instrument for the zoning of land and the classification of land uses. Pursuant to the provisions of Schedule 2 DPS2, the proposed development falls within the land use definition of 'Child Care Centre', defined as follows:

child care centre mean premises used for the daily or occasional care of children in accordance with the Community Services (Child Care) Regulations 1988.

The subject site is zoned 'Urban Development'—meaning that all development within the zone is legally capable of approval, with land use and development outcomes to be guided by the endorsed local structure plan.



Figure 6: DPS2 Zoning Map

5.5 Structure Plans

5.5.1 Eglinton Local Structure Plan No. 82

The endorsed local structure plan is the *Eglinton Local Structure Plan No.* 82 (**LSP82**). LSP82 is a 'due regard' planning instrument, meaning that it guides subdivision and development but is not binding on the decision-maker.

The subject site is zoned 'Residential' under LSP82, with the clause 5.2.4 stating that land use permissibility under the structure plan shall be in accordance with the Residential zone under LPS2. Childcare is identified as a 'D' or discretionary use within the Residential zone.



Figure 7 - LSP showing the subject site within the Residential zone fronting a future Strategic Open Space



5.6 Local Planning Policies

5.6.1 Local Planning Policy 2.3 Child Care Centres

Local Planning Policy 2.3 Child Care Centres (LPP2.3) was implemented by the City in October 2019, to provide a framework for the design, location and development of Child Care Centres within the City. LPP2.3 outlines preferred development provisions and objectives for the assessment of any proposed variations.

A detailed assessment against the applicable provisions of LPP2.3 is contained within the development assessment section of this report.

5.6.2 Local Planning Policy 4.6 Advertising Signs

Local Planning Policy 4.6 Advertising Signs (LPP4.6) is the relevant local planning instrument for the assessment of any signage that forms part of the development.

The proposed development includes 6 signs, which have been assessed against LPP4.in the development assessment section of this report.

5.6.3 Local Planning Policy 4.23 Design Review Panel

Local Planning Policy 4.23 Design Review Panel (LPP4.23) ensures that the level of design review is commensurate with the complexity and significance of the proposed development. LPP4.23 requires JDAP applications to undergo pre-lodgement design review unless the City advises otherwise.

The City has confirmed prior to lodgement that this application require only a single-member review post-lodgement for the provision of advisory design comments and recommendations.



6 DEVELOPMENT ASSESSMENT

6.1 Land use permissibility

The proposed Child care premises has been identified as legally capable of approval under DPS2—having regard to LPS82. LPS82 identifies Child care premises as a 'D', or discretionary use within the zone, meaning that the decision-maker is required to exercise their discretion in granting approval.

Local Planning Policy 2.3 Child Care Centres (LPP2.3) purports to guide the location of childcare premises under DPS2. An assessment against the relevant provisions is provided in the following table:

Table 2 - Applicable provisions of LPP2.3 relating to development location

| Development Requirement | | Comment | Compliance |
|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 1.1 | Child Care Centres should ideally be located abutting and/or adjacent to non-residential uses such as shopping centres, medical centres, schools, parks and community purpose buildings | The subject site is located opposite to a future public open space (along the southern side of Eglinton Boulevard). | √ |
| 5.1 | Child Care Centres should ideally be located on Neighbourhood Connector roads. | The proposed child care centre has frontage to Eglinton Boulevard, a future neighbourhood connector (indicative traffic volumes of 3,000-7,000 vehicles per day) | √ |

The proposed land use is demonstrated to be consistent with the City's guidance on the location of childcare premises and warrants approval accordingly.

6.2 Built form outcomes

6.2.1 Setbacks

Clause 9 of DPS2 contains minimum setback requirements for non-residential development. An assessment is provided in the following table.

Table 3 - Assessment against DPS2 setback requirements

| Setback requirements | Assessment | Compliance |
|---------------------------------------------|----------------------------------------------------------------|------------|
| Minimum street setback = 6 metres | 24m setback from Bourke Way. | ✓ |
| Rear setback = Nil | 6m setback minimum from Eglinton Boulevard and Leeward Avenue. | ✓ |
| Setback to residential (first storey) = 3m | 4m setback from northern boundary. | ✓ |
| Setback to residential (second storey) = 6m | 21.6m setback from northern boundary. | ✓ |

The proposed development is demonstrated to be compliant with the minimum setback requirements.

6.2.2 Design

Clause 10.1 of DPS2 requires all non-residential facades be constructed in brick, masonry and/or plate glass or other approved material to a high standard of architectural design. The façade of the proposed development is constructed with masonry and treated with face brick and timber-look cladding.

LPP2.3 includes additional design requirements specific to childcare premises as follows:



Table 4 - Assessment against applicable LPP2.3 design requirements

| Claus | e / Policy requirements | Comment | Complies |
|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| 2.2 | Raised outdoor play areas and windows to activity rooms with a finished floor level greater than 0.5 metres above natural ground level are to be setback in accordance with Clause 5.4.1 Visual Privacy of State Planning Policy 3.1 Residential Design Codes, where the Child Care Centre is located abutting land which may accommodate residential development. | No outdoor play areas or activity rooms are proposed to be raised 0.5m above NGL. No further assessment required against Clause 5.4.1 Visual Privacy of State Planning Policy 3.1 Residential Design Codes. | √ |
| 2.3.1 | Outdoor play areas should ideally be located away from any adjoining residential development; | The majority of the outdoor play areas have been located to the southern boundary of the site, away from the adjacent residential lots. | Variation |
| 2.3.2 | Where 2.3.1 cannot be met, the outdoor play areas are to have one metre buffer along all common boundaries; and | The outdoor area to the northern edge of the boundary will incorporate solid fencing and acoustic treatments in accordance with the ENA completed by Gabriels | Variation |
| 2.3.2 | Windows to activity rooms should be oriented away from any adjoining residential development. | Hearne Farrell, ensuring there are no acoustic or amenity impacts on adjacent residences. | Variation |

The above table has identified that the proposed development does not comply with clauses of LPP2.3 intended to reduce acoustic impacts on adjoining residential properties. The decision-maker can exercise their discretion and approve a variation to the LPP2.3 subject to consideration of the policy objectives.

The relevant objective of LPP2.3 is identified as follows:

3. To ensure that Child Care Centres are sited and designed to maintain visual and acoustic privacy.

The Childcare has been designed in such a manner as to mitigate any potential acoustic impact on the adjoining residential dwelling. An environmental noise assessment has been undertaken by Gabriels Hearne Farrell and confirms that an acoustic noise barrier along the northern boundary would ensure compliance with noise regulations.

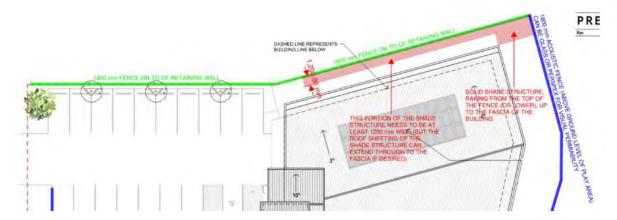


Figure 8 - Extract from acoustic report showing the location of the acoustic noise barrier

The development plans have incorporated these acoustic attenuation requirements into the design of a shade structure along the northern boundary (refer **below**) which will function as an acoustic barrier. The structure exceeds the minimum acoustic attenuation recommended by the acoustic report and will ensure that the adjoining property is not impacted.



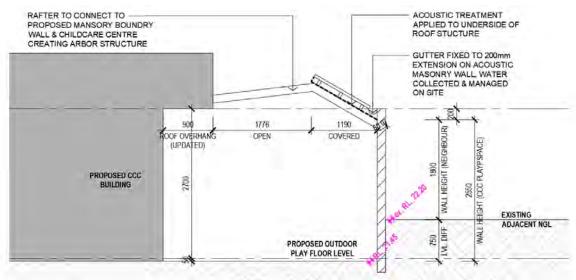


Figure 9 - Cross section of the proposed shade structure/acoustic barrier along the northern boundary

The proposed acoustic barrier will ensure that the objectives of LPP2.3 are met, and that the development warrants approval accordingly.

6.2.3 Street walls and fencing

LPP2.3 defers street fencing requirements for childcare developments to clause 5.2.4 of Volume 1 of the *Residential Design Codes* (R-Codes).

Table 5 - Assessment against clause 5.2.4 of Volume 1 of the R-Codes

| Clause 5.2.4 Street Walls and Fences (R-Codes) Deemed to Comply Requirement | | | |
|-----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|----------|
| C4.1 | Front fences within the primary street setback area that are visually permeable above 1.2m of natural ground level, measured from the primary street side of the front fence. | Garrison-style fencing around the perimeter of the outdoor play areas proposed. | √ |
| C4.2 | Solid pillars that form part of front fences not more than 1.8m above natural ground level provided the horizontal dimension of the pillars is not greater than 400mm by 400mm and pillars are separated by visually permeable fencing in line with C4.1. | Street fencing does not proposed any solid pillars. | N/A |

The proposed fencing is compliant with the requirements of the R-Codes and warrants approval accordingly.

6.3 Landscaping

DPS2 contains landscaping requirements applicable to non-residential development. An assessment is provided in the following table:

Table 6 - Landscaping requirements under DPS2

| Table o Editabeth 2 i edan en en e e e e | | | |
|------------------------------------------|-----------------------------------------------------------------|------------------------------------------------------------------------------------------------------|------------|
| Clause / Development Requirement | | Assessment | Compliance |
| 9.4 | Minimum 3m landscaping required along all street boundaries | Landscaping along all street boundaries exceeds 3m. | ✓ |
| 19.1 | Minimum on-site landscaping: 8% | 667.5m ² landscaping in verge and play area. Approximately 32% landscaping. | ✓ |
| | Road verge adjacent to the lot to be landscaped and maintained. | The proposed development will integrate with the verge landscaping, as per the subdivision approval. | ✓ |



| Clause | / Development Requirement | Assessment | Compliance |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|------------|
| 19.2 | Minimum 3m landscaping strip between a car parking area and the street. | A 3m landscaping strip is provided between the car parking area and the street. | ✓ |
| 19.5 | Shade trees shall be planted and maintained in car parking areas designed within the wells at the rate of one tree for every four (4) car parking bays. | 25 bays parking bays generates a minimum requirement for 7 trees. The development proposes 9 trees. | ✓ |

LPP2.3 adds an additional requirement for that all verges of childcare premises be reticulated in addition to landscaping. This is capable of being address with a condition of approval.

The proposed landscaping has been demonstrated to be compliant with the requirements under the local planning framework and warrants approval accordingly.

6.4 Traffic, access and parking

Traffic impacts

The Traffic Impact Statement (TIS) prepared by PTG Consulting confirms that the development will not impact the function of the road network

Access arrangements

The development proposes two-way access from a 6.2m wide crossover to Bourke Way along the western boundary. DPS2 requires visual truncations as follows:

No building, wall, fence, landscaping or other development greater than 0.6 metres in height shall be constructed or maintained within the sight line area of a vehicular access way and a street or right-of-way, in accordance with AS2890.1.

The development does not propose any landscaping or structure that would obstruct the sightlines.

The TIS provided in support of the proposed development confirms that vehicles are able to access and manoeuvre within the site with no issues identified.

Parking assessment

Schedule 11 of DPS2 establishes an absolute minimum of five car bays for a childcare centre—but defers detailed carparking requirements to LPP2.3. An assessment against LPP2.3 parking provisions is provided as follows:

LPP2.3 - Assessment against LPP2.3 parking requirements

| Clau | se / Development Requirement | Assessment | Compliance | |
|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|----------------------------|--|
| 5.2 | Parking areas should be located in front of buildings or easily visible from the entrance to the site | The parking area is located on the primary street frontage, with access from Bourke Way. | ✓ | |
| 5.3 | Disabled parking bays should be located in close proximity to the pedestrian entrance to the site. | An ACROD bay is placed adjacent to the building's entrance. | ✓ | |
| 5.4 | Parking is to be provided at a rate of one parking bay per staff member plus parking provision based on the child care capacity of the development. | Refer to the detail assessment in Table 7 below. | Variation – refer below | |
| 5.4 | Pedestrian access within the site is to be provided from the parking area to the entrance of the building and link into existing or future neighbourhood pedestrian or cycle networks. | Pedestrian link provided between the carpark and the public footpath. | ✓ | |



Table 7 - Assessment against LPP2.3 Parking Requirements

| Minimum requirement | Assessment | Bays required | Bays proposed |
|-----------------------------------------------------------|-------------|-------------------------------|-----------------------|
| 1 bay per staff member | 16 staff | 16 bays | 7 staff bays (tandem) |
| 9 bays plus 1 per 8 children accommodated in excess of 54 | 96 children | 14.25 (15) bays | 18 bays |
| | | Total number of bays required | 31 |
| | Т | otal number of bays proposed | 25 |
| | | Total parking shortfall | 6 bays |

Our assessment identifies a parking shortfall of 6 bays. The decision-maker can exercise their discretion and approve a variation to the LPP2.3 subject to consideration of the policy objectives.

The relevant objective of LPP2.3 is identified as follows:

1. To ensure Child Care Centres are located in an accessible and convenient location where it will not have a detrimental impact on the function and safety of the surrounding road network, minimises potential land use conflict, and will not result in the proliferation of on-street parking;

The proposed development would not result in the proliferation of on-street parking. Regardless of the on-paper minimum requirements under LPP2.3, we submit that the actual amount of parking provided is adequate and appropriate for the number of children and employees for the following reasons:

- The City's DPS2 minimum parking requirements are higher than the requirements of other outer metropolitan local governments who share characteristics (high levels of car dependence). For example, Swan, Rockingham and Gosnells also require 1 bay per employee, but less bays per children—1 bay per 8 for Swan and Rockingham, and only 1 bay per 10 for Gosnells. Kwinana does not have any minimum requirements at all—leaving the amount of parking to the discretion of the decision-maker. If the application was assessed against these requirements the development would be found to be either compliant, or to have a parking shortfall of only three bays.
- The Western Australian Planning Commission's (WAPC) Interim Guidance document on non-residential parking (February 2023) recommends a much lower rate for childcare premises in Service Commercial zones of 1 per 8 children + 0.5 per employee (Service commercial zones). Given that Service Commercial are defined by high levels of car usage—this rate is applicable to childcare development in Residential zones also. If the development was assessed against these guidelines, the development would be found to have a 5 bay surplus of parking.
- A review of childcare approvals by Joint Development Assessment Panels finds that childcare centres are consistently approved with a ratio of 1.02-1.8 bays per 4 children regardless of the minimum parking requirements under the local planning scheme. The proposed development has a ratio of 1.04 bays per 4 children, consistent with this ratio.
- The Traffic Impact Statement prepared by PTG Consulting supports the amount of parking for the following reasons:
 - o Peak demand for a childcare centre is typically spread over a longer period of time than other land uses due to childcare pickups and drop-offs with only 48% of parking bays modelled as being occupied during the peak hour.
 - A review of actual staff sign-in data from three childcare centres run by the proponent of this development demonstrates that peak staff parking demand does **not** occur drop-off and pick-up, but around the midday lunch period when more staff are required for meal preparation.

For these reasons, the amount of parking is demonstrated to be adequate and the objectives of LPP2.3 capable of being met. The proposed variation warrants support and approval accordingly.



6.5 Waste management

A Waste Management Plan has been provided in support of the development. An assessment against the applicable provisions of DPS2 relating to waste storage is provided as follows:

Table 8 - Assessment against DPS2 waste storage requirements

| Clause / Development Requirement | | Assessment | Compliance |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 15.1 | All storage shall be confined within a building, or a suitably enclosed area screened from view by a wall not less than 1.8 metres in height constructed of brick, masonry or other approved material. | The development incorporates an enclosed bin store within the car parking area. | √ |
| | All storage of accumulated rubbish shall be located in a position accessible to rubbish collection vehicles and where vehicular access and car parking will not be adversely affected. | The bin store is provided with a direct path of travel for private collection, which will occur outside peak hours to ensure no adverse effects on parking and access. | √ |

The proposed waste storage arrangements are demonstrated to be compliant with the relevant provisions of DPS2 and warrant approval accordingly.

6.6 Signage

Advertising signage is guided by the City's Local Planning Policy 4.6 (LPP4.6), which provides both general and specific development requirements for signage types. Refer below for an assessment against the relevant provisions:

Table 9 - Assessment against LPP4.6 signage provisions

| Clause , | Development Requirement | Assessment | Compliance | | |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|--|--|
| Genera | General Development Requirements | | | | |
| 1 | 1. In general, advertising signs shall: Not contain any offensive material; Not be affixed to boundary walls or fences; Not extend beyond the boundary of the lot on which they are situated; Relate to the site on which they are located; and Integrate with the building design, particularly through the provision of signage panels within the building facades, wherever possible. | All advertising signs are designed to integrate into the development, address the three street frontages, are contained within the lot and relate only to the child care centre operations. The proposed signage includes a minor variation of 2 signs, designed as wall signs, attached to the boundary fencing. | Variation – refer below | | |
| Wall Sig | Wall Signs within residential zones - Development Requirements | | | | |
| 1 | Limited to one sign per lot. | The proposed development includes provision for a total of 3 signs on the building and 2 signs on the boundary fencing. | Variation – refer below | | |
| 2 | Limited to 1.2 square metres in area. | Building sign areas: 3.125m X 0.65mm = 2.03m ² 1.45m X 1.35m = 1.95m ² 1.45m X 1.35m = 1.95m ² Fencing sign areas: 3.125m X 0.65mm = 2.03m ² 3.125m X 0.65mm = 2.03m ² | Variation – refer below | | |
| Veranda | Verandah Signs on the fascia of a verandah - Development Requirements | | | | |



| C | lause / | Development Requirement | Assessment | Compliance |
|---|---------|-----------------------------------------|----------------------------------------------------------------------------|----------------------------|
| 1 | | Maximum 400mm in height | 3.125m X 0.65mm 250mm height variation | Variation – refer below |
| 2 | | Within the edges of the verandah fascia | The proposed signage is entirely contained within the edges of the fascia. | √ |

As provided above, the proposed development varies the LPP4.6 development requirements. The development has been designed to sit centrally within the site, providing significant setbacks between the building bulk and the street and allowing for the activation and use of the remainder of the site for the children's play areas.

The proposed signage is scaled to the development, occupying less than 3% of both the western and southern elevations for a total signage area of 3.98m² per façade. Further, the provided fencing signage has been designed to match the proposed wall signage, creating a cohesive development that will provide a complementary land use and landmark within the surrounding residential area.

The development has three street frontages to Bourke Way, Eglinton Boulevard and Leeward Avenue. The proposed signage has been designed to address all frontages and provide clear identification and wayfinding around the site. This includes the two boundary wall signs, which have been placed on the corners of the site to address traffic approaching along Eglinton Boulevard, which is a neighbourhood connector that is anticipated to provide access to the wider residential area from Marmion Avenue to the east.

For these reasons, the proposed signage is considered appropriate for the development and warrants support and approval accordingly.

6.7 Bushfire

State Planning Policy 3.7 - Planning in Bushfire Prone Areas (SPP3.7) requires a Bushfire Attack Level assessment to be undertaken for all development within 100m of bushfire prone vegetation. This is included within the Bushfire Management Plan prepared by Western Environmental. The BAL assessment confirms that the entire site will be subject to a post-development rating of <BAL12.5.

The development will need to be constructed to a BAL-12.5 construction standard. This is capable of being addressed with a condition of approval.

SPP3.7 classifies the development as a 'vulnerable land use', triggering additional policy requirements. This has been addressed by preparing a Bushfire Emergency Evacuation Plan (BEEP).



Figure 10 - Extract from BMP showing BAL assessment of the subject site

All bushfire planning considerations have been either addressed or demonstrated as capable of being addressed following determination, and the development warrants approval accordingly.



7 CONCLUSION

As detailed above, the proposed development of a childcare centre and its associated facilities on the subject has been demonstrated address all applicable elements of the local planning framework, with the two key variations identified by this assessment demonstrated to warrant approval for the following reasons:

- The amount of parking provided is supported by a Traffic Impact Assessment which confirms that peak parking demand is unlikely to exceed 48% of available parking bays.
- The location of the outdoor play area along the northern residential boundary is reviewed by the Environmental Noise Assessment and demonstrated to be acceptable if enclosed within a shade structure designed to function as an acoustic noise barrier.

It is considered the proposal should be favourably determined, on individual merit, recognising that the centre will deliver vital service to the emerging locality of Eglinton and will not negatively impact the amenity of the area.

Appendix 1: Certificate of Title

Appendix 2: Development plans

Appendix 3: Design statement

| De | sign Principle | Development response to the design principles |
|----|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | Context and Character | The development delivers a commercial development consistent with the prevailing (or planned) built form and scale of the surrounding residential area. The proposed development will provide a conveniently located service to families in the area, and provide opportunities for the development of a social and connected locality through increased social opportunities and interaction within proximity of residences and the adjacent parkland. |
| 2. | Landscape quality | The proposed child care centre provides X% landscaping, which has been integrated into the development through the provision of: - 3m landscape strips along the street boundaries; - Integration of landscaping elements with the child play areas; and - Provision of X trees, including X shade trees within the car parking area and X trees within the play area. This provision of landscaping creates a cohesive development, with landscaping provided around the entire building and integrated into the overall development outcome. |
| 3. | Built form and scale | The proposed development has been designed with significant setbacks, providing active play spaces around the building while respecting the predominantly residential development in the area. This, in combination with the primarily single storey height, will ensure that the development is aligned with the surrounding development scale for 1 to 2 storey homes, while also providing an active frontage that visually links out towards the adjacent park. |
| 4. | Functionality and build quality | The proposed development has been integrated with the surrounding pedestrian network, with a consolidated crossover on Bourke Street provided for access. The majority of the development is single storey, with a central accessible bathroom provided with both a toilet and shower to support the workers and children in the facility. The building design and site layout combine to allow direct access to outside play areas for ease of class management, solar access, and collaboration between classes. |
| 5. | Sustainability | The proposed development will provide social, economic and environmental benefits for the locality, activating a currently cleared, and vacant, site through the provision of a local service for the area. The development will provide employment opportunities in the locality, provide Xm² landscaping, and encourage opportunities for social interaction between local parents. |
| 6. | Amenity | The proposed development has Xm² landscaping, located to the site boundaries and child play areas within the subject site, providing shade and green spaces within and around the childcare centre. Consideration has been given to the proximity of nearby residential developments to ensure acoustic and amenity impacts are managed and mitigated so that the child care centre can operate harmoniously within the residential area. |
| 7. | Legibility | The proposed development has a single consolidated entry, with a clear building entrance provided. The building has been designed to ensure simple wayfinding, with the classrooms accessed internally off a central hallway, and visually identifiable through the external windows looking out over the outside play areas. |
| 8. | Safety | The building has a secure entrance to ensure child safety when being dropped off and picked up, ensuring children will always be supervised when traversing the car park or entering and existing the site. Further, emergency gates have been provided around the external fencing, ensuring alternative egress is available in an emergency. |
| 9. | Community | The proposed child care centre will provide a needed service to the existing and upcoming families in the area, allowing parents to easily access day care on weekdays. |

10. Aesthetics

The proposed child care centre has been designed to a high standard, with the intention to integrate with surrounding residential properties. The proposed fencing is intended to balance acoustic requirements with visual permeability, providing an open and inviting appearance to the street that balances safety and residential amenity.

Via email: MingWai.Chung@wanneroo.wa.gov.au

Dear Gaile,

LOT 260 (2) BOURKE WAY, EGLINTON APPLICATION FOR APPROVAL TO COMMENCE DEVELOPMENT RESPONSE TO REQUEST FOR FURTHER INFORMATION

We refer to the City of Wanneroo's (City) request for further information (RFI) received on 24 December 2024, regarding the development application for a child care centre on Lot 260 (2) Bourke Way, Eglinton (subject site). In addition, this response addresses the schedule of public submissions and Design Review Panel member comments, also received 24 December 2024, and referral comments from the Department of Fire and Emergency Services (DFES) received 6 January 2025.

RESPONSE TO CITY'S REQUEST FOR FURTHER INFORMATION

Refer Table 1 below for our response to the City's request for further information.

Table 1: Response to City's Request for Further Information

| City RFI Comment | Applicant Response |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Parking | |
| At present a 6 bay parking deficit is proposed. The City is of the position that this deficit is significantly lacking, and additional parking will be required. Amended plans should demonstrate additional parking to provide a compliant number of vehicle parking bays. | The provided parking arrangement has been demonstrated as per the TIS reporting to satisfactorily support the parking demand for the development. Refer below for additional analysis and justification. |
| Please provide additional shade trees in accordance with the District Planning Scheme No. 2 (DPS 2). | Additional shade trees have been provided in wedges to the northern and southern boundaries of the car park. Refer updated plan provided in Appendix 1 . |
| Design Review Panel Member Comments | |
| As part of the assessment, the City has an individual Design Review Panel member review the application and provide comments, as attached. The comments and recommendations are to be reviewed, with the plans amended to reflect these changes or commentary provided on each comment as to why this has/has not been achieved or met. | Refer Table 3 below for responses to DRP member comments. |

| City RFI Comment | Applicant Response |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Advertising comments | |
| All comments received through the advertising period have been attached for your review and to make comments on | Refer Table 2 below for responses to prominent advertising submission themes. A detailed response table is provided in Appendix 3 . |
| Landscaping | |
| A detailed landscaping plan is required to demonstrate landscaping in the verge and on site. The plan is required to address the following: A plant legend is required to provide. Additional planting of shade trees are required (1 per 4 bays). It is recommended to have a minimum of six species of plants, Conostylis candicans, Dianella revoluta, Eremophilla glabra, Hemiandra pungens, Patersonia occidentalis and Westringia damperii. It is recommended to have 3 plants per 1 m². It is recommended to have a minimum two tree species, one for the verge (10m spacing) and one for the lot (every 4 car bays). The recommended species are Agonis flexuosa and Eucalyptus victrix. | A landscaping plan for the site, including indicative layouts for the play areas has been prepared. This concept includes provision for plant species and locations, as well as indicative hardscaping as necessary. Refer Appendix 2 for a concept landscaping plan. |
| Turf is not accepted in the verge. It is required to be waterwise planting. Access and Parking | |
| Provide 6m radiused wings to proposed crossover | Refer updated plan provided in Appendix 1 . |
| The current proposal does not demonstrate the pedestrian access to the child care centre. Please provide legible and safe pedestrian access to the front porch/door of the child care centre from Bourke Way and within the carpark, and from the neighbourhood connector, Eglinton Boulevard. | A pedestrian link from Eglinton Boulevard across the Bourke Way frontage has been provided, with the internal car park scaled to allow legible and safe pedestrian access to the front door of the centre. Refer updated site plan provided in Appendix 1. |
| The City's Traffic Team have provided the following comme | nts for amendments/clarification : |
| • Swept path shall also need to be presented for B99 vehicles in accordance with AS2890.1. | Refer updated swept paths for B99 vehicles provided in Appendix 4 . |
| Please explain how deliveries are managed, (one delivery per day is considered regular) and how rubbish will be collected. | Checking with a sample of childcare operators, deliveries once a week is typical (fresh food delivery from a supermarket. These are done in small 6m trucks and would be scheduled during non-peak times when car park activity would be minimal. Rubbish will be collected in accordance with the provided WMP. Please see a swept path analysis attached in Appendix 4. |
| To Promote active travel, it is necessary to provide cycle facilities within the development and end of trip facilities within the development. | Bike parking facilities have been included in front of the building entrance, with the internal UAT provided with shower facilities for the development. This will be useable for the purposes of EOT. Refer updated plan provided in Appendix 1 . |

City RFI Comment

 Please explain how safe and efficient it will be to get in and out of development via intersection of Eglinton Drive and Bourke Way considering there will be 8000 to 15000 vehicles per day along Eglinton Drive and how parents/staff from south of Eglinton Boulevard can safely access Childcare on foot.

Applicant Response

Access in and out of the intersection would be no more difficult than any of the residents living on Burke Street. If that volume level is likely to be achieved, turn pockets will be required for the right turn in movements based on Austroad turn treatment warrants and should be provided as part of the road network design and construction as the need is not development dependant. Left turn movements will be easily accommodated, with permeability to the north via Burke Street and Magpie Place.

Stormwater

Demonstrate that onsite stormwater storage can accommodate major storm event (1 in 100 ARI) as per the City's requirements Refer **Appendix 1** for conceptual stormwater capacity details. Further detail completed as part of the detailed design stage, in accordance with a suitably worded condition of approval.

Car Parking

As provided in the DA report, the provided parking will service the development without creating the proliferation of on-street parking. We submit that the actual amount of parking provided is adequate and appropriate for the number of children and employees for the following reasons:

- The Western Australian Planning Commission's (WAPC) Planning Manual: Non-Residential Parking Rates in Perth and Peel (November 2024) recommends a lower rate for childcare premises in Service Commercial zones of 1 per 8 children + 0.5 per employee (Service commercial zones). Given that Service Commercial are defined by high levels of car usage this rate is applicable to childcare development in Residential zones also. This parking rate has been endorsed in the last 6 months, and is intended to be used across the Perth and Peel region. If the development was assessed against these guidelines, the development would be found to have a 5 bay surplus of parking.
- Our review of recent childcare approvals granted by Joint Development Assessment Panels finds that childcare centres are consistently approved with a ratio of 1.02-1.8 bays per 4 children regardless of the minimum parking requirements under the local planning scheme. The proposed development has a ratio of 1.04 bays per 4 children, consistent with this ratio.
- The Traffic Impact Statement prepared by PTG Consulting supports the amount of parking for the following reasons:
 - Peak demand for a childcare centre is typically spread over a longer period of time than other land uses due to childcare pickups and drop-offs with only 48% of parking bays modelled as being occupied during the peak hour.
 - A review of actual staff sign-in data from three childcare centres run by the proponent of this development demonstrates that peak staff parking demand does **not** occur drop-off and pick-up, but around the midday lunch period when more staff are required for meal preparation. As such, greater numbers of parking are available to support drop-off and pick up requirements due to lesser numbers of staff on site at these times.

RESPONSE TO ADVERTISING SUBMISSIONS

Five (5) submissions were received in response to public advertising, which occurred between 5 December 2024 and 19 December 2024. Responses to the key themes identified in the submissions have been provided in **Table 2** below.

Table 2: Response to Advertising Submissions

| Submission Theme | Applicant Response |
|---------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Noise impacts | As provided in the Environmental Noise Report, the proposed child care centre has been designed to comply with the relevant noise limits under the Environmental Protection (Noise) Regulations 1997. The proposed child care centre has been designed with mitigation measures to ensure that any impacts are within the compliance limits, including management through internal operations and signage. |
| Traffic and Parking | As provided in the TIS, the provided parking has been assessed as adequate, with demand not anticipated to exceed available parking at any one time. This is due to an extended drop off and pick up period, as well as different peak demand for staff numbers. Further, the proposed development has been demonstrated to generate only a low number of trips, with less than 80 trips in both of the peak hours. These trips will be easily accommodated by the surrounding road network, which has been designed to support local and neighbourhood traffic volumes in accordance with their proximity to Marmion Avenue (an Other Regional Road, which experiences above 1,000 trips per peak hour each day). |
| Operational hours, amenity and safety | The proposed development has been designed to reflect the adjacent residential developments, with a 2 storey design and consideration for potential noise impacts. No overlooking or privacy impacts will be created by the development, with the child care centre capable of approval as part of the wider development of the area. Additionally, Bourke Way is a local road that is intended to support local and neighbourhood traffic volumes, with a limit of 50km/h provided around the site. As such, the safety risks are not anticipated to be above those experienced on a neighbourhood local road, which has a low risk due to the low speeds. |

Refer **Appendix 4** for a response to each of the submission items.

RESPONSE TO DESIGN REVIEW PANEL - CHAIR REVIEW

As part of the development assessment, the application was referred to a member of the City's Design Review Panel for comments. The comments were provided in accordance with the *State Planning Policy 7.0: Built Environment*; the built form and scale, community and aesthetic principles were evaluated as acceptable with no further recommendations. Recommendations for the principles, and our responses, are provided in **Table 3** below.

Table 3: Response to DRP Chair Review

| Design Element and Recommendations | Applicant Response | |
|---------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Element 1: Context and Character | | |
| Provision of a compatible interface with residential Lot 155, as per the requirements of LPP 2.3. | The compatibility of the interface has been demonstrated by visual elevations showing the acoustic barrier presents as a patio to the adjoining properties and with an acoustic report demonstrating that noise impacts are mitigated to the point of compliance. | |

| Design Element and Recommendations | Applicant Response |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2. Provision of a direct relationship between the activity rooms and a safe and secure outdoor play area. Output Description: | The proposed play areas are directly aligned and accessible from the activity rooms. The western portion of the outdoor play area is intended to be fenced and used for supervised activity only, with vegetable gardens and similar activities proposed. Refer Appendix 1 for the updated site plan, showing additional fencing and landscaping arrangements to ensure this area is secure and only accessible with direct supervision. |
| Provision of legible and safe pedestrian access to the CCC's front porch/door from Bourke Way and within the carpark, and from the neighbourhood connector of Eglinton Boulevard. | Refer Appendix 1 for the updated site plan, showing the proposed pedestrian connection from the Eglinton Boulevard pedestrian path into the subject site. |
| A visually permeable boundary fence design, as per the requirements of LPP 4.6. | The proposed development includes provision of permeable boundary fencing, including use of Perspex for acoustic mitigation without preventing visibility. |
| Element 2: Landscape Quality | |
| Engage a landscape professional to design and specify requirements for all the open spaces on the site and in the verges to a high quality and to suit the residential context. | Refer Appendix 2 for the concept landscape plan, demonstrating the indicative open space design and planting. |
| Select appropriate tree species to contribute meaningfully to open areas on the site and in the verge. | |
| Element 3: Built Form and Scale | |
| No recommendations. The maximum 2-storey built form is appropriate for this context of existing predominantly one-storey residences. | Noted. |
| Element 4: Functionality and Build Quality | |
| Provide services and utilities in visually unobtrusive locations and where the amenity of the proposal and neighbours is unaffected. | All service and utility areas are proposed to be screened from public view, while ensuring adequate separation from the surrounding residential lots and maintaining convenient access and functionality. |
| Provide bike parking racks for staff and visitors. | Refer Appendix 1 , updated plan, showing provision for 3 bike parking racks adjacent to the building entrance. |
| Integrate the rooms in the south-western "extension" with the overall CCC design (refer also to the further comments in Principle 1 to improve legibility of the front door and provision of a path from Eglinton Boulevard). | The south-western "extension" includes the building entry, staff facility, laundry area, as well as the outdoor piazza and associated kitchen area. This area has been designed in accordance with the operators' standard practise, and will provide activation and visual interest towards Eglinton Boulevard, with break times likely to focus activity around the piazza and kitchen when the children gather for recess and lunch. Further, the laundry requires separation from the younger children activity rooms and sleep areas due to the potential impacts of noise. As such, the provided design ensures that the Eglinton Boulevard frontage is activated, while allowing for operations to occur in a logical and functional manner for the operator. |

| Design Element and Recommendations | Applicant Response |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Element 5: Sustainability | |
| Engage an ESD consultant at this stage to prepare a sustainability strategy for this proposal, and to provide a commitment to passive and active measures. | The requirement for completion of a sustainability strategy was not raised in our pre-lodgement meeting, and is not required under the Local Planning Framework. As such we have not engaged an ESD consultant. |
| Element 6: Amenity | |
| Relocate and provide an operable window to the sleep room. | The sleep area is not a separate room—it is integrated with Activity rooms 1 and 2, which provide solar access and natural ventilation across the rooms. The operator is experienced with the NCC requirements regarding rooms and we understand the proposed design of the sleep room is standard practice. |
| Provide a more optimal built form and soft landscape oriented solution for a compatible CCC interface with residential Lot 155. | The proposed development has been designed to ensure the mitigation of potential noise impacts from the outdoor play area onto Lot 155, with landscaping details to be finalised per detailed design outcomes. Alternative layouts would result in increased noise and amenity impacts on the residential lot. |
| Element 7: Legibility | |
| Refer to Principle 1 for comment on improving legibility for pedestrians to walk to the entry of the CCC from Bourke Way and within the carpark and from Eglinton Boulevarde. Continue the footpath material over the crossover in Bourke Way. | There is currently no provision for a pedestrian path along the eastern side of Bourke Way, meaning the continuation of the pedestrian path over the crossover would end abruptly at the site boundary. As such, the proposed pedestrian path has been designed to integrate with the crossover, providing pedestrian |
| , | access to the site from Eglinton Boulevard in accordance with the updated site plan (Appendix 1). |
| Element 8: Safety | |
| Refer to Principle 1 for comment on improving safety for pedestrians to walk to the CCC, and an improved location for the outdoor play area to relate directly to activity rooms. | Refer Appendix 1 for the updated site plan, showing the proposed pedestrian connection from the Eglinton Boulevard pedestrian path into the subject site. The proposed play areas are directly aligned and accessible from the activity rooms. The western portion of the outdoor play area is intended to be used for supervised activity only, with vegetable gardens and similar activities proposed. |
| Element 9: Community | |
| No recommendations. The CCC proposal should be of value to the community. | Noted. |
| Element 10: Aesthetics | |
| No recommendations. The building aesthetics and selection of materials and colours are appropriate. | Noted. |

As provided in Table 2 above, the proposed development plans have been updated, with additional details on landscaping and provision of a pedestrian connection from Eglinton Boulevard along Bourke Way added to the design. These elements, along with the confirmation of the relationship between the activity areas and the outdoor play spaces, adequately address the above comments in support of the proposal.

RESPONSE TO DEES REFERRAL COMMENTS

Please see **Appendix** 5 for the responses provided to the DFES comments received 6 January 2025, as prepared by Western Environmental.

Conclusion

As provided above, the proposed Child Care Centre will add to the upcoming residential area, providing a service that is convenient and accessible for working parents. The centre will not create adverse impacts on the surrounding residences, with acoustic, traffic and landscaping details all carefully considered. In accordance with the above, we request that the City assess the application on its merits and approve the application.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,

ISABELLE HOW

PLANNING CONSULTANT

Encl. Updated Plans, Landscape Concept, Detailed Submission Response Table, Swept Paths, DFES Commentary Responses 250110 9114 RFI Response letter

PART D - OTHER BUSINESS

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