



PART B – CITY OF MANDURAH

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

- 3.1 Lot 9116 Huntington Street, Madora Bay - Proposed Child Care Premises
– DAP/25/02950

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B - Item 3.1 - Lot 9116 Huntington Street, Madora Bay

Proposed Child Care Premises

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Outer	
Local Government Area:	City of Mandurah	
Applicant:	Dynamic Planning and Developments	
Owner:	Satterley Madora Bay Pty Ltd	
Value of Development:	\$2,100,000	
Responsible Authority:	City of Mandurah	
Authorising Officer:	Casey Mihovilovich Chief Executive Officer	
LG Reference:	DA-11835	
DAP File No:	DAP/25/02950	
Application Received Date:	31/07/2025	
Report Due Date:	17/10/2025	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Development Plans 2. Environmental Acoustic Assessment 3. Traffic Impact Statement 4. Waste Management Plan 5. Planning Report 6. Design Review Panel Report	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☒ Yes	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

- Approve** DAP Application reference DAP/25/02950 and accompanying plans (DA00/B, DA01/B, DA02/B, DA03/B, DA04/B, DA05/B) 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 Mandurah Local Planning Scheme No. 12, subject to the following conditions:

Conditions:

- The development shall be carried out and fully implemented in accordance with the details indicated on the stamped approved plan(s) unless otherwise required or agreed in advance in writing by the City of Mandurah, including the following modifications illustrated in red ink:
 - The tinted glass proposed in the fencing shall be amended to visually permeable glass for a minimum of 50% of the frontages that face north, south and west.

2. This decision constitutes planning approval only and is valid for a period of 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. All car parking bays to be constructed in accordance with Australian Standard AS2890.1. Any bays adjacent to kerbs or for those bays that are to be used for disabled parking, shall be in accordance with Australian Standards AS1428.1.

Prior to Construction

4. The approved Waste Management Plan (ref 2458) must be implemented and thereafter maintained to the satisfaction of the City of Mandurah, for the life of the development.
5. Prior to the commencement of site works, a detailed stormwater and drainage management plan must be submitted to and approved by the City of Mandurah showing all stormwater from roofed and paved areas being collected and disposed of on-site in landscaped areas in accordance with water sensitive design principles. The 1% AEP flood event is to be considered for the drainage calculations.
6. Prior to the commencement of site works, a detailed landscaping plan for the subject site and road verge(s) must be submitted to, and approved to the satisfaction of the City of Mandurah, and must include the following:
 - The location, number and type of proposed trees and shrubs;
 - Any existing vegetation and/or landscaped areas to be retained;
 - Pedestrian, paving and lighting treatments;
 - An implementation schedule; and,
 - Maintenance/management responsibilities.
 - Verge upgrade including the provision of mature street trees.
 - The plan, once approved, shall be implemented and maintained to the satisfaction of the City of Mandurah.
7. Prior to the commencement of site works, a Construction Management Plan shall be submitted to and approved by the City of Mandurah. The Plan must detail how the site will be managed during and after works are completed, in order to minimise issues associated with dust/sand, erosion, noise, vibration, traffic and general construction issues. The plan is to include hours construction. The approved plan must thereafter be implemented to the satisfaction of the City of Mandurah.

Prior to Occupancy

8. Prior to the commencement of the development/use, the proposed development shall be connected to sewer to the satisfaction of the City of Mandurah.
9. Prior to the occupation of the development, a vehicle crossover is to be constructed and maintained to the specification and satisfaction of the City of Mandurah. During construction, the existing landscaping, footpaths, infrastructure and associated brick paved areas within the road reserve shall be protected and/or re-instated to the satisfaction of the City of Mandurah.

10. Prior to occupancy, vehicle parking, manoeuvring and circulation areas shall be suitably constructed, sealed, drained, kerbed, marked (including loading and disabled bays), and thereafter maintained to the specification and satisfaction of the City of Mandurah.
11. Prior to occupancy, security, building, signage and carpark lighting must be located, designed and installed to prevent excess light spillage from the development. Reference should be made to AS4282 Control of the Obtrusive Effects of Outdoor Lighting and other relevant lighting standards.
12. Prior to occupancy, all services (e.g. air conditioners, water meters, hot water storage systems etc.) shall be designed to be integrated into the building design and/or screened from surrounding properties/communal areas to the satisfaction of the City of Mandurah.
13. Prior to occupancy the requirements of the Environmental Noise Assessment by Lloyd George Acoustics, Report 250310084-01B, are to be fully implemented and thereafter maintained, to the satisfaction of the City of Mandurah.
14. Car parking bays 8,9,10,11,12 and 13 be signed advising they are not for use before 7:00am.
15. Within three (3) months of occupation, a noise verification report shall be submitted to the City of Mandurah by a suitably qualified acoustic consultant to assess compliance with the *Environmental Protection (Noise) Regulations 1997*.
16. All exterior finishes of the building and fences shall be treated with anti-graffiti coating to the specifications and satisfaction of the City of Mandurah.
17. Prior to occupancy the applicant shall construct six embayment parking bays in the adjacent Carmel Way road reserve as indicated on the site plan. The bays shall be constructed to the specification and satisfaction of the City of Mandurah, and the applicant shall pay a cost contribution to the City of Mandurah for the maintenance of the verge parking, at the sum of \$996.50 per bay (including GST).

Ongoing Conditions

18. All signage shall be kept clean and maintained free of dilapidation at all times to the satisfaction of the City of Mandurah.
19. The signs must not be illuminated, moving, pulsating, flashing, incorporate animation or movement into their design or structure, to the satisfaction of the City of Mandurah.
20. The hours of operation shall be limited to 6:30am to 6:30pm Monday to Friday, 8:00am to 5:00pm Saturdays and shall not occur at any time on Sundays or Public Holidays.
21. All delivery and service vehicles must be located entirely on the site and have their engines and refrigeration units turned off during loading and unloading of goods associated with the use of the site and shall only access the site during

the 'day period' of 7:00am to 7:00pm Monday to Saturday or 9:00am to 7:00pm Sundays and public holidays.

22. The outdoor play areas shall not be used before 7:00am on any day unless otherwise agreed in writing by the City of Mandurah.
23. No amplified music is permitted to be broadcast outside of the premises or be audible from the property boundary.

Advice Notes:

1. Prior to any works commencing, an application for a building permit is to be submitted to and approved by the City of Mandurah.
2. Prior to occupancy of the building, an occupancy permit is to be submitted and approval obtained prior to the use of the building from the City of Mandurah.
3. Prior to the commencement of site works, the applicant shall schedule a start-up meeting with the City of Mandurah.
4. The applicant must submit an application for registration of a food business as required by the *Food Act 2008*. The business must not trade until a registration certificate has been issued by the City of Mandurah Health Services.

Details: Outline of Development Application

Region Scheme	Peel Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Local Planning Scheme No.12
Local Planning Scheme - Zone/Reserve	Urban Development
Structure Plan/Precinct Plan	Madura Bay North Local Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Residential R40
Use Class and permissibility:	D – not permitted unless the LG has exercised its discretion by granting development approval
Lot Size:	2,310m 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 a child care premises fronting Huntington Street with vehicle access from Carmel Way. The proposal:

- Accommodates up to ninety-seven (97) children with seventeen (17) staff members.
- Proposes hours of operation are 6:30am - 6:30pm Monday to Friday and 7am – 5pm on weekends for open days which will take place 4 times a year.
- Includes 20 car parking bays, including 1 accessible parking bay.
- Proposes 6 on street parking bays situated on Carmel Way.
- Proposes two-way access off Carmel Way.
- Offers indoor and outdoor play areas that are easily accessible to one another. There are two proposed outdoor plays spaces, one to the North of the build and a larger area to the South.

Proposed Land Use	Child care premises
Proposed Net Lettable Area	596m ²
Proposed No. Storeys	Single Storey
Proposed No. Dwellings	Not Applicable

Background:

The subject site is being created through the subdivision process into a 2,310m² lot that is surrounded by street frontages on all four sides. Ocean Parade is to the North of this site, Huntington Street is to the West, Capistrano Way is to the South and Carmel Way is to the East.

There are two roundabouts impacting the access to this site, one on the corner of Ocean Parade and Huntington Street and the other being on the corner of Huntington Street and Capistrano Way. As a result, two-way access is proposed off Carmel Way.

To the south of this site is an existing Primary School and Public Open Space Reserve (R 54125). To the north, east and west of this property is existing and newly created residential lots that consist of R25 and R40 zoning.

Legislation and Policy:

Legislation

Planning and Development (Local Planning Schemes) Regulations 2015
Environmental Protection (Noise) Regulations 1997
 City of Mandurah Local Planning Scheme 12

State Government Policies

State Planning Policy 7.0 – Design of the Built Environment
 Planning Bulletin 72 – Childcare Centres
 Draft Position Statement: Child Care Premises

Structure Plans/Activity Centre Plans

Madura Bay North Local Structure Plan

Local Policies

Local Planning Policy No.3 – Non-Residential Land Uses in Residential Zones.

Consultation:

Public Consultation

Public consultation was not undertaken by the City of Mandurah for the proposed Child Care Premises. The proposed land use is consistent with existing uses of the area including the Primary School to the South. The subject site is also not directly abutting any residential properties as it is separated by roads, and any future nearby lots are currently owned by the developer

Referrals/consultation with Government/Service Agencies

Nil

Design Review Panel Advice

During the assessment process, the proposal was taken to the Design Review Panel (DRP) at the City of South Perth on 2 September 2025.

Main concerns held by the Design Review Panel included the following:

- The limited visual permeability of the north, south and west outdoor play area fences limits streetscape interactivity and passive surveillance on those facades.

The City has included a condition that requires visually permeable panels to form a minimum of 50% of the frontages for the north, south and west perimeter fencing.

- Screened drying space positioned on main street interface.

The drying space has been located in the most suitable location to suit the internal layout and avoids the play area and parking area. The material used for screening provides a visual difference for the elevation and it is acknowledged this elevation, in particular, is a vehicle dominated street front. Furthermore, it is noted that enhancements to the elevations through requiring greater visual permeability provides additional improvement to this elevation.

- Eastern boundary articulation could be improved through the addition of a canopy.

A small canopy has been added to the eastern boundary.

- The vehicle access point on Huntington Street limits the legibility and ease of access to the main pedestrian entry. One vehicle access point / crossover located on Carmel Way would allow the interactivity of the Huntington Street façade and legibility of the main pedestrian entrance to be increased.

The access arrangements were amended to incorporate a two-way vehicle access from Carmel Way.

In summary the DRP advised:

The child care premises use is supported as it provides a benefit to the surrounding local community. The site is considered to be a good location for a child care centre with limited impact on any surrounding residential properties. The proposal is generally of a high quality and is working towards a supportable outcome. The applicant is encouraged to develop the design further to address the items noted above in order to gain full DRP support for the proposal.

As discussed above, the suggestions from the DRP were largely incorporated into the final design. The drying court location is considered to be in the most appropriate location and other measures that have been incorporated, such as adding additional visual permeability to fences and the use of different materials, mitigate some of the concerns raised

Other Advice

Health Services (Mandurah)

The City's Health Services Team reviewed the submitted application alongside the Environmental Noise Impact Assessment with the report confirming the ability of the development to achieve compliance with the *Environmental Protection (Noise) Regulations 1997* subject to the implementation of recommendations detailed. This was subject to the installation of solid 2.1 metre high fencing free of any gaps and have a minimum surface mass of 8 kg/m² which includes such material as brick, limestone or double sheeted *Colorbond* around the outdoor play area.

Noise levels are compliant from car doors except 6 bays 8,9,10,11,12 and 13 that cannot be used before 7:00am and these must be signed accordingly.

Engineering Services (Mandurah)

The proposed two-way access from Carmel Way is supported by the City's Engineering Team.

The on-street parking bays proposed by the applicant to offset the parking on site can be supported subject to a maintenance fee per bay being conditioned. The Engineering Team agreed that there is existing on street parking available surrounding this property to assist with catering for the reduction in car parks on site.

Waste Management Services (Mandurah)

The Waste Management Team provided guidance around the collection of waste and the proposed bin store. Amendments were made to address the concerns, and the Waste Management Plan has since been supported.

Planning Assessment:

The proposal has been assessed against the requirements of the City of Mandurah Local Planning Scheme No.12, State Planning Policy 7.0 Design Built Environment and Local Planning Policy No. 3 Non-Residential Uses in Residential Zones Clause 3. Child Care Premises.

Land Use

Lot 9116 Huntington Street is zoned Urban Development under Local Planning Scheme No.12 and Residential under the Madora Bay North Local Structure Plan. The City of Mandurah's Local Planning Scheme No.12 outlines objectives for the residential zone, which are to:

'To provide for a range of housing and a choice of residential densities to meet the needs of the community in suburban areas.

To facilitate and encourage high quality design, built form and streetscapes throughout suburban areas.

To provide for a range of non-residential uses, which are compatible with and complementary to residential development.'

Local Planning Scheme No.12 also defines a child care premises as:

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

a child care service as defined in the Child Care Services Act 2007 section 4 is provided.'

Table 3 of Local Planning Scheme No.12 outlines a child care premises as a "D" use in a Residential Zone. A discretionary use means that the use is not permitted unless the local government has exercised its discretion by granting development approval.

Hours of operation

Provision	Requirement	Proposal	Assessment
Local Planning Policy No.3 Non-Residential Uses in Residential Zones. Clause 3.3 Hours of operation	The hours of operation for a child care premises within a residential area should be limited to the following: Monday to Friday 7:00am – 6:00pm Saturday 8:00am – 5:00pm An application proposing to operate outside of these hours will be assessed based on the potential impact to the neighbouring residential amenity.	Monday to Friday 6:30am – 6:30pm Weekends (open days, maximum four days per year) 7:00am – 5:00pm	The hours of operation proposed for Monday-Friday includes a start time 30 minutes before and finish time 30 minutes after the City of Mandurah's Local Planning Policy recommended hours of operation. The Environmental Acoustic Assessment outlines suggestions to ensure the noise impact on the surrounding residential properties is minimised and controlled in an appropriate manner, including parking bays 8,9,10,11,12 and 13 which are not to be used prior to 7am. The earlier start time and later finish of 30 minutes will have limited impact on the surrounding

			residential development through the recommendations of the Environmental Acoustic Assessment being implemented. The proposed hours of operation four times a year on weekends will need to comply with the City's Policy requirements in terms of only operating on Saturdays between the hours of 8:00am – 5:00pm. This is to form part of the conditions.
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Built Form and Design

Provision	Requirement	Proposal	Assessment
State Planning Policy 7.0 - Design of the Built Environment 3. Built Form and Scale Local Planning Policy No.3 Non-Residential Uses in Residential Zones. 3.4 Built Form	State Planning Policy: 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. Local Planning Policy: The built form of the proposed development shall be in accordance with the following: The design of the development shall respect the character of the area having regard to land-use, building scale, built form and boundary setbacks; The maximum building height,	Single storey child care premises proposed with a mix of pitch and skillion roof form elements. The proposed materials and colours match in with the coastal vibe of Madora Bay and the residential properties surrounding. The drying courtyard abutting Huntington Street is screened by 2.2m higher perforated corrugated screen fence. A boundary wall is proposed for the eastern boundary and 1m from the western boundary. Both elevations have major openings, mix of colours and materials and unique roof forms to bring visual interest	The proposed built form and land use matches in with the established character of the area, the scale of the build is in line with the existing single storey dwellings surrounding this lot, with the roof pitches adding an additional element to the build. The 2.2m high screening isn't desirable on Huntington Street, however, the screened fencing blends into the façade design as the same material has been used near the entrance point of the child care. As this property is surrounded by roads on all four sides, the relocation of the screened area would have impacted another frontage the same and it is

	street walls/fences, street setbacks and lot boundary setbacks shall be in accordance with the Residential Design Codes as for a residential dwelling; Paths allowing pedestrian and universal access should be made with durable, non-skid surfaces and continuously provided across driveways; Signage shall be in accordance with Local Planning Policy No 2 Signage; and Where possible, outdoor and indoor play areas for a Child Care Centre should: - Be in a safe location on the site and away from any adjoining noise sensitive premises; - Be north facing and/or accessible to the winter sun; - Create opportunities for casual surveillance of the outdoor play area from the premises building(s), adjacent land uses and the public domain where appropriate; - and - Have a regular shape in order to avoid the creation of poorly surveyed spaces.	to both Carmel Way and Huntington Street. The proposed child care is single storey and has 2.1m high fencing proposed. Footpath proposed through the site on the northern side of the build and connects the internal parking to the child care, as well as, Huntington Street through to Carmel Way. Signage assessed. Below. Both outdoor play spaces are fenced by 2.1m high fencing to suit the Acoustic Report requirements. One play space is to the North and a larger one to the South of the proposed building. The play spaces are proposed to have tinted glass. The northern play space is rectangular in shape and the southern play space is a slightly off shaped semi-circle.	proposed to be setback 1m to help offset the impact. The boundary wall and setbacks proposed to the other four boundaries fronting roads are appropriate and match in with the surrounding area. 2.1m high fencing surrounding the play spaces forms part of the recommendations of the Environmental Acoustic Assessment to protect the amenity of the surrounding area. Both play spaces are fenced for acoustic purposes and located in safe locations. Both play spaces will gain access to sun. The tinted glass proposed within the brick wall surrounding the play spaces does not create casual surveillance. This will form part of a condition that this is amended to offer visual permeable glass, as suggested by the Design Review Panel too. The proposed shapes of the outdoor play spaces are functional and have been designed to suit the lightly odd shaped lot.
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Car Parking

Provision	Requirement	Proposal	Assessment
Local Planning Policy No.3 Non-Residential Uses in Residential Zones. 3.6 Car Parking Local Planning Scheme No.12. Schedule 2 – Parking Requirements	Local Planning Scheme No.12: Child Care Premises Use requires 1 parking bay per staff member plus 4.	20 on site parking bays and 6 on street parking bays situated along Carmel Way. The car parking is situated to the North of the site which impacts Ocean Parade. This ensures Huntington Street, Capistrano Way and Carmel Way are not visually dominated by car parking. Two way access proposed off Carmel Way for safe vehicular access and the car parking area can be entered and exited in forward gear.	The reduced on site car parking is supported by the City of Mandurah, as the applicant has proposed 6 on street parking bays as a part of this development proposal. In addition, it is noted that the proximity of the school nearby is likely to result in some parents parking once for both destinations. That is, there may be times when a parent parks to drop a child off at the school and walks the short distance to the child care facility. Two way access proposed off Carmel Way reduces the traffic impact on the two existing roundabouts to the West of this site and the entrance point is opposite a corner lot that will have limited impact from headlight glare of vehicles.

Signage

Provision	Requirement	Proposal	Assessment
Local Planning Policy No.2 Signage	Wall sign Maximum of one wall sign per elevation; Sign is attached or directly painted on the external wall of the building; The height of the sign does not	3 walls signs have been proposed. Type B – 1.5m x 1.5m Type C – 2.2m x 2.2m Type D – 1m x 3.8m Freestanding Sign:	The proposed wall signs are situated on separate elevations and will be attached directly to the external wall of the building. Type B – 300mm taller than permitted through Local Planning Policy

	exceed 1.2 metres and the length does not exceed two thirds of the length of the frontage of the building or tenancy, whichever is less; The sign does not protrude past the limits of the façade or fascia of a building or tenancy portion; Permanent Freestanding Signs Where approval for Permanent Freestanding Signs is proposed, the following requirements apply: •The proposed sign shall have no part more than 6.0m above the natural ground level immediately below the sign. The proposed sign shall have a maximum width of 2.5m, measured horizontally across the extremities of the sign structure. A maximum of one sign per property will be permitted irrespective of the number of tenancies. Consistency with an approved Structure Plan requirements if applicable.	Type A - 2.4m high x 1.2m wide. Proposed on the northern boundary which is the corner of Ocean Parade and Huntington Street.	No.2, however, it would fit in well with the bulk of the building and its overall design. Type C – Is 1m taller than permitted. However, given the context of the elevation facing a local road, the design blends well with the proposed frontage bulk and design. Type D – Meets the requirements. The proposed freestanding sign is situated on the corner of an Integrator B and a Neighbourhood Connector Road which is the most visible spot on site. Due to the signs smaller scale, it will have limited impact on traffic and it is proposed to be non-illuminated.
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Conclusion:

A child care is a discretionary use in a Residential Zone as per the City's Local Planning Scheme No.12. An objective of the Residential Zoning is to allow a range of non-residential land uses, which are compatible with and complementary to residential development. The proposed child care premises is considered consistent with the existing school site to the south, whilst offering a service to the surrounding residents. The subject lot is situated such that it minimised the impact on surrounding sensitive land uses through separation provided by streets.

The design is sympathetic to residential lots surrounding the property. The development is well thought out with street-oriented features and a modern design. Overall, the City of Mandurah is satisfied with the proposal and design outcomes for the development.

PROPOSED CHILDCARE CENTRE

Lot 8021 HUNTINGTON ST, MADORA BAY, WA



DRAWING REGISTER PLANNING

SHEET NUMBER	SHEET NAME	ISSUE	DESCRIPTION	DATE
DA00	COVER SHEET	B	POST DESIGN REVIEW PANEL DA	11/09/25
DA01	SITE PLAN	B	POST DESIGN REVIEW PANEL DA	11/09/25
DA02	FLOOR PLAN	B	POST DESIGN REVIEW PANEL DA	11/09/25
DA03	ROOF PLAN	B	POST DESIGN REVIEW PANEL DA	11/09/25
DA04	ELEVATIONS	B	POST DESIGN REVIEW PANEL DA	11/09/25
DA05	STREETSCAPE / PERSPECTIVES	B	POST DESIGN REVIEW PANEL DA	11/09/25

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING. VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA. RELEVANT STATE BUILDING ACT AS AMENDED. STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

B	POST DESIGN REVIEW PANEL DA	11/09/25
A	DEVELOPMENT APPLICATION SET	17/07/25
ISSUE	DESCRIPTION	DATE

insite
ARCHITECTS

4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
T (03) 9499 8174
www.insitearchitects.com.au



CLIENT:
Satterley Property Group Pty Ltd

PROJECT:
Proposed Childcare Centre (97 place)

LOCATION:
Lot 8021 Huntington St, Madora Bay WA

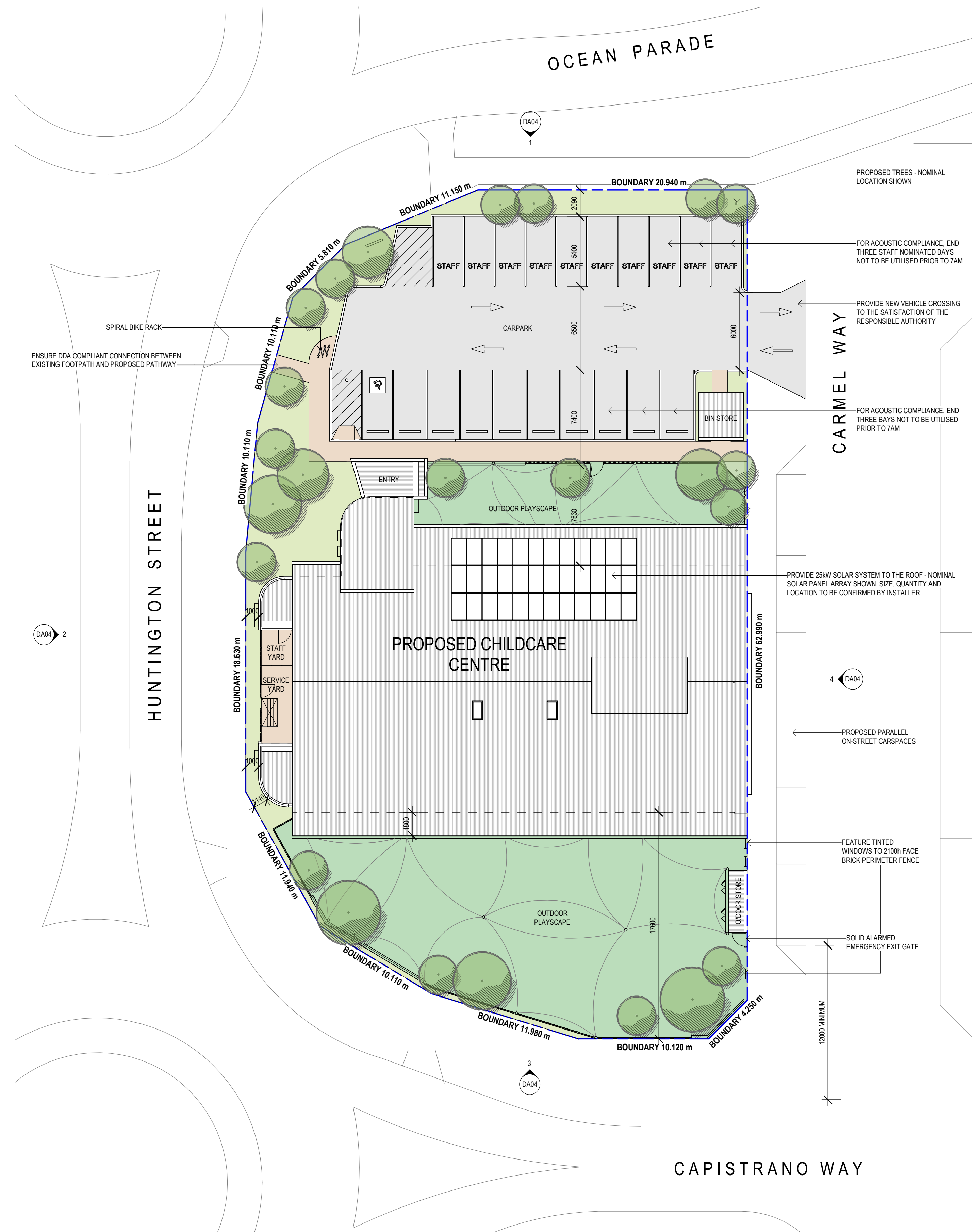
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DA ISSUE



GENERAL NOTES		
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ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA. RELEVANT STATE BUILDING ACT AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.	B A ISSUE	POST DESIGN REVIEW PANEL DATA DEVELOPMENT APPLICATION SET
		11/09/25 17/07/25



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CLIENT:
Satterley Property Group Pty Ltd

PROJECT:
Proposed Childcare Centre (97 place)

LOCATION:
Lot 8021 Huntington St, Madora Bay WA

DRAWING TITLE:
SITE PLAN

SCALE: As indicated@A1 **DATE:** MAR 2025

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DA01_B

DA ISSUE

LEGEND

 UNENCUMBERED
PLAYSPACE

LANDSCAPING

BUILDING AREA

 CAR PARK

PAVING
or similar



PROPOSED TREE
nominal location shown

UPDATE WITH EXISTING/DEMOLISHED
TREES, LEVELS, ETC ONCE FEATURE
SURVEY RECEIVED

AREA ANALYSIS

TOTAL SITE AREA 2310m²

BUILDING AREA
GROUND FLOOR 696m² gross leaseable area

ON SITE PARKING -
20 bays provided (including one accessible)

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days

GROUP ROOM 1	0-24months	12 PLACES	3 EDUCATORS
GROUP ROOM 2	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 3	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 4	24-36months	5 PLACES	1 EDUCATORS
	36+ months	10 PLACES	1 EDUCATORS
GROUP ROOM 5	36+ months	20 PLACES	2 EDUCATORS
GROUP ROOM 6	36+ months	20 PLACES	2 EDUCATORS
			+ 2 STAFF

97 PLACES 17 STAFF (minimum at capacity)

HUNTINGTON STREET

1 GROUND FLOOR PLAN
1 : 100



LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar

PROPOSED TREE
nominal location shown

UPDATE WITH EXISTING/DEMOLISHED
TREES, LEVELS, ETC ONCE FEATURE
SURVEY REVIEWED

REQUIRE CONFIRMATION THAT NO
EASEMENTS EXIST ON THE SITE

SURROUNDING FOOTPATH LEVELS
REQUIRED TO CONFIRM DDA ACCESS

CARMEL WAY

PROVIDE NEW VEHICLE CROSSING TO THE
SATISFACTION OF THE RESPONSIBLE AUTHORITY.

LANDSCAPE - NO FENCE
FOR ACOUSTIC COMPLIANCE, BAYS No. 8, 9 & 10
TO BE SIGNED FOR 'NO USE PRIOR TO 7AM'.

ENSURE DDA COMPLIANT CONNECTION BETWEEN
EXISTING FOOTPATH AND PROPOSED PATHWAY

NOMINAL SHADE SAILS SHOWN - LOCATIONS TO BE
CONFIRMED WITH LANDSCAPE DESIGN AT DD STAGE

OPEN RADIATOR ALARMED
EMERGENCY EXIT GATE

2100h SOLID FENCE - WITH MIN.
SURFACE MASS OF 8km/m²



PROPOSED PARALLEL
ON-STREET CARSPACES

2100h SOLID FENCE - WITH MIN.
SURFACE MASS OF 8km/m² TO THIS
ENTIRE PLAY SPACE

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO
COMMENCEMENT. PREPARATION OF SHOP
DRAWINGS OR MANUFACTURING. FIGURED
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VERIFY LOCATION OF EXISTING SERVICES
BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE
WITH THE NATIONAL CONSTRUCTION CODE OF
AUSTRALIA, RELEVANT STATE BUILDING ACT AS
AMENDED, STANDARD BUILDING BY-LAWS AND
RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
B	POST DESIGN REVIEW PANEL DA	11/09/25
A	DEVELOPMENT APPLICATION SET	17/07/25

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CLIENT:
Satterley Property Group Pty Ltd

PROJECT:
Proposed Childcare Centre (97 place)

LOCATION:
Lot 8021 Huntington St, Madara Bay WA

DRAWING TITLE:
FLOOR PLAN

SCALE: As indicated @A1 DATE: MAR 2025

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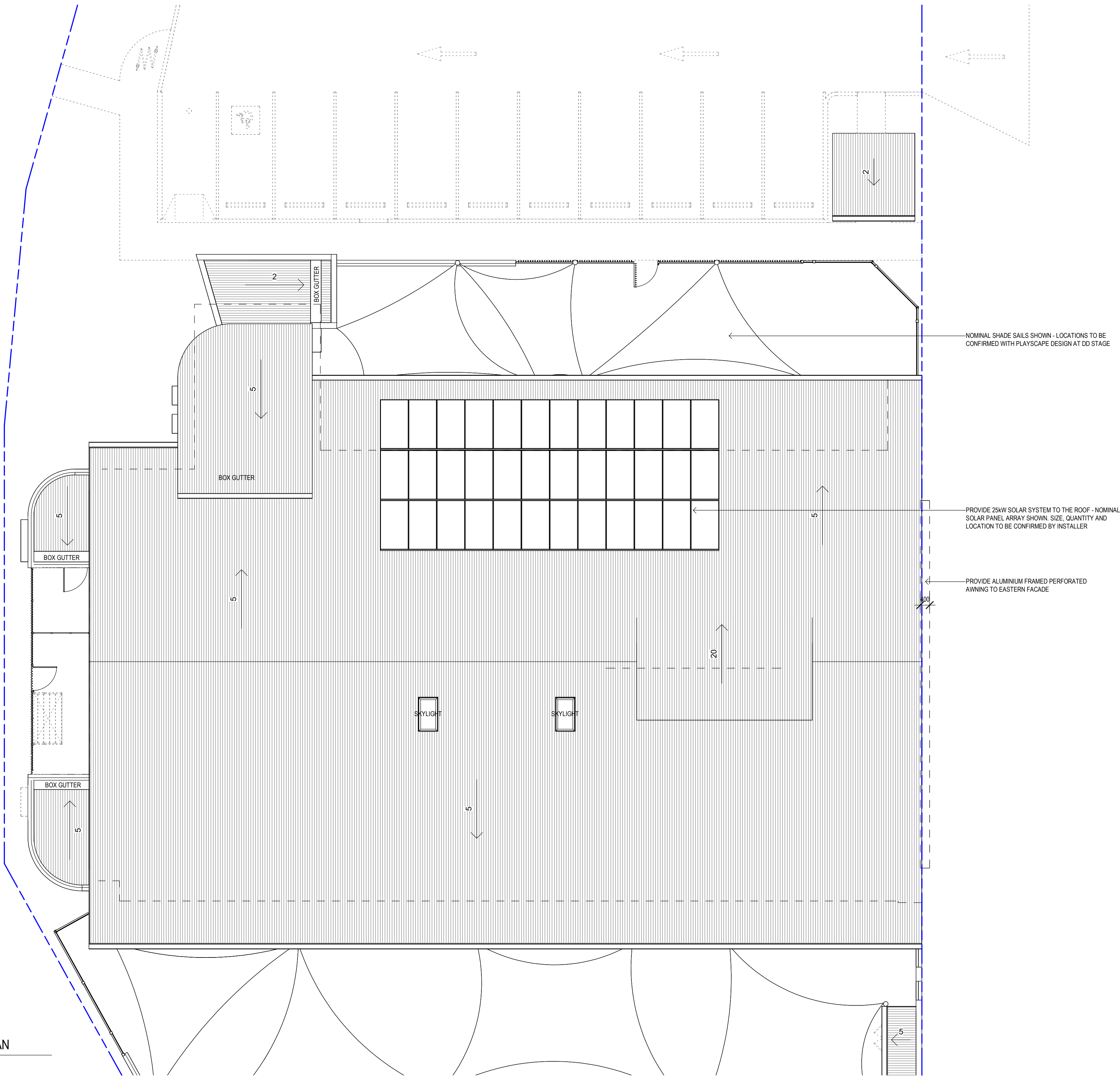
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DA ISSUE



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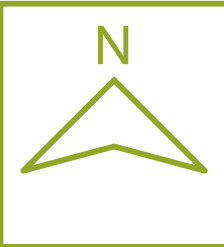
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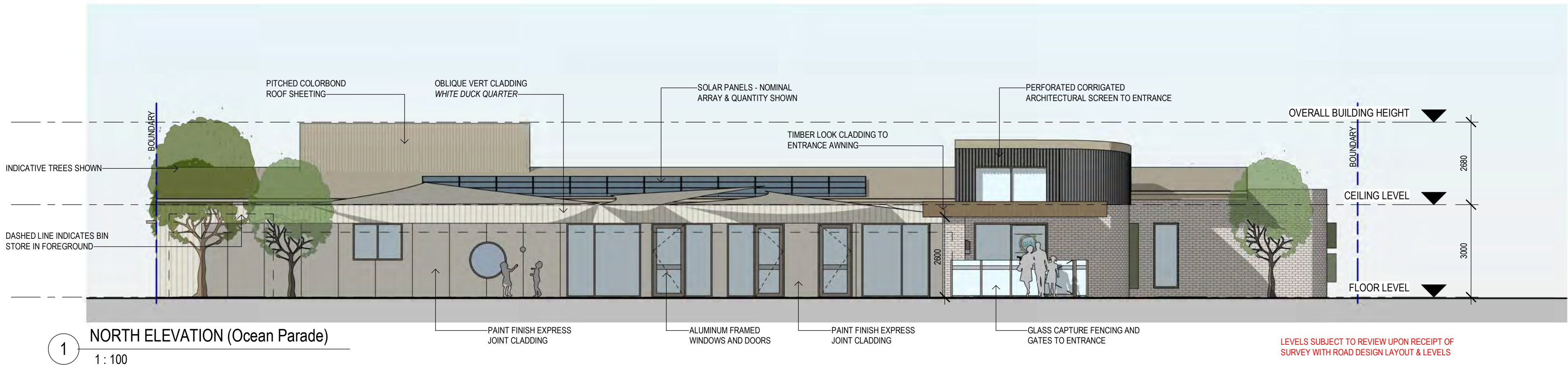
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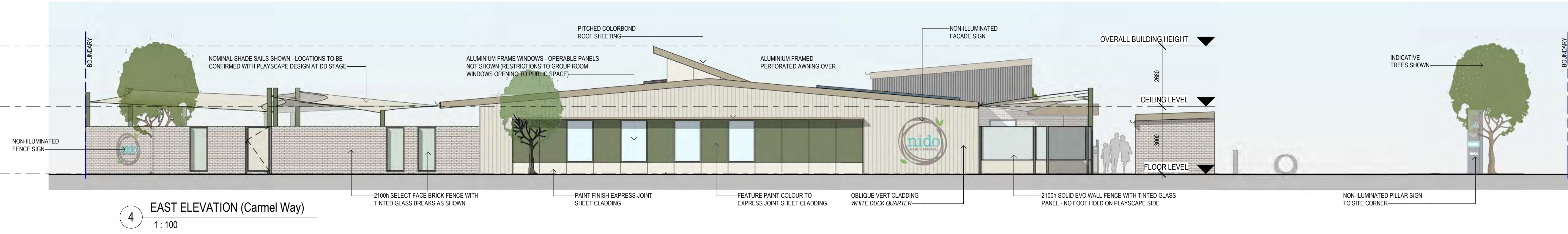


DA03_B

DA ISSUE



FENCE HEIGHT
ENSURE ALL PLAYSCAPE FENCING COMPLIES WITH AS1926.1 WITH MINIMUM INTERNAL HEIGHT OF 2.1m AND MINIMUM EXTERNAL HEIGHT OF 1.2m.



GENERAL NOTES			
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www.insitearchitects.com.au

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PROJECT:
Proposed Childcare Centre (97 place)

LOCATION:
Lot 8021 Huntington St, Madora Bay WA

DRAWING TITLE:
ELEVATIONS

SCALE: As indicated @A1 DATE: MAR 2025

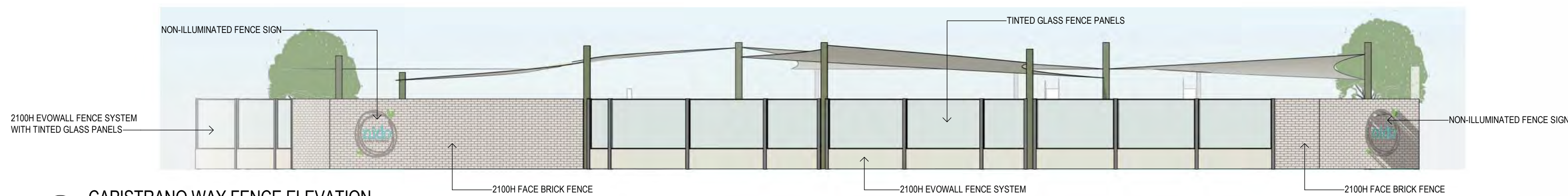
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DA04_{/B}

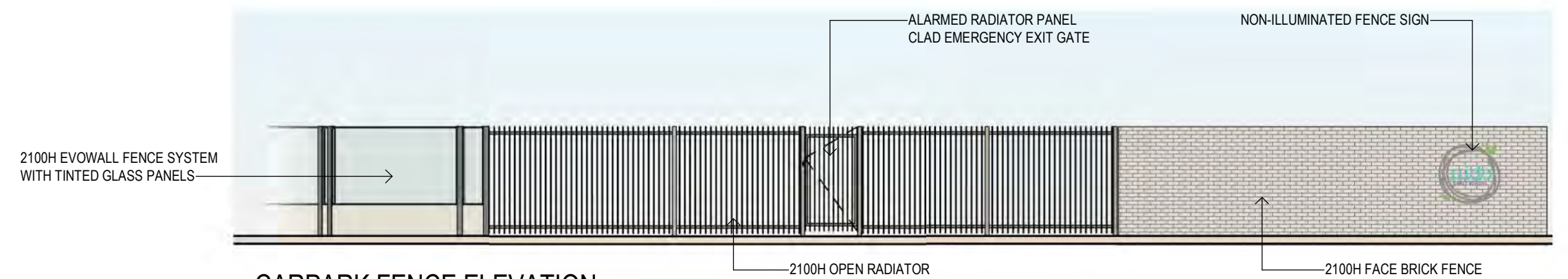
DA ISSUE



1 CAPISTRANO WAY FENCE ELEVATION
1 : 100



2 ENTRANCE PERSPECTIVE



3 CARPARK FENCE ELEVATION
1 : 100

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4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
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PROJECT:
Proposed Childcare Centre (97 place)

LOCATION:
Lot 8021 Huntington St, Madora Bay WA

DRAWING TITLE:
STREETSCAPE / PERSPECTIVES

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DA05/B

PRELIMINARY ISSUE
NOT FOR SUBMISSION

Noise Assessment – Childcare Centre

Lot 8021 Huntington Street, Madora Bay

Reference: 250310084-01B

Prepared for:
Satterley Group

Reference: 250310084-01B

Lloyd George Acoustics Pty Ltd

ABN: 79 125 812 544

PO Box 717

Hillarys WA 6923

www.lgacoustics.com.au

Contacts	General	Daniel Lloyd	Terry George	Matt Moyle
E:	info@lgacoustics.com.au	daniel@lgacoustics.com.au	terry@lgacoustics.com.au	matt@lgacoustics.com.au
P:	9401 7770	0439 032 844	0400 414 197	0412 611 330
Contacts	Rob Connolly	Hao Tran	Matt Nolan	Dave Perry
E:	rob@lgacoustics.com.au	hao@lgacoustics.com.au	matt.nolan@lgacoustics.com.au	dave@lgacoustics.com.au
P:	0410 107 440	0438 481 207	0448 912 604	0410 468 203

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Date	Rev	Description	Author	Verified
21-May-25	0	Issued to Client	Matt Nolan	Terry George
24-Jul-25	A	Updated set of drawings	Matt Nolan	-
10-Oct-25	B	Updated set of drawings	Matt Nolan	-

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EXECUTIVE SUMMARY

Lloyd George Acoustics was engaged by Satterley Group to undertake a noise assessment for a proposed childcare centre (CCC) to be located at Lot 8021 Huntington Street, Madora Bay. This report considered noise emissions from the proposed childcare centre to surrounding properties, as well as the impact of road traffic noise to the childcare centre.

With regard to the noise emission assessment, this was undertaken using noise modelling and considered child play, mechanical plant and car door closings. The predicted noise from all children playing outside is compliant provided the solid 2.1-metre high fencing as shown in the *Appendix A* plans, is included. This fencing is to be solid, free of any gaps and have a minimum surface mass of 8 kg/m² which includes such material as brick, limestone or double sheeted *Colorbond*. The predicted noise from car doors was also shown to be compliant provided the six 'daytime only' bays on the east side of the car park are only used after 7.00am.

Mechanical plant noise was calculated to be compliant at all receivers except two future residences located to the east of site. It must be noted that the assessment is based on assumptions in relation to the number, location, size and type of mechanical plant. Therefore, once the mechanical plant has been designed and selected, noise is to be reviewed by a suitably qualified acoustical consultant.

It is noted that single storey receivers have been used within the model for the future residential receivers. If these were double storey, additional noise mitigation may be required. Given the surrounding development, it is considered double storey development is unlikely and as such the assumption reasonable.

With regard to road traffic noise impacts, an assessment was undertaken in accordance with State Planning Policy 5.4 Guidelines. The CCC was determined to be located in an area below the outdoor noise target and as such no further mitigation measures are required.

1. INTRODUCTION

Lloyd George Acoustics was engaged by Satterley Group to undertake a noise assessment for a proposed childcare centre (CCC) to be located at Lot 8021 Huntington Street, Madora Bay (refer *Figure 1-1*) with the site plan shown in *Figure 1-2* and full Development Application (DA) plans provided in *Appendix A*. The purpose of this report is to consider noise emissions from the proposed childcare centre to surrounding properties, as well as the impact of road traffic noise to the childcare centre.

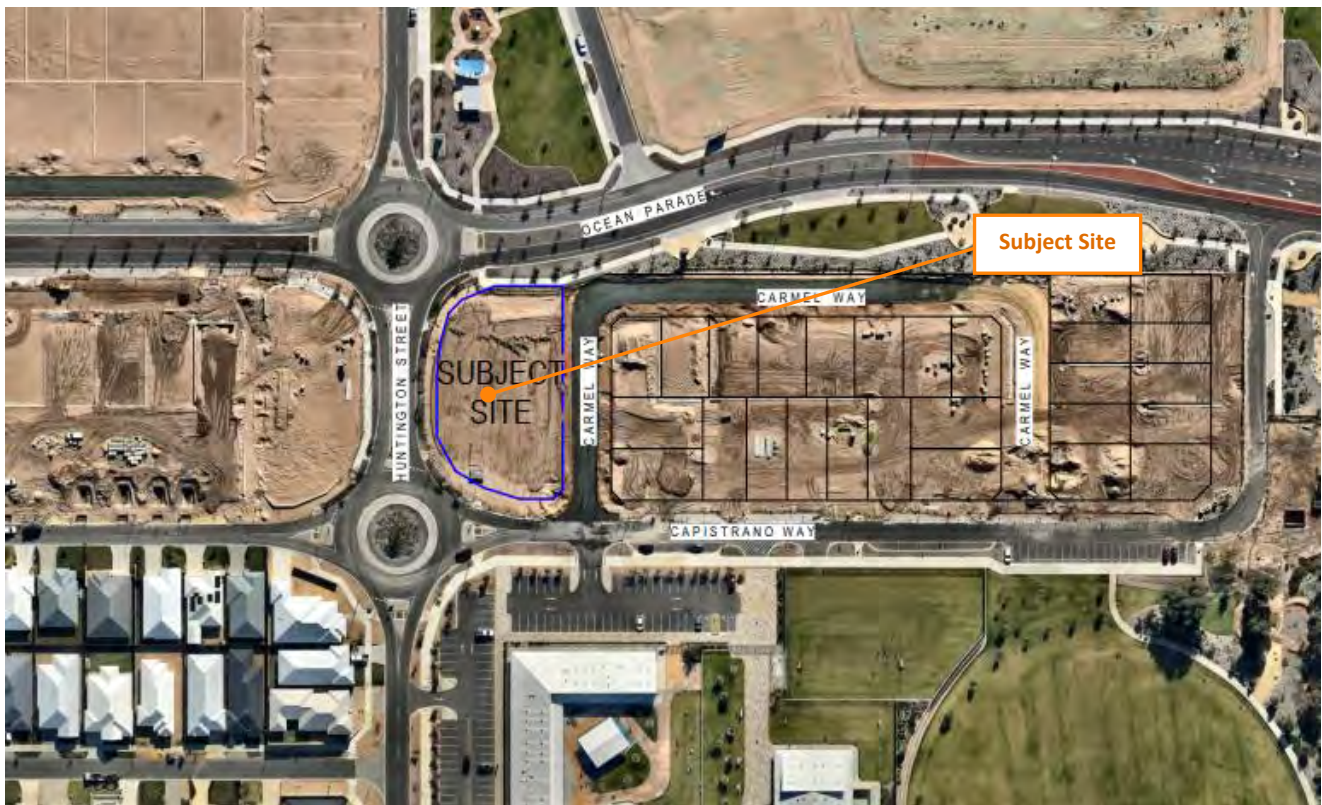


Figure 1-1: Subject Site Location (Source: Insite Architects)

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

- Six internal teaching spaces capable of accommodating up to 97 children, grouped as follows:
 - Group 1: 12 places for children aged 0-1 years;
 - Group 2: 15 places for children aged 2-3 years;
 - Group 3: 15 places for children aged 2-3 years;
 - Group 4: 5 places for children aged 2-3 years and 10 places for children aged 3+ years;
 - Group 5 & 6: each with 20 places for children aged 3+ years.
- Two outdoor play areas (not used prior to 7.00am);
- Amenities and associated mechanical plant such as:
 - Kitchen exhaust fan assumed to be located on roof above;
 - Various exhaust fans (toilets, laundry, nappy room) assumed to be located on the roof;
 - Air-conditioning (AC) plant, assumed to be located on the ground in the designated yard as shown on the DA Plans;
- Car parking on the north side of the lot.



Figure 1-2: Proposed Site Plan

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

With regard to road traffic noise impacts, the childcare centre is considered noise sensitive and is located within approximately 287 metres of Mandurah Road. This road is considered a 'Strategic Freight/Major Traffic Route' as shown on the PlanWA Maps and the subject site is within the trigger distance (refer *Figure 1-3*) such that a noise assessment is required in accordance with *State Planning Policy No. 5.4 Road and Rail Noise*.

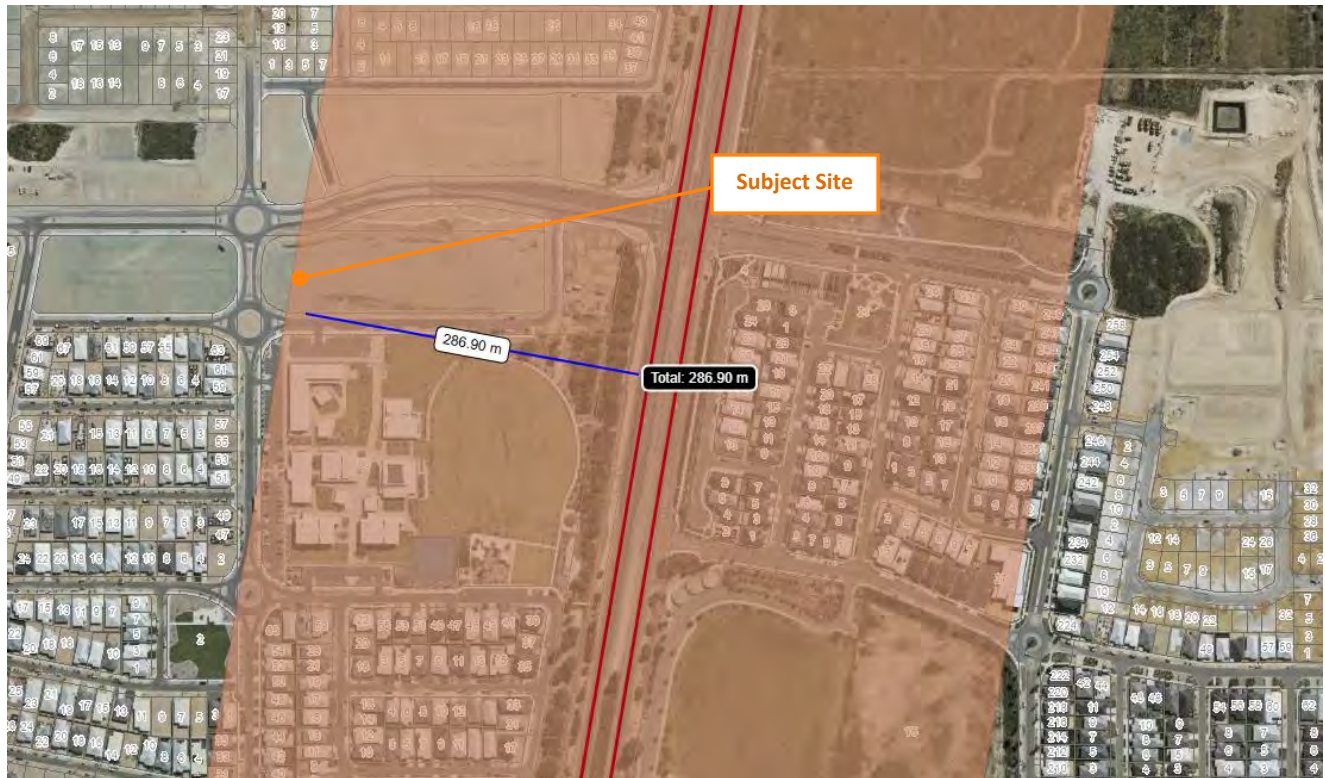


Figure 1-3: Subject Site Locality in Relation to Road (Source: DPLH PlanWA)

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

2. CRITERIA

2.1. Environmental Noise

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

2.1.1. Regulations 7, 8 & 9

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

“7. Prescribed standard for noise emissions

- (1) *Noise emitted from any premises or public place when received at other premises –*
 - (a) *must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and*
 - (b) *must be free of –*
 - (i) *tonality; and*
 - (ii) *impulsiveness; and*
 - (iii) *modulation,**when assessed under regulation 9.*
- (2) *For the purposes of subregulation (1)(a), a noise emission is taken to significantly contribute to a level of noise if the noise emission ... exceeds a value which is 5 dB below the assigned level at the point of reception.”*

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

- (a) *the characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and*
- (b) *the noise emission complies with the standard prescribed under regulation 7(1)(a) after the adjustments in the table [Table 2-1] ... are made to the noise emission as measured at the point of reception.”*

Table 2-1 Adjustments Where Characteristics Cannot Be Removed

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

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

The assigned levels (prescribed standards) for all premises are specified in regulation 8(3) and are shown in *Table 2-2*. The L_{A10} assigned level is applicable to noises present for more than 10% of a representative assessment period, generally applicable to “steady-state” noise sources. The L_{A1} is for short-term noise sources present for less than 10% and more than 1% of the time. The L_{Amax} assigned level is applicable for incidental noise sources, present for less than 1% of the time.

Table 2-2 Baseline Assigned Levels

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

1. *highly sensitive area* means that area (if any) of noise sensitive premises comprising —

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

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

Table 2-3 Assigned Levels

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

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

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

2.1.2. Regulation 3

“3. Regulations do not apply to certain noise emissions

- (1) *Nothing in these regulations applies to the following noise emissions –*
- (a) *Noise emissions from the propulsion and braking systems of motor vehicles operating on a road;”*

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

2.1.3. Regulation 14A

“14A. Waste Collection and Other Works

- (2) Regulation 7 does not apply to noise emitted in the course of carrying out class 1 works if –*
- (a) The works are carried out in the quietest reasonable and practicable manner; and*
 - (b) The equipment used to carry out the works is the quietest reasonably available;*

class 1 works means specified works carried out between -

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

specified works means -

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

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

2.2. Road Traffic Noise

The criteria for road traffic noise is provided in *State Planning Policy No. 5.4 Road and Rail Noise* (hereafter referred to as SPP 5.4) produced by the Western Australian Planning Commission (WAPC). SPP 5.4 is supported by the *Road and Rail Noise Guidelines* (the Guidelines) and the Department of Planning, Lands and Heritage mapping. The objectives of SPP 5.4 are to:

- Protect the community from unreasonable levels of transport noise;
- Protect strategic and other significant freight transport corridors from incompatible urban encroachment;
- Ensure transport infrastructure and land-use can mutually exist within urban corridors;
- Ensure that noise impacts are addressed as early as possible in the planning process; and
- Encourage best practice noise mitigation design and construction standards.

Table 2-4 sets out noise targets that are to be achieved by proposals under which SPP 5.4 applies. Where the targets are exceeded, an assessment is required to determine the likely level of transport noise and management/mitigation required.

Table 2-4: Noise Targets for Noise Sensitive Land-Use

Scenario	Outdoor Noise Target		Indoor Noise Target	
Noise-sensitive land-use and/or development	55 dB L _{Aeq} (Day)	50 dB L _{Aeq} (Night)	40 dB L _{Aeq} (Day) (Living and Work Areas)	35 dB L _{Aeq} (Night) (Bedrooms)

Notes:

- Day period is from 6am to 10pm and night period from 10pm to 6am.
- The outdoor noise target is to be measured at 1-metre from the most exposed, habitable¹ facade of a noise sensitive building.
- For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonably drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 *Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors* (as amended) for each relevant time period.
- Outdoor targets are to be met at all outdoor areas as far as is reasonable and practicable to do so using the various noise mitigation measures outlined in the Guidelines.

The application of SPP 5.4 is to consider anticipated traffic volumes for the next 20 years from when the noise assessment has been undertaken.

In the application of the noise targets, the objective is to achieve:

- Indoor noise levels as specified in Table 2-4 in noise-sensitive areas (e.g. activity and cot rooms); and
- A reasonable degree of acoustic amenity for outdoor play areas.

¹ A habitable room is defined in State Planning Policy 3.1 as a room used for normal domestic activities that includes a bedroom, living room, lounge room, music room, sitting room, television room, kitchen, dining room, sewing room, study, playroom, sunroom, gymnasium, fully enclosed swimming pool or patio.

3. METHODOLOGY

3.1. Environmental Noise Modelling

Computer modelling has been used to predict the noise emissions from the development to all nearby receivers. The software used was *SoundPLAN 9.0* with the ISO 9613 algorithms (ISO 17534-3 improved method) selected, as they include the influence of wind and are considered appropriate given the relatively short source to receiver distances. Input data required in the model are listed below and discussed in *Section 3.1.1* to *Section 3.1.4*:

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

3.1.1. Meteorological Conditions

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

Table 3-1: Modelling Meteorological Conditions

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

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

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

3.1.2. Topographical Data

As finished lot levels were not provided, flat terrain has been assumed for the CCC and nearby surrounding area.

Surrounding existing buildings were also incorporated in the noise model, as these can provide noise shielding as well as reflection paths. Single storey buildings are modelled with a height of 3.5-metres with receivers 1.4-metres above floor level. Single storey receivers have been used within the model for all the future residential receivers.

The childcare centre building is incorporated in the noise model as per the *Appendix A* plans, including solid 2.1-metre high fencing for the child play area and solid 2.2-metre high fencing on the west side of the Drying Yard. This solid fencing is to be solid, free of any gaps and minimum surface mass 8 kg/m^2 which includes such material as brick, limestone or double sheeted *Colorbond*. For areas where visual permeability is required, sound-rated plexiglass can be used.

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

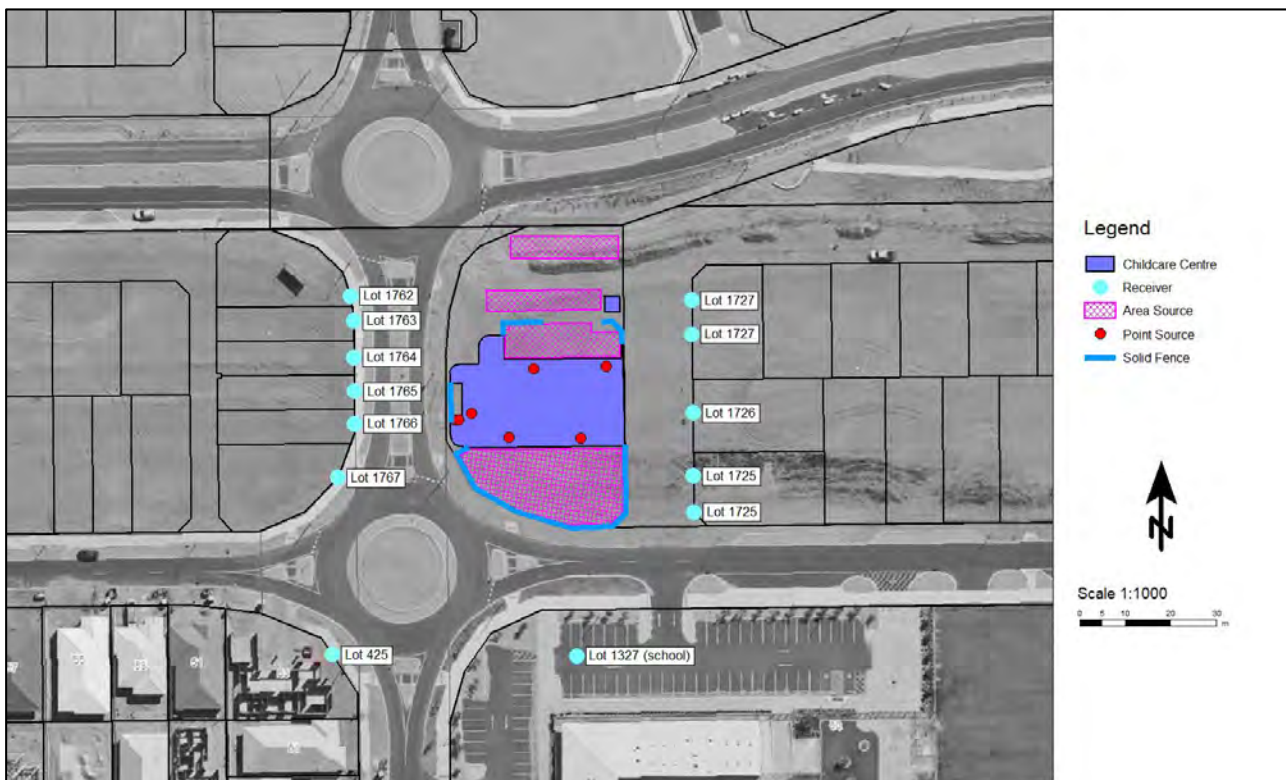


Figure 3-1: Overview of Noise Model

3.1.3. Ground Absorption

The ground absorption has been assumed to be 0 (0%) for the roads and car park, 0.5 (50%) outside of the roads and 1.0 (100%) for the play areas, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

3.1.4. Source Sound Levels

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

Table 3-2: Source Sound Power Levels, dB

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

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

- Child play source levels are based on *Guideline for Childcare Centre Acoustic Assessments Version 3.0* produced by the Association of Australasian Acoustical Consultants (AAAC) published September 2020. Where the number of children for individual play areas is specified in the plans, these have been adjusted from the reference source levels using appropriate acoustical calculations. Outdoor child play was modelled as area sources at 1.0-metre above ground level. The sound power levels used in the model were scaled as follows:
 - Outdoor Area 1:
 - 12 children aged 0-2 years = 79 dB(A);
 - 15 children aged 2-3 years = 86 dB(A).
 - Outdoor Area 2:
 - 20 children aged 2-3 years = 88 dB(A);
 - 50 children aged 3+ years = 94 dB(A).
- Based on the AAAC Guideline 3.0, source sound power levels for AC condensing units were assumed. Medium sized (double fan) outdoor units were deemed appropriate with two (2) modelled as point sources in the Drying Area.
- Other mechanical plant includes four (4) exhaust fans (toilets and laundry) and one kitchen exhaust fan. All were modelled as point sources approximately 0.5-metres above roof level and above the area serviced.
- Car doors closing were modelled as an area source 1.0-metre above ground level, with the results showing the total sound power located in the 'worst-case' location for each receiver. Since noise from a car door closing is a short term event, only the L_{Amax} level is applicable. The six 'daytime only' car parks on the east side of the car park were not included within the night period car door noise assessment.

3.2. Transportation Noise

The methodology used in this assessment is to follow the screening assessment procedure provided in the Guidelines. From Table 2 of the Guidelines (refer Figure 3-2), noise levels at the proposed CCC are assessed as 52 dB $L_{Aeq}(\text{Day})$, with Mandurah Road being a total of 6 lanes and at a distance of 287 metres from the proposed site.

The forecast levels provided in the Guidelines assume open and level ground. The Guidelines allow a 4 dB reduction in noise level where:

- an existing building or structure screens more than 50% of the most exposed part of the noise-sensitive land-use; or
- where a solid continuous minimum 1.8 metre noise wall/fence exists or is proposed; or
- through a combination of permanent structures and terrain so there is no direct line of sight.

In this project, the 4 dB reduction is applicable due to other houses located between the subject site and road corridor such that the subject site falls in an area below the outdoor noise target.

Transport Corridor Classification	Number of lanes (both directions), including bus/priority lanes and entrance/exit ramps	Forecast noise exposure category based on lot distance(m) from edge of nearest main road carriageway (not entrance/exit ramps)																						Forecast Excess Noise Level, dB	Exposure Category	Policy requirements for noise-sensitive land-use and/or development
		adjacent	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	175	200	225	250	275	300			
Strategic freight/major traffic route • 500 or more Class 7-12 Austroads vehicles per day, or • 50,000+ vehicles per day	2 to 4 lanes	73	68	66	65	63	62	61	61	60	59	59	58	57	57	56	55	54	53	52	51	50		0 or less	-	No further measures
	5 to 6 lanes	74	70	68	66	65	64	63	62	61	61	60	59	59	58	58	57	56	55	54	53	52		1 to 3	A	Noise-sensitive land-use and/or development is acceptable, subject to:
	7 to 8 lanes	76	72	69	68	66	65	64	64	63	62	62	61	60	60	59	58	57	56	55	54	53		4 to 7	B	Mitigation measures in accordance with an approved noise management plan;
	9 to 10 lanes	77	73	70	69	67	66	65	65	64	63	63	62	61	61	60	59	58	57	56	55	54		8 to 11	C	or quiet house package as specified
	10 or more lanes	78	74	71	70	68	67	66	66	65	64	64	63	62	62	61	60	59	58	57	56	56		12 to 15	D	Noise-sensitive land-use and/or development is not recommended. There is no default quiet house option due to excessive forecast noise; professional design input is required in order to achieve compliance with relevant criteria. If noise-sensitive land-use and/or development is unavoidable, an approved noise management plan is required to demonstrate compliance with the noise target (see Table 1).
Other significant freight / traffic routes • Any actual or planned future State Administered Road • Local Government Roads Carrying 100 or more Class 7 – 12 Austroads vehicles/day • 25,000+ vehicles per days vehicles/day	Urban Region Scheme areas 60-80 km/hr	1 to 2 lanes	67	64	62	61	60	59	58	57	56	56	55	54	54	53	53	52	51	50	49	48	47			
		3 to 6 lanes	69	66	64	63	62	61	60	59	58	58	57	56	56	55	55	54	53	52	51	50	49			
	Urban Region Scheme areas 100+ km/hr	1 to 2 lanes	70	67	65	64	63	62	61	60	59	59	58	57	57	56	56	55	54	53	52	51	50			
		3 to 6 lanes	74	70	68	66	65	64	63	62	61	61	60	60	59	59	58	57	56	55	54	53	52			
	Rural areas 60-80 km/hr	1 to 2 lanes	62	59	57	56	55	54	53	52	51	51	50	49	49	48	48	46	45	44	43	42	41			
		3 to 4 lanes	66	63	61	60	59	58	58	56	56	55	54	53	53	52	52	51	50	49	48	47	46	45		
	Rural areas 100+ km/hr	1 to 2 lanes	67	64	62	61	60	59	58	57	56	55	54	54	53	53	52	51	50	49	48	47	46			
		3 to 4 lanes	69	66	64	63	62	61	60	59	58	57	56	56	55	55	54	53	52	51	50	49	48			

* Assists to mitigate short term noise events from freight rail.

* Assists to mitigate short term noise events from freight rail.

Figure 3-2: Noise Exposure Forecast Table from Guidelines

4. RESULTS AND ASSESSMENT

4.1. Environmental Noise

4.1.1. Outdoor Child Play Noise

The childcare development will host up to 97 children. It is noted play time is generally staggered and therefore not all children would be playing outside at once for extended periods of time. However, noise levels were conservatively predicted for all children playing simultaneously, as a worst-case scenario with the results provided and assessed in *Table 4-1*. The critical assigned level is during the day, as whilst the childcare centre will open at 6.30am, child play will not commence until after 7.00am. Noise from child play is not considered to contain annoying characteristics within the definition of the Regulations and therefore no adjustments are made to the predicted noise levels. A noise contour plot is also provided in *Figure 4-1* showing noise levels at ground floor.

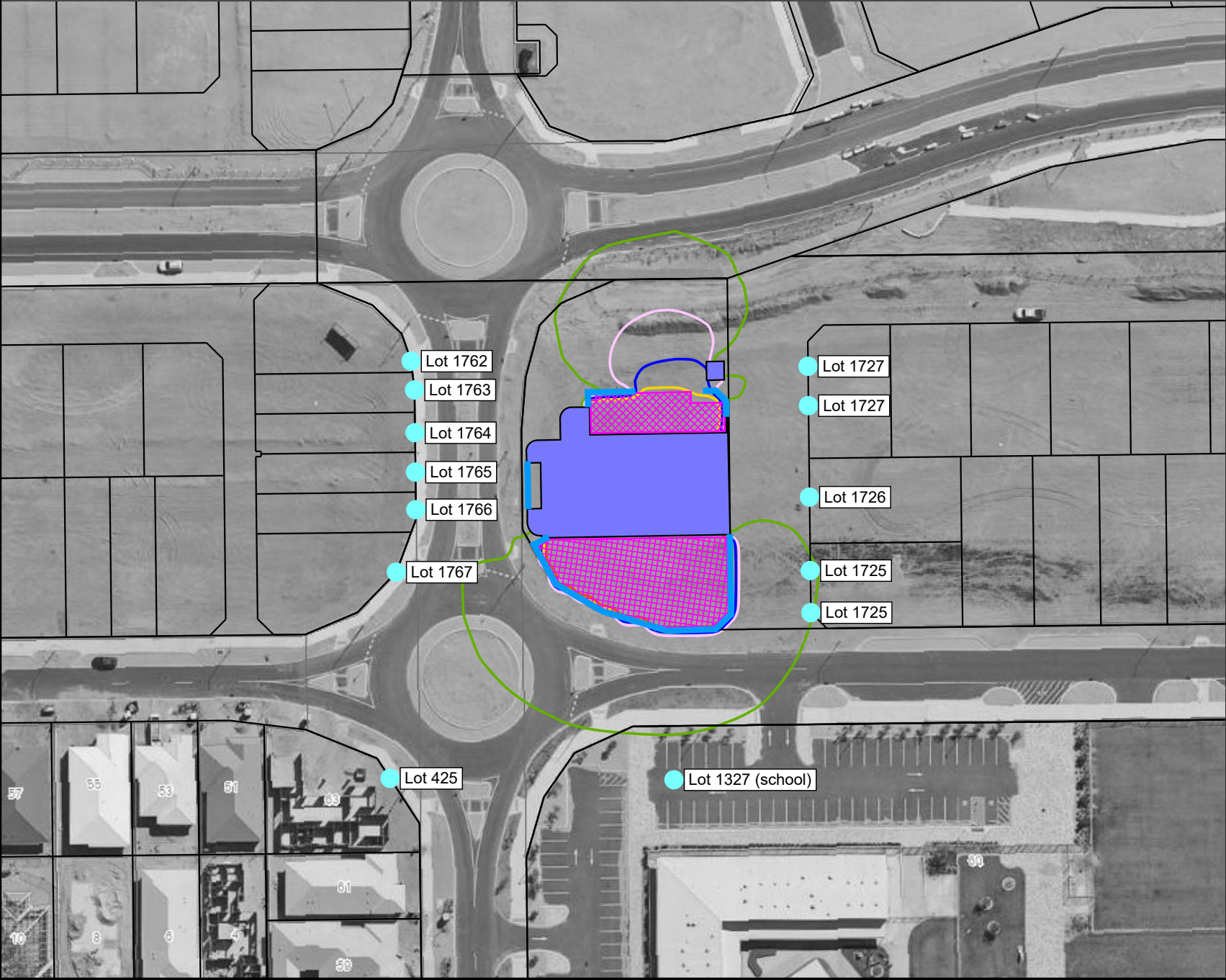
Table 4-1: Child Play Noise Predicted Levels and Assessment, dB L_{A10}

Receiver	Babies (0-2 yo)	Toddler (2-3 yo)	Kindy (3+ yo)	Total	Assigned Level	Assessment
Lot 425 (existing res)	8	36	42	42	47	<i>Complies</i>
Lot 1327 (existing school)	10	39	45	46	47	<i>Complies</i>
*Lot 1725 (future res)	15	41	46	47	47	<i>Complies</i>
Lot 1726 (future res)	22	38	43	44	47	<i>Complies</i>
*Lot 1727 (future res)	35	43	37	44	47	<i>Complies</i>
Lot 1762 (future res)	28	36	31	38	47	<i>Complies</i>
Lot 1763 (future res)	26	34	33	37	47	<i>Complies</i>
Lot 1764 (future res)	20	32	36	37	47	<i>Complies</i>
Lot 1765 (future res)	18	34	39	40	47	<i>Complies</i>
Lot 1766 (future res)	15	36	42	43	47	<i>Complies</i>
Lot 1767 (future res)	13	37	43	44	47	<i>Complies</i>

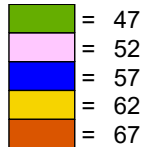
*The highest noise level from predictions at multiple receivers were used in the assessment

Based on a conservative scenario of all 97 children playing outside simultaneously, the assessment demonstrates compliance is achieved during the day.

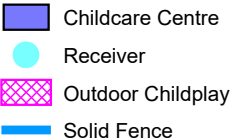
Figure 4-1 Child Play Noise Contour Plot (1.4m AGL), dB LA10



Predicted Noise level



Legend



Scale 1:1000



Project No: 250310084
Consultant: MN
Date: 10/10/2025
Algorithm: ISO 9613
SoundPLAN Version: 9.0



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(08) 9401 7770

4.1.2. Mechanical Plant Noise

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

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

Receiver	AC	Exhaust Fans	Total	Total Adjusted	Assigned Level	Assessment
Lot 425 (existing res)	9	25	25	30	37	Complies
Lot 1327 (existing school)	7	28	28	33	37	Complies
*Lot 1725 (future res)	7	32	32	37	37	Complies
Lot 1726 (future res)	8	34	34	39	37	+2 dB
*Lot 1727 (future res)	7	35	35	40	37	+3 dB
Lot 1762 (future res)	25	28	30	35	37	Complies
Lot 1763 (future res)	26	28	30	35	37	Complies
Lot 1764 (future res)	27	29	31	36	37	Complies
Lot 1765 (future res)	27	29	31	36	37	Complies
Lot 1766 (future res)	27	30	31	36	37	Complies
Lot 1767 (future res)	20	27	28	33	37	Complies

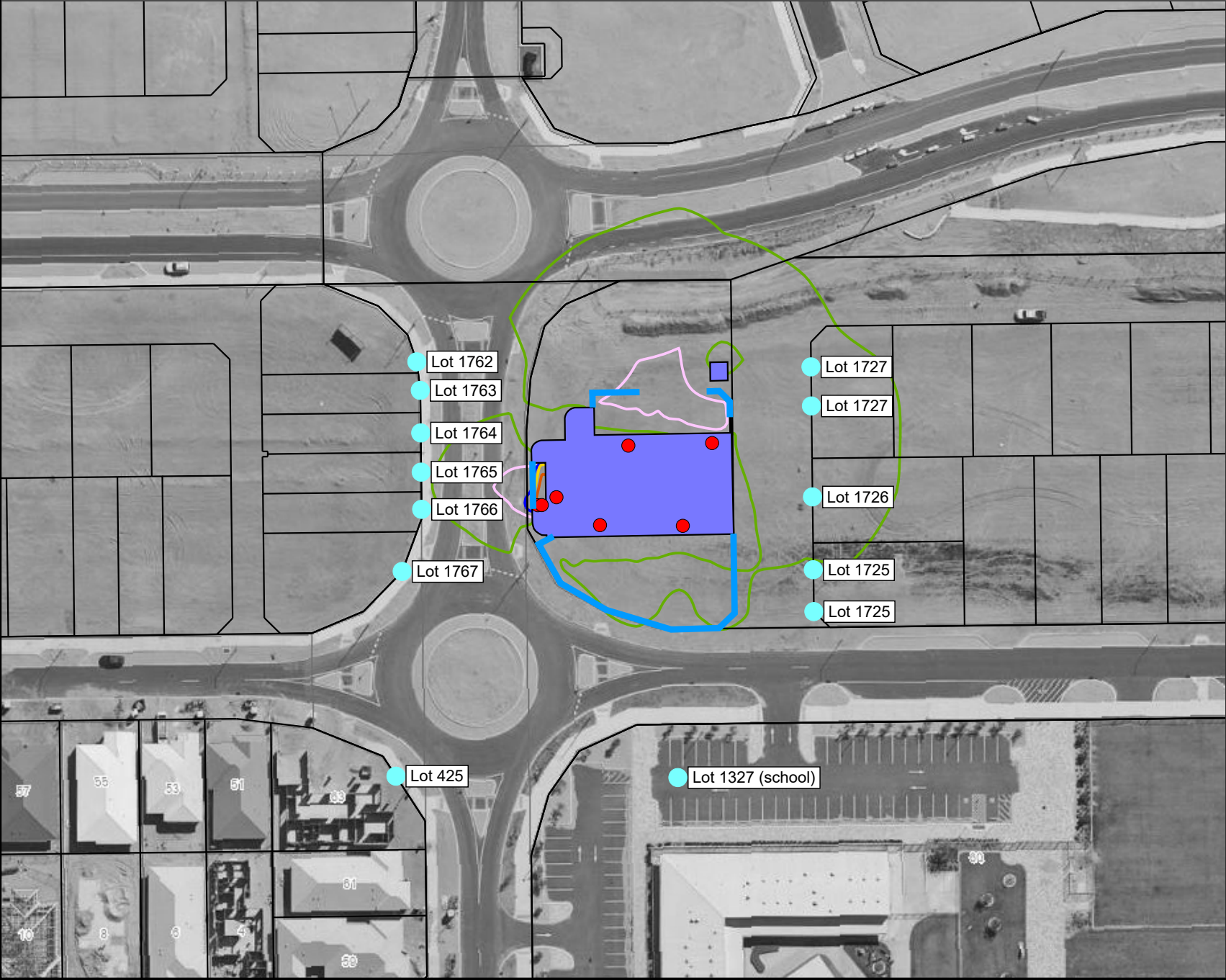
*The highest noise level from predictions at multiple receivers were used in the assessment

The calculations show exceedances at two future residences to the east due to the kitchen exhaust fan located on the roof. Compliance can be achieved by implementing the following:

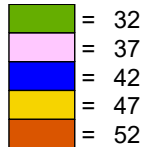
- Install a residential spec range hood; or
- Only operate kitchen exhaust fan after 7am.

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

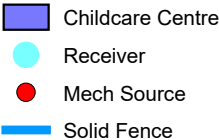
Figure 4-2 Mechanical Plant Noise Contour Plot (1.4m AGL), dB LA10



Predicted Noise level



Legend



Project No: 250310084
Consultant: MN
Date: 10/10/2025
Algorithm: ISO 9613
SoundPLAN Version: 9.0



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4.1.3. Car Door Closing Noise

4.1.3.1. Daytime Only Bays Excluded

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

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

Receiver	Car Door	Total Adjusted	Assigned Level	Assessment
Lot 425 (existing res)	30	40	57	Complies
Lot 1327 (existing school)	20	30	57	Complies
*Lot 1725 (future res)	32	42	57	Complies
Lot 1726 (future res)	41	51	57	Complies
*Lot 1727 (future res)	47	57	57	Complies
Lot 1762 (future res)	46	56	57	Complies
Lot 1763 (future res)	47	57	57	Complies
Lot 1764 (future res)	45	55	57	Complies
Lot 1765 (future res)	44	54	57	Complies
Lot 1766 (future res)	43	53	57	Complies
Lot 1767 (future res)	41	51	57	Complies

*The highest noise level from predictions at multiple receivers were used in the assessment

Noise from car doors closing from all car bays except the six daytime only bays is predicted to comply at all nearest receivers during the critical night period.

4.1.3.2. All Bays

Predicted and assessed noise levels for car doors closing are provided in *Table 4-4* being the maximum noise level from all car bays. The critical assigned level is during the day, as car door closings in all bays will only occur after 7.00am. A noise contour plot is provided in *Figure 4-5* showing noise levels at ground floor.

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

Receiver	Car Door	Total Adjusted	Assigned Level	Assessment
Lot 425 (existing res)	30	40	67	Complies
Lot 1327 (existing school)	21	31	67	Complies
*Lot 1725 (future res)	39	49	67	Complies
Lot 1726 (future res)	42	52	67	Complies
*Lot 1727 (future res)	49	59	67	Complies
Lot 1762 (future res)	46	56	67	Complies
Lot 1763 (future res)	47	57	67	Complies
Lot 1764 (future res)	45	55	67	Complies
Lot 1765 (future res)	44	54	67	Complies
Lot 1766 (future res)	43	53	67	Complies
Lot 1767 (future res)	41	51	67	Complies

*The highest noise level from predictions at multiple receivers were used in the assessment

Noise from car doors closing from all car bays are predicted to comply at all nearest receivers during the day period.



Figure 4-3: Daytime Only Bays

4.1.4. Indoor Child Play

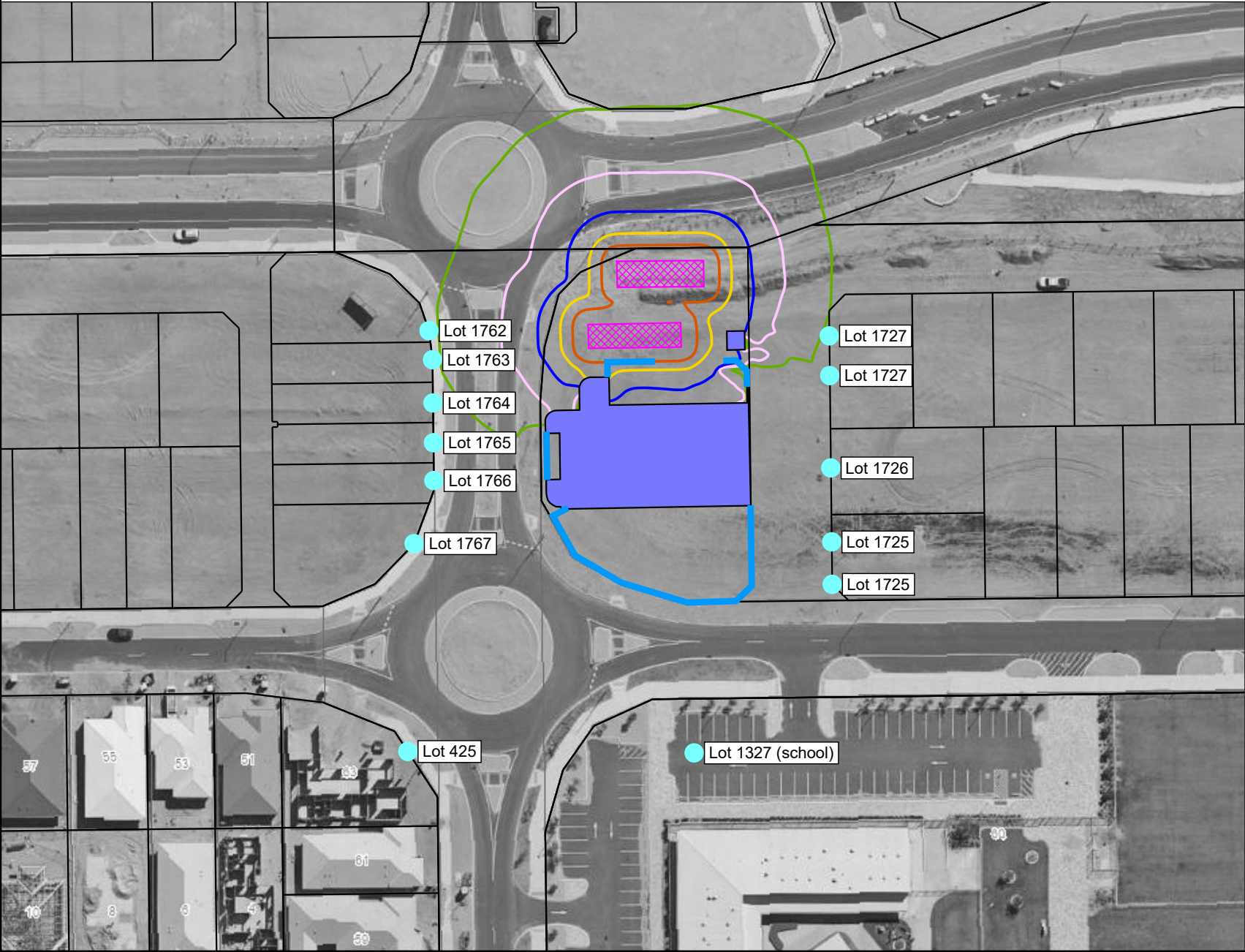
An assessment of noise levels from indoor child play was carried out and the resulting noise levels at all locations were predicted to be well below that of outdoor child play considered in *Section 4.1.1*. This assessment was carried out based on the following considerations:

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

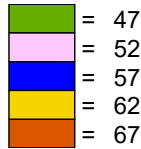
4.2. Transportation Noise

From *Section 3.2*, the CCC is determined to be located in an area below the outdoor noise target. As a result, no further mitigation measures are required.

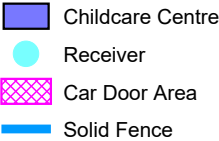
Figure 4-4 Daytime Bays Only Excluded - Car Door Noise Contour Plot
(1.4m AGL), dB L_{Amax}



Predicted Noise level



Legend



Scale 1:1000

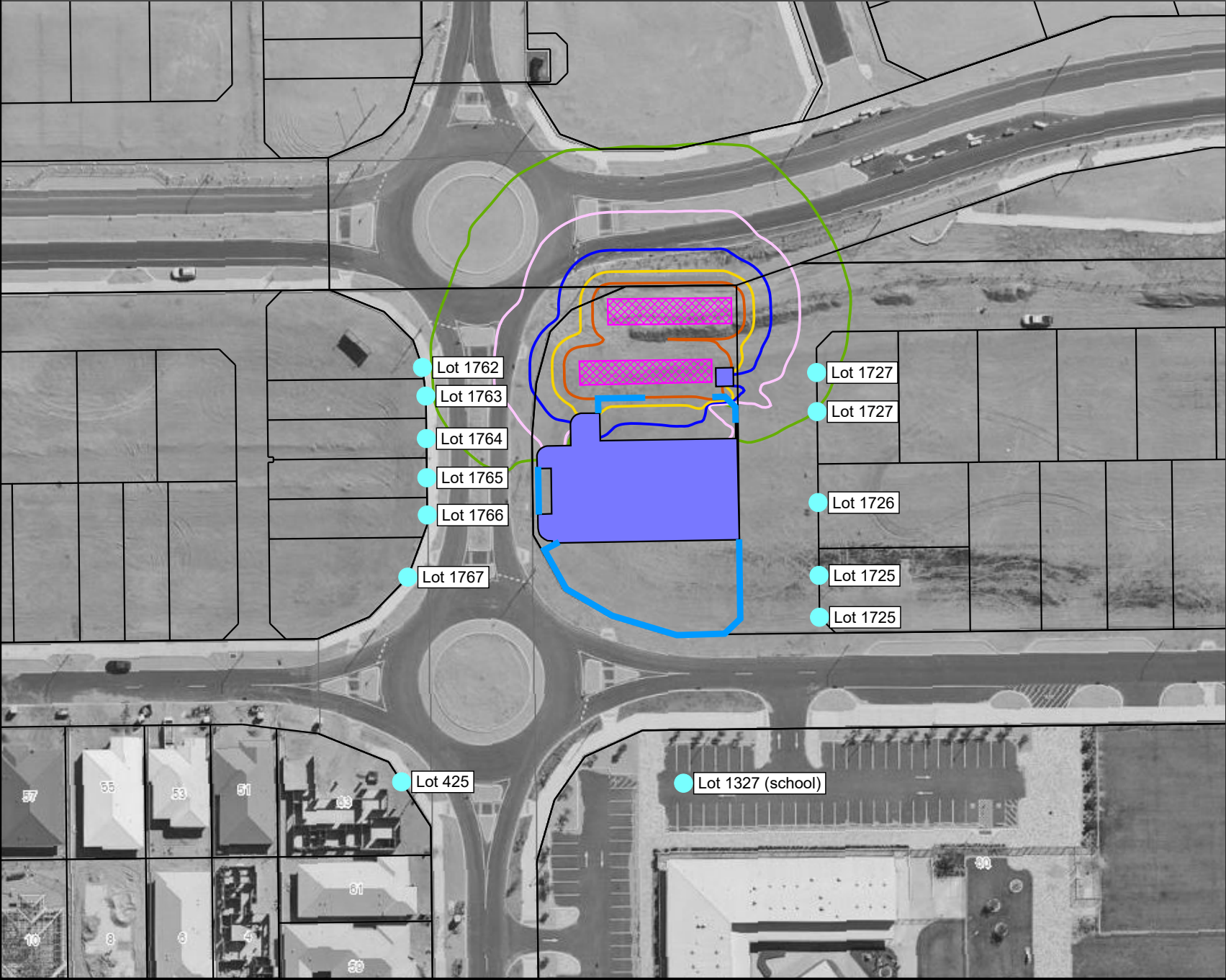


Project No: 250310084
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SoundPLAN Version: 9.0

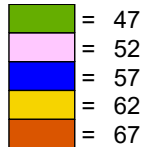


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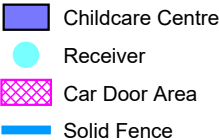
Figure 4-5 All Bays - Car Door Noise Contour Plot (1.4m AGL), dB L_{Amax}



Predicted Noise level



Legend



Scale 1:1000



Project No: 250310084
Consultant: MN
Date: 10/10/2025
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5. RECOMMENDATIONS

5.1. Environmental Noise

5.1.1. Child Play

The predicted noise from all children playing outside is compliant provided the fences noted on the DA Plans are constructed. This includes solid 2.1-metre high fencing around the child play areas that must be free of any gaps and have a minimum surface mass of 8 kg/m² which includes such material as brick, limestone or double sheeted *Colorbond*. For areas where visual permeability is required, sound-rated plexiglass can be used.

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

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

5.1.2. Mechanical Plant

Mechanical plant was shown to exceed the assigned levels within the assessment, although compliance can be practicably achieved by implementing the following:

- Install a residential spec range hood; or
- Only operate kitchen exhaust fan after 7am.

It must be noted that the assessment is based on assumptions in relation to the number, location, size and type of mechanical plant. Therefore, the following are also recommended:

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

- All plant is to be appropriately vibration isolated to 95% isolation efficiency.

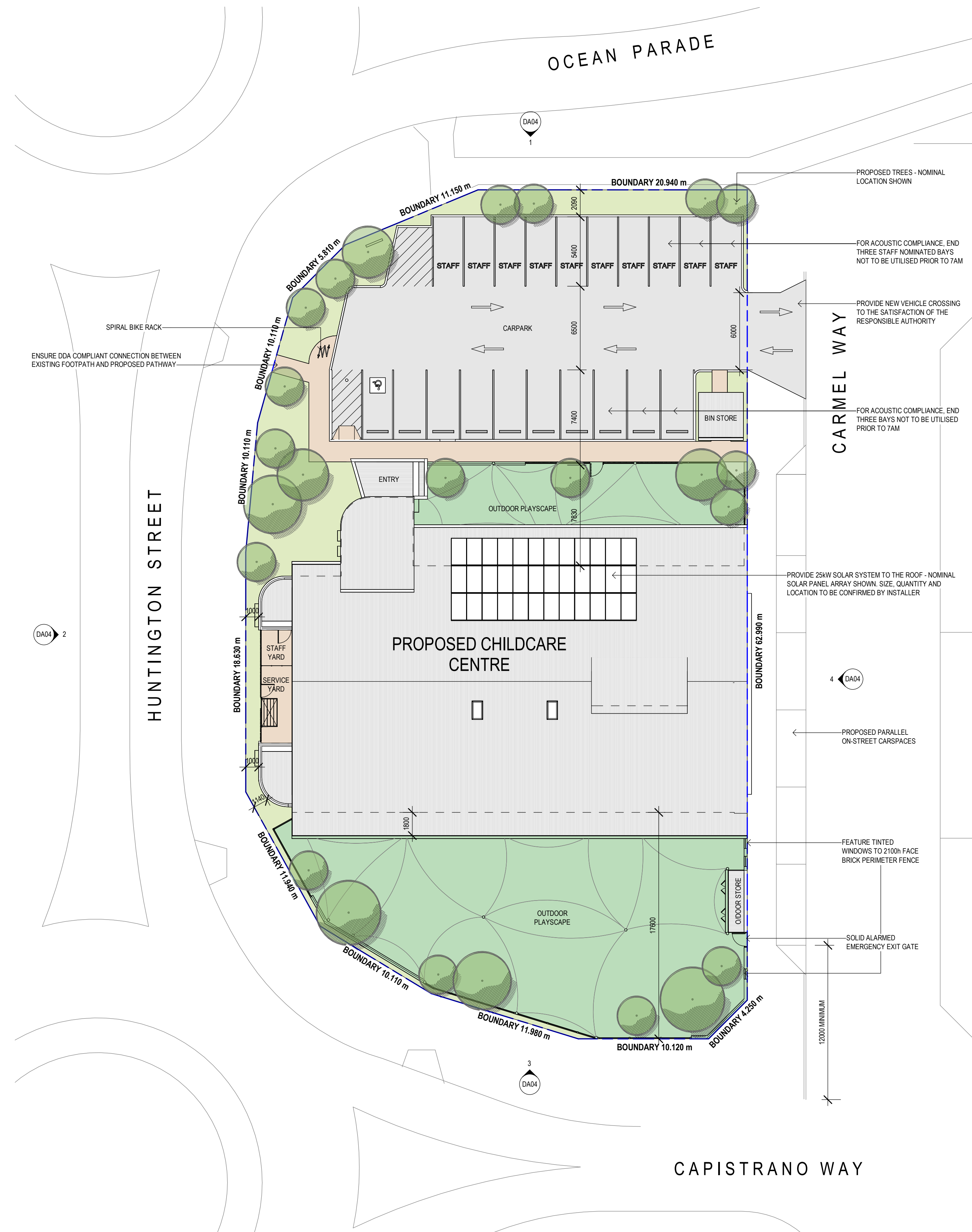
5.1.3. Car Doors

The predicted noise from car door closings is compliant provided the six 'daytime only' bays on the east side of the car park are only used after 7.00am.

5.2. Transportation Noise

Compliance is calculated and therefore no further mitigation measures are required.

Appendix A – Development Plans



GENERAL NOTES		
DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING FIGURES. DIMENSIONS TAKE PRECEDENCE OVER SEALING.		
VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.		
ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA. RELEVANT STATE BUILDING ACT AS AMENDED. STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.	B A ISSUE	POST DESIGN REVIEW PANEL DATA DEVELOPMENT APPLICATION SET
		11/09/25 17/07/25



4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

CLIENT:
Satterley Property Group Pty Ltd

PROJECT:
Proposed Childcare Centre (97 place)

LOCATION:
Lot 8021 Huntington St, Madora Bay WA

DRAWING TITLE:
SITE PLAN

SCALE: As indicated@A1 **DATE:** MAR 2025

DRAWN: CW **PRINTED:** 11/09/2025
2:51:48 PM

CHECKED: AH **JOB No.:** J0001246

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DA01_B

DA ISSUE

LEGEND

 UNENCUMBERED
PLAYSPACE

LANDSCAPING

BUILDING AREA

 CAR PARK

PAVING
or similar



PROPOSED TREE
nominal location shown

UPDATE WITH EXISTING/DEMOLISHED
TREES, LEVELS, ETC ONCE FEATURE
SURVEY RECEIVED

AREA ANALYSIS

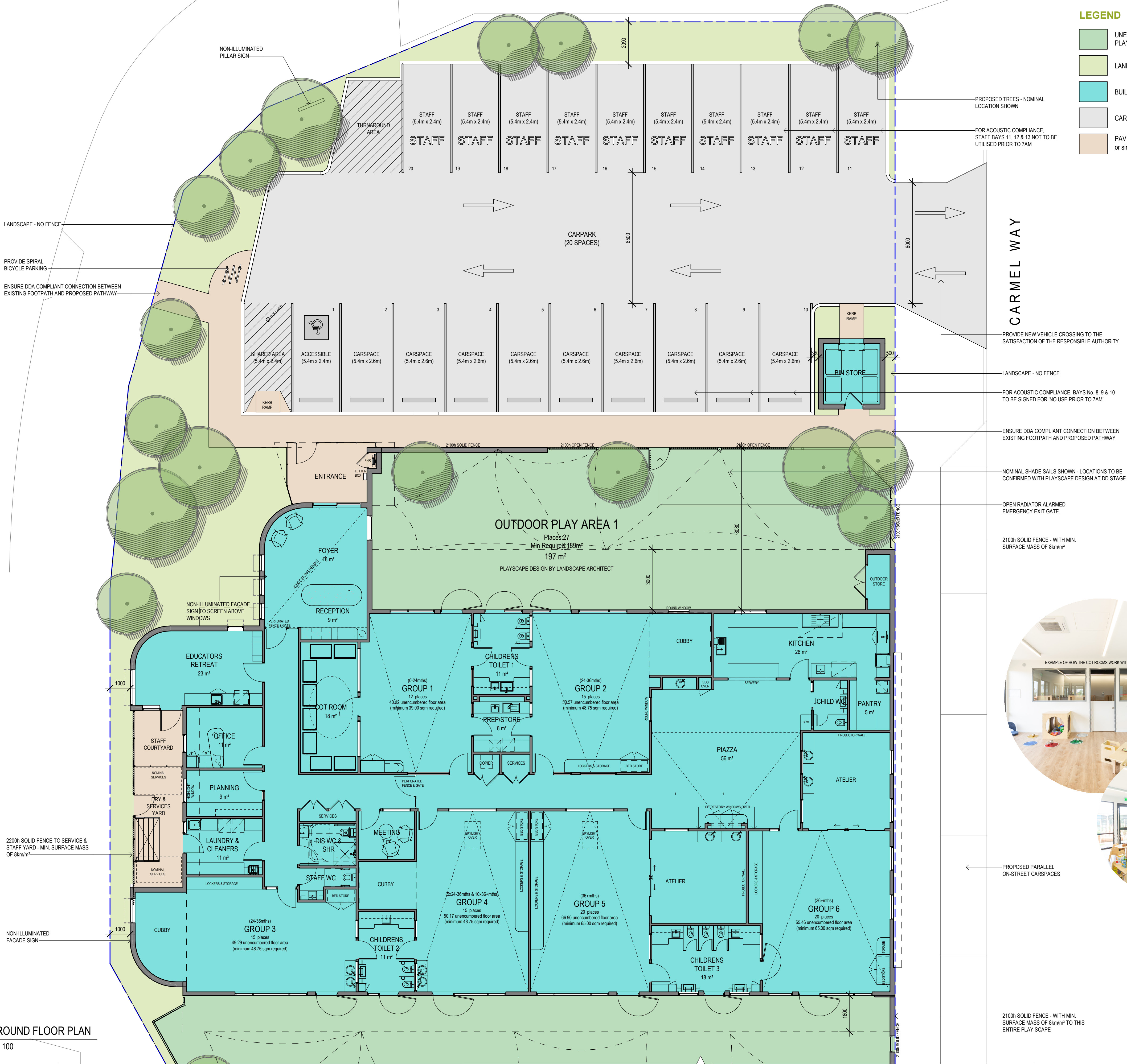
TOTAL SITE AREA 2310m²
BUILDING AREA
GROUND FLOOR 696m² gross leaseable area
ON SITE PARKING -
20 bays provided (including one accessible)

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days
GROUP ROOM 1 0-24months 12 PLACES 3 EDUCATORS
GROUP ROOM 2 24-36months 15 PLACES 3 EDUCATORS
GROUP ROOM 3 24-36months 15 PLACES 3 EDUCATORS
GROUP ROOM 4 24-36months 5 PLACES 1 EDUCATORS
36+ months 10 PLACES 1 EDUCATORS
GROUP ROOM 5 36+ months 20 PLACES 2 EDUCATORS
GROUP ROOM 6 36+ months 20 PLACES 2 EDUCATORS
+ 2 STAFF
97 PLACES 17 STAFF (minimum at capacity)

HUNTINGTON STREET

1 GROUND FLOOR PLAN
1 : 100



LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar
- PROPOSED TREE nominal location shown

UPDATE WITH EXISTING/DEMOLISHED TREES, LEVELS, ETC ONCE FEATURE SURVEY REVIEWED

REQUIRE CONFIRMATION THAT NO EASEMENTS EXIST ON THE SITE

SURROUNDING FOOTPATH LEVELS REQUIRED TO CONFIRM DDA ACCESS



GENERAL NOTES			
DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING: FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.			
VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.			
ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, RELEVANT STATE BUILDING ACT AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.			
B	POST DESIGN REVIEW PANEL DA	11/09/25	
A	DEVELOPMENT APPLICATION SET	17/07/25	
ISSUE	DESCRIPTION	DATE	

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EARLY SCHOOL

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t (03) 9499 8174
www.insitearchitects.com.au

CLIENT:
Satterley Property Group Pty Ltd

PROJECT:
Proposed Childcare Centre (97 place)

LOCATION:
Lot 8021 Huntington St, Madara Bay WA

DRAWING TITLE:
FLOOR PLAN

SCALE: As indicated @A1 DATE: MAR 2025

DRAWN: CW PRINTED: 11/09/2025 2:51:49 PM

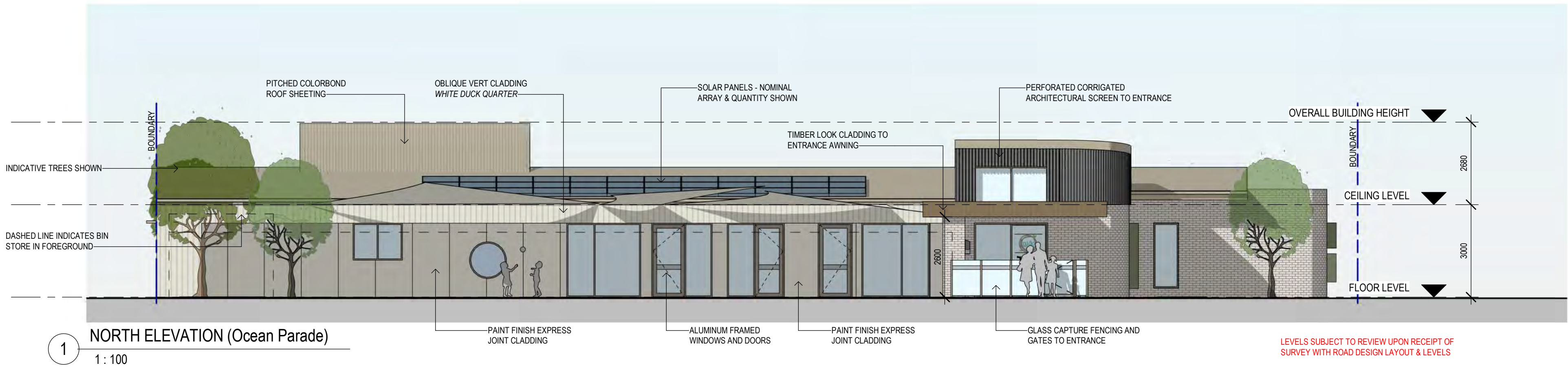
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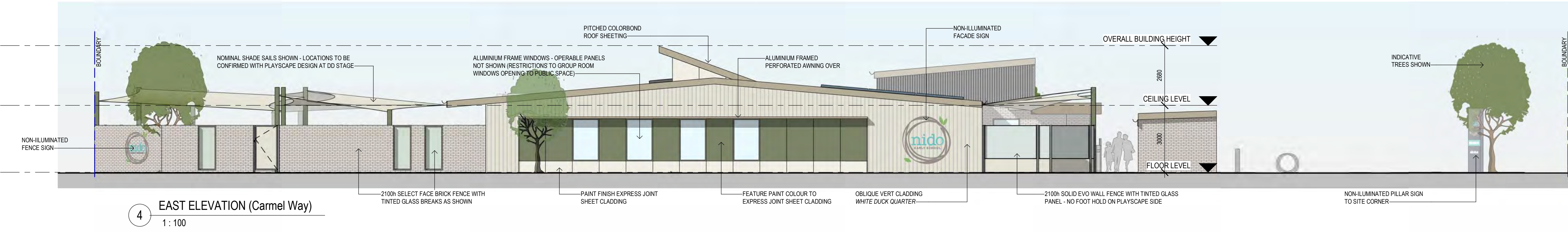
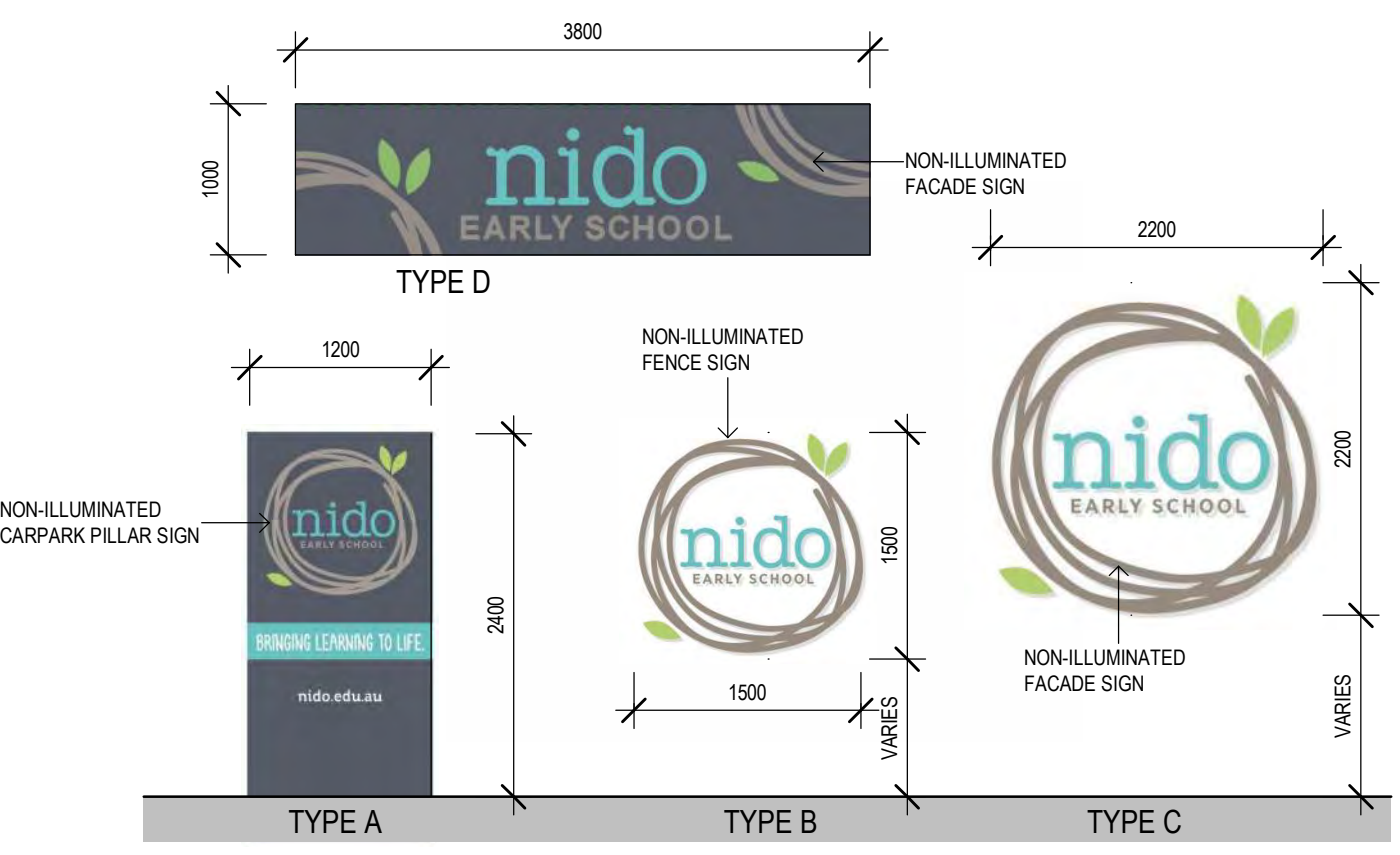


DA02_B

DA ISSUE



FENCE HEIGHT
ENSURE ALL PLAYSCAPE FENCING COMPLIES WITH AS1926.1 WITH MINIMUM INTERNAL HEIGHT OF 2.1m AND MINIMUM EXTERNAL HEIGHT OF 1.2m.



GENERAL NOTES			
DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.			
VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.			
ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, RELEVANT STATE BUILDING ACT AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.			
B	POST DESIGN REVIEW PANEL DA	11/09/25	
A	DEVELOPMENT APPLICATION SET	17/07/25	
ISSUE	DESCRIPTION	DATE	

insite
ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t: (03) 9499 8174
www.insitearchitects.com.au



CLIENT:
Satterley Property Group Pty Ltd

PROJECT:
Proposed Childcare Centre (97 place)

LOCATION:
Lot 8021 Huntington St, Madora Bay WA

DRAWING TITLE:
ELEVATIONS

SCALE: As indicated @A1 **DATE:** MAR 2025

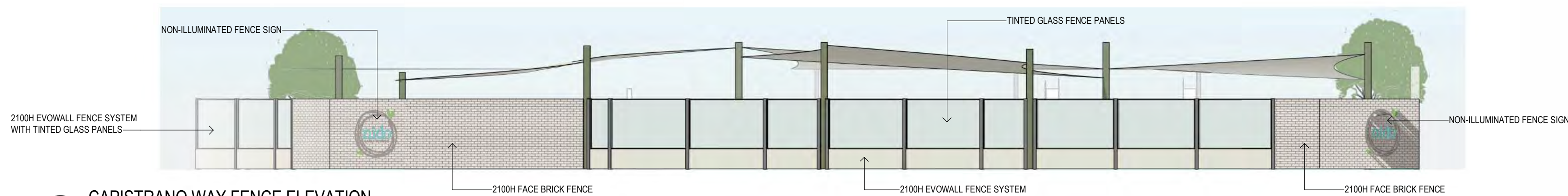
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DA04_{/B}

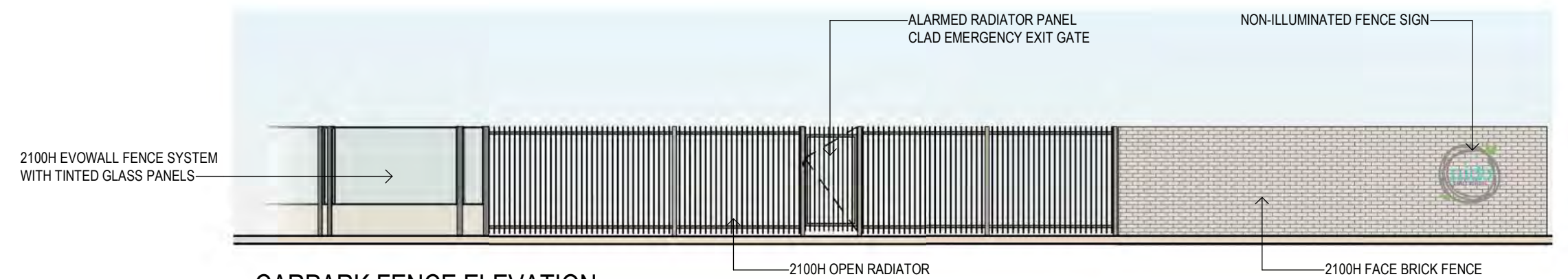
DA ISSUE



1 CAPISTRANO WAY FENCE ELEVATION
1 : 100



2 ENTRANCE PERSPECTIVE



3 CARPARK FENCE ELEVATION
1 : 100

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING. VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

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B	POST DESIGN REVIEW PANEL DA	11/09/25
ISSUE	DESCRIPTION	DATE

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CLIENT:
Satterley Property Group Pty Ltd

PROJECT:
Proposed Childcare Centre (97 place)

LOCATION:
Lot 8021 Huntington St, Madora Bay WA

DRAWING TITLE:
STREETSCAPE / PERSPECTIVES

SCALE: 1 : 100@A1 DATE: MAR 2025

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DA05/B

PRELIMINARY ISSUE
NOT FOR SUBMISSION

Appendix B – Influencing Factor Calculation

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

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

where:

% Type A₁₀₀ = the percentage of industrial land within
a 100m radius of the premises receiving the noise

% Type A₄₅₀ = the percentage of industrial land within
a 450m radius of the premises receiving the noise

% Type B₁₀₀ = the percentage of commercial land within
a 100m radius of the premises receiving the noise

% Type B₄₅₀ = the percentage of commercial land within
a 450m radius of the premises receiving the noise

+ Transport Factor (maximum of 6 dB)

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

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

= 6 for a major road within 100m

The nearest noise sensitive premises are identified as:

- Lot 425 (future residential)
- Lot 1327 (existing school)
- Lot 1725 (future residential)
- Lot 1726 (future residential)
- Lot 1727 (future residential)
- Lot 1762 (future residential)
- Lot 1763 (future residential)
- Lot 1764 (future residential)
- Lot 1765 (future residential)
- Lot 1766 (future residential)
- Lot 1767 (future residential)

All the nearest noise sensitive premises are over 450 metres from any industrial or commercial land use.

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

Table B-1: Relevant Roads within 100m and 450m Radii

Receiver	Within 100m		Within 450m
	Major Road (+ 6 dB)	Secondary Road (+ 2 dB)	Major Road Not Within 100m (+ 2 dB)
Nearest Noise Sensitive Receivers	-	-	Mandurah Road (32,623 vpd 2020/21 #7600)

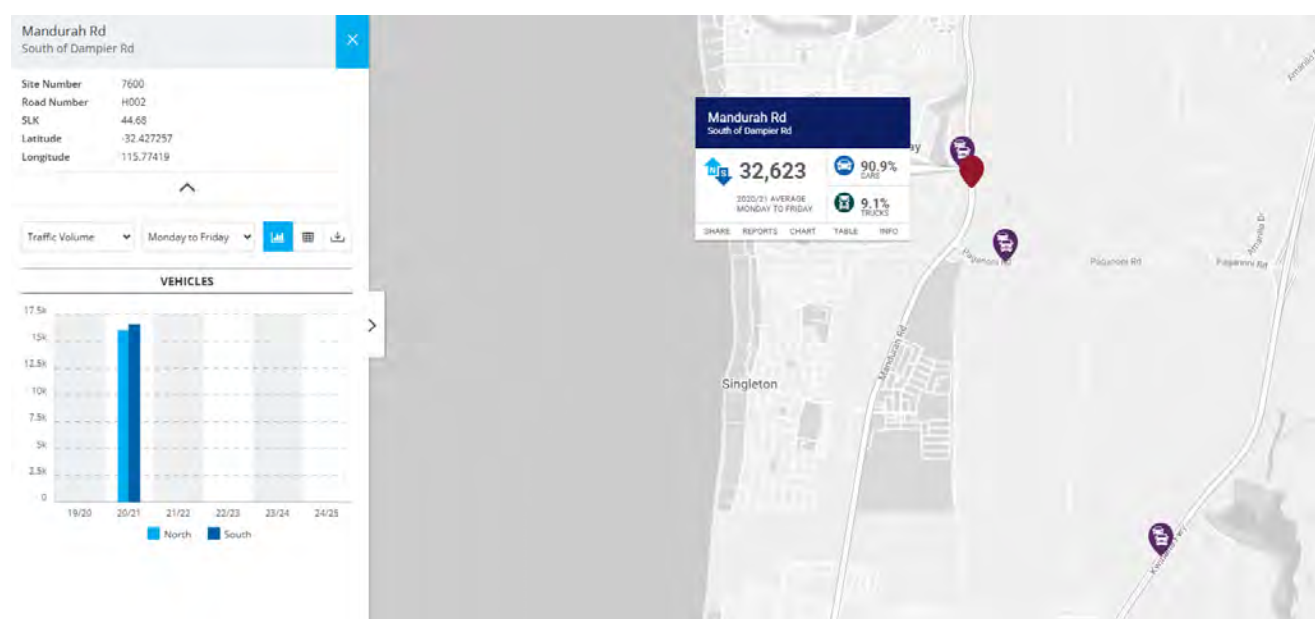


Figure B-1: MRWA Published Traffic Data

Table B-2 combines the percentage land types and Transport Factor to calculate the influencing factor.

Table B-2: Influencing Factor Calculation, dB

Receiver	Industrial Land	Commercial Land	Transport Factor	Total
Nearest Noise Sensitive Receivers	0	0	2	2

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

Appendix C – Terminology

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

- **Decibel (dB)**

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

- **A-Weighting**

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

- **Sound Power Level (L_w)**

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

- **Sound Pressure Level (L_p)**

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

- **L_{ASlow}**

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

- **L_{AFast}**

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

- **L_{APeak}**

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

- **L_{Amax}**

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

- **L_{A1}**

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

- **L_{A10}**

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

- **L_{A90}**

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

- **L_{Aeq}**

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

- **One-Third-Octave Band**

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

- **Representative Assessment Period**

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

- **L_{Amax} assigned level**

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

- **L_{A1} assigned level**

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

- **L_{A10} assigned level**

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

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

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

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

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

- **Tonal Noise**

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

- the presence in the noise emission of tonal characteristics where the difference between -
 - (a) the A-weighted sound pressure level in any one-third octave band; and
 - (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

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

This is relatively common in most noise sources.

- **Modulating Noise**

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

- a variation in the emission of noise that —
 - (a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band; and
 - (b) is present for at least 10% of the representative assessment period; and
 - (c) is regular, cyclic and audible.

- **Impulsive Noise**

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

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

- **Major Road**

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

- **Secondary / Minor Road**

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

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

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

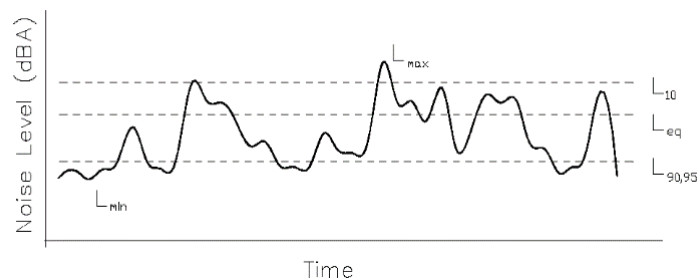
- **R_w**

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

- **C_{tr}**

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

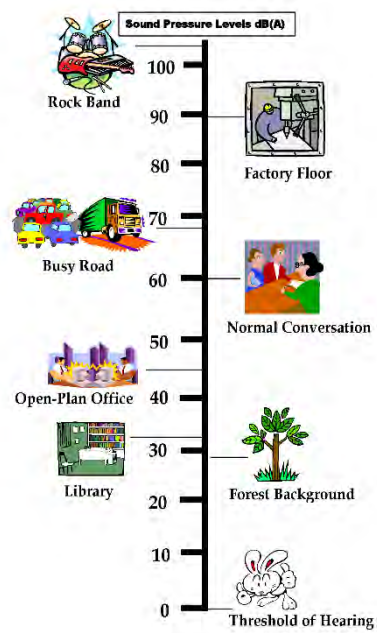
- **Chart of Noise Level Descriptors**



- **Austrroads Vehicle Class**

VEHICLE CLASSIFICATION SYSTEM AUSTRROADS		
LIGHT VEHICLES		
1	car, car, van, light truck, utility vehicle, motorbike	
2	bus, truck, trailer, heavy truck	
HEAVY VEHICLES		
3	two axle truck or bus	
4	three axle truck or bus	
5	four axle truck or bus	
6	five axle articulated	
7	four axle articulated	
8	three axle articulated	
9	two axle articulated	
SPECIAL VEHICLES AND ROAD TRAINS		
10	road train or heavy truck or road train	
11	road train or heavy truck	
12	road train or heavy truck	

- Typical Noise Levels





Engineering a better future for **over 20 years!**

Proposed Child Care Centre

Lot 8021 Huntington Street, Madora Bay

Transport Impact Statement

PREPARED FOR:
Satterley Property Group

September 2025

Document history and status

Author	Revision	Approved by	Date approved	Revision type
S Disfani	r01	B Bordbar	27/05/2025	Final
S Disfani	r01a	B Bordbar	23/07/2025	Revised Final
S Disfani	r01b	B Bordbar	24/07/2025	Minor Revision
S Disfani	r01c	B Bordbar	15/09/2025	2 nd Revised Final

File name: t25.032.sd.r01c

Author: Saeed Kamran Disfani

Project manager: Behnam Bordbar

Client: Satterley Property Group

Project: Madora Bay Child Care Centre

Document revision: r01c

Project number: t25.032

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APPENDIX A: PROPOSED REVISED DEVELOPMENT PLAN

APPENDIX B: TURN PATH ANALYSIS



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1 Introduction

This Revised Transport Impact Statement (RTIS) has been prepared by Transcore on behalf of Satterley Property Group with regard to a proposed child care centre (CCC) located at Lot 8021 Huntington Street, Madora Bay in the City of Mandurah.

The proposed child care centre is located at the south-east corner of the roundabout intersection of Ocean Parade/ Huntington Street, and north-east corner of the roundabout intersection of Capistrano Way/ Huntington Street. Refer **Figure 1** for the location of the subject site.



Figure 1: Location of the subject site

Following the submission of the original TIS to the City of Mandurah, the City requested that the car park be modified so that all access to and egress to and from the site occurs via Carmel Way at the eastern boundary of the site. Accordingly, this Revised TIS has been prepared to address the updated development plan in response to the City's requirement.

The subject site is zoned as “*Urban Development*” in City of Mandurah LPS no.12, as shown in **Figure 2**.



Figure 2: City of Mandurah Local Planning Scheme

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: “A *Transport Impact Statement* is required for those developments that would be likely to generate moderate volumes of traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks”.

Section 6.1 of Transcore’s report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

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

¹ Between 10 and 100 vehicular trips per hour

2 Proposed Development

Development Application (DA) for the subject site proposes the development of a childcare centre with an associated car park and on-street parking along Carmel Way. This childcare centre is proposed to accommodate up to 97 children and 17 staff members.

According to the revised development plan provided in Appendix A, a total of 20 on-site parking bays (including one ACROD bay) and a turning area, are proposed to address the parking demand of the proposed childcare centre. Additionally, the proposed development proposes six additional on-street parallel parking bays along the eastern boundary of the site on Carmel Way.

A bin storage area is located on-site, adjacent to the crossover on Carmal Way. Waste collection and deliveries will be managed within the site via private contractor.

Proposed vehicular access to the proposed development consists of a full-movement crossover to the east of the site on Carmel Way. Pedestrian access is proposed via the existing footpaths located on the south side of ocean parade.

The proposed revised development plan for the childcare centre is provided in **Appendix A**.

3 Vehicle Access and Parking

3.1 Access

The access to the childcare centre will be through the proposed Carmel Way full-movement crossover. Vehicles, including service vehicles and rubbish trucks, would enter the site via this proposed crossover and would exit via the same crossover in forward gear. Location of proposed crossover is illustrated in **Figure 3**

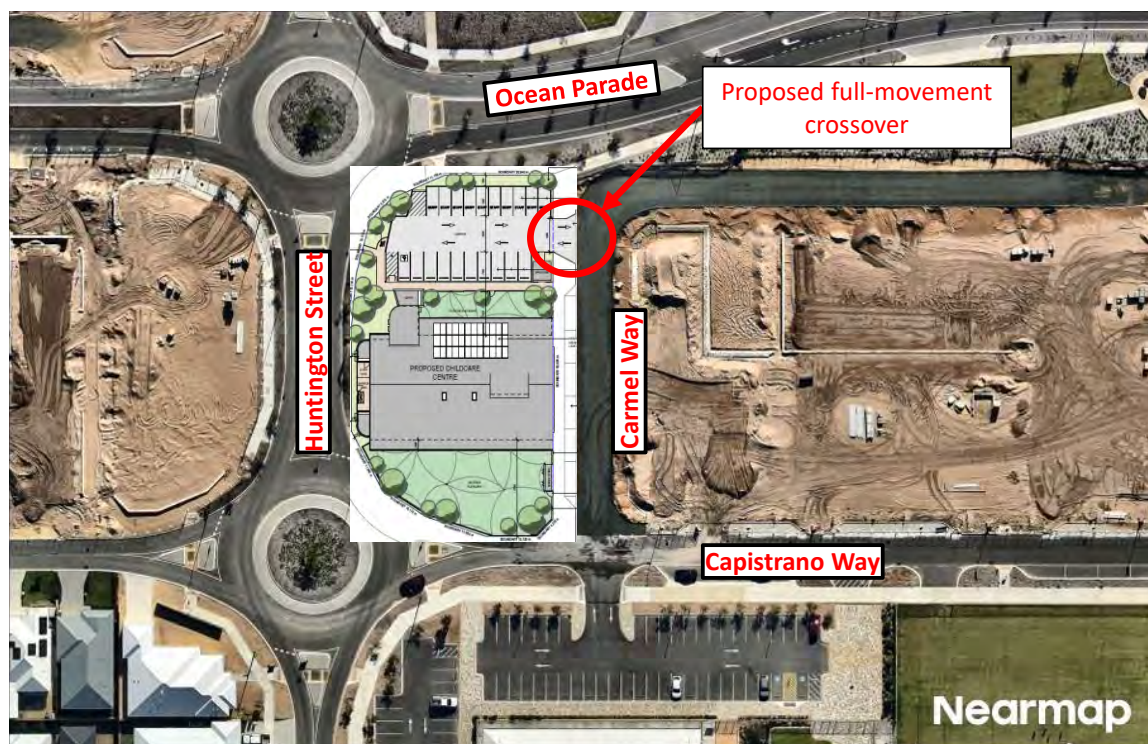


Figure 3: Proposed development crossover

3.2 Parking Supply and Demand

As outlined in the City of Mandurah Local Planning Policy No. 3, child care centres are required to provide a minimum of 4.5 parking bays for every 100 square metres of Gross Floor Area.

The proposed child care centre is proposed with 696m² Gross Leasable Area (GLA). According to the City's policy, the proposed CCC requires a parking provision of 32 bays on site.

The proposed CCC provides a total of 20 car parking bays on site plus six on-street bays along the eastern boundary of the site.

The parking supply and demand is further discussed in the following section of the report to address the theoretical parking shortfall associated with the proposed development.

3.3 Estimated Actual Parking Demand

Transcore has undertaken a parking analysis based on the anticipated peak hour traffic generation of the proposed child care centre, to estimate the actual peak parking demand of the centre. This methodology has been successfully applied to many child care centre projects.

Section 6.1 of this report details the anticipated peak hour traffic generation of the proposed CCC. It was established that the calculated morning peak hour trip generation of the proposed CCC is **49** vehicles in and **36** vehicles out of the car park during this critical peak hour. The morning peak hour is estimated to generate more traffic than the afternoon peak hour. This represents a potential **49** vehicles using the childcare centre car park during the critical weekday morning peak hour.

The NSW *“Guide to Traffic Generating Developments”* section on childcare centres provides commentary on childcare centre mode share, parking utilisation and parking length of stay. It should be noted that the commentary provided in the NSW guide is based on surveys of actual parking activity undertaken in New South Wales. The NSW guide indicates highest parking demand of 0.23 cars per child (which represents a parking requirement of 23 bays for the proposed child care) and the average recorded length of stay for all surveyed child care centres of 6.9 minutes.

Conservatively assuming that the average length of stay for pick-up/drop-off parking for the proposed child care centre is 10 minutes, it is calculated that each parking bay can accommodate a turnover of up to 6 vehicles per hour.

It is therefore established that minimum of 9 bays ($49/6 = 9$) should be reserved for pick-up and drop-off activities during peak hour periods which results in actual parking demand of 26 bays (17 bays for staff + 9 pickup/drop off bays) for the proposed CCC. Therefore, the parking provision of 20 bays on site plus six on-street bays meet the estimated actual parking demand of the proposed development. It should also be noted that:

- ✚ Many patrons of the child care centre are anticipated to come from the local residential catchment and may walk their children to and from the CCC; and
- ✚ The operator of the child care centre will also encourage local employment and staff car-pooling and use of other means of transport which will further reduce the parking demand at the site.

For the reasons outlined above, it is considered that sufficient parking has been provided to meet the anticipated needs of the proposed CCC.

4 Provision for Service Vehicles

An existing bin storage area is located at the north-eastern corner of the building adjacent to the entry crossover as shown in the proposed development plan in **Appendix A**.

The 8.8m waste collection truck will enter via the crossover on Carmel Way, park alongside the bin store and parallel to the building within the parking aisle, allowing the bins to be wheeled to the truck. The waste collection truck would then turn and exit in forward gear via the same crossover. Turn path analysis were carried out for 8.8m waste collection truck which are provided in **Appendix B** and confirm satisfactory movements to, within and from the site.

The onsite service and waste collection activities are suggested to take place when the CCC is closed or outside peak operating periods to ensure the loading and unloading activities has minimum or no disturbance to the operation of the development.

5 Hours of Operation

The proposed childcare centre would operate, from 6:30 AM to 6:30 PM, Monday to Friday.

6 Daily Traffic Volumes and Vehicle Types

6.1 trip generation

To establish an accurate traffic generation rate for the proposed child care centre, traffic count surveys undertaken by Transcore at similar centres in the Perth metropolitan area were sourced.

Discussions with the respective centre managers revealed that the peak drop-offs and pick-ups for these centres occur between the hours of 7:30 AM – 9:30 AM and 3:00 PM – 5:00 PM.

From the total number of children at each of the centres on the surveyed days, the following average generation rates were established for the morning and afternoon surveyed periods:

- ✚ 7:30AM–9:30AM: 1.25 trips per child (57% in / 43% out); and,
- ✚ 3:00PM–5:00PM: 1.10 trips per child (49% in / 51% out).

From this information, the traffic generation rate for the combined period of 07:30AM–09:30AM and 3:00PM–05:00PM was calculated as 2.36 trips per child. To convert this figure to a daily generation rate, this figure was increased to 3.5 trips per child to account for any trips outside of the surveyed times. It was assumed that the daily in and out split for vehicle trips was 50/50.

Furthermore, the following peak hour generation rates were established from the surveys for the childcare centres:

- ✚ AM peak hour: 8:00AM – 9:00AM: 0.87 trips per child (57% in / 43% out); and,
- ✚ PM peak hour: 04:00PM – 05:00PM: 0.71 trips per child (47% in/ 53% out).

A comparison of the four-hour generation rates and the peak-hour generation rates confirms that the distribution of traffic from these centres is spread over the peak periods, and that the full concentration of traffic does not occur in one peak hour.

Accordingly, the following number of trips was estimated for the proposed CCC assuming a maximum scenario with 97 children at the centre (i.e., the centre operating at full capacity):

- ✚ AM peak hour: 85 trips generated (49 in / 36 out);
- ✚ PM peak hour: 69 trips generated (32 in / 37 out); and,
- ✚ Daily traffic generation: 340 trips generated (170 in / 170 out).

Table 1 summarises the trip generation of the proposed CCC.

Table 1: Trip generation of the proposed CCC

Capacity	AM peak hour		PM peak hour	
	IN	OUT	IN	OUT
97 children	49	36	32	37

6.2 Traffic Flow

Figure 4 illustrates trip generation and traffic distribution of the CCC generated by proposed CCC.



Figure 4: Estimated traffic movements for the proposed CCC

6.3 Impact on Surrounding Roads

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

“As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road but

increases over 10 per cent may. All sections of road with an increase greater than 10 per cent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 per cent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

It is clear that the traffic increase from the proposed CCC would be significantly less than the critical threshold (100vph per lane). As detailed in **Section 6.1**, the proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph, therefore the impact of the development traffic on the surrounding road network will not be significant and does not require further assessment.

7 Traffic Management on the Frontage Streets

Mandurah Road is a Primary Regional Road with a speed limit of 70km/h east of the proposed development. Mandurah Road intersects with Ocean Parade.



Figure 5: Northbound view of Mandurah Road

Huntington Street, Ocean Parade, and Capistrano Way are access roads situated to the west, north, and south of the proposed CCC, each with a speed limit of 50 km/h. Carmel Way is proposed to form a loop with two connections to Capistrano Way providing access to both the proposed CCC and the residential lots located north of Capistrano Way.

8 Public Transport Access

Currently, there are no public transport services around the subject site.

9 Pedestrian Access

A 2m concrete shared path is in place at the southern side of Ocean Parade that connects to Mandurah Road shared path.

Figure 6 shows the existing shared path along Ocean Parade.



Figure 6: Existing pedestrian and cyclist network

10 Cycle Access

The Department of Transport's Perth Bike Map (see **Figure 7**) shows Mandurah Road as "High Quality Shared Path". Existing bicycle facilities in the vicinity of the subject site sourced from the Department of Transport's Perth Bike Map series is shown in **Figure 7**. It seems that the DoT database has not been updated for this locality.



Figure 7: Extract from Perth Bicycle Network (Department of Transport)

11 Site Specific Issues

Other than the theoretical parking shortfall, no other particular site-specific issues were identified as part of the assessments.

12 Safety Issues

In response to the City's request to assess sightlines for on-street parking bays, a sightline assessment has been carried out for the southernmost on-street parking bay.

The principle applied in this assessment is that the driver of a vehicle who intends to turn at the intersection must be able to see a vehicle entering/exiting to/from the on-street parking bay in time to react and stop safely before reaching the conflict point.

The required stopping distance at street corners has been calculated with reference to Approach Sight Distance (ASD) as defined in Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (AGRD 4A)*. The turning vehicle travel speeds was calculated in accordance with Austroads *Guide to Road Design Part 3: Geometric Design (AGRD 3)*.

The adopted vehicle travel speed and equivalent ASD are detailed in **Table 2** for different intersection corner kerb radii.

Although labelled Approach Sight Distance, this sight distance is actually the distance measured along the vehicle's travel path. The sightline assessments are shown in **Table 2**.

Table 2: Required Approach Sight Distance around street corners

Turn Radius (m)	Negotiation Speed (km/h)	Required ASD (m)
6	17	12
9	21	16
12	24	19
13	25	21
15	27	22

The sightline safety assessment, as shown in **Figure 8** indicates that the available stopping distance for each turning vehicle movement satisfies the calculated ASD. Accordingly, sufficient sight lines would be available to the proposed on-street parking bays.

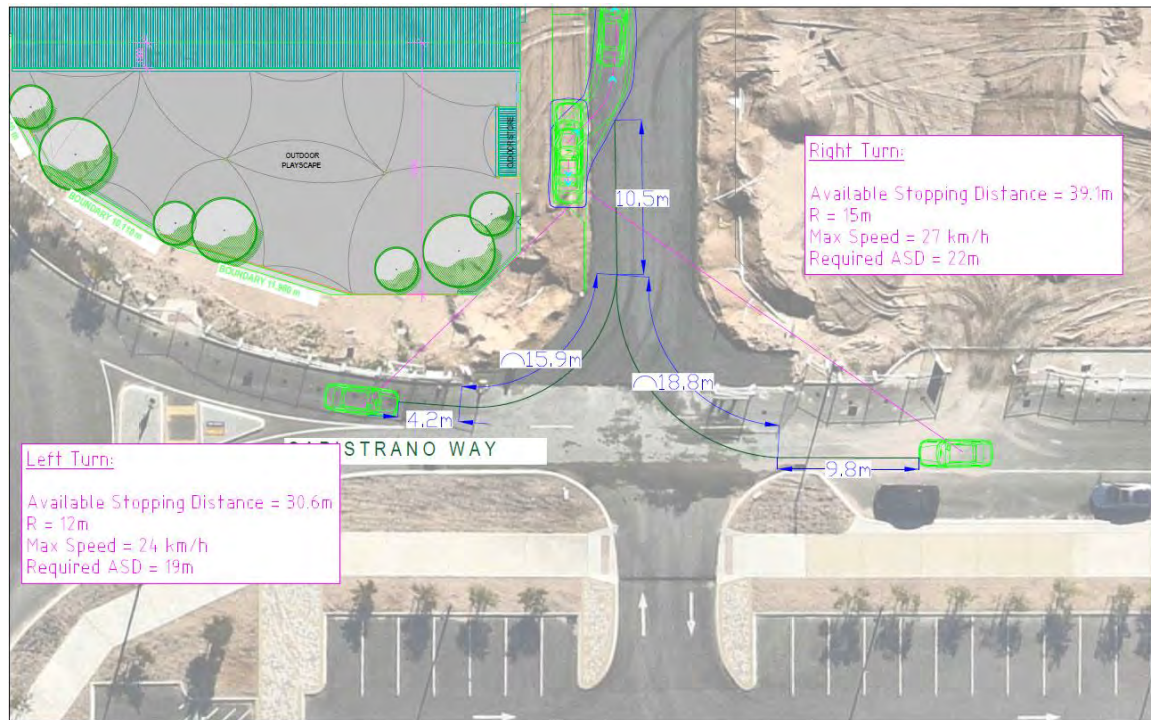


Figure 8: Available Stopping Sight Distance (ASD) for cars turning at the intersection of Capistrano Way and Carmel Way

Other than sight lines consideration, no other particular safety issues have been identified for the proposed development.

13 Conclusions

This Revised Transport Impact Statement (RTIS) has been prepared by Transcore on behalf of Satterley Property Group with regard to a proposed child care centre (CCC) located at Lot 8021 Huntington Street, Madora Bay in the City of Mandurah.

Development Application (DA) for the subject site proposes the development of a childcare centre with an associated car park and on-street parking along Carmel Way. This childcare centre is proposed to accommodate up to 97 children and 17 staff members.

Access and Egress to the proposed CCC will occur via the full-movement crossover along Carmel Way.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed CCC is relatively low and would not have any significant impact on the surrounding road network.

Waste collection and delivery activity would accommodate within the site by a private contractor. Turn path analysis carried out confirms satisfactory movements of 8.8m waste collection truck to and within the site.

The child care centre provides a total of 20 on-site bays and additional six on-street bays are also proposed on the road abutting the eastern boundary of the child care centre. Based on the analysis undertaken in this report, the proposed parking supply meets the estimated actual parking demand of the proposed child care centre.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed child care centre.

Appendix A

PROPOSED DEVELOPMENT PLAN

Appendix B

TURN PATH ANALYSIS



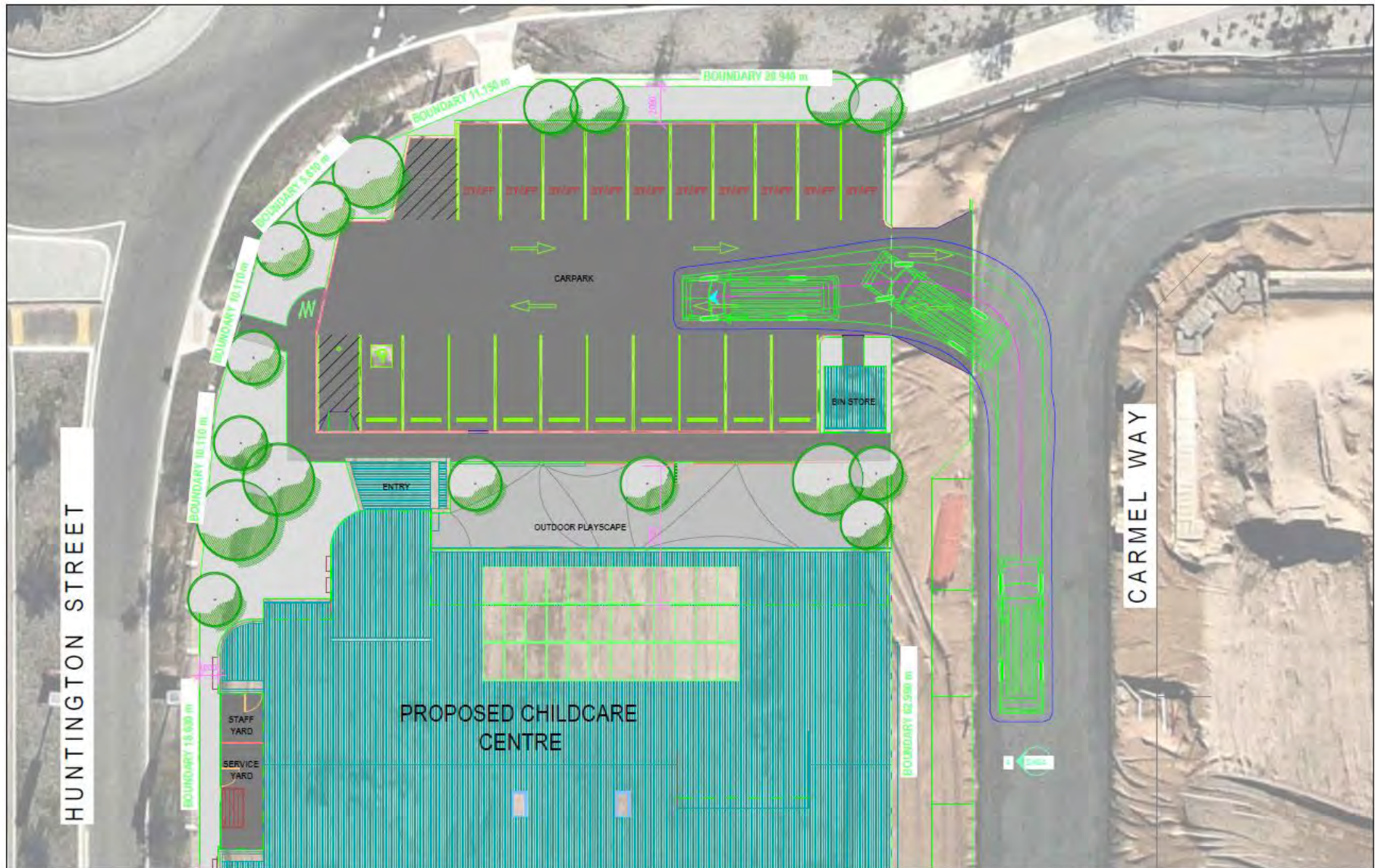
Madora Bay Childcare Centre
 B99 Passenger Car
 Simultaneous Turns at Crossover

LEGEND
 Vehicle Body
 Wheel Path
 200 m



t25.032.sk16
 12/09/2025
 Scale: 1:200 @ A3





Madora Bay Childcare Centre
8.8m Service Vehicle
Bin Store Access

LEGEND
Vehicle Body
Wheel Path
500mm Clearance



t25.032.sk17
12/09/2025
Scale: 1:200 @ A3



WASTE MANAGEMENT PLAN



LOT 9116 HUNTINGTON STREET, MADORA BAY WASTE MANAGEMENT PLAN

OUR REF: 2458



INTRODUCTION

This waste management plan pertains to the following:

Development: Proposed child care premises.

Address: Lot 9116 Huntington Street, Madora Bay

This waste management plan is to address the operational phases of the development and has been developed having reference to the *WALGA Commercial and Industrial Waste Management Plan Guidelines* and the City of Melbourne's *Waste Generation Rates 2016*.

Once approved by the City, waste collection and disposal is to be undertaken in accordance with this Waste Management Plan, subject to any additional conditions of planning approval.

The development consists of:

☒ Residential

If yes, how many dwellings? **N/A**

☒ Non-Residential Tenancies

If yes, complete the table below:

<i>Land Use</i>	<i>No. of Tenancies</i>	<i>Gross Leasable Area (GLA)</i>
Child Care Premises	1	696sqm

WASTE AND RECYCLABLES CAPACITY

In the absence of the City of Mandurah having applicable waste generation rates, the rates used in the below table are based on both the *WALGA Commercial and Industrial Waste Management Plan Guidelines* and the *City of Melbourne's Waste Generation Rates 2016*.

Land Use	Total Waste Requirement	Total Recycling Requirement
Generation Rates		
Child Care Premises	350L / 100m ² floor area / week	350L / 100m ² floor area / week
Proposed Development		
Child Care Premises (696sqm)	2,436L per week	2,436L per week

BIN SELECTION

Type of bins to service the development:

Non-Residential

Please circle selected bin size:

Bin Capacity	660L	770L	1100L	1300L	1700L
Height (mm)	1250	1425	1470	1408	1470
Depth (mm)	850	1100	1245	1250	1250
Width (mm)	1370	1370	1370	1370	1770
Approx. footprint (m²)	1.16	1.5	1.7	1.21	1.27

Total number of bins proposed: **2 general waste and 2 recycle waste bins**

BIN STORE & COLLECTION ARRANGEMENT

Total Non-Residential (litres) generated	2,478L of general and recycle waste
No of bins proposed	2 x 660L general and 2 x 660L recycle bin per unit on a twice a week pick up arranged with a commercial contractor
Total waste capacity	2640L general waste per week 2640L recycle waste per week
Bin area required	4.64sqm
Bin store area proposed	8.41sqm



Collection

- ☐ On-Site
- ☒ Street Collection

It is proposed that twice a week an 8.8m waste truck will frequent the site outside of peak periods (morning and afternoon pick up) to collect the bins. The waste truck will park within the parking area/aisle and the bins will be wheeled to the truck for emptying and then returned to the bin store.

Bin Compound Information

The location of the relevant bin storage area has been identified on the development plans – please refer **Attachment 1**. The bin store will have a tap and drain for the purposes of cleaning the bins.

OTHER CONSIDERATIONS

Other Waste Requirements

Liquid or hazardous waste generated on-site? **N/A**
If Yes, please detail collection arrangements:

Medical waste products controlled by the *Environmental Protection (Controlled Waste) Regulations 2004* generated on-site? **N/A**
If Yes, please detail collection arrangements:

Will processing, retail and/or wholesale of animal products occur on-site? **N/A**
If Yes, please detail collection arrangements:



ATTACHMENT 1
Proposed Development Plans

PROPOSED CHILDCARE CENTRE

Lot 8021 HUNTINGTON ST, MADORA BAY, WA



DRAWING REGISTER PLANNING

SHEET NUMBER	SHEET NAME	ISSUE	DESCRIPTION	DATE
DA00	COVER SHEET	B	POST DESIGN REVIEW PANEL DA	11/09/25
DA01	SITE PLAN	B	POST DESIGN REVIEW PANEL DA	11/09/25
DA02	FLOOR PLAN	B	POST DESIGN REVIEW PANEL DA	11/09/25
DA03	ROOF PLAN	B	POST DESIGN REVIEW PANEL DA	11/09/25
DA04	ELEVATIONS	B	POST DESIGN REVIEW PANEL DA	11/09/25
DA05	STREETSCAPE / PERSPECTIVES	B	POST DESIGN REVIEW PANEL DA	11/09/25

GENERAL NOTES

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ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA. RELEVANT STATE BUILDING ACT AS AMENDED. STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

B	POST DESIGN REVIEW PANEL DA	11/09/25
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ISSUE	DESCRIPTION	DATE

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CLIENT:
Satterley Property Group Pty Ltd

PROJECT:
Proposed Childcare Centre (97 place)

LOCATION:
Lot 8021 Huntington St, Madora Bay WA

DRAWING TITLE:
COVER SHEET

SCALE: DATE: MAR 2025

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DA00/B

DA ISSUE



1 SITE PLAN
1 : 200



2 SITE AERIAL
1 : 1500

- LEGEND**
- UNENCUMBERED PLAYSPACE
 - LANDSCAPING
 - BUILDING AREA
 - CAR PARK
 - PAVING or similar
 - PROPOSED TREE nominal location shown

UPDATE WITH EXISTING DEMOLISHED TREES, LEVELS, ETC ONCE FEATURE SURVEY RECEIVED

GENERAL NOTES			
DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING: FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING. VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.			
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PROJECT:
Proposed Childcare Centre (97 place)

LOCATION:
Lot 8021 Huntington St, Madora Bay WA

DRAWING TITLE:
SITE PLAN

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DA01 /B

DA ISSUE

AREA ANALYSIS

TOTAL SITE AREA 2310m²

BUILDING AREA
GROUND FLOOR 696m² gross leaseable area

ON SITE PARKING -
20 bays provided (including one accessible)

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days

GROUP ROOM 1	0-24months	12 PLACES	3 EDUCATORS
GROUP ROOM 2	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 3	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 4	24-36months	5 PLACES	1 EDUCATORS
	36+ months	10 PLACES	1 EDUCATORS
GROUP ROOM 5	36+ months	20 PLACES	2 EDUCATORS
GROUP ROOM 6	36+ months	20 PLACES	2 EDUCATORS
			+ 2 STAFF

97 PLACES 17 STAFF (minimum at capacity)

HUNTINGTON STREET

1 GROUND FLOOR PLAN
1 : 100



LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar

PROPOSED TREE
nominal location shown

UPDATE WITH EXISTING/DEMOLISHED
TREES, LEVELS, ETC ONCE FEATURE
SURVEY REVIEWED

REQUIRE CONFIRMATION THAT NO
EASEMENTS EXIST ON THE SITE

SURROUNDING FOOTPATH LEVELS
REQUIRED TO CONFIRM DDA ACCESS

CARMEL WAY

PROVIDE NEW VEHICLE CROSSING TO THE
SATISFACTION OF THE RESPONSIBLE AUTHORITY.

LANDSCAPE - NO FENCE

FOR ACOUSTIC COMPLIANCE, BAYS No. 8, 9 & 10
TO BE SIGNED FOR 'NO USE PRIOR TO 7AM'.

ENSURE DDA COMPLIANT CONNECTION BETWEEN
EXISTING FOOTPATH AND PROPOSED PATHWAY

NOMINAL SHADE SAILS SHOWN - LOCATIONS TO BE
CONFIRMED WITH LANDSCAPE DESIGN AT DD STAGE

OPEN RADIATOR ALARMED
EMERGENCY EXIT GATE

2100h SOLID FENCE - WITH MIN.
SURFACE MASS OF 8km/m²



PROPOSED PARALLEL
ON-STREET CARSPACES

2100h SOLID FENCE - WITH MIN.
SURFACE MASS OF 8km/m² TO THIS
ENTIRE PLAY SPACE

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO
COMMENCEMENT. PREPARATION OF SHOP
DRAWINGS OR MANUFACTURING. FIGURED
DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES
BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE
WITH THE NATIONAL CONSTRUCTION CODE OF
AUSTRALIA, RELEVANT STATE BUILDING ACT AS
AMENDED, STANDARD BUILDING BY-LAWS AND
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PROJECT:
Proposed Childcare Centre (97 place)

LOCATION:
Lot 8021 Huntington St, Madara Bay WA

DRAWING TITLE:
FLOOR PLAN

SCALE: As indicated @A1 DATE: MAR 2025

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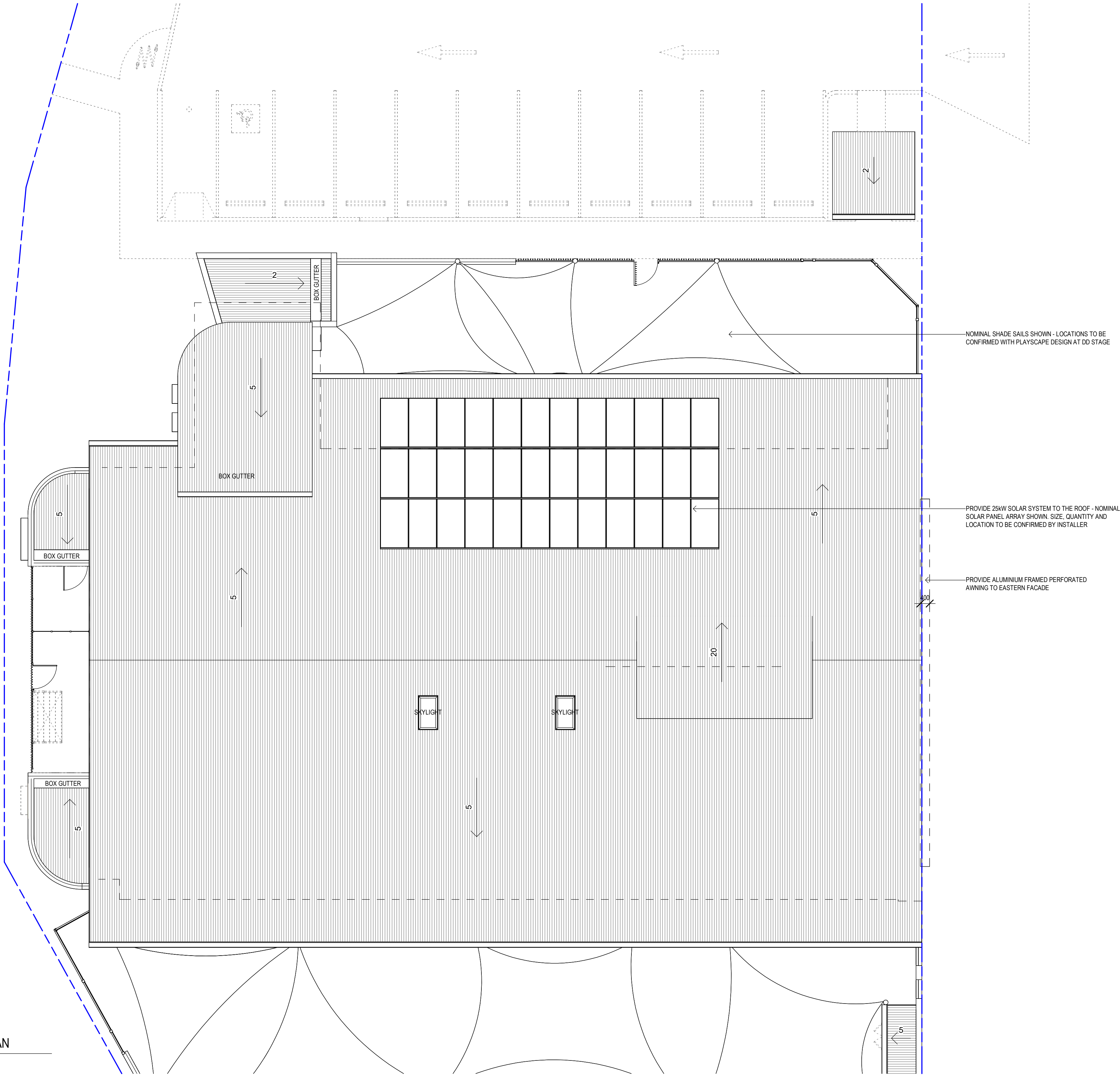
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DA02_B

DA ISSUE



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PROJECT:
Proposed Childcare Centre (97 place)

LOCATION:
Lot 8021 Huntington St, Madora Bay WA

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ROOF PLAN

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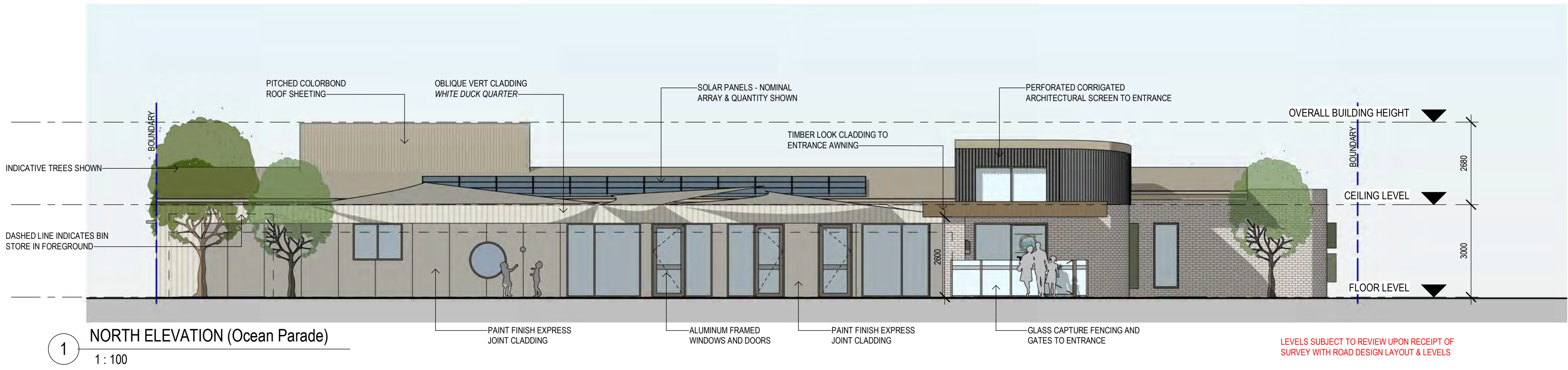
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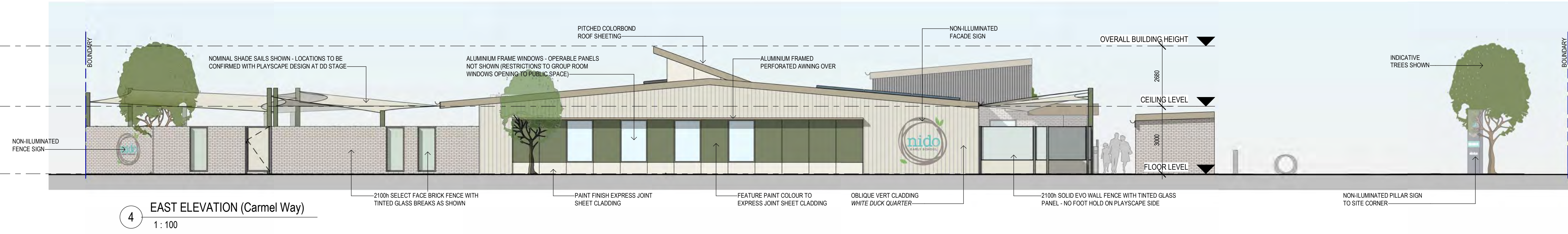


DA03_B

DA ISSUE



FENCE HEIGHT
ENSURE ALL PLAYSCAPE FENCING COMPLIES WITH AS1926.1 WITH MINIMUM INTERNAL HEIGHT OF 2.1m AND MINIMUM EXTERNAL HEIGHT OF 1.2m.



GENERAL NOTES		
DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.		
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LOCATION:
Lot 8021 Huntington St, Madora Bay WA

PROJECT:
Proposed Childcare Centre (97 place)

DRAWING TITLE:
ELEVATIONS

SCALE: As indicated @A1 **DATE:** MAR 2025

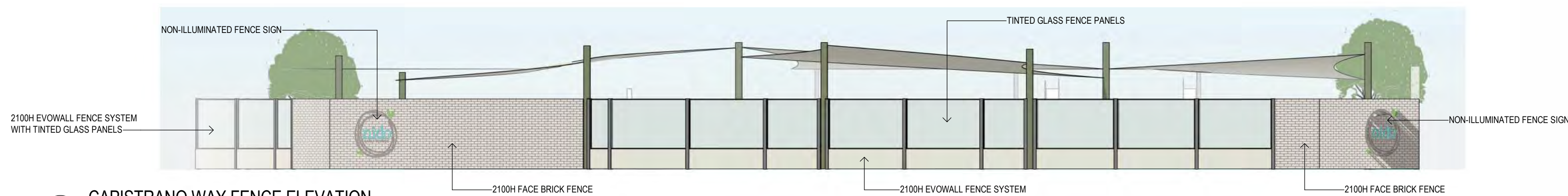
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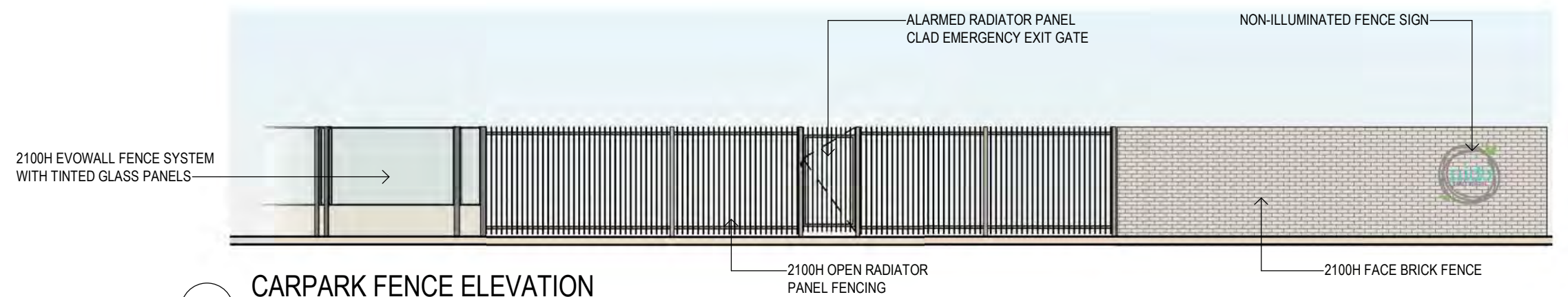
DA ISSUE



1 CAPISTRANO WAY FENCE ELEVATION
1 : 100



2 ENTRANCE PERSPECTIVE



3 CARPARK FENCE ELEVATION
1 : 100

GENERAL NOTES

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CLIENT:
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PROJECT:
Proposed Childcare Centre (97 place)

LOCATION:
Lot 8021 Huntington St, Madora Bay WA

DRAWING TITLE:
STREETSCAPE / PERSPECTIVES

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PRELIMINARY ISSUE
NOT FOR SUBMISSION

PROPOSED CHILD CARE PREMISES

LOT 9116 HUNTINGTON STREET, MADORA BAY



PROJECT REF: 2458

Prepared for
 Satterley Property Group
 Level 3, 27-31
 Troode Street, West Perth

History and Status of this Document

Revision	Date issued	Prepared by	Reviewed by	Revision type
Rev 1	29/05/25	AG	RC	Lodgement

Document Printed

File Name 250529 2458 Childcare DA Report.doc
Author/s Reagan Cake & Aston Gobetti
Name of Document Planning Report
Document Version Rev 1

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1.0 Introduction

Dynamic Planning and Developments acts on behalf of Satterley Property Group, the registered proprietor of Lot 9116 Huntington Street, Madora Bay (herein referred to as the 'subject site').

This planning report has been prepared in support of an Application for Planning Approval for a proposed 'Child Care Premises' at the subject site. The planning report contains the following pertinent details of the proposal relevant to the assessment of the proposed application:

- Details of the proposal;
- Detailed assessment of the proposal against the relevant planning provisions applicable under the City of Mandurah Local Planning Scheme No. 12 along with any relevant Local Planning Policies; and
- Detailed justification of any variations sought.

In addition to this planning report, the following documentation has been provided in order to assist the City of Mandurah in making a recommendation on the proposed application:

- Certificate of Title (**Appendix 1**);
- Development Plans (**Appendix 2**);
- Traffic Impact Assessment (**Appendix 3**);
- Noise Assessment (**Appendix 4**);
- Waste Management Plan (**Appendix 5**);
- Completed and signed City of Mandurah Development Application Form, PRS Form 1 and DAP Form 1.

It will be demonstrated in subsequent sections of this submission that the proposed development is entirely appropriate for approval.

2.0 Site Details

2.1 Legal Description

The subject site is legally described as:

Lot	Plan	Volume	Folio	Street Address
9116	249977	4072	765	No street address

The area of the subject site is 1.634Ha with the lot being created for the proposed development being 2,310m². A copy of the Certificate of Title pertinent to the subject site is contained in **Appendix 1**.

2.2 Locational and Land Use Context

2.2.1 Regional and Local Context

The subject site is located within the City of Mandurah municipal area. The site is also in close proximity to a number of local schools including Madora Bay Primary School (100m) and Mandurah Baptist College (1.9km), suggesting the site is well suited to accommodating a childcare premises.

The subject site is being created through an approved subdivision application with the development site located on the corner of Ocean Parade, Huntington Street & Capistrano Way. The approved subdivision will also create a fourth road frontage on the sites eastern boundary. The subject site is surrounded by existing single residential development, with land to the north, east and west also being developed for this purpose..

Figures 1 and 2 depict the subject site in its regional and local context, respectively.

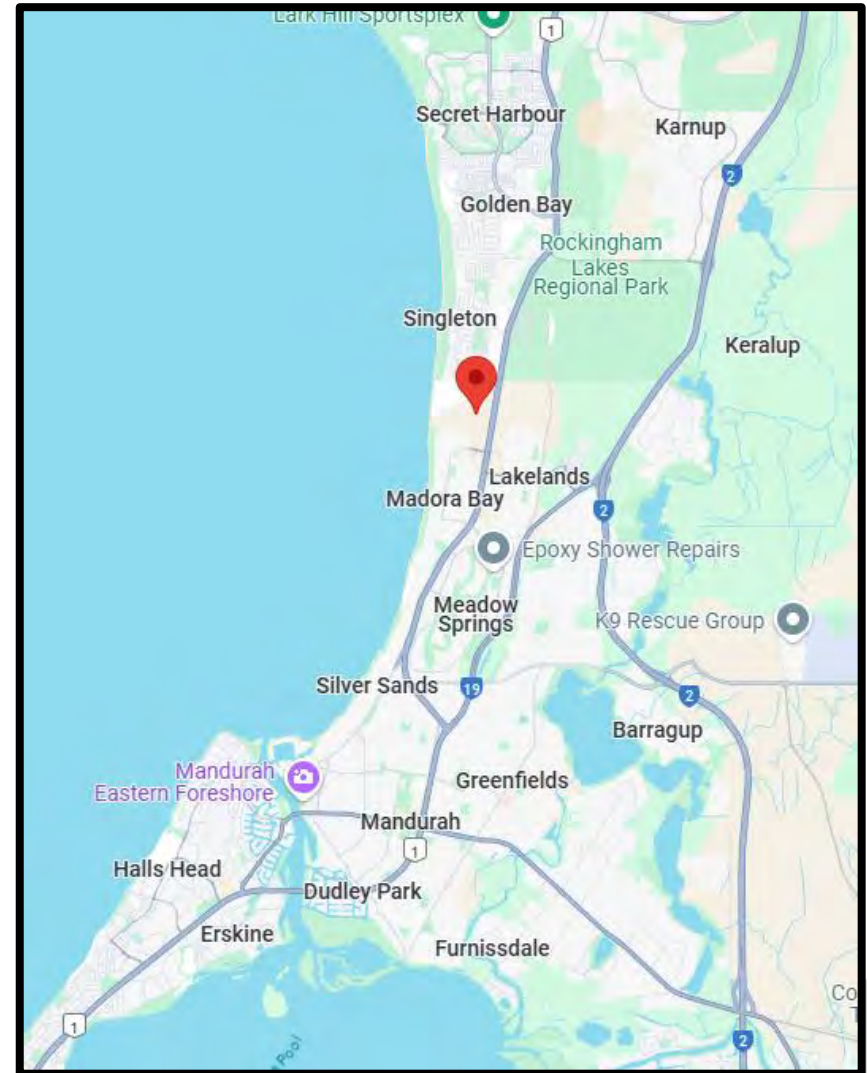


Figure 1 – Regional Context

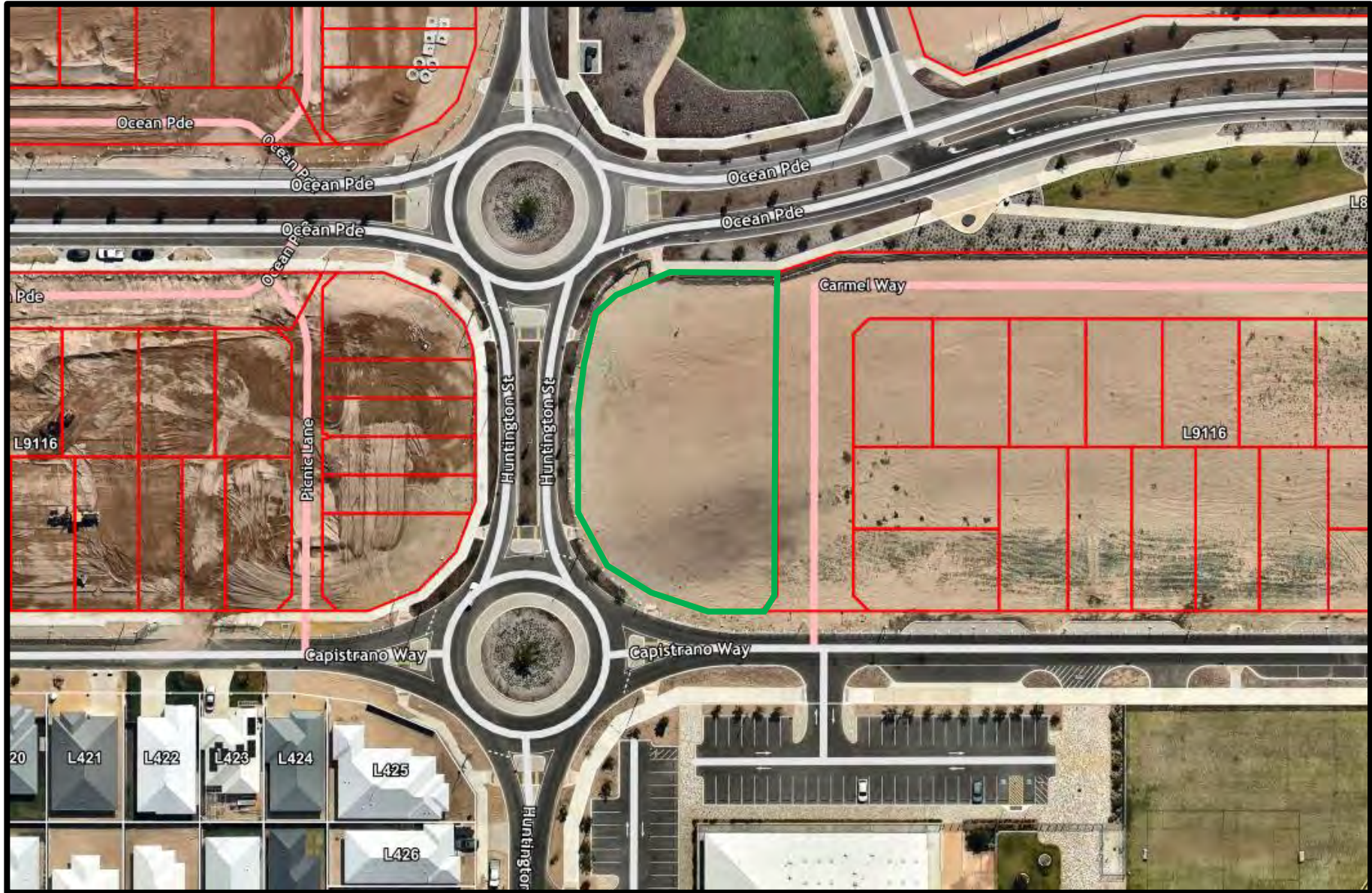


Figure 2 – Local Context

3.0 Planning Framework

3.1 Peel Region Scheme (PRS)

The subject site is zoned 'Urban' under the provisions of the Peel Region Scheme (PRS).

For reasons outlined further in this report, the proposed development is considered to be consistent with the 'Urban' PRS zoning applicable to the subject site.

3.2 City of Mandurah Local Planning Scheme No. 12 (LPS 12)

3.2.1 Zoning

The subject site is zoned 'Urban Development' under the provisions of LPS 12. The objectives for the 'Urban Development' zone are outlined in Table 2 of LPS 12 and have been summarised below:

- *To provide an intention of future land use and a basis for more detailed structure planning in accordance with the provisions of this Scheme.*
- *To provide for a range of residential densities to encourage a variety of residential accommodation.*
- *To provide for the progressive and planned development of future urban areas for residential purposes and for commercial and other uses normally associated with residential development.*

Detailed assessment of the proposal against the provisions of LPS 12 and any relevant Local Planning Policies is further covered under section 5.0 of this planning report.

3.2.2 Land Use Permissibility

The permissibility of land uses is determined with regard to the Madora Bay North Structure Plan and LPS 12. Under Table 3 – Zoning Table in LPS 12, the 'Urban Development' zone must refer to Clause 3.3.6, which states that:

- *If the zoning table does not identify any permissible uses for land in a zone the local government may, in considering an application for development approval for land within the zone, have due regard to any of the following plans that apply to the land:*
 - a) *a structure plan;*
 - b) *a local development plan*

The Madora Bay North Structure Plan identifies the site for 'Residential' development. Land use permissibility is further discussed under section 5.0 as part of the detailed assessment against the provisions of the LPS 12.

3.3 Madora Bay North Structure Plan

The site is located within the Madora Bay North Structure Plan area and is designated for 'Residential' development at a density of R40. This residential zoning determines the land use permissibility for the site in accordance with LPS 12.

Figure 3 depicts the site and its applicable zoning within the Dalyellup East Structure Plan.

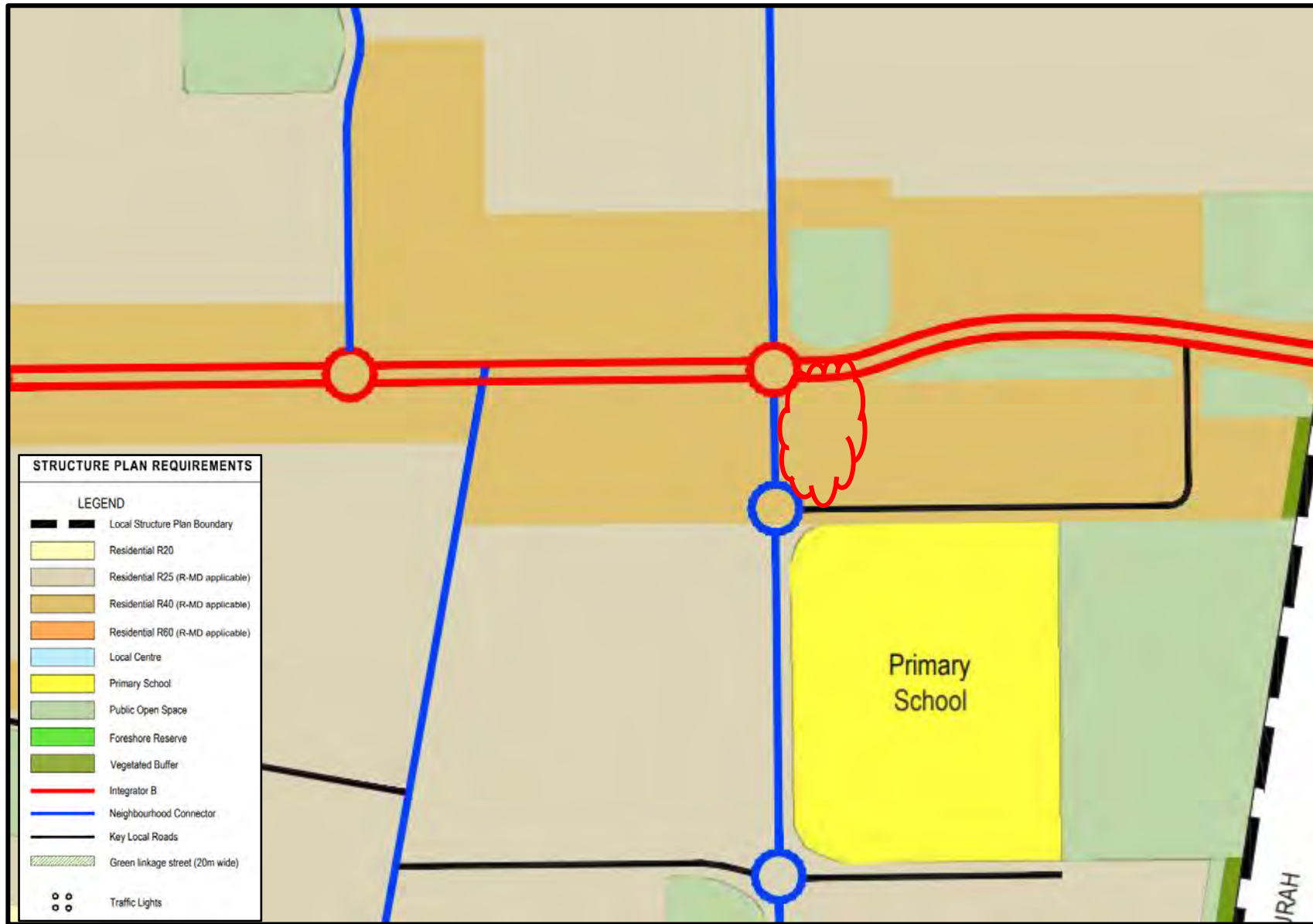


Figure 3 – Madora Bay North Structure Plan Map

4.0 Proposal Details

The proposed development seeks approval for a 'Child Care Premises' at the subject site. The proposal will cater for a maximum of 97 children and 17 staff.

4.1 Development Details

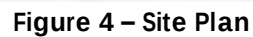
Key aspects of the proposed design are detailed below:

- The 'Child Care Premises' will include approximately 708 sqm of built form area and a total of 684 sqm of outdoor play area.
- The built form is in keeping with a residential scale in that it is single storey with a site cover of approximately 31%.
- The site shares no boundaries with residential properties and as such the R-Code setbacks for bulk and scale are not a concern.
- An internal open air parking area provides parking for twenty (20) car bays, inclusive of one (1) accessible bay.
- A separate bin store has been provided adjacent to the internal car parking area, which will be screened from the street.
- The site will include one way circulation with ingress from the proposed Carmel Way and egress onto a left out only crossover on Huntington Street.
- There will be six (6) street parking bays delivered as part of the proposed development.

4.2 Operational Details

- The 'Child Care Premises' will operate with a capacity of 97 children with 17 staff working at the facility.
- The 'Child Care Premises' will operate with opening hours of 6:30am to 6:30pm Monday to Friday. On four (4) days per year there will be an open day that occurs on weekends within between 7am and 5pm.
- The nature of the parking at the proposed development is that onsite parking will be primarily used by staff who will arrive at intermittent times with staff on site during pick up and drop off times limited to around 10-12. Additional staff then arrive after these peak periods for the primary education period with some staff then leaving before the peak pick up period in the afternoons.

The proposed development is considered to have appropriately considered the amenity of the adjoining lots whilst also providing a necessary service for local residents to benefit from.



5.0 Assessment

The statutory provisions applicable to the subject site require assessment of the proposal to be undertaken against the provisions of the following documents:

- City of Mandurah Local Planning Scheme No. 12 (LPS 12).
- Madora Bay North Structure Plan.
- Local Planning Policy No. 3 – Non-Residential Uses in Residential Zones (LPP 3).
- Local Planning Policy No. 2 – Signage (LPP 2).
- Planning Bulletin 72/2009 – Child Care Centres.

The below sections will address the relevant land use permissibility and development requirements outlined in the abovementioned statutory planning documents.

5.1 Land Use Permissibility

The proposed development is consistent with a 'Child Care Premises' land use, which is defined in LPS 12 as:

Child Care Premises means a premises where –

- a) an education and care service as defined in the Education and Care Services National Law (Western Australia) section 5(1), other than a family day care service as defined in that section, is provided; or*
- b) a child care service as defined in the Child Care Services Act 2007 section 4 is provided.*

As noted in Section 2.0 above, the relevant land use permissibility is considered with regard to the Madora Bay North Structure Plan and the 'Residential' zoning as detailed in Table 3 of LPS 12.

In accordance with these provisions, the proposed 'Child Care Premises' is a 'Discretionary (D)' land use under the 'Residential' zone meaning that approval is possible pending compliance with the applicable development requirements.

Compliance with the applicable development requirements has been addressed below in Section 5.2. Furthermore, it is considered that the proposed land use is consistent with the 'Residential' zone objectives as:

- The amenity of the surrounding residential population will not be compromised as a result of the proposed development as the 'Child Care Premises' use has been demonstrated to be compatible with residential development.
- The site is in close proximity to a range of local schools which indicates a high level of demand for childcare services.
- The facility will provide an important service to the local residential population and planned urban development by providing care to children whilst parents are working.

5.2 Development Requirements

The relevant development requirements pertaining to the proposed development are outlined in:

- City of Mandurah Local Planning Scheme No. 12 (LPS 12).
- Local Planning Policy No. 3 – Non-Residential Uses in Residential Zones (LPP 3).
- Local Planning Policy No. 2 – Signage (LPP 2).
- Planning Bulletin 72/2009 – Child Care Centres and draft Position Statement – Child Care Premises.

An assessment of the proposed developments compliance with the abovementioned documents has been provided below in following section.

5.2.1 City of Mandurah Local Planning Scheme No. 12 (LPS 12)

Table 1 below provides an assessment of the proposal against the relevant requirements outlined in LPS 12. Where there are variations to the applicable requirements, these have been noted in red.

City of Mandurah Local Planning Scheme No. 12		Proposed Development Compliance
Parking		
Child Care Premises:	20 car bays provided on-site.	X
1 per staff member plus 4 bays. - Total required car bays = 21		
<u>Justification</u> The minor parking shortfall of one (1) bay is considered appropriate and justified for the following reasons: - There will be a total of six (6) additional short term on street bays provided as part of the development which are all connected to the development via a pedestrian path and will assist in catering to any pick up and drop off demand created by the development. This will take the overall provision of parking to 26 car bays, exceeding the statutory requirement. - During peak periods of pick up and drop off there is a staggered staffing arrival with less staff on-site during this period which would enable additional on-site bays to be used for pick up and drop off. Typically, around 12 staff might be on site during these periods which would leave 8 on site bays and 6 street bays available for pick up and drop off. The average dwell time for parents dropping off children at similar developments is 6.8 minutes (RTA Guide to Traffic Engineering Developments) meaning that over a two hour pick up and drop off period 1 bay can service up to 17 parents/vehicles which would mean even the on-site bays can accommodate up to 238 children which is more than the facility is designed to accommodate. - It is unlikely that the facility will operate at 100% occupancy which means children and staffing levels are likely to be lower than what will be approved by the proposed application which therefore results in a reduced parking demand at the development. - In accordance with the DPLH Draft Position Statement on Child Care Premises, parking is required at a rate of 1 bay per 5 children which would equate to a demand of 20 bays which is being complied with.		

Table 1 – LPS 12 Assessment

5.2.2 Local Planning Policy No. 3 – Non-Residential Uses in Residential Zones (LPP 3)

Table 2 below provides an assessment of the proposal against the relevant requirements outlined in LPP 3. Where there are variations to the applicable requirements, these have been noted in **red**.

Local Planning Policy 3 – Non-Residential Uses in Residential Zones	Proposed Development Compliance
Location	
3.2.1 The following locations may be appropriate for the establishment of a child care premises: a) A site that fronts (through direct access or via a parallel local road) onto a Major Road, District Integrator Road or Neighbourhood Connector Road, as identified on Figure 1; b) Part of or within easy walking distance of commercial, recreation or community nodes and education facilities (as generally identified on Figure 1); c) In areas where adjoining uses are compatible with a child care premises (includes considering all permissible uses under the zoning of adjoining properties); or d) A site well served by public transport. 3.2.2 Child care premises generally would not be suitable at the following locations, unless the applicant can demonstrate to the satisfaction of the local government that the following matters listed will not have a detrimental impact on the child care premises: a) Access is from an arterial route or in close proximity to a major intersection, as identified on Figure 1 to an arterial route where there may be safety concerns; b) Access is from a local street where there may be impacts on amenity due to traffic and parking; c) The current use or any permissible use under the zoning of the adjoining premises produces unacceptable levels of noise, fumes or emissions or poses a potential hazard by reason of activities or materials stored on-site; d) Noise produced by roads and railways are likely to have an adverse impact on the site; e) The site may be subject to contamination, within close proximity to high-voltage electricity transmission lines, or subject to external impacts that may be harmful to the staff and children; or	3.2.1 - Complies. Located within walking distance of education facilities (Madora Bay Primary School) as well as fronting Ocean Parage and Huntington Street. 3.2.2 a) Complies. Access is not from an arterial route. b) Complies. Access will not be impacted due to traffic and parking. This has been addressed in the Transport Impact Statement documentation. c) Complies. An acoustic report has been prepared to confirm that there are no unacceptable levels of noise d) Complies. The site is shielded from Mandurah Road through adjoining residential subdivision and eventual development. e) Complies. No contamination on site. f) Complies. Site is larger than 1000 sqm.

f) A site less than 1,000 square metres in area.		
Hours of Operation		
The hours of operation for a childcare premises within a residential area should be limited to the following: Monday to Friday 7:00am – 6:00pm Saturday 8:00am – 5:00pm An application proposing to operate outside of these hours will be assessed based on the potential impact to the neighbouring residential amenity.	Complies. Whilst the childcare centre is proposed to open at 6.30am, this is primarily for staff arrival and any children arriving before this time will not be permitted to play in outdoor areas until after 7.00am. Furthermore, all acoustic considerations and assessment has been undertaken through the Acoustic Report provided with this application.	✓
Built Form		
The built form of the proposed development shall be in accordance with the following: - The design of the development shall respect the character of the area having regard to land-use, building scale, built form and boundary setbacks; - The maximum building height, street walls/fences, street setbacks and lot boundary setbacks shall be in accordance with the Residential Design Codes as for a residential dwelling; - Paths allowing pedestrian and universal access should be made with durable, non-skid surfaces and continuously provided across driveways; - Signage shall be in accordance with Local Planning Policy No 2 Signage; and - Where possible, outdoor and indoor play areas for a Child Care Centre should: - Be in a safe location on the site and away from any adjoining noise sensitive premises; - Be north facing and/or accessible to the winter sun; - Create opportunities for casual surveillance of the outdoor play area from the premises building(s), adjacent land uses and the public domain where appropriate; and - Have a regular shape in order to avoid the creation of poorly surveyed spaces.	- Complies. The development is designed to respect the single storey character of the surrounding residential area with site cover less than what is permitted through a residential development. - Variation – fencing proposed to a height of 2.1m to outdoor play areas and minor variations to secondary street setbacks with nil to Carmel Way and 1m to Huntington Street. - Complies. Universal access has been accounted for through non-skid surface. - See signage assessment against LPP 2 below. - Complies. Indoor and outdoor play areas are in a safe location, north facing, create casual surveillance and have a regular shape.	✓ X ✓ ✓ ✓
Justification		
The minor built form variations proposed are considered justified for the following reasons: The centre does not abut any adjoining residential development and is bound by four (4) street frontage. This ensures that the reduced setbacks to the street will not impact any adjoining residential properties.		

- Being bound by four street frontages – there is also no established streetscape for this particular location.
- The higher 2.1m high fencing is necessary for security and acoustic reasons to ensure that children are kept safe and the noise experienced at surrounding residential development is kept to a minimum.

Landscaping

Landscaping is to be in accordance with the following requirements:

- A minimum of 10% of the site area shall be landscaped;
- The landscaped area shall include a minimum strip of 1.5 metres wide adjacent to all street boundaries; and
- Landscaping is to be of a high quality through the use of trees within parking areas, the street verge and around buildings, complimented by extensive low-rise native landscaping. The City's Locality Street Tree Master Plan should be considered in design of landscaping.

- The development will include significantly more than 10% landscaping across the site between the two outdoor play areas (684sqm) as well as landscaping to the street.
- Landscaping to the street includes a 2m strip to Ocean Parade, 1m to Huntington Street, an outdoor play area to Capistrano Way. 0m to Carmel Way due to the nil street setback. T
- A landscaping plan, inclusive of the outdoor play area will be provided as a condition of planning approval to ensure compliance.

✓

Car Parking

The minimum car parking requirement for child care centres in the local planning scheme is 4.5 parking bays per 100m² of net lettable floor area.

The design of on-site parking shall be as follows:

- Parking of vehicles shall not visually dominate the street frontage, with some or all of the required on-site parking located behind the building line or sleeved within the development;
- Safe vehicular and pedestrian access be from a road that is capable of handling additional traffic volumes and can accommodate the traffic generated by the use;
- Vehicles will be required to enter and exit the site in a forward gear; and
- The site layout and location shall minimise the impacts of noise and headlight glare of vehicles to bedrooms and major habitable rooms for adjacent or neighbouring dwellings.

- Complies. Parking does not visually dominate street frontage.
- Complies. Safe vehicular and pedestrian access is provided from roads.
- Complies. Vehicles enter and exit the site in forward gear.
- Complies. Site location and layout minimises the impacts of noise and headlight glare on neighbouring dwellings.

✓

✓

✓

✓

Traffic

A traffic impact assessment and/or traffic management report, prepared by a suitably qualified Transport Consultant, may be required to be submitted with an application for development approval. The requirement for which, will be determined where there are concerns of traffic impacts from the proposal. The assessment / report should address:

- The site characteristics and surrounding area;
- The proposal and its expected trip generation;

Refer to Traffic Impact Statement in Appendix 3.

✓

c) Parking requirements, including the design of parking areas, and any pick-up and drop off facilities; d) Existing traffic conditions and any future changes expected to the traffic conditions; e) Current road safety conditions, including an accident history in the locality; f) The expected impact of the proposed development on the existing and future traffic conditions; and g) The impact on surrounding verges and the management of parking overflow. h) The proposed use should be approved only if it will have a minimal impact on the functionality and amenity of an area and will not create or exacerbate any unsafe conditions for pedestrians or road users		
Noise A Noise Assessment, prepared by a suitably qualified Acoustic Consultant, may be required for the development of a child care premises, where it is determined that the proposal may negatively impact the surrounding properties through the generation of noise. This requirement will be determined on a case-by-case basis, based on residential density, existing buildings, hours of operation and proposed scale of operations. To reduce the impact of child care premise on surrounding properties, the following should apply: a) Where a child care premises is located adjacent to a noise sensitive premises, the noise generating activities of the child care premises such as the outdoor play areas, parking areas and any plant and equipment are to be located away from the noise sensitive premises; b) Where, due to design limitations or safety considerations, noise generating activities such as outdoor play areas are located close to noise sensitive premises, appropriate noise attenuation measures are to be undertaken; and c) The design and construction of buildings may include noise attenuation measures to reduce impact from external sources and to achieve accepted indoor noise limits.	Refer to Noise Assessment in Appendix 4.	✓
Waste Management A Waste Management Plan (WMP) is required to be prepared and submitted as part of the application for development approval.	Refer to Waste Management Plan in Appendix 5.	✓

The WMP shall be prepared in accordance with the City's Commercial and Industrial Development Template and shall detail how bins will be stored and serviced in a way that protects the residential amenity of the area.

Table 2 – LPP 3 Assessment

5.2.3 Local Planning Policy No. 2 – Signage (LPP 2)

Table 3 below provides an assessment of the proposal against the relevant requirements outlined in LPP 6.8. Where there are variations to the applicable requirements, these have been noted in **red**.

Local Planning Policy No. 2 – Signage		Proposed Development Compliance	
Wall Sign			
a) Maximum of one wall sign per elevation;	a) Variation proposed. Two wall signs under 1.5m height. One wall sign proposed 2.2m in height.		X
b) Sign is attached or directly painted on the external wall of the building;	b) Complies.		✓
c) The height of the sign does not exceed 1.2 metres and the length does not exceed two thirds of the length of the frontage of the building or tenancy, whichever is less;	c) Complies.		✓
d) The sign does not protrude past the limits of the façade or fascia of a building or tenancy portion;	d) Complies.		✓
Justification			
- One wall façade sign is proposed 0.7m taller than 1.5m requirement. - This variation is considered appropriate given the large surface area of the wall, which would otherwise appear blank. The wall height of 3 metres allows the proposed sign to contribute positively to the visual interest and activation of the façade. - Furthermore, the sign is designed without a background, thereby minimising its visual impact and ensuring it integrates more subtly with the existing streetscape.			
Permanent Freestanding Sign 'Pylon Sign'			
a) The proposed sign shall have no part more than 6.0m above the natural ground level immediately below the sign.	a) Complies. 2.4m in height proposed.		✓
b) The proposed sign shall have a maximum width of 2.5m, measured horizontally across the extremities of the sign structure.	b) Complies. 1.2m in width proposed.		✓
c) A maximum of one sign per property will be permitted irrespective of the number of tenancies.	c) Complies. One sign proposed.		✓

Table 3 – LPP 2 Assessment

5.2.4 Planning Bulletin 72/2009 – Child Care Centres & Draft Position Statement

Table 4 below provides an assessment of the proposal against the relevant requirements outlined in Planning Bulletin 72/2009. Where there are variations to the applicable requirements, these have been noted in **red**.

Planning Bulletin 72/2009	Proposed Development Compliance	
Location of Childcare Centres		
Distributed strategically to provide the maximum benefit to the community it serves.	There is one other childcare premises within 2km of the site within what is large residential catchment that is in close proximity to a number of schools.	✓
Within easy walking distance or part of appropriate commercial, recreation or community nodes and education facilities.	The facility is within close proximity to a number of local schools: • Madora Bay Primary School (100m) • Mandurah Baptist College (1.9km)	✓
Located in areas where adjoining uses are compatible with a child care centre (includes considering all permissible uses under the zoning of adjoining properties).	The proposed land use is capable of approval and the development will include appropriate management measures to ensure the amenity impacts on adjoining properties are within allowed levels (noise and traffic).	✓
Serviced by public transport.	The site is in close proximity to bus routes on Mandurah Road	✓
Considered suitable from a traffic engineering/safety point of view.	Traffic Impact Statement has been prepared demonstrating the development is suitable from a traffic engineering perspective.	✓
Of sufficient size and dimension to accommodate the development without affecting the amenity of the area.	The property the subject of the application is 2,310 sqm in area which is sufficient to accommodate the proposed development. Further the single storey nature of the development with compliant site coverage suggests the bulk and scale of the development is compatible with the residential environment within which it sits.	✓
Childcare centres will generally not be suitable where: • Soil contamination exceeds levels regarded by DEC and DOH as suitable for standard residential land uses. • Groundwater is to be abstracted for the irrigation of gardens and play area within the childcare centre and groundwater contamination exceeds 10x Australian drinking water criteria. • The service provided by the centre will have a demonstrable, adverse impact on the existing or planned level of childcare centre services enjoyed by the local community. • Access is from a major road or in close proximity to a major intersection where there may be safety concerns.	• The area accommodates residential land uses and as such soil contamination is considered to not be an issue. • Ground water won't be abstracted for irrigation. • There will be no adverse impact on the surrounding childcare centres in the area due to the number of local schools in the area which equates to demand for childcare premises. • Access is not from a major road. • Access is provided from Carmel Way – a local access street. • None of the surrounding land uses will produce unacceptable noise, fumes or emissions or will present a hazard risk as they are primarily residential properties.	✓ ✓ ✓ ✓ ✓ ✓

- Access is from a local access street which may impact on the amenity of the area due to traffic and parking. - The current use or any permissible use under the zoning of the adjoining premises produces unacceptable levels of noise, fumes or emissions or poses a potential hazard by reason of activities or materials stored on-site. - Noise produced by road, railways and aircraft are likely to have an adverse impact on the site. - The site is in a heavy industry area or in the buffer area of a heavy industry area.	- The acoustic report demonstrates that there will be no negative acoustic impacts from transport routes on the development. - The site is not located in an industry area, or a buffer area associated with industrial operations.	✓ ✓
Site Characteristics		
Sites in a residential area should be greater than 1000sqm.	The site is 2,310 sqm in area.	✓
Topography should be generally flat across the site.	The site is generally flat.	✓
Design of Centres		
Visual appearance should reflect the character of the area.	The childcare premises has been designed to be residential in bulk, scale and appearance to match surrounding development.	✓
Parking areas should be located in front of the building.	The proposed parking has been located immediately in front of the building entrance.	✓
Outdoor play areas should be in a safe location on the site, and away from adjoining noise-sensitive premises.	The outdoor play areas are located away from the adjoining noise sensitive premises.	✓
Traffic Impacts		
A traffic impact statement/assessment should be prepared to address: - The site characteristics. - The proposal and its expected trip generation. - Parking requirements, including the design of parking areas, and any pick-up and drop-off facilities. - Existing traffic conditions and any future changes expected to the traffic conditions. - Current road safety conditions, including a crash history in the locality. - The expected impact of the proposed development on the existing and future traffic conditions.	Traffic Impact Statement has been prepared by Transcore.	✓
Noise Impacts		
A noise impact assessment is required to address: Where a childcare centre is located adjacent to a noise-sensitive use, such as houses, retirement villages and nursing homes, the noise generating activities of the childcare centre, such as the outdoor play areas, parking areas and any plant and equipment, are to be located away from the noise sensitive use.	Acoustic Report has been prepared by Lloyd George Acoustics.	✓

- Where, due to design limitations or safety considerations, noise generating activities such as outdoor play areas are located close to noise-sensitive uses, appropriate noise mitigation is to be undertaken.
- As there is now a considerable body of research that demonstrates the negative impact of inappropriate noise on child development, the design and construction of buildings may include noise-mitigation measures to reduce impact from external sources and to achieve acceptable indoor noise levels.

Table 4 – Planning Bulletin 72/2009 Assessment

6.0 Conclusion

Based on the contents of this planning report, it is clear that the project proposal is appropriate for approval as it delivers a development opportunity for the City of Mandurah, its residents, and the working population. The proposed development will improve the local population's access to service and amenities, in particular a Child Care Premises which will cater for the growing residential population.

As considered in detail within the contents of this planning report, the proposal will deliver a functional built form outcome that aligns with the objectives of the Residential zone and will limit any amenity impacts to adjoining landowners.

As detailed in the assessment section, the proposal has demonstrated that it is generally compliant with the relevant development requirements with any variations appropriately justified.

As such, we respectfully request that the City of Mandurah support and approve this proposed development application.

Appendices

APPENDIX 1 – Certificate of Title

WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

4072

765

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 9116 ON DEPOSITED PLAN 429977

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

SATTERLEY MADORA BAY PTY LTD OF LEVEL 3 27-31 TROODE STREET WEST PERTH WA 6005
(AF Q386890) REGISTERED 8/5/2025

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

1. O373491 MORTGAGE TO NATIONAL AUSTRALIA BANK LTD REGISTERED 24/3/2020.
2. O444937 NOTIFICATION - SECTION 180 COMPENSATION PAID PLANNING & DEVELOPMENT ACT 2005
- SEE DEPOSITED PLAN 429977 LODGED 9/7/2020.
3. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR DRAINAGE/IRRIGATION/WATER
SUPPLY/SEWERAGE PURPOSES TO WATER CORPORATION - SEE DEPOSITED PLAN 429977 AS CREATED
ON DEPOSITED PLAN 427130
4. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR DRAINAGE/IRRIGATION/WATER
SUPPLY/SEWERAGE PURPOSES TO WATER CORPORATION - SEE DEPOSITED PLAN 429977 AS CREATED
ON DEPOSITED PLAN 428292
5. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR ELECTRICITY SUPPLY PURPOSES
TO ELECTRICITY NETWORKS CORPORATION - SEE DEPOSITED PLAN 429977 AS CREATED ON DEPOSITED
PLAN 428292
6. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR DRAINAGE/IRRIGATION/WATER
SUPPLY/SEWERAGE PURPOSES TO WATER CORPORATION - SEE DEPOSITED PLAN 429977 AS CREATED
ON DEPOSITED PLAN 428564
7. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR ELECTRICITY SUPPLY PURPOSES
TO ELECTRICITY NETWORKS CORPORATION - SEE DEPOSITED PLAN 429977 AS CREATED ON DEPOSITED
PLAN 428564
8. Q099187 RESTRICTIVE COVENANT TO ELECTRICITY NETWORKS CORPORATION - SEE DEPOSITED
PLAN 429977 REGISTERED 11/9/2024.
9. Q156606 RESTRICTIVE COVENANT TO ELECTRICITY NETWORKS CORPORATION - SEE DEPOSITED
PLAN 429977 REGISTERED 31/10/2024.
10. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR DRAINAGE/IRRIGATION/WATER
SUPPLY/SEWERAGE PURPOSES TO WATER CORPORATION - SEE DEPOSITED PLAN 429977 AS CREATED
ON DEPOSITED PLAN 428921

END OF PAGE 1 - CONTINUED OVER

RECORD OF CERTIFICATE OF TITLE

REGISTER NUMBER: 9116/DP429977

VOLUME/FOLIO: 4072-765

PAGE 2

11. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR DRAINAGE/IRRIGATION/WATER SUPPLY/SEWERAGE PURPOSES TO WATER CORPORATION - SEE DEPOSITED PLAN 429977 AS CREATED ON DEPOSITED PLAN 429976.
12. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR ELECTRICITY SUPPLY PURPOSES TO ELECTRICITY NETWORKS CORPORATION - SEE DEPOSITED PLAN 429977 AS CREATED ON DEPOSITED PLAN 429976.
13. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR DRAINAGE/SEWERAGE PURPOSES TO LOCAL AUTHORITY - SEE DEPOSITED PLAN 429977
14. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR ELECTRICITY SUPPLY PURPOSES TO ELECTRICITY NETWORKS CORPORATION - SEE DEPOSITED PLAN 429977
15. Q386856 RESTRICTIVE COVENANT TO ELECTRICITY NETWORKS CORPORATION - SEE DEPOSITED PLAN 429977 REGISTERED 8/5/2025.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP429977
PREVIOUS TITLE: 4068-920
PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY: CITY OF MANDURAH

NOTE 1: Q439527 DEPOSITED PLAN 430597 LODGED

Design Review Report

Childcare Centre

Lot 9116 Huntington Street, Madora Bay

DRP 01

September 2025

Design Review Report		
Subject	Childcare Centre - Lot 9116 Huntington Street, Madora Bay - DRP 01	
Date	2025-09-02	
Location	City of Mandurah (hosted by the City of South Perth)	
Design Reviewers	Simon Venturi Brett Wood-Gush Steven Smyth	Acting Chair Panel Member Panel Member
Proponent	Dynamic Planning	Insite Architects
Project Team	Reegan Cake Scott Ferguson	Satterley Property Group
Planning Authority	City of Mandurah City of Mandurah	Cherryll Oldham Paige Paskov
Declarations	None	
Briefings		
City of Mandurah		
Design Review Report endorsement		
Reviewer's signature	 Simon Venturi	

Introductory Comments	
Design quality evaluation	
	Supported
	Pending further attention
	Not yet supported
	Yet to be addressed
Strengths of the Proposal	DRP 01 • The proposal is largely compliant with the City's planning framework • Childcare use provides a community benefit for surrounding residents • The site is appropriate for a childcare centre with roads on all edges and minimal impact on surrounding residential properties • The centre has proximity to a primary school and public playground • Single storey height sits comfortably within the surrounding context • A generous width east west pedestrian footpath through site is provided • The pedestrian entry is positioned on the corner of the built form in close to Huntington Street • A Landscape Architect has been engaged and provided a Landscape Plan • The landscaping incorporates a mix of native planting species and edible trees • Large trees have been nominated on the site • A 25kW PV solar panel system is included • The depth of the eaves overhangs are responsive to their orientation • Generous shade sails are shown over the outdoor play areas • A light coloured natural / coastal materiality palette incorporating face brick, which is a contextual material, is responsive the proposal's surrounding context • External elevations generally appear articulated generating a level of visual interest • Signage details are included which are integrated into the proposal's architectural language
Principle 1 Context and character	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	a) The extent of solid brick fence on the north edge of the north outdoor play area is significant b) The design of the fence on the south and west sides of the south outdoor play area isn't clear. It is noted as open radiator panels in some areas but the elevations show opaque glass with a large area of solid brick wall on the corner c) A screened drying space is currently positioned on the proposal's main streetscape interface (Huntington Street) which limits streetscape interactivity and passive surveillance d) The proposal's built form is pushed onto the east boundary and this elevation appears flat lacking in articulation. A canopy over the footpath would assist in providing articulation on the east elevation
Recommendations	1. Reduce the extent of solid brick fence on the north edge of the north outdoor play area by extending the visually permeable fence

	2. Increase the visual permeability of the fence on the south and west edges of the south outdoor play area to increase streetscape interactivity and passive surveillance 3. Relocate the screened drying space currently located on the west side Huntington streetscape interface to a more appropriate location such as the east side of the building to increase streetscape interactivity with and passive surveillance of Huntington Street 4. Add a canopy over the Carmel Way footpath on the east side of the building to provide articulation on that façade, as well as providing a community benefit
Principle 2 Landscape quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	a) A number of large trees are nominated for the site which is supported however review / ensure they have sufficient deep soil areas and clearances b) The Landscape Plan does not currently include the outdoor play spaces which are an important aspect of the use of the site for children c) The carpark doesn't currently have trees to provide shade and soften this area which is highly visible from the streetscape / public realm
Recommendations	1. Ensure large trees nominated on the site have suitable deep soil areas and clearances 2. Provide a landscape design for the outdoor play areas or include a landscape brief for those areas including details on the amount of soft planting, tree numbers, planting species, floor finishes (mulch, sand, grass and soft fall) that will be delivered including a commitment to not using artificial turf 3. Provide trees in the carpark area to generate shade and soften this space
Principle 3 Built form and scale	<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
	a) No comments. Supported
Recommendations	None
Principle 4 Functionality and build quality	<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.</i>
	a) The bin-store is detached from the building and kitchen
Recommendations	1. Review if the location of the bin-store in the north outdoor play space is operationally functional
Principle 5 Sustainability	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	a. A number of ESD initiatives such as rainwater tanks and EV charging are noted as possible options rather than firm commitments b. The applicant is encouraged to make the active ESD initiatives integrated into the building highly visible as part proposal's architectural language as an educational opportunity for children
Recommendations	1. Engage an ESD professional to ensure ESD is being approached in a holistic and co-ordinated way 2. Commit to further active ESD initiatives such as EV charging, rainwater collection tanks, an all-electric (no-gas) development and make ESD initiatives visible as part of the proposal's architectural language
Principle 6 Amenity	<i>Good design optimises internal and external amenity for occupants, visitors and neighbors, providing environments that are comfortable, productive and healthy.</i>
	a) The larger outdoor play area is currently positioned on the south side of the building

		b) Two of the south facing Play Rooms have roof skylights which is supported however they are currently quite small c) The Group 6 Play Room doesn't appear to have a roof skylight d) A south facing clear storey sawtooth roof window to the Piazza is generally supported however is limited in width and could be further utilised e) One cot room has an external window to provide natural ventilation but the other doesn't
Recommendations		1. Consider flipping the entire building on the site in a north south direction so the large outdoor play area is orientated north. This would also establish a relationship between the large outdoor play area in close proximity to the adjacent POS park / playground 2. Flip the existing clear storey sawtooth roof window to face north and extend its length to replace the two small roof skylights so it provides north light access into all three south facing Play Rooms as well as the Piazza Space 3. Locate all cot rooms so they have an external window to provide natural ventilation
Principle 7 Legibility		<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
		a) The vehicle access point on Huntington Street limits the legibility and ease of access to the main pedestrian entry. One vehicle access point / crossover located on Carmel Way would allow the interactivity of the Huntington Street façade and legibility of the main pedestrian entrance to be increased
Recommendations		1. Explore removing the vehicle access point on Huntington Street and taking all vehicle access from Carmel Way to remove the awkward driveway / cross-over on Huntington Street. If this is not possible raise the Huntington Street driveway and use fine grain brick paving materiality to ensure it is a dual use space that prioritises pedestrian movement rather than relying on the current zebra crossing
Principle 8 Safety		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behavior and use.</i>
		a) The limited visual permeability of the north, south and west outdoor play area fences limits streetscape interactivity and passive surveillance on those facades
Recommendations		1. Refer to recommendations in the Context & Character Principle in relation to increasing the visual permeability of the north, south and west outdoor play area fences to increase streetscape interactivity and passive surveillance
Principle 9 Community		<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
		a) If public art is going to be integrated into the building consider this aspect at an early stage
Recommendations		1. Develop a public art strategy for the site nominating the locations for and forms of public art that will be integrated into the site / building
Principle 10 Aesthetics		<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
		a) No comments. Supported
Recommendations		None

Concluding Remarks

The childcare centre use is supported as it provides a benefit to the surrounding local community. The site is considered to be a good location for a childcare centre with limited impact on any surrounding residential properties. The proposal is generally of a high quality and is working towards a supportable outcome. The applicant is encouraged to develop the design further to address the items noted above in order to gain full DRP support for the proposal.

Design Review progress

	<i>Supported</i>		
	<i>Pending further attention</i>		
	<i>Not yet supported</i>		
	<i>Yet to be addressed</i>		
	<i>DRP 01</i>	<i>DRP 02</i>	<i>DRP 03</i>
Principle 1 - Context and character			
Principle 2 - Landscape quality			
Principle 3 - Built form and scale			
Principle 4 - Functionality and build quality			
Principle 5 - Sustainability			
Principle 6 - Amenity			
Principle 7 - Legibility			
Principle 8 - Safety			
Principle 9 - Community			
Principle 10 - Aesthetics			