# Metro Inner Development Assessment Panel Agenda

**Meeting Date and Time:** Thursday, 10 July 2025; 9:30am
**Meeting Number:** MIDAP/86
**Meeting Venue:** 140 William Street, Perth

**A live stream will be available at the time of the meeting, via the following link:**
**MIDAP/86 – 10 July 2025 – City of Melville – City of Canning**

## PART A – INTRODUCTION

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

## PART B – CITY OF MELVILLE

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 1 (Nos. 2A & 2B) Broadhurst Crescent and Lot 5 (No.1) Islip Court, Bateman – Childcare Premises – DAP/25/02858
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

## PART C – CITY OF CANNING

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 33 (No.151) Riverton Drive, Rossmoyne – Two (2) Multiple Dwellings – DAP/25/02834
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

## PART D – OTHER BUSINESS

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

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

| ATTENDANCE | |
|---|---|
| *Specialist DAP Members* | *DAP Secretariat* |
| Dale Page (Presiding Member)<br>Clayton Higham (Deputy Presiding Member)<br>Andrew Howe | Kristen Parker<br>Ashlee Kelly |
| *Part B – City of Melville* | |
| Cr Matthew Woodall (Local Government DAP Member, City of Melville)<br>Cr Daniel Lim (Local Government DAP Member, City of Melville) | |
| *Part C – City of Canning* | |
| Cr Ben Kunze (Local Government DAP Member, City of Canning)<br>Mayor Patrick Hall (Local Government DAP Member, City of Canning) | |

# PART A – INTRODUCTION

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

# PART B – CITY OF MELVILLE

## 1. Declarations of Due Consideration

## 2. Disclosure of Interests

## 3. Form 1 DAP Applications

3.1 Lot 1 (Nos. 2A & 2B) Broadhurst Crescent and Lot 5 (No.1) Islip Court, Bateman – Childcare Premises – DAP/25/02858

## 4. Form 2 DAP Applications

Nil.

## 5. Section 31 SAT Reconsiderations

Nil.

# PART B – ITEM 3.1 – LOT 1 (NOS. 2A & 2B) BROADHURST CRESCENT AND LOT 5 (NO.1) ISLIP COURT, BATEMAN – CHILDCARE PREMISES

**Form 1 – Responsible Authority Report**
(Regulation 12)

| | |
|---|---|
| **DAP Name:** | Metro Inner Development Assessment Panel |
| **Local Government Area:** | City of Melville |
| **Applicant:** | Apex Planning |
| **Owner:** | The Trustee for Hindle Properties and Hindle Properties-Bateman Pty Ltd |
| **Value of Development:** | $2.3 million<br>☐ Mandatory (Regulation 5)<br>☒ Opt In (Regulation 6) |
| **Responsible Authority:** | City of Melville |
| **Authorising Officer:** | Andrew Melville – A/Director Planning |
| **LG Reference:** | DAP-2025-1 |
| **DAP File No:** | DAP/25/02858 |
| **Application Received Date:** | 6 February 2025 |
| **Report Due Date:** | 1 July 2025 |
| **Application Statutory Process Timeframe:** | 90 Days |
| **Attachment(s):** | 1. Development Plans and Elevations<br>2. Planning Report<br>3. Further Information Request Response from Applicant<br>4. Revised Transport Impact Statement<br>5. Waste Management Plan<br>6. Acoustic Assessment |

**Responsible Authority Recommendation**

That the Metro Inner Development Assessment Panel resolves to:

1. **Accept** that the DAP Application reference DAP/25/02858 is appropriate for consideration as "Child Care Premises" land use and compatible with the objectives of the zoning table in accordance with Clause 17 of the City of Melville Local Planning Scheme No. 6; and

2. **Approve** DAP Application reference DAP/25/02858 and accompanying plans (attachment 1) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the *City of Melville Local Planning Scheme No. 6*, subject to the following conditions:

**Conditions**

1. 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.

2. The development the subject of this approval must comply with the approved plans at all times unless otherwise agreed to in writing by the City of Melville or the Development Assessment Panel.

3. Prior to the commencement of development, a detailed stormwater management plan is to be submitted, and approved by the City. All stormwater generated on site is to be retained on site in accordance with a plan approved in writing by the City.

4. Prior to the initial occupation of the development, the external surface of the retaining wall/s which are visible from the street and adjoining properties shall, as a minimum, be finished to a clean face brick standard, to the satisfaction of the City.

5. A maximum of 107 children,18 full time staff and 5 support staff are permitted on site unless otherwise approved in writing, to the satisfaction of the City. The 5 support staff are only permitted on site between the hours of 10:00am and 3:00pm.

6. The centre shall only operate between the hours of 6:30am and 6:00pm Monday to Friday, to the satisfaction of the City.

7. Prior to the initial occupation of the development, all bicycle parking areas, car parking bays, manoeuvring areas, driveway and points of ingress and egress shall be provided in accordance with the approved plans and AS/NZS 2890.1:2004, to the satisfaction of the City. The bays shall thereafter be retained for the life of the development.

8. Prior to the initial occupation of the development, all unused crossover(s) shall be removed, and the kerbing and road verge reinstated at the owners cost to the satisfaction of the City.

9. Prior to the initial occupation of the development hereby approved, the subject site shall be serviced by a vehicle crossover.

10. The street walls and fencing marked in red on the approved plans are required to comply with the definition of ‘Visually Permeable’ found in Residential Design Codes Volume 1, to the satisfaction of the City.

11. Prior to the initial occupation of the development, the openings along the West elevation shall have installed, fixed obscure screening to a minimum height of 1.6 metres above the finished floor level, or any other screening alternative approved by the City that complies with C1.1 or C1.2 of Clause 5.4.1 of Residential Design Codes Volume 1. The screening measures must thereafter be maintained in perpetuity to the satisfaction of the City.

12. Where a driveway meets the street, all fences, walls and structures shall meet the sightline requirements contained under Clause 3 of Local Planning Policy LPP1.6 Car Parking and Access and thereafter maintained to the satisfaction of the City.

13. Reflective or heavily tinted glazing at ground floor level of the Child Care Premises is not permitted.

14. The outdoor play areas are not to be used prior to 7am and to ensure on-going compliance with the Environmental Protection (Noise) Regulations 1997.

15. Any roof mounted or freestanding plant or equipment shall be located and/or screened so as not to be visible from the surrounding streets prior to the initial occupation of the development to the satisfaction of the City.

16. Prior to the commencement of development, a revised Acoustic Report shall be submitted to the City for approval to demonstrate how all mechanical services, outdoor play, cars and waste collection associated with the development will comply with the 'Assigned Noise Levels' contained in the *Environmental Protection (Noise) Regulations 1997* when the noise is received at any neighbouring residential premises. The revised Acoustic Report shall specifically take into consideration the changes made to the design of the retaining walls and basement car parking area. The development shall operate in accordance with the recommendations set out in the approved Acoustic Report, to the satisfaction of the City.

17. Prior to the initial occupation of the development, the applicant shall demonstrate that the development, including acoustic fencing, has been built in compliance with the recommendations and assumptions in the approved Acoustic Report, to the satisfaction of the City.

18. A noise report is to be submitted by an accredited consultant, within three months of the development commencing that confirms noise from the development complies with the *Environmental Protection (Noise) Regulations 1997*, to the satisfaction of the City.

19. Prior to commencement of development, a detailed landscaping and reticulation plan for the subject site and the road verges adjacent to the site shall be submitted to and approved in writing by the City. The landscaping plan is to include proposed details of (but is not limited to):

    (a) The location, number and type of proposed trees and shrubs including planter size and planting density;
    (b) Any lawns to be established;
    (c) Any existing vegetation and/or landscaped areas to be retained; and
    (d) Any verge treatments

    The approved landscaping and reticulation plan shall be fully implemented within the first available planting season after the initial occupation of the development and maintained thereafter, to the satisfaction of the City.

20. Prior to the occupation of the development, a plan for the outdoor play spaces shall be provided to and approved by the City to detail any proposed shade and play structures and any additional landscaping. These structures and additional landscaping are to be installed prior to the occupation of the development and maintained thereafter to the satisfaction of the City.

21. The development is to be constructed and operated in accordance with the Waste Management Plan provided with the application (Attachment 6) and the

City's Waste Management Guideline for New Developments, to the satisfaction of the City.

22. Prior to the initial occupation of the development, the bin compound(s) as shown on the approved plans is to be constructed and maintained in perpetuity to the satisfaction of the City. The bin compound(s) are to be constructed to satisfy the following requirements:

    a. Provided with a tap and connected to an adequate supply of water. The tap is to be located in a position so that it will not be susceptible to being damaged by the bins being removed for collection.
    b. Constructed of brick, concrete, corrugated compressed fibre cement sheet or other material of suitable thickness.
    c. Having walls not less than 1.8 metres in height and having an access point of not less than 1 metre in width for resident/tenants to access the area and fitted with a self-closing gate.
    d. Access point for collection is to be of suitable size for the size of the bins used and the collection method proposed.
    e. Containing a smooth and impervious floor of not less than 75 millimetres in thickness; and provided with adequate and appropriate drainage to sewer. This pertains to commercial properties where approval is required from the Water Corporation for discharge of liquid waste.
    f. Where located within a building, the bin compound is to be ventilated in accordance with Australian Standard 1668.2: The Use of Ventilation and Air Conditioning in Buildings (as amended).
    g. Conveniently located for disposal of waste and recyclables by residents/tenants.
    h. Not readily accessible by the public.

23. Prior to the initial occupation of the development, an Operational Management Plan is to be submitted to and approved by the City. This plan is required to include details on how the development will manage:

    a. Peak time traffic flow to drop off and pickup zones;
    b. On-site parking during peak periods;
    c. Staff parking management;
    d. On-site car parking prior to 7am being away from residential properties;
    e. Pedestrian safety;
    f. Preventing queueing of traffic and parking along Marsengo Road, Broadhurst Crescent and Islip Court; and
    g. Control and timing of deliveries and service vehicles.

    The Operational Management Plan is required to include person managing the above during pick up and drop off periods. The development shall operate in accordance with the approved Operational Management Plan for the lifetime of the development, to the satisfaction of the City.

24. Prior to the commencement of development, a Road Safety Audit shall be submitted to and approved in writing by the City in accordance with the City's Road Safety Audit Policy. Recommendations of the Road Safety Audit are to be incorporated into the design to the satisfaction of the City.

    Prior to the lodgement of a demolition application or the lodgement of a building application (recommended 30 days), the applicant shall submit a Construction

Management Plan (CMP) to the City of Melville for approval. The CMP shall be prepared having regard to the provisions of Local Planning Policy 1.22 – Construction Management Plans. The CMP will require approval by the City prior to the issue of the associated Building Permit or Demolition Permit. Once approved in writing by the City, the demolition and construction is to be carried out in accordance with the CMP to the satisfaction of the City. Any modifications to the CMP are to be approved by the City in writing.

25. Prior to the commencement of development, a detailed lighting plan is to be submitted to and approved in writing by the City. Lighting is to be provided to all car parking areas in accordance with Australian Standard AS 1158.3.1 (Cat. P). All external lighting shall be provided such that the light source does not compromise safety and/or amenity. The development shall have lighting installed and operate thereafter in accordance with the approved lighting plan to the satisfaction of the City.

26. In accordance with Local Planning Policy LPP1.4 Provision of Art in Development Proposals, prior to commencement of development, a Public Art Plan proposal shall be submitted to and approved in writing by the City in consultation with the City's Public Art Panel. Once approved, the public art shall be installed prior to the initial occupation of the development and thereafter be maintained for the life of the development, to the satisfaction of the City. In lieu of the provision of art on site, a cash in lieu contribution may be made prior to construction commencing, to the satisfaction of the City.

27. Temporary structures, such as prefabricated or demountable offices, portable toilets and skip bins necessary to facilitate storage, sales, administration and construction activities are permitted to be installed within the property boundaries of the subject site(s) for the duration of the construction period. These structures are to be located so not to obstruct vehicle sight lines of the subject site, the adjacent road network or of adjoining properties to the satisfaction of the City and are to be removed prior to initial occupation of the development.

**Advice Notes**

1. Unless otherwise approved in writing by the City, all trees located on the verge adjacent to the land on which the development is to take place shall be protected throughout the duration of the demolition and construction processes of the development via the installation of a Tree Protection Zone (TPZ). Each TPZ shall be installed prior to demolition of the site or commencement of development (whichever occurs first), in accordance with the following criteria:

    - A free-standing mesh fence erected around each street tree with a minimum height of 1.8m and a 2m minimum radius measured from the outside of the trunk of each tree.
    - If an approved crossover, front fence, footpath, road or similar is located within the 2m radius of the TPZ, the TPZ fencing shall be located the minimum distance from the approved works that is required to complete the works.
    - Fixed signs are to be provided on all visible sides of the TPZ fencing clearly stating 'Tree Protection Zone – No Entry'.
    - The following actions shall not be undertaken within any TPZ:
        - Storage of materials, equipment, fuel, oil dumps or chemicals;
        - Servicing or refuelling of equipment or vehicles;

- Attachment of any device to any tree (including signage, temporary service wires, nails, screws, winches or any other fixing device);
- Open-cut trenching or excavation works (whether or not for laying of services);
- Changes to the natural ground level of the verge;
- Location of any temporary buildings including portable toilets; or
- The parking of vehicles or machinery.

2. The City is responsible for the allocation of street numbers in accordance with AS/NZS 4819:2011 Geographic Information – Rural and Urban Addressing. The applicant/owner is encouraged to liaise with the City for the provision of appropriate street numbers prior to the completion of the development.

3. Construction is not permitted to obstruct traffic without prior written consent from the City's Technical Services department. Should the construction require a lane or road closure, a Traffic Management Plan is required to be approved by the City prior to any such works.

4. Access of service vehicles to the property including deliveries and the operation of forklifts shall not occur before 7:00am or after 7:00pm Monday to Saturday and before 9:00am or after 7:00pm on Sundays and Public Holidays.

5. In relation to condition 9, prior to commencement of construction a crossover application shall be submitted to and approved in writing by the City's Technical Services department. The crossover shall be designed to be;

   - a maximum width as specified within the City's Crossover Guidelines and Specifications;
   - located a minimum of 2m away from the outside of the trunk of any street tree; and
   - a minimum of 1m from any existing street infrastructure.

   The approved crossover is to be constructed prior to the initial occupation of the development to the satisfaction of the City.

6. In relation to condition 11, the applicant is advised that the 2.1m high colourbond fencing on the western boundary will suffice in this regard. In accordance with the Dividing Fences Act you are required to reach agreement with adjoining land owners as to the height, appearance and location of the dividing fence. Further information is available at https://www.commerce.wa.gov.au/building-and-energy/dividing-fence-matters-overview.

7. In relation to condition 19, the City's Verge Treatment Policy sets out requirements for verge planting. Here is a link to the City's Verge Treatment Policy: https://www.melvillecity.com.au/our-city/publications-and-forms/technical-services/verge-treatment-policy

8. Construction is not permitted to obstruct traffic without prior written consent from the City's Technical Services department. Should the construction require a lane or road closure, a Traffic Management Plan is required to be approved by the City prior to any such works.

9. This development constitutes a "Food Business" as per Section 107 of the *Food Act 2008* and therefore is to comply with the provisions of the *Food Regulations*

*2009* and the Food Safety Standards. For further information please contact the City's Health Services. Please note that childcare centres require the development of a Food Safety Program (FSP).

10. Prior to the commencement of any works an *Application to Construct a Food Business* with plans and specifications of the "Food Business" including details of all fixtures, fittings, appliances and finishes must be submitted to the City of Melville Health Section for approval. The provisions contained in Australian Standard 4674 - Design, Construction and Fitout of Food Premises may be used to determine whether the construction complies with the requirements of Standard 3.2.3 of the Food Safety Standards – "Food Premises and Equipment".

11. Prior to the commencement of the Food Business an *Application to Register/Notification of a Food Business* is to be submitted with plans and specifications of the "Food Business" including details of all fixtures, fittings, appliances and finishes must be submitted to the City of Melville Health Section for approval. The provisions contained in Australian Standard 4674 - Design, Construction and Fitout of Food Premises may be used to determine whether the construction complies with the requirements of Standard 3.2.3 of the Food Safety Standards – "Food Premises and Equipment".

**Details: outline of development application**

| | |
|---|---|
| Region Scheme | Metropolitan Region Scheme |
| Region Scheme - Zone/Reserve | Urban |
| Local Planning Scheme | City of Melville Local Planning Scheme No. 6 |
| Local Planning Scheme - Zone/Reserve | Residential<br>R20 |
| Structure Plan/Precinct Plan | N/A |
| Structure Plan/Precinct Plan - Land Use Designation | N/A |
| Use Class and permissibility: | Child Care Premises – 'A' Use |
| Lot Size: | No.1 Islip Court - 726m²<br>Nos. 2A and 2B Broadhurst Crescent – 1,029m²<br>Total combined area – 1,755m$^2$ |
| Existing Land Use: | No.1 Islip Court – Existing two-storey single house<br>Nos.2A and 2B Broadhurst Crescent – Two existing single-storey grouped dwellings |
| State Heritage Register | No |
| Local Heritage | ☒ N/A<br>☐ Heritage List<br>☐ Heritage Area |
| Design Review | ☒ N/A<br>☐ Local Design Review Panel<br>☐ State Design Review Panel<br>☐ Other |
| Bushfire Prone Area | No |
| Swan River Trust Area | No |

**Proposal:**

The proposed development includes the demolition of two existing grouped dwellings and one single house to facilitate the construction of a Child Care Premises at Lot 1 (2A & 2B.) Broadhurst Crescent and Lot 5 (1.) Islip Court, Bateman WA 6150. The proposal comprises the following elements:

- A maximum of 107 children,18 fulltime staff members and 5 additional support staff members will occupy the proposed development at any time. The support staff will only attend during 10am-3pm to assist with lunch cover and supervision of children while the full-time staff take their breaks.

- The following age ranges are proposed to be catered for:

    - 0-2 years: 12 places
    - 2-3 years: 35 places
    - 3+ years: 60 places

- The hours of operation are proposed to be 6:30am-6:00pm Monday to Friday.

- Split level building design, including associated landscaping and outdoor play spaces, external fencing and site works along the Broadhurst Crescent and Islip Court frontages. Bin storage is proposed within the basement.

- Outdoor play area fronting Marsengo Road, which will not be used prior to 7am in accordance with the recommendations of the acoustic report provided with this application.

- Pedestrian access proposed to be provided from Broadhurst Crescent.

- 20 parking bays are proposed (including an ACROD bay) within the basement of the development. 6 Bicycle bays are also proposed. A turnaround bay is also proposed. Access to the basement carpark will be via a two-way crossover from Islip Court.

- Peak morning and afternoon trip generation estimated at 93 and 76 trips respectively as per Traffic Impact Statement.

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| Proposed Land Use | Childcare premises |
| Proposed Net Lettable Area | 394.75m$^2$ |
| Proposed No. Storeys | One |
| Proposed No. Dwellings | N/A |

**Background:**

The subject site comprises Lot 1 (Nos. 2A & 2B) Broadhurst Crescent and Lot 5 (No.1) Islip Court, Bateman and is located at the intersection of Marsengo Road, Broadhurst Crescent and Islip Court. Under the City of Melville *Local Planning Scheme No. 6* (LPS6) the subject site is zoned “Residential” and afforded a density code of R20. Currently, two existing grouped dwellings are situated on Nos. 2A & 2B Broadhurst Crescent and one single house is situated on No.1 Islip Court. The topography on the

site varies with a fall of approximately 2-2.5 metres from north to south. The combined total area of the subject site is 1,755m$^2$.

DAP-2022-12 (DAP Form 1) for a Child Care Premises at the subject site was previously approved subject to conditions on 12 April 2023 by the former Metro Inner-South JDAP and is valid until 12 April 2027. Specifically, the following was approved:

- A maximum of 82 children and 17 staff members; and
- Operating hours of 7:00am to 7:00pm Monday to Friday.

Marsengo Road is designated as a Local Distributor Road while Broadhurst Crescent and Islip Court are designated as Access Roads under the City's road hierarchy. Public transport services are available within close proximity, operating on Marsengo Road and Murdoch Drive which are within 100 metres of the subject site.

The site is located approximately 1.3km's from the Bull Creek Shopping Centre, approximately 1.1 km's to the Winthrop Village Shopping Centre, approximately 50 metres from Corpus Christi College, approximately 1.1km's from the Murdoch Health Precinct and approximately 900 metres from Murdoch Train Station.

The western boundary of the subject site adjoins two residential properties being 6 Marsengo Road and 3 Islip Court which each contain a single house respectively. Whilst located within a predominantly residential area, the location close to Corpus Christi College results in a more varied land use environment. The residential properties in proximity of the proposed development are generally one and two storeys, whilst the buildings associated with Corpus Christi College demonstrate a variety of building heights and forms, typically associated with a secondary school of this nature.




**Figure 1: Aerial Image of the subject site**

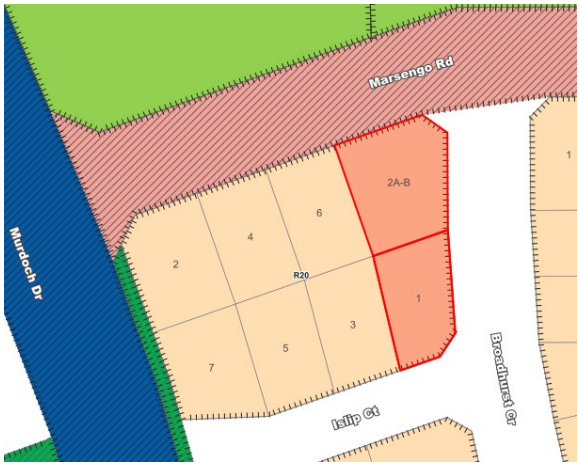



**Figure 2: Zoning Map Subject Site**

**Legislation and Policy:**

Legislation

- Planning & Development Act 2005
- Metropolitan Region Scheme (MRS)
- Planning & Development (Local Planning Schemes) Regulations 2015
- City of Melville Local Planning Scheme No. 6

State Government Policies

- SPP5.4: Road and Rail Noise
- SPP7.0: Design of the Built Environment
- SPP7.3: Residential Design Codes Volume 1

Structure Plans/Activity Centre Plans

N/A

Local Policies

- LPP 1.1: Planning Process and Decision Making;
- LPP 1.3: Waste and Recyclables Collection for Multiple Dwellings, Mixed Use and Non-Residential Developments;
- LPP 1.4: Provision of Public Art in Development Proposals
- LPP 1.6: Car Parking and Access;
- LPP 1.9: Height of Buildings;
- LPP 1.10: Amenity;
- LPP 1.11 Canning Highway Precinct Design Guidelines;
- LPP 1.12 Childcare Premises; and
- LPP 2.1 Non-Residential Development
- LPP 2.2 Outdoor Advertisements and Signage
- LPP 3.1 Residential Development

**Consultation:**

Public Consultation

In accordance with *Local Planning Policy 1.1 – Planning Process and Decision Making* (LPP 1.1), the application was advertised for a period of 14 days commencing 17 March 2025 and concluding 31 March 2025. Consultation was undertaken via written correspondence to the owners/occupiers of the adjoining properties, advertising signs on site and publication of the development plans and supporting documents on the City's online engagement portal 'Melville Talks'.

The City received twenty-six (26) submissions in total, all of which either directly objected to the proposal or raised concerns.

A summary of the concerns raised, along with officer's comments, is tabled below:

| **Issue Raised** | **Officer comments** |
|---|---|
| *Concerns in relation to increased traffic congestion impacting the local road network.* | A Traffic Impact Statement (TIS) has been provided supporting the application inclusive of Signalised & unsignalised Intersection Design and Research Aid (SIDRA) analysis of the T-intersection of Marsengo Road/Broadhurst Crescent which concludes the development will have no particular transport or safety issues. This TIS has been reviewed by the City's Traffic and Road Safety Coordinator who was satisfied with the proposal from a traffic safety perspective. |
| *Concerns that the Traffic Impact Statement is inadequate.* | A revised TIS was requested and provided as part of a further information request. The revised TIS was deemed adequate by the City's Traffic and Road Safety Coordinator. |
| *Concerns with no pedestrian crossing.* | The eastern side of Broadhurst Crescent opposite the proposed pedestrian access does not currently have a footpath. Existing pedestrian crossing points are available on Marsengo Road and Islip Court. While these pedestrian crossing points are not in the form of a 'zebra crossing', no safety issues were identified in the TIS or by the City's Technical Services Department. |
| *Concerns that the noise assessment provided is inadequate in relation to noise from children and waste trucks.* | An Acoustic Assessment prepared by a suitably qualified and experienced professional was provided with the application which was reviewed by the City's Environmental Health Department and deemed acceptable. Appropriate conditions are recommended should approval be granted in relation to noise impacts including the provision of a revised acoustic assessment specifically to address the changes made to the solid retaining wall and basement. |
| *Concerns with noise and pollution from vehicles.* | Noise will be mitigated through appropriate conditions should approval be granted. The development meets the preferred site characteristics being located in close proximity to various facilities and amenities therefore contributing to minimal air pollution from vehicles. |
| *Concerns with amenity impacts for surrounding properties.* | The proposed building and landscaping is considered to be high-quality as discussed in detail within the 'Planning Assessment' section of this report below. In |

| | |
|---|---|
| | addition, appropriate noise mitigation has been proposed and the TIS demonstrates that parking and traffic related matters have been accommodated for. |
| *Concerns with contradicting operating hours when documents submitted as part of application.* | The childcare will operate from 6.30am to 6.00pm |
| *Concerns with loss of property values.* | Property value concerns are not material planning considerations for the purpose of assessment of development applications. |
| *Concerns with loss of trees.* | Unless otherwise approved in writing by the City, all trees located on the verge adjacent to the land will be retained with a high-quality landscaping plan being proposed for on-site planting and further verge planting. |
| *Concerns with loss of privacy.* | A 2.1m high fence is proposed along the site's western boundary with No. 3 Islip Court and No. 6 Marsengo Road which will ensure there is no overlooking or loss of privacy to these properties. |
| *Concerns that number of parking bays provided are inadequate.* | The proposed number of car parking bays have been assessed below under LPP1.6 Car Parking and Access and will be able to meet the childcares operational requirements. |

City of Melville Internal Referrals

The assessment process undertaken included referrals to several internal teams and service areas for review of the technical information provided by the applicant. Further information was requested from the applicant in relation to the comments received from the City's Technical Services, Environmental Health, Landscape Design and Waste Services Departments. The information provided was reviewed by the relevant City Departments who expressed that they are supportive of the development subject to the imposition of appropriate conditions should approval be granted.

Referrals/consultation with Government/Service Agencies

No external referrals with Government/Service agencies were undertaken as part of the assessment of this application. It is noted that the previous childcare application for the subject site was referred to the Public Transport Authority for comments in relation to the bus stop on Broadhurst Crescent. This bus stop has since been removed and therefore referral to the Public Transport Authority was not considered necessary in this instance.

**Planning Assessment:**

Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015 lists a range of matters that require the decision maker to have due regard when considering an application for development approval. This includes requirements set out in any state planning policy, the local planning scheme and any local planning policy. The provisions within SPP7.0 – Design of the Built Environment, the City of Melville's Local Planning Scheme No. 6 (LPS6) and applicable local planning policies are therefore addressed within the following assessment.

**State Planning Framework**

State Planning Policy 7.0 – Design of the Built Environment

The 10 key design principles contained within *State Planning Policy 7.0 – Design of the Built Environment* (SPP7.0) set a framework for urban development to address design quality and built form. These principles have been assessed as follows:

| Design Principle | Development Context |
|---|---|
| Context & Character | The subject site is located within a residential area although the nearby Corpus Christi College presents a varied land use environment. The surrounding residential development is characterised by one and two storey dwellings while the Corpus Christi College has a variation of building heights and forms typically associated with a secondary school. The design of the proposed childcare premises responds sensitively to the character of the surrounding area being single storey and utilising appropriate materials with a predominant face brick finish. |
| Landscape Quality | The proposal includes both hard and soft landscaping that will contribute to enhancing the local identity and streetscape character. The landscape plan provided indicates there will be high quality landscaping for the outdoor play area, along the residential boundary with No.6 Marsengo Road and along the street frontages both within the site and verge. A variety of different species have been included in the planting schedule. Overall, the proposed landscaping will positively add to the amenity of the development and effectively contribute to the development assimilating into the surrounding residential area. |
| Built Form & Scale | The single storey design with basement carparking will allow the proposed development to integrate within the surrounding residential context. Numerous different materials have been incorporated into the built form including face brick, timber cladding for the portico entry, wooden columns for the veranda and perspex for the street fence. The entry portico with a gable roof will contribute to generating visual interest. In addition, visually permeable materials are proposed for the retaining wall and fencing within the street setback area which will reduce the bulk and dominance of these structures. The built form and scale of the proposed childcare premises will therefore be suitable for purpose and positively contribute to the locality. |
| Functionality & Build Quality | The proposed design of the childcare premises is of a high quality while also offering functional indoor and outdoor spaces for children, providing space for services and meeting operational requirements such as car parking and waste collection. |
| Sustainability | The proposed development optimises its northern aspect allowing solar access to the outdoor play area and northern windows. The verandah surrounding the childcare premises will offer shade for children. The proposed landscaping will also contribute to the local microclimate and promote biodiversity. |
| Amenity | The proposed outdoor play area includes provision of landscaping and is of an adequate size thus enhancing the developments amenity. Noise mitigation measures will be implemented to ensure |

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| | the amenity of surrounding properties are not impacted. An adequate number of car parks have been proposed while the City's Technical Services department is satisfied traffic generation will not impact the local roading network. |
| Legibility | The entry portico will provide well-defined, legible pedestrian access to the childcare premises while the vehicle access to the basement carpark will also be easily identifiable. The subject site is well serviced by footpaths and has nearby public transport routes further adding the proposal legibility. |
| Safety | The visual permeability of the proposed street fencing will allow for passive surveillance and contribute to the safety of children. Safety barriers in the form of infill panelling are proposed for the retaining below the street fence ensuring there is not a fall hazard to the basement carpark. Sightlines and traffic generation have been assessed by the City's Technical Services Department and deemed acceptable. |
| Community | The proposal presents a premises that will benefit the community through the provision of childcare services in an area projected for population growth. The front verandah will also provide for interaction with the street. |
| Aesthetics | The combination of the design features incorporated into the built form and proposed landscaping will create an elegant and coherent outcome that is consistent with the aesthetics of the surrounding residential context. |

**Local Government Planning Framework**

City of Melville Local Planning Scheme No. 6 – Land Use and Permissibility

Table 3 – Zoning Table within LPS6, lists a 'Child Care Premises' as an 'A' use within the Residential Zone, meaning it is capable of development approval following advertising in accordance with Clause 64 of the Regulations. In considering the discretionary nature of the use proposed, it is necessary to take into consideration not just the land use table in LPS6, but also the zone objectives table of LPS6. The objectives of the Residential Zone are as follows:

1. *To provide for a range of housing and a choice of residential densities to meet the needs of the community.*

2. *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*

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

4. *To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.*

The proposed childcare premises is considered to be consistent with the objectives for the Residential Zone for the following reasons:

- The proposed childcare premises is of a high level design and will not compromise the provision of housing supply within the surrounding residential area.

- The proposed building will predominantly consist of facebrick which is a material consistent within the surrounding residential context. Other materials are also used such as timber cladding for the portico entry, wooden columns for the veranda and perspex for the street fence which will contribute positively to the design and built form of the development. A level of articulation is provided through the brick support piers for the retaining wall below the fence being used for every second pier above. The design and built form is considered to be of high quality that will not detract from the streetscape or surrounding residential character.

- The proposed childcare is to be located on a corner site that is well serviced by footpaths with nearby public transport routes. The subject site is also in close proximity to numerous facilities and amenities. Adequate space is available on the site for outdoor play areas and car parking. The proposed childcare premises is therefore considered to be suitably located within the residential context and will not compromise sustainable residential development within the surrounding area.

- The split-level design of the proposed childcare premises responds well to the sites topography and will allow for the efficient use of space on the subject site with a basement carpark and sufficient outdoor play areas. The split-level design also ensures the scale and height of the childcare premises is not excessive, while the open design of the retaining wall within the street setback will not dominate the streetscape. The façade of the building includes numerous windows, and the portico entry feature will contribute to generating visual interest.

Based on the above, the proposed childcare centre is considered to meet the objectives for the Residential Zone.

Local Planning Policy 1.6 - Car Parking and Access

A summary of the parking yield required under LPP1.6 is outlined below.

| **Criteria and Ratio** | **Required Bays** | **Provided** |
|---|---|---|
| *107 Children (1:10)* | 11 bays | 20 bays (11 visitor and 9 staff) |
| *18 Fulltime staff (1:2)* | 9 bays | |
| *5 Support staff* | 3 bays | |
| *Pick-up and Drop-off area* | 1 Pick-up and Drop-off area | Within basement. |
| *Disabled Access (ACROD) Bay* | 1 disabled access bay | 1 disabled access bay |
| *Service or loading bay with NLA >500sqm* | 1 bay | None |
| *Motorcycle and Scooter Parking* | 2 bays | None |
| *Bike Parking - 2 per 10 parking bays* | 2 bike parks | 6 bike parks |

As per the above, the development does not comply with the following provisions of LPP1.6:

- 20 carparking bays proposed (23 required);
- No service bay is provided; and
- No motorcycle/scooter bays are proposed (2 required).

The 20 carparking bays proposed would meet the criteria in LPP 1.6 for 107 children and 18 fulltime staff members. However, an additional 3 bays would be required for the 5 support staff members. In this regard, the applicant has advised the support staff will only attend during 10am-3pm to assist with lunch cover and supervision of children while the full-time staff take their breaks. As the support staff will not be present on site during peak pick up and drop off times, they will be able to utilise the visitor carparking bays therefore ensuring the impacts from the parking shortfall are minimal.

While no motorcycle parks are proposed, it is considered they would not be necessary given the nature of the use. The City anticipates that children will primarily be getting picked up and dropped off in cars or on foot. It is unlikely that parents/guardians will be picking up and dropping off young children via motorcycles or scooters. Should staff use motorcycles, it is reasonable to suggest the car parking bays could be used to accommodate any requirements for motorcycle parking. Therefore, motorcycle/scooter parking bays are considered not to be required.

Having no dedicated loading space is also not considered to be detrimental to the proposed development as the childcare premises is unlikely to require a high volume of deliveries with the visitor carparking spaces being available should they be required outside the peak drop off and pick up times. In addition, the basement carpark has been designed to be able to accommodate the waste collection requirements of the childcare premises.

The proposal has also been assessed as being consistent with the other relevant matters in LPP 1.6 as follows:

- Car parking and access have been provided in accordance with AS 2890.1.
- Adequate sightlines are provided at the crossover from Islip Crescent.
- The proposed access driveway gradient has been reviewed by the City's Technical Services Department and is considered acceptable.
- Vehicles will be able to manoeuvre within the basement carpark ensuring they can enter and exit the site in a forward facing gear.
- The crossover is located 6m from the Broadhurst Crescent intersection.
- Six bicycle bays are proposed with end of trip facilities requirements.
- Adequate space within the basement carpark is available for waste disposal servicing requirements.
- The proposed carparking, access and traffic generation is supported by a TIS which has been reviewed by the City's Technical Services Department and deemed acceptable.

For the reasons discussed above, the proposed car parking is considered to be consistent with the requirements outlined in LPP 1.6.

Local Planning Policy 1.12 - Child Minding Centres and Family Day Care

*Location*

The preferred locational characteristics for childcare premises are detailed in Clause 3.1 of LPP1.12. It is considered the location of the subject site aligns with the preferred site characteristics for childcare premises within the Residential Zone for the following reasons:

| **Preferred Site Characteristic:** | **Comment:** |
|---|---|
| *Corner sites - to improve the ability for access and to limit the impacts upon adjoining residential properties.* | The childcare premises is to be located on the corner of Marsengo Road, Broadhurst Crescent & Islip Court. |
| *Within a walkable catchment, of activity centres, workplaces, schools, community facilities, public open space and civic facilities.* | There are various facilities and amenities within a walkable catchment of the subject site including the Corpus Christi College, Murdoch Health Precinct, George Welby Park, Bert Jefferey Park and Alan Madden Park. The site is also located approximately 1.3km's from the Bull Creek Shopping Centre and approximately 1.1 km's to the Winthrop Village Shopping Centre. |
| *Well served by footpaths, dual access paths and public transport.* | The subject site is well serviced by footpaths with a footpath provided along Marsengo Road, the western side of Broadhurst Crescent and on the corner of Islip Court. There are bus stops within 100m of subject site on both sides of Marsengo Road and Murdoch Drive. |
| *Of adequate size to provide suitable areas of play space (both indoor and outdoor) and parking.* | The site is of an adequate size at 1,755m$^2$ and the proposal provides 896m$^2$ of outdoor play area. Two kindy spaces, two toddler spaces and a baby's space are proposed within the building. The size of these internal spaces range from 37.49m$^2$ to 99.69m$^2$. Both the outdoor play areas and indoor spaces will be able to appropriately accommodate the maximum number of children and staff proposed.<br><br>Adequate parking has been provided within the basement carpark for 20 vehicles which meet the requirements of LPP 1.6. |
| *Located on Local Distributor and District Distributor Roads;* | The subject site is located on a Local Distributor (Marsengo Road). |

In addition, it is considered the subject site does not meet any of the undesirable site characteristics because:

| **Undesirable Site Characteristics:** | **Comment:** |
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| *Sites within cul-de-sacs.* | Not within a cul-de-sac. |

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| *Sites with battleaxe access leg (or similar) configuration or shared access.* | Not a battleaxe lot. |
| *Sites located on the following Primary Distributor roads, Canning Highway, Leach Highway and South Street, in order to minimise the potential for harmful traffic fumes, excessive noise levels and road safety risks impacting on the health of children, staff and visitors to the child care centre and surrounding road users.* | Not located on Canning Highway, Leach Highway and South Street. |

Accordingly, the location of the proposed childcare premises is deemed to align with the locational criteria within LPP 1.12.

*Siting and Design*

The subject site is zoned Residential with a density coding of R20. The associated streetscape is characterised by single and two storey dwellings. A range of development controls apply to the site, including the R-Codes and local planning policies such as *LPP1.12 and Local Planning Policy 1.9 Height of Buildings.*

In accordance with the provisions of LPP1.12, where a child care premises is located within a residential area such as this, the design and resultant built form is required to be assessed against the relevant provisions of the R-Codes, particularly in terms of open space, setbacks, visual privacy and solar access for adjoining sites. The proposal does not meet the deemed-to-comply criteria under the following clauses in the *Residential Design Codes of Western Australia* (R-Codes) and the City's Local Planning Policy 3.1 *'Residential Development' (LPP3.1)* as detailed below:

| **Clause:** | **Proposed:** | **Comment:** |
|---|---|---|
| *LPP3.1 Clause 1 'Street Setbacks'* | Entry portico, veranda and basement setback less than 3m minimum from primary street boundary.<br><br>Basement setback less than 1.5m minimum from corner truncation boundary. | The entry portico and veranda are design features that will positively contribute to the streetscape and development context for the following reasons:<br><br>• The gable roof and different materials used for the entry portico will create visual interest when viewed from the street.<br>• The entry portico is an unenclosed structure and will not exceed the overall height of the childcare building therefore minimising bulk impacts.<br>• Landscaping is proposed that will contribute to softening the visual appearance of the entry portico.<br>• The fencing proposed for the veranda will be visually |

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| | | permeable and enable passive surveillance of the street.<br>• The façade of the building contains numerous windows and is not taken up by building services or servicing infrastructure.<br>• The encroachment into the street setback area is compensated by open space between the street setback line and a line drawn parallel to it at twice the distance.<br><br>The impacts of the basement on the streetscape are considered to be minimal for the following reasons:<br><br>• The finished floor level of the basement and split-level design will result in the basement only being partially visible from the street therefore reducing any bulk or dominance related effects.<br>• The retaining wall for the basement will be open with visually permeable infill panelling between the support piers minimising bulk and dominance.<br>• The support piers of the retaining wall are aligned with every second pier on the above fence creating a level of articulation.<br>• Landscaping is proposed that will soften the visual appearance of the basement. |
| *R-Codes Clause 5.1.3 'Lot Boundary Setbacks'* | Western wall setback 1.7m from No.3 Islip Court in lieu of 4.5m. | Due to the major openings on the western elevation and the wall height of 3.6m, a 4.5m lot boundary setback is required from 3 Islip Court under Table 2d in the R-Codes. The bulk impacts of this wall will be minimal noting the majority of the wall will be less than 3.5m in height above natural ground level (NGL) at the boundary with just the wall in the south-western corner of the building being 3.6m in height. The bulk |

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| | | impacts of the building will be further minimised as a result of the split-level design, consistent ground and floor levels across the site and a 2.1m high dividing fence along the western boundary. No.3 Islip Court is located to the west of the subject site meaning there will be no undue loss of solar access. The 2.1m high dividing fence will also ensure there is no overlooking or loss of privacy for No.3 Islip Court. |
| *LPP3.1 Clause 3 'Fences and Street Walls'* | Maximum combined retaining wall and fence height of 4m above natural ground level (NGL) facing Broadhurst Crescent.<br><br>Maximum combined retaining wall and fence height of 4.4m above NGL facing Islip Court. | The subject site has a sloping topography with a fall of approximately 2-2.5 metres from north to south. To account for this sloping topography, retaining walls have been proposed within the street setback area with a 1.8m high fence above. The proposed street fencing is considered to be consistent with the relevant design principles in the R-Codes for the following reasons:<br><br>• The 1.8m high fence will have perspex glazing to 1.2m in height and 600mm railing on top providing a high level of visual permeability. This visual permeability will allow for passive surveillance of the street from the childcares raised verandah.<br>• The visual permeability provided will reduce the degree of solid surfaces visible from the street which will minimise dominance on the streetscape.<br>• The proposed landscaping will further soften the visual appearance of the proposed fencing when viewed from the street.<br>• It is important to note that the subject site is a corner lot with no direct adjoining northern or southern neighbours. As a result, when viewed from Broadhurst Crescent the proposed childcare premises will appear to stand alone and |

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| | | therefore not appear to dominate any other fences on directly adjoining properties.<br>• Although the combined height of the retaining wall and fence will be up to 4.4m above NGL at the street boundary, the maximum height above NGL when measured from the base of the retaining wall will be 3.8m.<br><br>Based on the above factors, it is considered the proposed street fence will effectively enable 'eyes on the street' while not detracting from the streetscape. |
| *R-Codes Clause 5.3.7 'Site Works'* | Broadhurst Court – 2.2m high retaining wall above NGL.<br><br>Islip Court – 2.6m high retaining wall above NGL.<br><br>No.3 Islip Court - 1.7m maximum height of access retaining wall above NGL less than 1m from lot boundary. 1.2m maximum height of basement retaining above NGL abutting lot boundary. | To accommodate the subject sites changes in topography, retaining walls have been proposed within the Broadhurst Crescent and Islip Court street setback areas. It is considered the proposed retaining walls within the street setback area meet the relevant design principles in the R-Codes for the following reasons:<br><br>• The proposed retaining walls will contribute to providing for the effective use of space across the site by allowing for adequate outdoor play area and a basement carpark with a waste collection area.<br>• The design of the retaining walls is to include infill panelling to reduce the degree of solid surfaces visible from the street.<br>• The support piers are to be aligned with every second pier of the above fence adding a degree of articulation to the combined retaining wall and fence design.<br>• The landscaping proposed along the street frontages will further contribute to reducing the visual impacts of the proposed retaining walls.<br>• NGL at the street boundary is lower than that of the NGL at the base of the retaining walls. When measured from NGL at |

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| | | the base of the retaining walls, the maximum height is 2m.<br>• Being a corner lot with no directly adjoining northern or southern neighbours, the proposed retaining wall will not be viewed from Broadhurst Crescent in direct comparison to other retaining walls on adjoining properties therefore reducing dominance of the streetscape.<br><br>In terms of the retaining walls proposed adjacent to No.3 Islip Court, these will predominantly abut their street setback area or otherwise not directly abut any sensitive spaces. |

Based on the above assessment, the siting and design of the proposed childcare premises is considered to align with the relevant design principles in the R-Codes and the criteria in LPP 1.12.

*Noise and Amenity*

The application is supported by an Acoustic Assessment prepared by Herring Storer Acoustics, dated November 2024, reference 33694-4-22306-02. This assessment considers the noise impacts from children playing outside and from mechanical services on surrounding properties in the context of the Environmental Protection (Noise) Regulations 1997. Noise emitted from the carparking area has also been considered in this assessment.

In terms of the outdoor play area, despite the centre being proposed to open at 6.30am, the outdoor play area would not be used until after 7am. A 2.1m dividing fence is proposed along the residential boundaries with No.6 Marsengo Road and No.3 Islip Court to mitigate noise impacts from the outdoor play area. The acoustic assessment noted that Colourbond and Perspex (min 4mm) would be adequate fencing materials to achieve compliance with the *Environmental Protection (Noise) Regulations 1997*. Landscaping along the boundary with No. 6 Marsengo will also provide greater separation distance further minimising noise impacts.

To minimise noise from the mechanical services, the proposed air conditioning condensing units will be installed with “Low Noise” night period modes (i.e. before 7am) which will reduce the noise emitted by 4dB(A). A restriction on the sound power level and number of condensing units operating at night will also be required. The noise from the car park exhaust fan will require screening and/or silencers to the discharge of the side of the fan. Due to the mechanical services not yet being designed, appropriate conditions will be recommended should approval be granted to ensure the mechanical services are designed in accordance with the *Environmental Protection (Noise) Regulations 1997.*
Regarding car noise, it is noted that noise from car movements and engines starting are exempt under the *Environmental Protection (Noise) Regulations 1997*. While the

noise from car doors are not exempt, the Acoustic Assessment provided confirms compliance with the *Environmental Protection (Noise) Regulations 1997* will be achievable. As a result of the changes to the basement design and reduction of solid retaining walls, Herring Storer Acoustics advised that *"with the internal car park and the differential in levels, this is not of a concern and noise within the car park will still be compliant".* Appropriate conditions in relation to noise from the carparking area are recommended should approval be granted.

The conclusions reached in the Acoustic Assessment prepared by Herring Storer Acoustics have been reviewed by the City's Environmental Health & Compliance Department who are satisfied with the proposal from a noise perspective subject to conditions.

*Landscaping*

Landscaping plans have been provided with the application that will contribute to the proposal enhancing the development context and streetscape. The proposed landscaping includes both onsite planting and verge treatments. The soft landscaping within the site will equate to approximately 342m$^2$ or 19.5% of the net site area with deep soil areas provided near the outdoor play area. The veranda around the permitter of the building will also provide adequate shade for children. The landscape plan has been reviewed by the City's Open Space Design Coordinator who has not raised any concerns. A condition is recommended for a final landscaping plan to be submitted prior to operation of the childcare centre should approval be granted.

*Car Parking and Traffic Generation*

The proposal includes an adequate number of carparking spaces within the basement consisting of a total of 20 bays with 11 for visitors and 9 for staff. The carparking meets the relevant Australian Standards with adequate manoeuvring to allow for vehicles to enter and exit the site in a forward-facing gear. As such, the proposed carparking is consistent with Local Planning Policy LPP1.6 'Car Parking and Access'. The car parking arrangements have also been reviewed by the City's Technical Services Department who did not raise any concerns.

With regard to traffic generation, the applicant has provided a Transport Impact Statement (TIS), prepared by Transcore: Traffic and Engineering Consultants, dated May 2025 (Attachment 5). This TIS included SIDRA analysis of the T-intersection of Marsengo Rd and Broadhurst Crescent. A key finding of the TIS was that the estimated traffic generation falls below the critical threshold set by the Western Australian Planning Commission therefore meaning the proposed development will avoid significant effects on the local road network. It was also found that the waste collection from the carpark will be achievable, and the subject site is provided with good connectivity to the road network, footpaths, cycling network and public transport. The TIS was reviewed by the City's Technical Services Department and deemed acceptable subject to conditions.

*Hours of Operation*

Under Clause 6 of Local Planning Policy 1.12 *'Child Minding Centres and Family Day Care'*, where a childcare premises is located adjacent to a property used for residential purposes, the hours of operation of the premises may be limited to 7am to 7pm Monday to Friday and 8am to 7pm during weekends. While it is proposed for the childcare premises to operate between the hours of 6:30am-6:00pm, the outdoor play area will

not be used until after 7am. The TIS has also taken into consideration the hours of operation and concluded there will be no significant transport related effects. As such, the proposed operating hours are considered appropriate.

*Signage*

Under Clause 7 of Local Planning Policy 1.12 *'Child Minding Centres and Family Day Care'* The City's requirements for advertising and signage are outlined in Local Planning Policy *2.2 ''Outdoor Advertising and Signage'* (LPP2.2).

Two signs are proposed as part of the development including a sign on the entrance portico and a sign on the north-eastern fence fronting the corner of Marsengo Road and Broadhurst Crescent. The entry signage has an area of 6.12m$^2$ and a maximum height of approximately 5.8m above the street level. The north-eastern signage will have an area of 1.92m$^2$ and a maximum height of approximately 1.7m above the street level. The area and height of the proposed signs are not considered to be excessive and will be in locations generally expected for a childcare premises. The proposed signage is of a simplistic design and complements the architectural design therefore ensuring that it will effectively integrate into the development setting and not create an unacceptable level of visual clutter. The signs will not to be illuminated or flashing and therefore will not impact upon traffic safety. No obscene or offensive material is proposed on the signs. As such, it is considered the proposed signage is consistent with the performance standards within LPP2.2 Outdoor Advertisements and Signage.

Local Planning Policy 2.1 - Non-Residential Development

*Corner Sites*

The proposal does not directly meet the following corner site criteria in Clause 2 of LPP2.1:

a) The focussing of the building mass on the corner, using a dominant architectural feature which protrudes above the normal roof line;
b) The provision of additional detail, colour and textures on the corner portion of the development; and
c) The inclusion of a dominant entrance feature on the corner.

However, it is worth noting that the above criteria is more suited fer commercial developments not located within residential zones. Therefore, when considering the site's three street frontages and residential context it can be considered that the proposal is generally consistent with above criteria for the following reasons:

- The proposed childcare facility has its pedestrian entry oriented centrally on Broadhurst Crescent which is considered to be the most appropriate location. This is because Broadhurst Crescent is the subject sites largest street frontage and is an Access Road under the City's Roading Hierarchy therefore ensuring safe pedestrian access.
- Signage is proposed on the corner or Marsengo Road and Broadhurst Crescent which will contribute to accentuating the street corner.
- The outdoor play area will be situated on the corner of Marsengo Road and Broadhurst Crescent which is considered to be the most appropriate location so as to minimise impacts on surrounding residential properties.

- A larger building setback is provided from Marsengo Road which will maintain consistency with other development on Marsengo Road.
- All three street elevations of the buildings include openings with a veranda along the Broadhurst Crescent and Marsengo Road frontages therefore minimising blank elevations and providing passive surveillance.

*Visual Privacy*

As per Clause 7 of LPP2.1, where developments are adjacent to existing residential properties, visual privacy as per the R-Code requirements is to be assessed. The proposed childcare premises will have a finished floor level that is more than 500mm above the natural ground level. A 2.1m high diving fence is proposed along the western boundary with 6 Marsengo Rd and 3 Islip Ct which will prevent any overlooking or loss or privacy.

*Vehicle Access, Loading and Parking*

The proposal does not directly meet the following vehicle access, loading and parking criteria within Clause 8 of LPP2.1:

- Parking within the front setback area of a development will be discouraged; and
- Areas for the loading and unloading of vehicles should be provided on site where the non-residential portion of the development exceeds 500m² Gross Floor Area.

Despite not directly meeting the above criteria, the proposal has been assessed as being generally consistent with the vehicle access, loading and parking requirements in LPP2.1 for the following reasons:

- Access is to be provided from Islip Court being the lower volume road with the proposed crossover setback 6m from the intersection with Broadhurst Crescent.
- Space for manoeuvring has been provided for within the basement carpark which will ensure vehicles can enter and exit the site in a forward gear.
- The proposed basement carpark is to be located within the same building footprint as the ground floor childcare premises.
- While the proposed carparking area within the basement will be visible from the street as a result of the open retaining wall design, this is considered to be a better outcome than having a solid retaining wall dominating the streetscape.
- The proposed landscaping will soften the visual appearance of the open carparking area.
- The childcare premises is unlikely to require a high volume of deliveries with any deliveries being able to be accommodated outside peak pick up and drop off times.
- The headway clearance of the basement carpark has a minimum 2.9m height at the entrance ensuring adequate space for waste collection.
- Sightlines have been reviewed by the City's Technical Service Department and are deemed to be acceptable.
- An acoustic assessment has been provided which has been reviewed by the City's Environmental Health Department who did not raise concerns regarding noise associated with deliveries.
- Bicycle and disabled parking have been proposed in accordance with LPP 1.6 Car Parking and Access.

*Site Works*

Clause 11 of LPP2.1 outlines that where developments are proposed across sloping sites such as the subject site, the principle of equal cut and fill across the site is to apply. Despite not proposing equal cut and fill, the proposed site works meet the design principles in the R-Codes as discussed previously in this report.

**Conclusion:**

The above assessment has examined the key aspects of the proposed childcare facility including design and built form, waste management, noise and traffic generation. This assessment has found the proposal to be generally consistent with the relevant provisions within the planning framework and the potential impacts to be suitably avoided or mitigated. As such, it is recommended that the Metro Inner Development Assessment Panel grant planning approval for the proposed development subject to conditions.




PRELIMINARY

meyer shircore architects

# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

FOR : ATLANTIS INDOOR PLAY CENTRE

Member Australian Institute of Architects

DATE: JUNE 2025

REVISION: SK013

SHEET: 0000

PROJECT NUMBER **23-9288**

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**LOCATION PLAN**
SCALE: 1 : 500

PRELIMINARY

meyer shircore architects

# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN
FOR : ATLANTIS INDOOR PLAY CENTRE

Member Australian Institute of Architects

0 5 10 15 20 25 50

DATE: JUNE 2025
REVISION: SK013
SHEET: 1000
SCALE: 1 : 500

PROJECT NUMBER
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**SITE SURVEY**
SCALE: 1 : 200

**PRELIMINARY**

meyer shircore architects

# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN
FOR : ATLANTIS INDOOR PLAY CENTRE

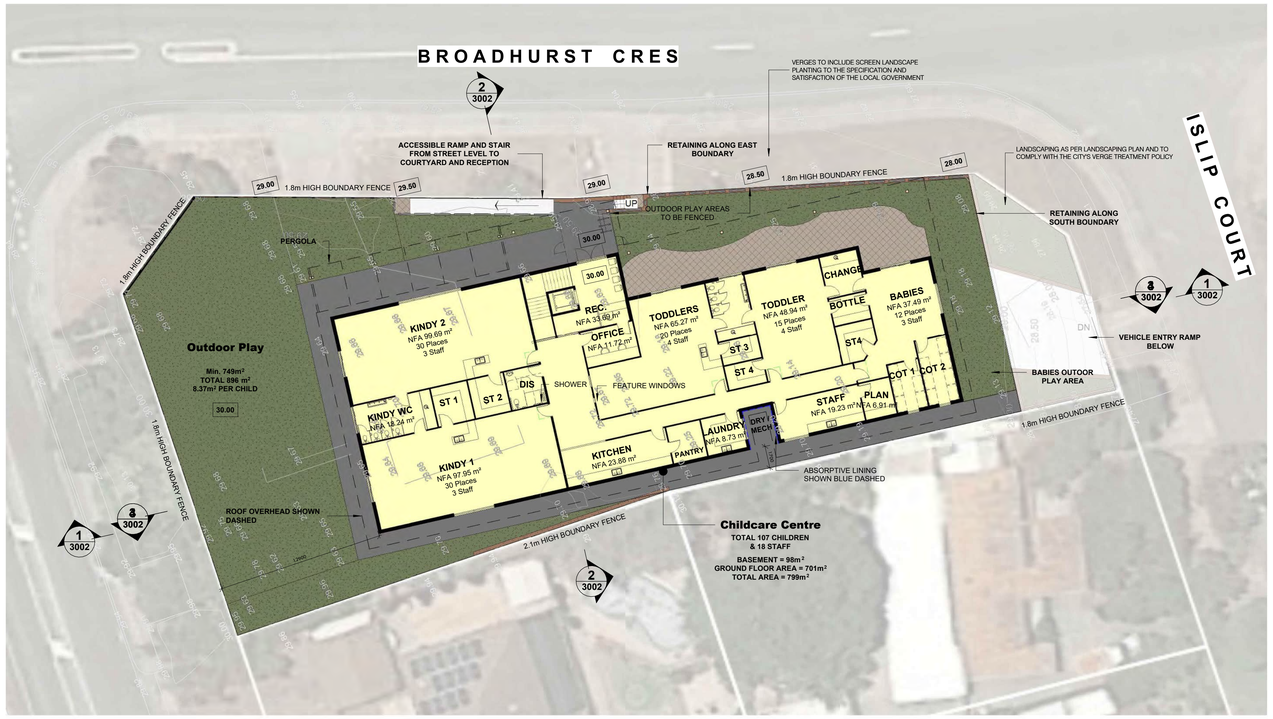
Member of the Australian Institute of Architects

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DATE: JUNE 2025
REVISION: SK013
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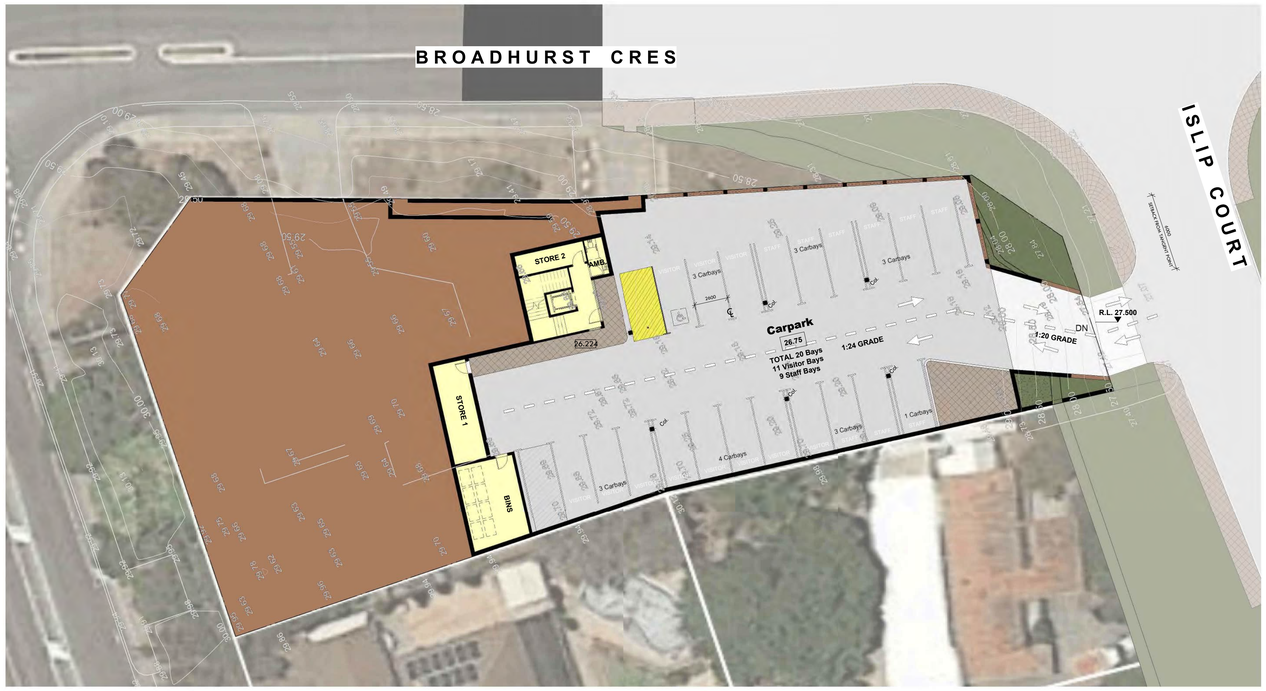
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## GROUND FLOOR PLAN

SCALE: 1 : 200




## BASEMENT/UNDERCROFT FLOOR PLAN

SCALE: 1 : 200

## SITE CRITERIA

**1. Site Area**
a. Site Area — **1,755m²**

**2. Floor Area (GFA)**
a. Basement Entry — 118.9m²
b. Ground Floor — 707m²
**Total Area** — **825.9m²**

**3. Carparking**
i. Bays Required
a. Childcare Centre
18 Staff @ 1:2 — 9 Bays
1:10 Children — 11 Bays
**Total Bays Required** — **20 Bays**

**Total Bays Provided** — **20 Bays**

## CHILD CARE CRITERIA

**1. Centre Capacity**
a. Number of Places — **107 places**

**2. Landscaping**
a. Landscaping Required (7m²/Child) — 749m²
b. Landscaping Provided — **896m²**

**Total m² provided per child** — **7.64m²**

**3. Rooms Distribution**
a. Room 0-12m
Number of Places — 12 Places
Staff Required 1:4 Staff
Staff Provided — 3 Staff
b. Room 24-36m
Number of Places — 15 Places
Staff Required 1:5 Staff
Staff Provided — 3 Staff
c. Room 24-36m
Number of Places — 20 Places
Staff Required 1:5 Staff
Staff Provided — 4 Staff
d. Room +3y
Number of Places — 30 Places
Staff Required 1:10 Staff
Staff Provided — 3 Staff
3. Room +3y
Number of Places — 30 Places
Staff Required 1:10 Staff
Staff Provided — 3 Staff

**Total Places** — **107 Places**

**Total Staff** — **18 Staff**
(Includes + 2 Staff for Chef & Manager)

Landscaping
A. Soft Landscaping
Defined as vegetative landscaping.

Gross Floor Area : GFA
A. All Floor Areas on this plan are shown as GROSS FLOOR AREA. Unless otherwise noted as Nett Floor Area
B. Definition of Gross Floor Area is defined as:
i/ GROSS FLOOR AREA OF TENANCY:
Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.
ii/ GROSS FLOOR AREA OF A BUILDING:
Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls

Nett Floor Area : NFA
A. Nett Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.

## SITE DESIGN CHECKLIST

- ☐ 1. SEWER MAINS LOCATION TO BE DETERMINED
- ☐ 2. FIRE MAINS PRESSURE TEST REQUIRED
- ☐ 3. FIRE TANKS OR PUMPS TO BE DETERMINED
- ☐ 4. WESTERN POWER TRANSFORMER LOCATION TO BE DETERMINED
- ☐ 5. CROSSOVER & ACCESS TO STREET TO BE DETERMINED BY LOCAL AUTHORITY
- ☐ 6. FULL FEATURE SITE SURVEY REQUIRED
- ☐ 7. DIAL BEFORE YOU DIG REQUIRED
- ☐ 8. BUSHFIRE ATTACK LEVEL (BAL) TO BE DETERMINED
- ☐ 9. STREET POWER POLES TO BE DETERMINED
- ☐ 10. SITE ZONING & USE TO BE DETERMINED

**NOTE: Any of the following items that do not have an 'X' in the provided square require determination.**

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# PROPOSED CHILDCARE DEVELOPMENT

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FOR : ATLANTIS INDOOR PLAY CENTRE

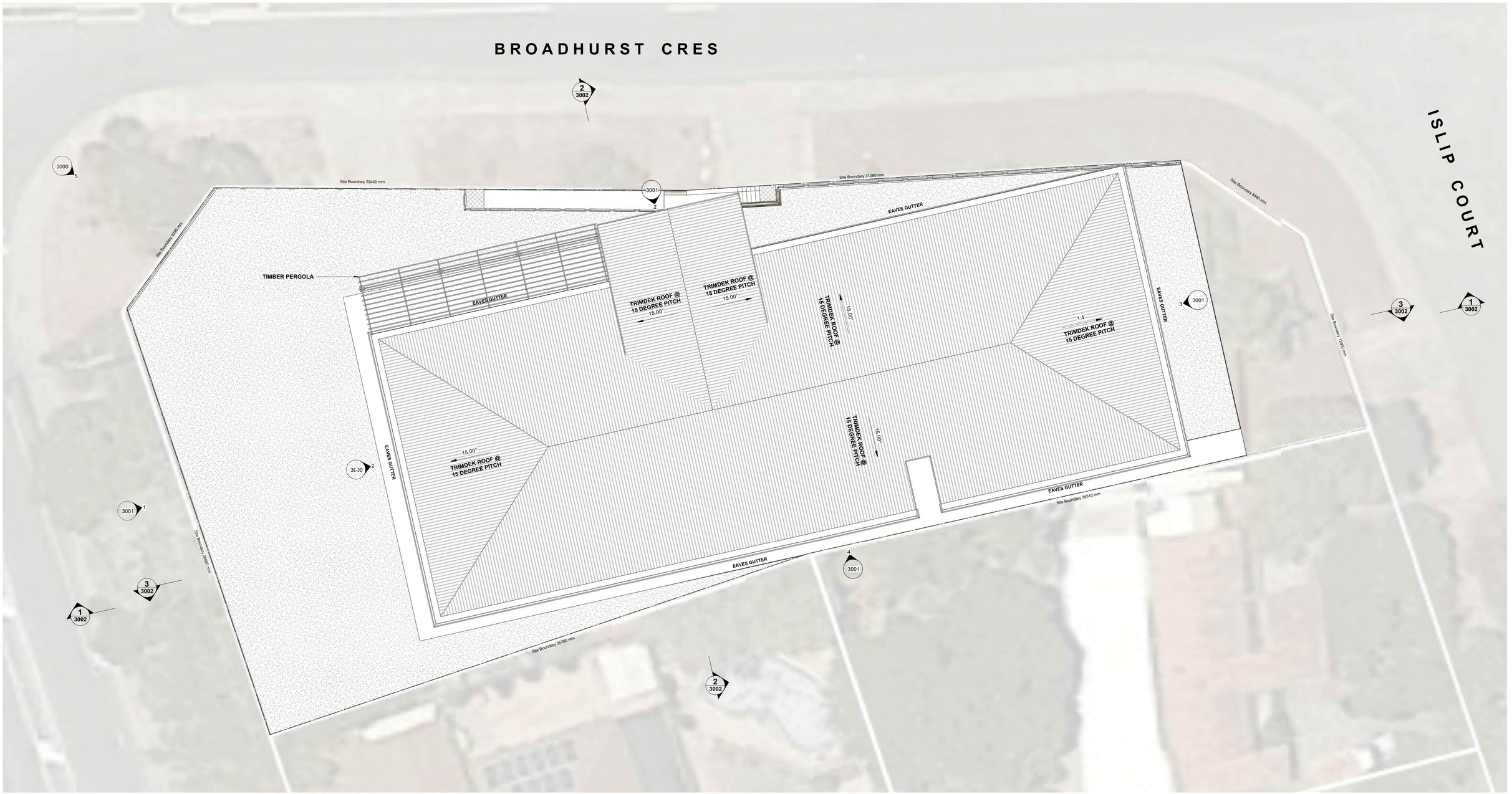
Member Australian Institute of Architects

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DATE: JUNE 2025
REVISION: SK013
SHEET: A - 1002
SCALE: As indicated@B1

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## ROOF PLAN

SCALE: 1 : 100

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REVISION: SK013

SHEET: 2000

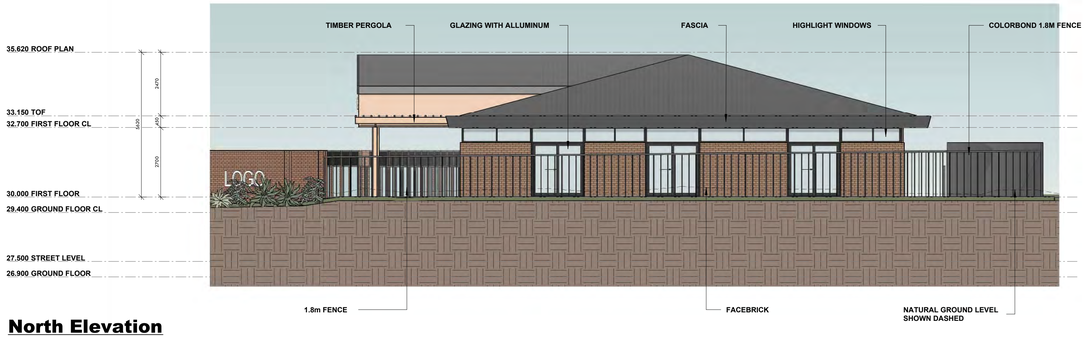
SCALE: 1 : 100 @B1

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## North Elevation

SCALE: 1 : 100



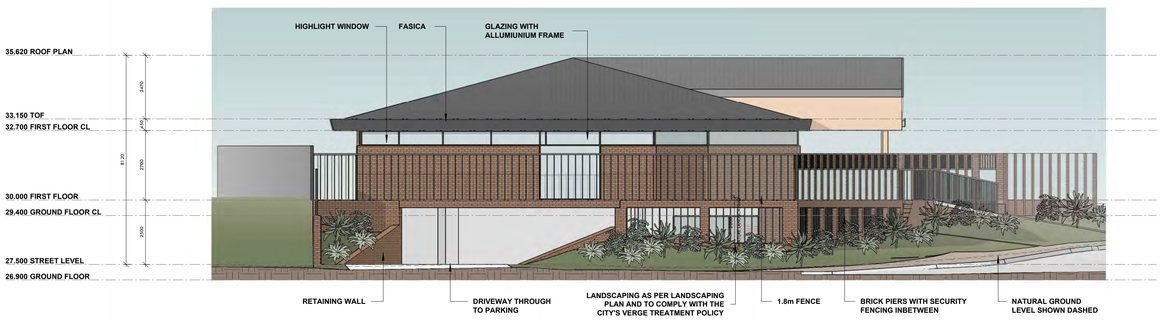

## SIGNAGE NORTH/EAST ELEVATION

SCALE: 1 : 100



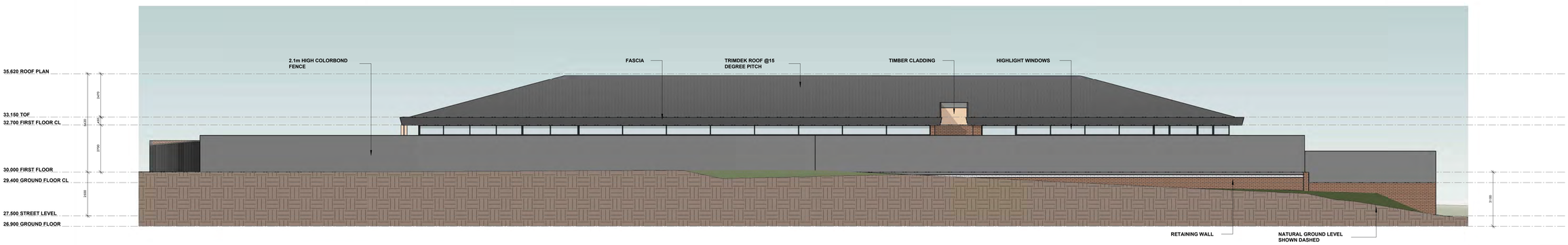

## East Elevation

SCALE: 1 : 100




## South Elevation

SCALE: 1 : 100




## West Elevation

SCALE: 1 : 100

PRELIMINARY

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# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

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SHEET: 3000

SCALE: 1 : 100 @B1

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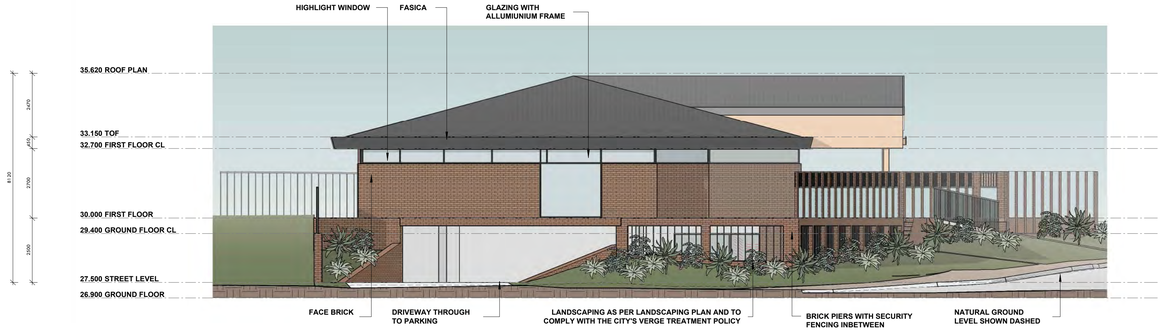

## North Elevation no fence

SCALE: 1 : 100



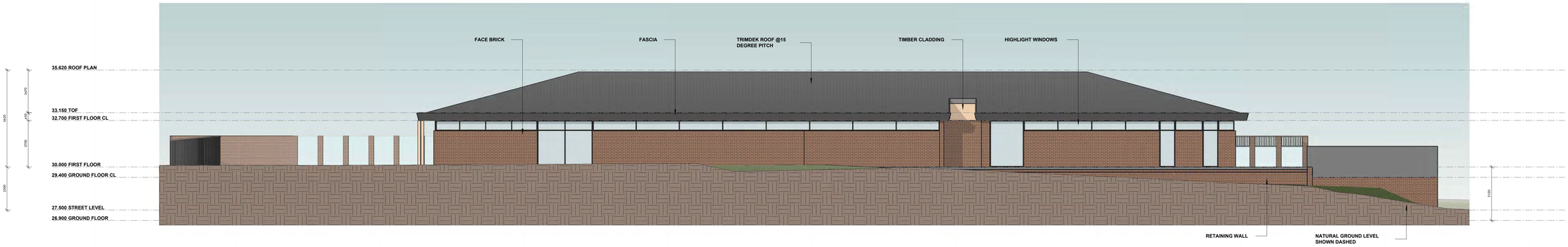

## East Elevation no fence

SCALE: 1 : 100




## South Elevation no fence

SCALE: 1 : 100




## West Elevation no fence

SCALE: 1 : 100

PRELIMINARY

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# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

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0 1 2 3 4 5 10

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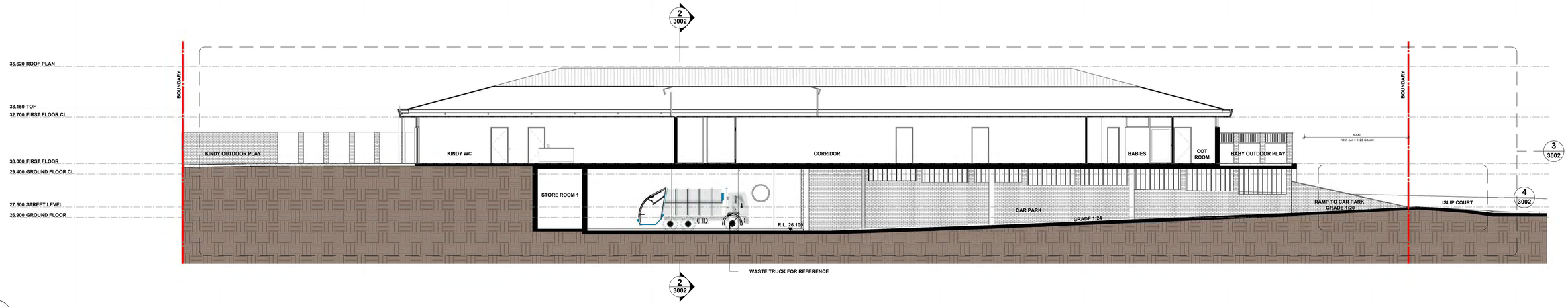
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SCALE: 1 : 100 @B1

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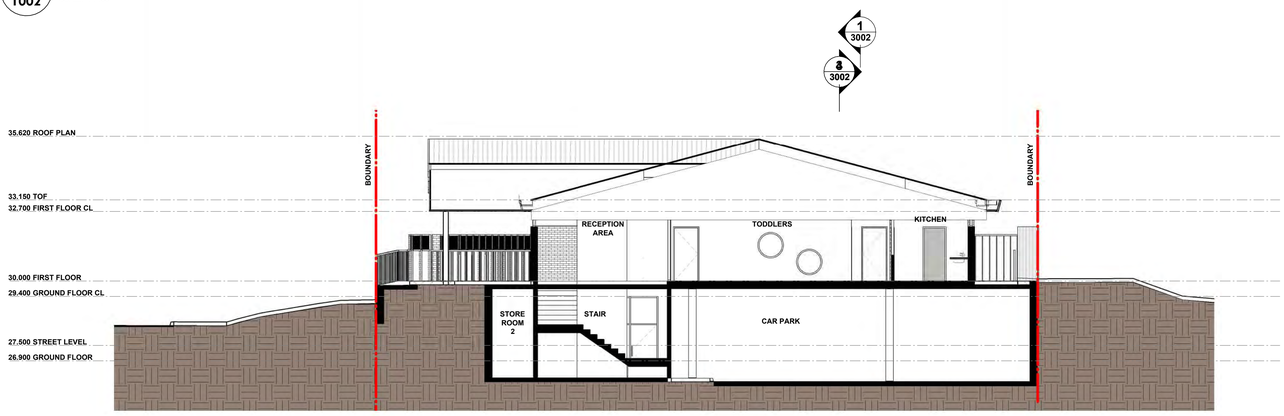
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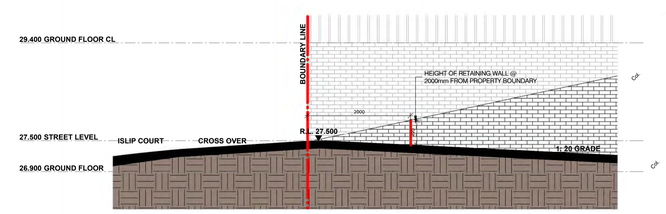

## 1/1002 Section 1

SCALE: 1 : 100



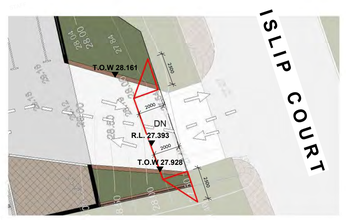

## 2/1002 Section 2

SCALE: 1 : 100



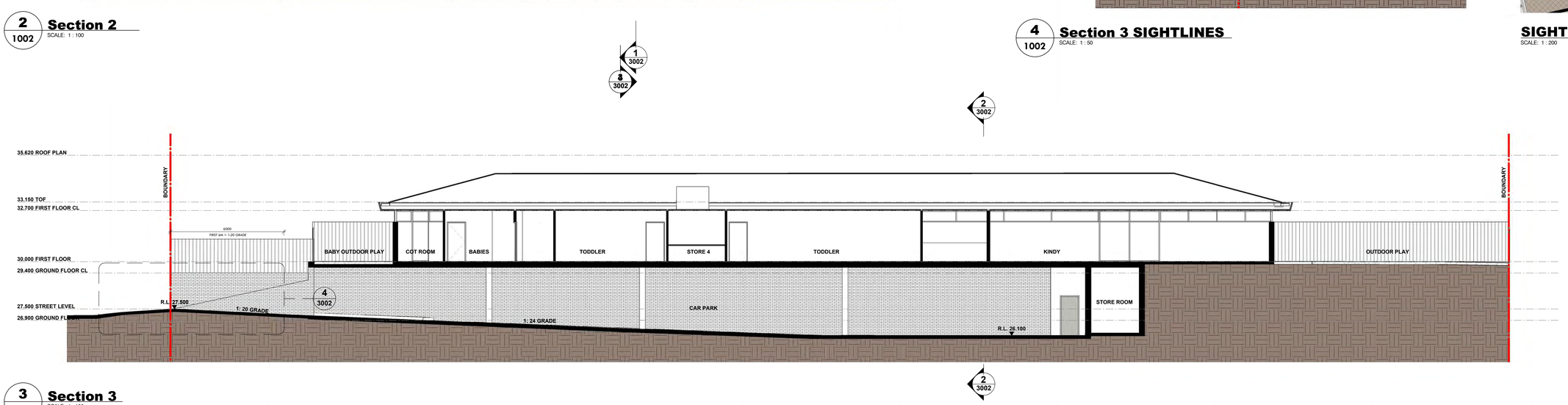

## 4/1002 Section 3 SIGHTLINES

SCALE: 1 : 50




## SIGHTLINE KEY PLAN

SCALE: 1 : 200




## 3/1002 Section 3

SCALE: 1 : 100

PRELIMINARY

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# PROPOSED CHILDCARE DEVELOPMENT

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FOR : ATLANTIS INDOOR PLAY CENTRE

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REVISION: SK013

SHEET: 3002

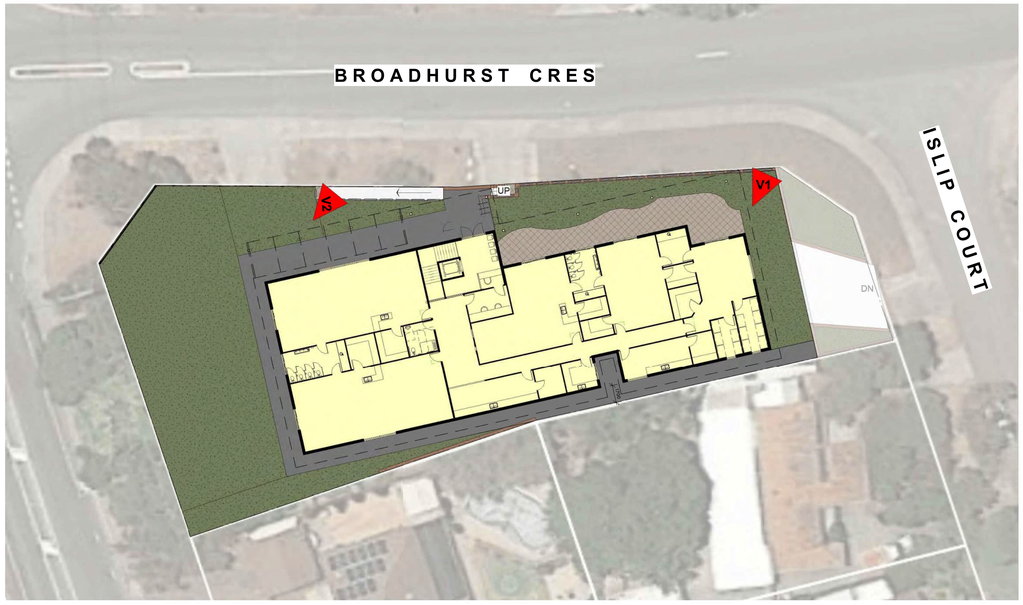
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VIEW 1






VIEW 2

PRELIMINARY

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# PROPOSED CHILDCARE DEVELOPMENT

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DATE: JUNE 2025

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SHEET: 4000

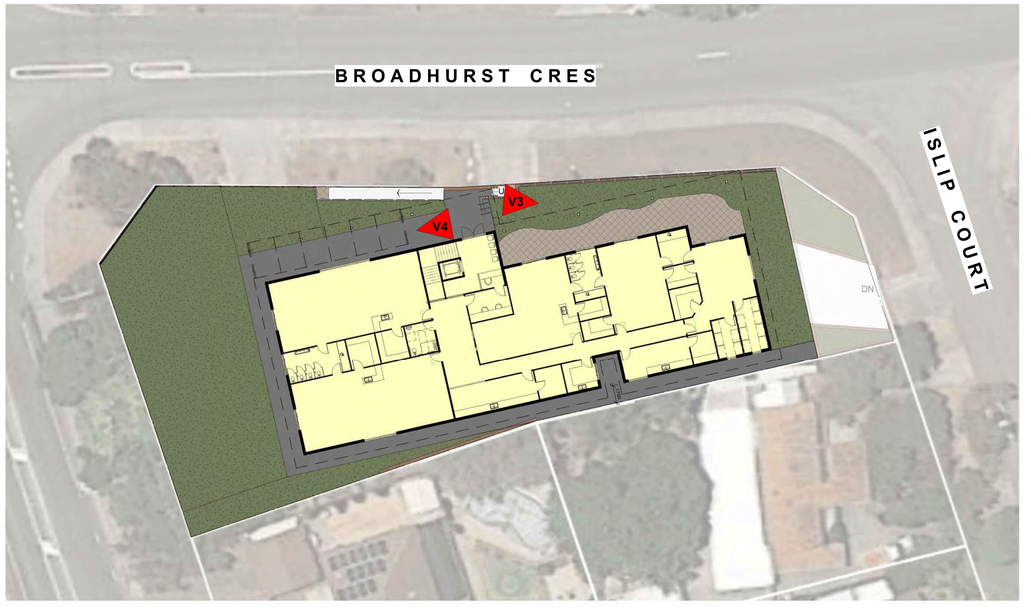
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VIEW 3






VIEW 4

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# PROPOSED CHILDCARE DEVELOPMENT

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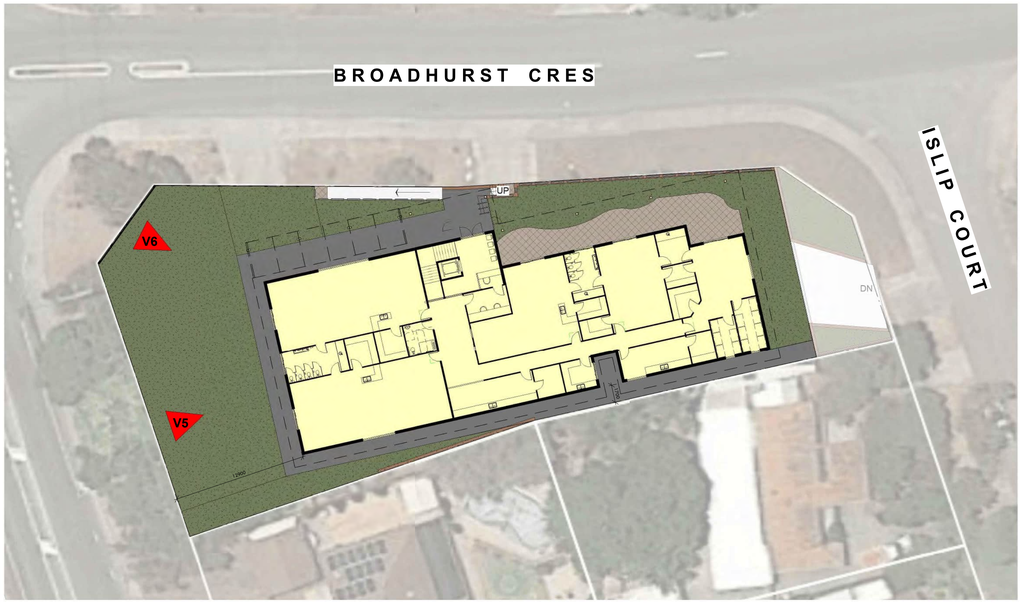
DATE: JUNE 2025
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SHEET: 4001
SCALE: 1 : 250 @B1

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VIEW 5






VIEW 6

PRELIMINARY

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# PROPOSED CHILDCARE DEVELOPMENT

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FOR : ATLANTIS INDOOR PLAY CENTRE

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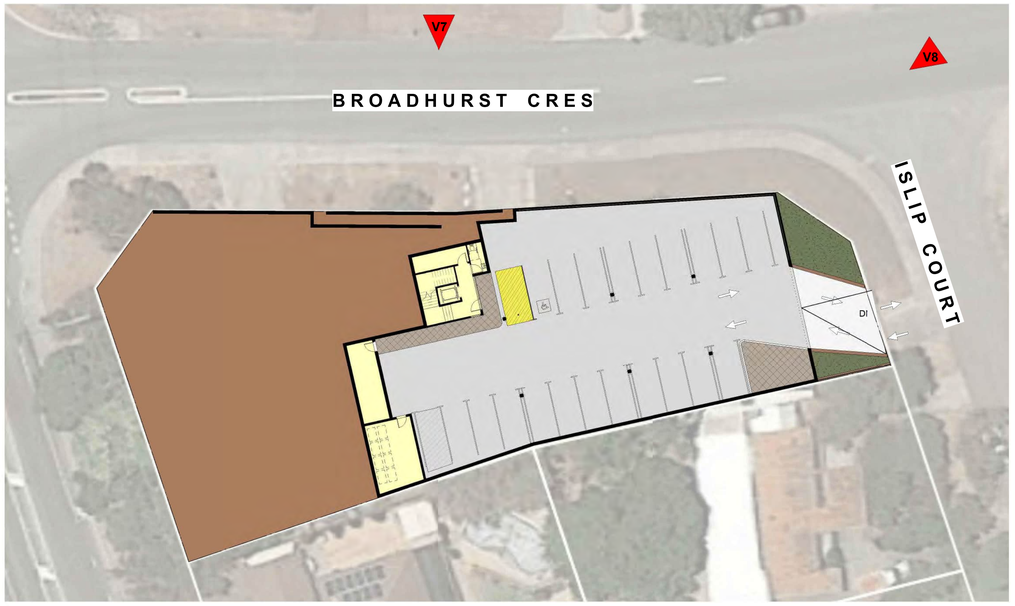
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VIEW 7






VIEW 8

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# PROPOSED CHILDCARE DEVELOPMENT

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FOR : ATLANTIS INDOOR PLAY CENTRE

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SHEET: 4003

SCALE: 1 : 250 @B1

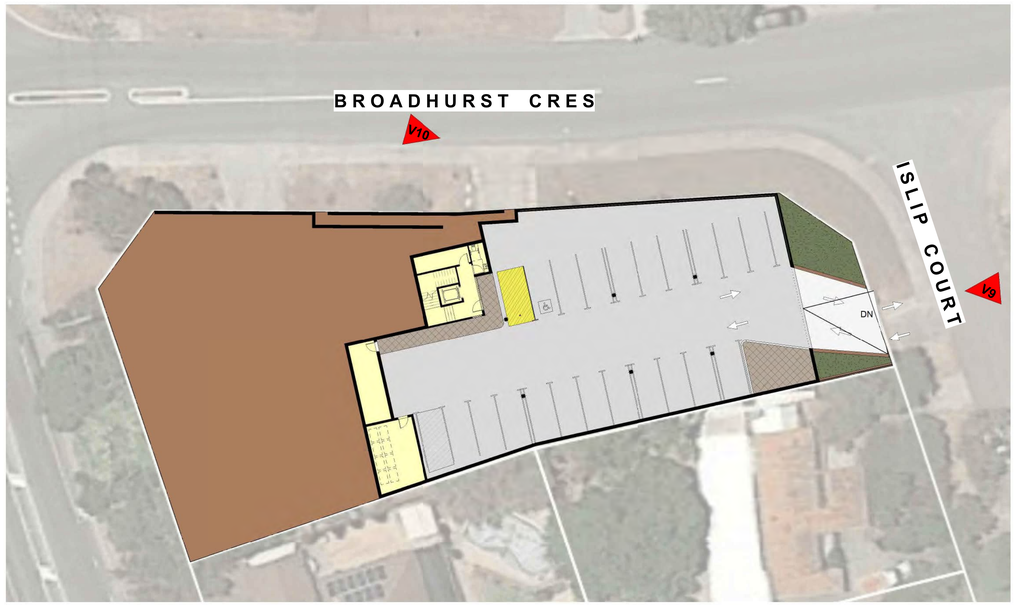
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**VIEW 9**







**VIEW 10**

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# PROPOSED CHILDCARE DEVELOPMENT

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SHEET: 4004

SCALE: 1 : 250 @B1

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LOG AND STEPPERS



SAND KITCHEN



TRELLIS



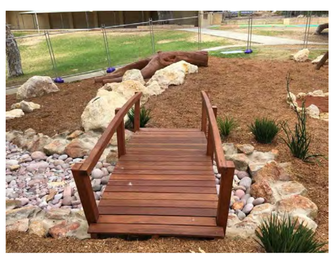
FORT WITH SLIDE



CREEK



HILL FORT



BRIDGE

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| PROJECT | DRAWING | ISSUE |
|---|---|---|
| BATEMAN (MEYERSHIRECORE) | OVERALL CONCEPT PLAN | ISSUED FOR FEEDBACK |

| CLIENT | DRAWING N0 | SCALE | SHEET | REVISION | DRAWN | DATE |
|---|---|---|---|---|---|---|
| - | L-01 | 1:100 | A1 | 0 | NK | 13/12/24 |

REVISIONS

| No | DATE | DRAWN | DETAILS |
|---|---|---|---|
| 0 | 13/12/24 | NK | CONCEPT- ISSUED FOR FEEDBACK |




## PLANT SCHEDULE

| | SPECIES | SPACINGS | SIZE | MATURE SIZE | QTS |
|---|---|---|---|---|---|
| TREES | | | | | |
| Ecn | AGONIS FLEXUOSA | AS SHOWN | AS SHOWN | 10 M | 4 |
| Pca | PYRUS CALLARYANA | AS SHOWN | AS SHOWN | 5-8 M | 4 |
| SHRUBS | | | | | |
| Ase | ADENATHOUS SERICEUS | 600 MM | 140 MM | 1 M | 53 |
| Rof | ROSEMARY OFFICINALIS | 600 MM | 140 MM | 1.5 M | 46 |
| Ama | ANIGOZANTHOS MANGLESII | 600 MM | 140 MM | 1 M | 28 |
| Egl | EREMOPHILA GLABRA | 600 MM | 140 MM | 2 M | 39 |
| Hti | HIBISCUS TILIACEUS | 1000 MM | 800 MM | 3.5-7.5 M | 38 |

TREES:



PYRUS CALLERYANA



AGONIS FLEXUOSA

SHRUBS:



ROSEMARY OFFICINALIS



ANIGOZANTHOS MANGLESII



EREMOPHILA GLABRA



ADENANTHOS SERICEUS



HIBISCUS TILIACEUS

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| PROJECT | DRAWING | ISSUE |
|---|---|---|
| BATEMAN (MEYERSHIRECORE) | PLANTING PLAN | ISSUED FOR FEEDBACK |

| CLIENT | DRAWING N0 | SCALE | SHEET | REVISION | DRAWN | DATE |
|---|---|---|---|---|---|---|
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REVISIONS

| No | DATE | DRAWN | DETAILS |
|---|---|---|---|
| 0 | 13/12/24 | NK | PLANTING- ISSUED FOR FEEDBACK |

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0 5 10 15 20

## IRRIGATION SCHEDULE

| SYMBOL | MANUFACTURER/MODEL/DESCRIPTION |
|---|---|
| | HUNTER PROS SHORT RADIUS NOZZLES SHRUB SPRAY, 300MM POP-UP. CO-MOLDED WIPER SEAL |
| | HUNTER PROS ADJUSTABLE ARC SHRUB SPRAY, 300MM POP-UP. CO-MOLDED WIPER SEAL WITH UV RESISTANT MATERIAL. |
| SYMBOL | MANUFACTURER/MODEL/DESCRIPTION |
| | MASTER VALVE RAIN BIRD DVF STANDARD CONFIGURATION, ELECTRIC REMOTE CONTROL VALVE. PLASTIC RESIDENTIAL IN 25MM. WITH FLOW CONTROL. |
| | RAIN BIRD DVF (GARDENS) 25MM |
| C | HUNTER PRO HC - 24 STATION CONTROLLER PROPOSED LOCATION |
| W | WATER SOURCE ASSUMED LOCATION |
| | RAIN BIRD QUICK-COUPLING VALVE |
| | RAIN BIRD TREE DRIP IRRIGATION |
| | IRRIGATION LATERAL LINE: UPVC CLASS 9 25MM |
| | IRRIGATION MAINLINE: UPVC CLASS 9 25MM |

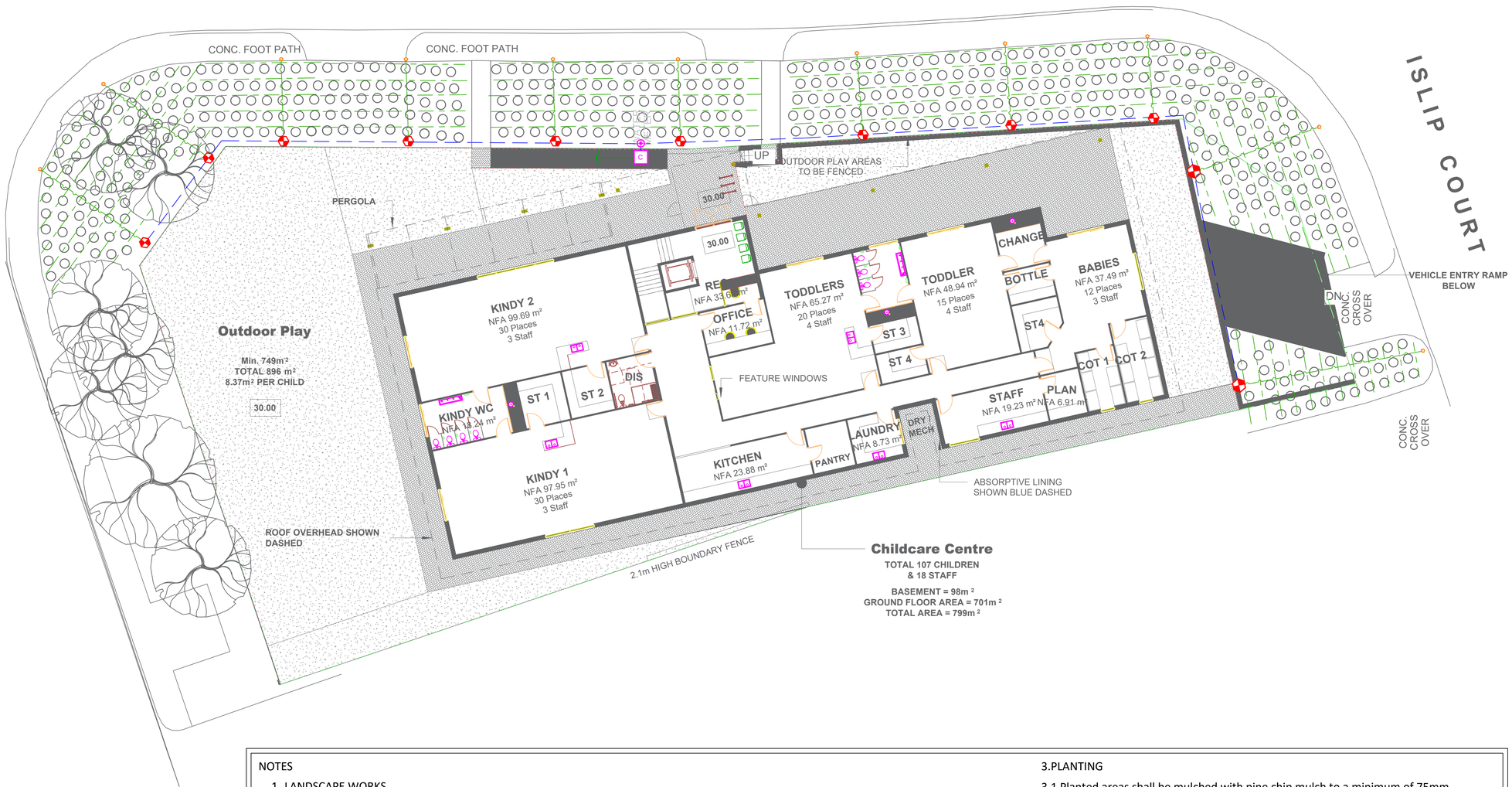
## IRRIGATION SYSTEM DUTY

30 L/MIN @ AN OPERATING PRESSURE OF 300 kPa

NOTE: A FLOW vs PRESSURE TEST MUST BE CONDUCTED PRIOR TO INSTALLATION COMMENCING TO ENSURE ABOVE SYSTEM DUTY IS MET. FAILURE TO DO SO MAY RESULT IN SYSTEM NOT FUNCTIONING AS INTENDED

## IRRIGATION NOTES

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE OTHER CONTRACT DOCUMENTS & ANY INSTRUCTIONS ISSUED DURING THE COURSE OF THE PROJECT. CONTRACTORS SHOULD VERIFY ALL DIMENSIONS AND LEVELS ON SITE PRIOR TO ANY COMMENCEMENT OF IRRIGATION WORKS. IF ANY DISCREPANCIES ARE FOUND, BRING THESE IMMEDIATELY TO THE ATTENTION OF THE IRRIGATION DESIGNER. PRIOR TO COMMENCEMENT OF IRRIGATION WORKS, A FLOW TEST AND PRESSURE TEST SHOULD BE PERFORMED ON-SITE TO CONFIRM SYSTEM DUTY. IF SYSTEM DUTY IS NOT REACHED, A RE-DESIGN MAY BE REQUIRED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION OF ALL UNDERGROUND SERVICES PRIOR TO COMMENCING ANY EXCAVATION WITH ALL RELEVANT AUTHORITIES. DISTANCES BETWEEN OUTLETS, VALVES, FITTINGS & THE LIKE ARE INDICATIVE ONLY AND MAY BE ALTERED BY THE CONTRACTOR / INSTALLER AT THEIR DISCRETION.




NOTES

1. LANDSCAPE WORKS

1.1 All areas are to be fine graded to conform with kerb levels and surrounding surfaces.

1.2 Surfaces shall be free from depressions, irregularities, and noticeable changes in grade.

2. SOIL PREPARATION

2.1 Planted areas shall be spread with min of 50mm soil conditioner ripped into soil to a min depth of 200mm.

2.2 Trees in carpark shall have a 2000x2000x600mm deep pit filled with Eclipse structural soil and compacted every 150mm as per specification.

2.3 Soil on rooftop garden shall be eclipse light weight soil and garden beds to filled to a minimum of 300mm.

3.PLANTING

3.1 Planted areas shall be mulched with pine chip mulch to a minimum of 75mm.

3.2 Tree locations are as shown please refer to plan.

3.3 Shrubs & groundcovers in mixed planting areas are to be planted in random groupings.

3.4 All garden beds to be mulched with pine chip at a min of 50mm depth.

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| PROJECT | DRAWING | ISSUE |
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| BATEMAN (MEYERSHIRECORE) | IRRIGATION PLAN | ISSUED FOR FEEDBACK |

| CLIENT | DRAWING N0 | SCALE | SHEET | REVISION | DRAWN | DATE |
|---|---|---|---|---|---|---|
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REVISIONS

| No | DATE | DRAWN | DETAILS |
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| 1 | 13/12/24 | NK | IRRIGATION- ISSUED FOR FEEDBACK |
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0 5 10 15 20

| PLANT SCHEDULE | | | | | |
|---|---|---|---|---|---|
| | SPECIES | SPACINGS | SIZE | MATURE SIZE | QTS |
| SHRUBS | | | | | |
| Acu | ADENANTHOS CUNEATUS | 1000 MM | 140 MM | 2 M | 97 |
| Fno | FICINIA NODOSA | 1000 MM | 140 MM | 0.6 M | 204 |
| Wlh | WESTRINGIA LOW HORIZONTALIS | 1000 MM | 140 MM | 0.7 M | 166 |
| Ssm | SYZYGIUM SMITHII | 2000 MM | 140 MM | 2 M | 15 |



ADENANTHOS CUNEATUS



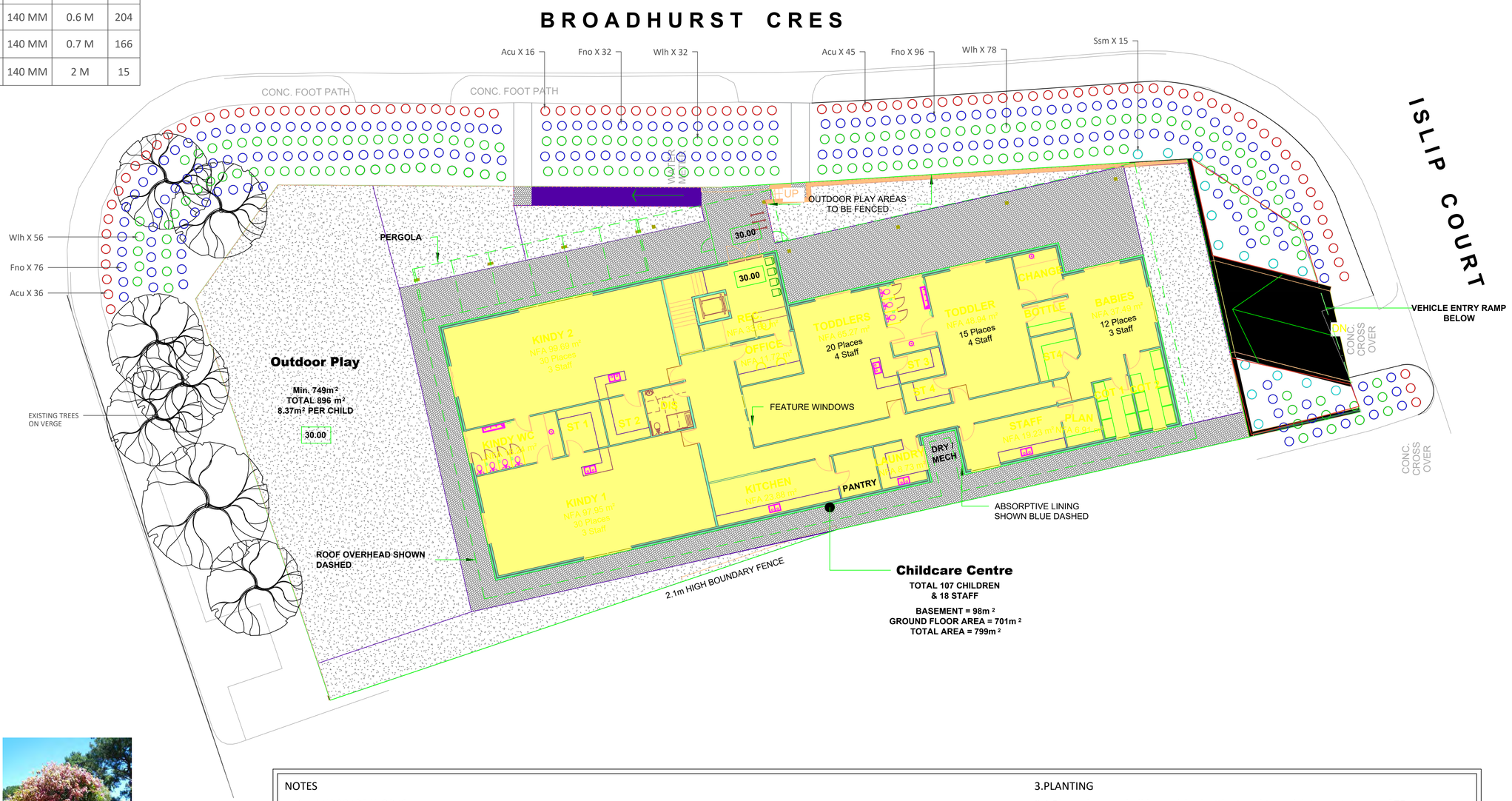
FICINIA NODOSA



WESTRINGIA ACIFOLIA



SYZYGIUM SMITHII




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3.PLANTING

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3.4 All garden beds to be mulched with pine chip at a min of 50mm depth.

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| PROJECT | DRAWING | ISSUE |
|---|---|---|
| BATEMAN (MEYERSHIRECORE) | VERGE PLANTING PLAN | ISSUED FOR FEEDBACK |

| CLIENT | DRAWING N0 | SCALE | SHEET | REVISION | DRAWN | DATE |
|---|---|---|---|---|---|---|
| - | L-01 | 1:150 | A1 | 1 | NK | 13/12/24 |

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| 1 | 13/12/24 | NK | PLANTING- ISSUED FOR FEEDBACK |




## PLANT SCHEDULE

| | SPECIES | SPACINGS | SIZE | MATURE SIZE | QTS |
|---|---|---|---|---|---|
| TREES | | | | | |
| Ecn | AGONIS FLEXUOSA | AS SHOWN | AS SHOWN | 10 M | 4 |
| Pca | PYRUS CALLARYANA | AS SHOWN | AS SHOWN | 5-8 M | 4 |
| SHRUBS | | | | | |
| Ase | ADENATHOUS SERICEUS | 600 MM | 140 MM | 1 M | 53 |
| Rof | ROSEMARY OFFICINALIS | 600 MM | 140 MM | 1.5 M | 46 |
| Ama | ANIGOZANTHOS MANGLESII | 600 MM | 140 MM | 1 M | 28 |
| Egl | EREMOPHILA GLABRA | 600 MM | 140 MM | 2 M | 39 |
| Hti | HIBISCUS TILIACEUS | 1000 MM | 800 MM | 3.5-7.5 M | 38 |

TREES:



PYRUS CALLERYANA



AGONIS FLEXUOSA

SHRUBS:



ROSEMARY OFFICINALIS



ANIGOZANTHOS MANGLESII



EREMOPHILA GLABRA



ADENANTHOS SERICEUS



HIBISCUS TILIACEUS

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0 5 10 15 20

## IRRIGATION SCHEDULE

| SYMBOL | MANUFACTURER/MODEL/DESCRIPTION |
|---|---|
| | HUNTER PROS SHORT RADIUS NOZZLES SHRUB SPRAY, 300MM POP-UP. CO-MOLDED WIPER SEAL |
| | HUNTER PROS ADJUSTABLE ARC SHRUB SPRAY, 300MM POP-UP. CO-MOLDED WIPER SEAL WITH UV RESISTANT MATERIAL. |
| SYMBOL | MANUFACTURER/MODEL/DESCRIPTION |
| | MASTER VALVE RAIN BIRD DVF STANDARD CONFIGURATION, ELECTRIC REMOTE CONTROL VALVE. PLASTIC RESIDENTIAL IN 25MM. WITH FLOW CONTROL. |
| | RAIN BIRD DVF (GARDENS) 25MM |
| C | HUNTER PRO HC - 24 STATION CONTROLLER PROPOSED LOCATION |
| W | WATER SOURCE ASSUMED LOCATION |
| | RAIN BIRD QUICK-COUPLING VALVE |
| | RAIN BIRD TREE DRIP IRRIGATION |
| | IRRIGATION LATERAL LINE: UPVC CLASS 9 25MM |
| | IRRIGATION MAINLINE: UPVC CLASS 9 25MM |

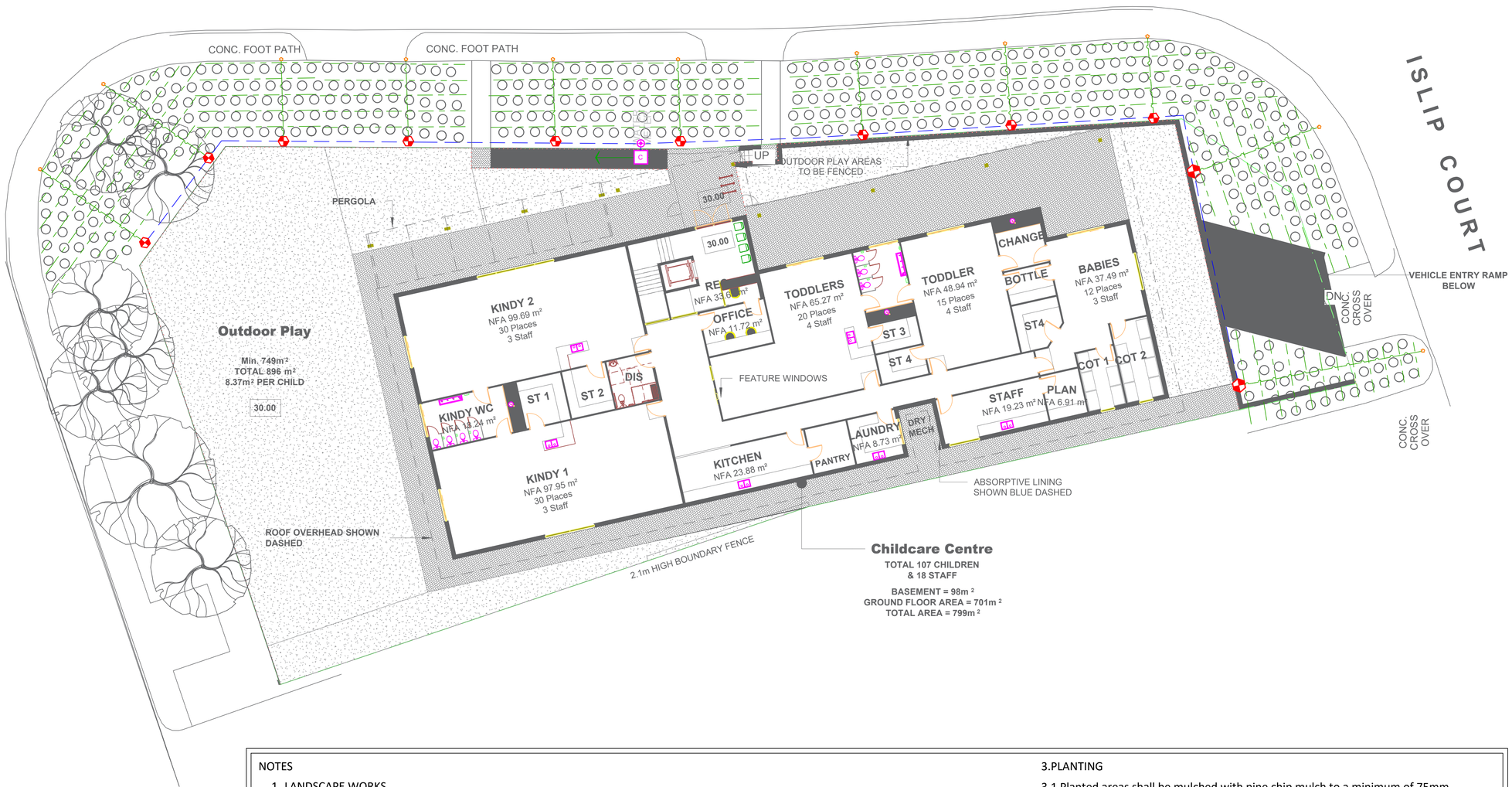
## IRRIGATION SYSTEM DUTY

30 L/MIN @ AN OPERATING PRESSURE OF 300 kPa

NOTE: A FLOW vs PRESSURE TEST MUST BE CONDUCTED PRIOR TO INSTALLATION COMMENCING TO ENSURE ABOVE SYSTEM DUTY IS MET. FAILURE TO DO SO MAY RESULT IN SYSTEM NOT FUNCTIONING AS INTENDED

## IRRIGATION NOTES

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE OTHER CONTRACT DOCUMENTS & ANY INSTRUCTIONS ISSUED DURING THE COURSE OF THE PROJECT. CONTRACTORS SHOULD VERIFY ALL DIMENSIONS AND LEVELS ON SITE PRIOR TO ANY COMMENCEMENT OF IRRIGATION WORKS. IF ANY DISCREPANCIES ARE FOUND, BRING THESE IMMEDIATELY TO THE ATTENTION OF THE IRRIGATION DESIGNER. PRIOR TO COMMENCEMENT OF IRRIGATION WORKS, A FLOW TEST AND PRESSURE TEST SHOULD BE PERFORMED ON-SITE TO CONFIRM SYSTEM DUTY. IF SYSTEM DUTY IS NOT REACHED, A RE-DESIGN MAY BE REQUIRED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION OF ALL UNDERGROUND SERVICES PRIOR TO COMMENCING ANY EXCAVATION WITH ALL RELEVANT AUTHORITIES. DISTANCES BETWEEN OUTLETS, VALVES, FITTINGS & THE LIKE ARE INDICATIVE ONLY AND MAY BE ALTERED BY THE CONTRACTOR / INSTALLER AT THEIR DISCRETION.




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0 5 10 15 20

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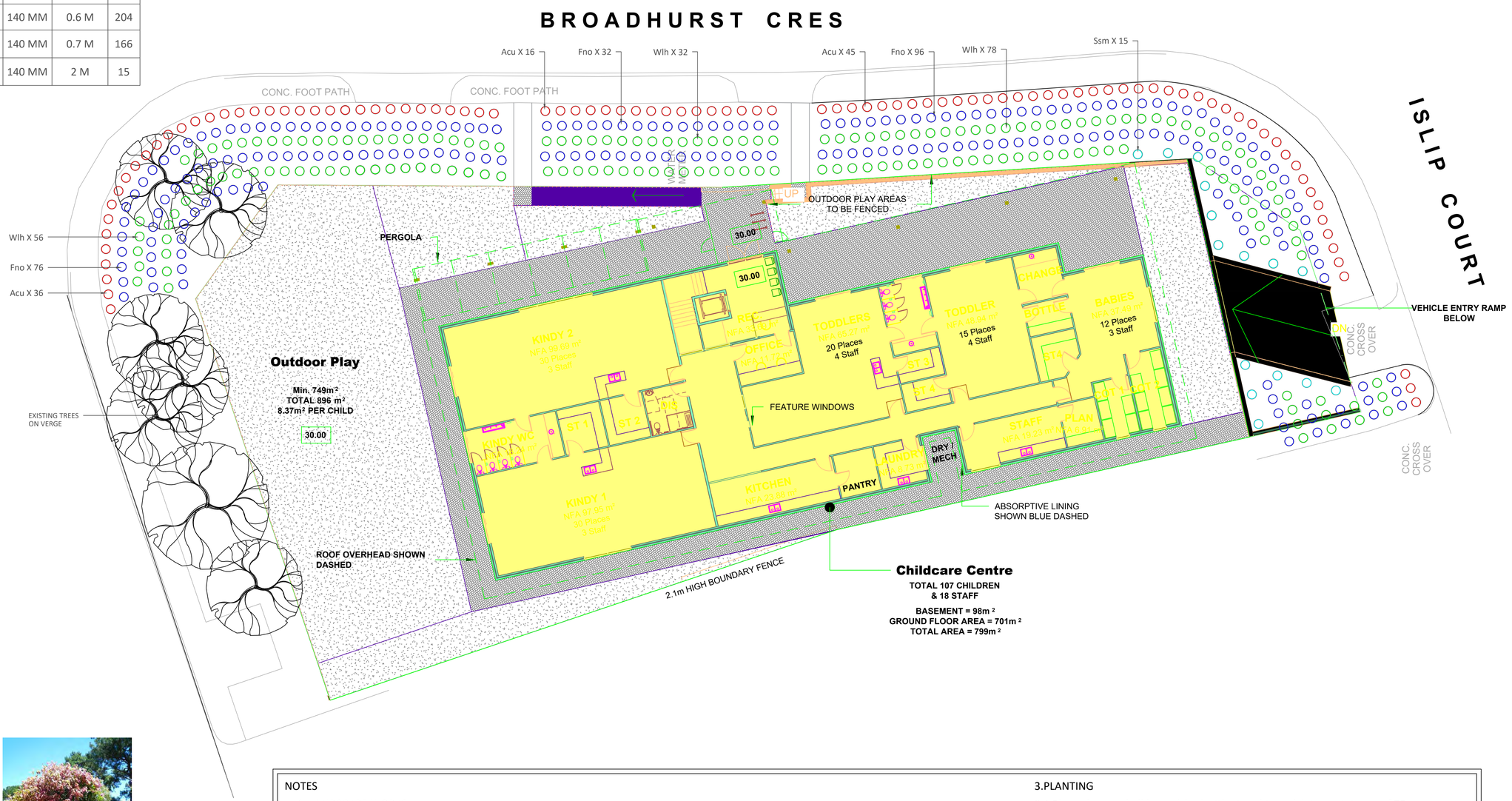
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# Proposed Child Care Premises

Application for Planning Approval




1 Islip Court and 2A & 2B Broadhurst Crescent, Bateman

January 2025

apex
planning

**Application for planning approval**

1 Islip Court and 2A & 2B Broadhurst Crescent, Bateman

Prepared for Hindle Properties - Bateman Pty Ltd

# DOCUMENT CONTROL

| DESCRIPTION | DATE |
|---|---|
| 250116 24-265 DA report - Bateman (rev0).docx | 16 January 2025 |


## Apex Planning

**Phone:** 0416 672 501
**Email:** admin@apexplanning.com.au
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APPENDIX 2: DEVELOPMENT PLANS
APPENDIX 3: LANDSCAPE PLANS
APPENDIX 4: TRANSPORT IMPACT STATEMENT
APPENDIX 5: ACOUSTIC ASSESSMENT
APPENDIX 6: WASTE MANAGEMENT PLAN

# 1 INTRODUCTION

Apex Planning has produced this application for planning approval on behalf of Hindle Properties - Bateman Pty Ltd, with regard to a new child care premises proposed at 1 Islip Court and 2A & 2B Broadhurst Crescent, Bateman (hereafter referred to as the **development site**).

The proposal involves the demolition of existing development from the site, and replacement with a brand new, architecturally designed child care facility. The facility will provide education and care services for up to 107 children, increasing the availability of this important urban support service for local families.

The development site is appropriately located for a child care facility, noting it is adjacent to a major local school (Corpus Christi), highly accessible via the adjoining road network with three road frontages, and is within walking distance of local bus services.

The layout and configuration of the development provides a meaningful response to the site, enabling a high quality streetscape response and carefully considered interface to adjoining residential properties.

The proposal is supported by a number of expert reports which demonstrate its suitability for establishment on the development site, with its operation creating minimal impact to nearby residential properties.

The proposed development is appropriate for establishment on the site, and warrants the support of the City of Melville and the approval of the Metro Inner DAP.

## 1.1 PRE-LODGEMENT ENGAGEMENT

Pre-lodgement engagement has occurred with the City of Melville since mid 2024. This includes communication via email / telephone, and a pre-lodgement meeting with the City's planning department on 3rd July 2024.

The commentary and feedback received from the City has informed the refinement and finalisation of the proposed application materials.

# 2 LAND DESCRIPTION

## 2.1 LOT DETAILS AND ENCUMBRANCES

The land subject of this application for planning approval is described in **Table 1** below.

| Table 1: Lot details | | | | |
|---|---|---|---|---|
| **Lot** | **Plan** | **Volume** | **Folio** | **Ownership** |
| 1 | SP8850 | 1583 | 758 | Hindle Properties – Bateman Pty Ltd |
| 2 | SP8850 | 1583 | 759 | |
| 5 | P12741 | 1527 | 270 | |

The Certificates of Title are provided at **Appendix 1**. There are no encumbrances listed on the CTs which relate to the proposed development.

## 2.2 EXISTING PLANNING APPROVAL

On 12 April 2023, the former Metro Inner-South JDAP granted approval for an 82 place child care facility on the development site. The approval remains valid until 12 April 2027.

As reflected in the minutes from meeting MISJDAP/135, the reason for granting approval to the development was:

> ***REASON:*** *The majority of the Panel were of the opinion the proposed childcare has been suitably located and designed, including layout of parking, access and play areas, to mitigate against any risk of adverse impacts on the amenity of the surrounding residential area. Accordingly, the proposal was approved with conditions which reflect the commercial nature of the development in a residential area, in particular, the need to provide suitable landscaping, restrict hours of operation, staff and children numbers, and provide sufficient parking to Australian Standards. In this regard, the majority of the Panel were of the opinion that the need and nexus for the lighting of on-street car parking bays has been established as the on-street parking is proposed by the developer to meet an on-site parking shortfall and without the on-street bays, lighting would not be required.*

The currently approved facility was progressed by a different proponent for a different operator. The land has since changed ownership and the facility subject of this development proposal is based on the format and requirements of a different operator.

Moreover, the design solution for the proposed facility involves distinct modifications which include a more residential design typology, the use of a split level format to ensure the screening of the car park (with a compliant number of parking spaces provided wholly onsite), and reduced extent of playscape interface with adjoining residential properties.

# 3 CONTEXTUAL CONSIDERATIONS

The following sub-sections describe the contextual characteristics of the site and local area. Refer to **Figure 1: Aerial Photo** on the subsequent page, which illustrates the development site and surrounds.

## 3.1 REGIONAL CONTEXT

In terms of regional context, the development site is within the Perth metropolitan region in the locality of Bateman. The site is located approximately 12km south of the Perth CBD, 700m north of the Murdoch Specialised Centre, and 1.2km north-west of the Bull Creek District Centre.

The site has three road frontages which offer the following linkages:

- Marsengo Road (north), a Local Distributor road which runs east-west and offers a link to Murdoch Road.
- Broadhurst Crescent (east), a local access road which runs along the eastern frontage of the development site and forms a loop through the locality with two linkages to Marsengo Road.
- Islip Court (south), a local access road which terminates with a culdesac at its western end.

Bus services exist along Marsengo Road and Murdoch Drive, which offer transit connections to Murdoch train station, Fremantle train station, Bull creek train station, and Booragoon bus station (as outlined later in this report).

## 3.2 LOCAL CONTEXT

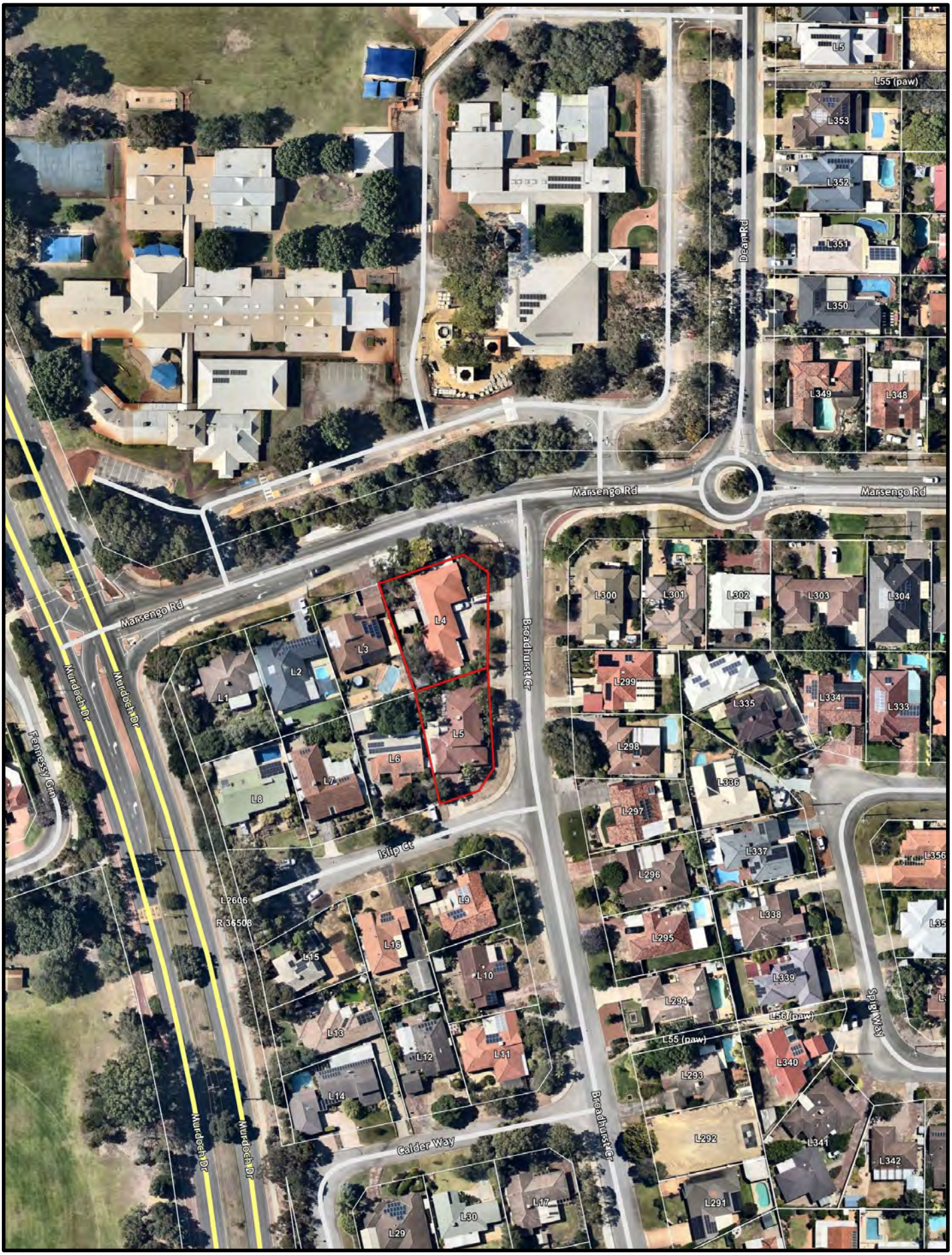
The development site is comprised of one green-title lot and two strata lots which collectively have three road frontages to Marsengo Road (north), Broadhurst Crescent (east), and Islip Court (south).

Marsengo Road is a Local Distributor which provides the locality with a connection to Murdoch Drive. Murdoch Drive is a District Distributor which provides connectivity to the wider metropolitan area, with linkages to Leach Highway, South Street, and Farrington Road which each have an interchange with the Kwinana Freeway.

Both Marsengo Road and Murdoch Drive are used by the local and wider community as key commuting routes, with Murdoch Drive providing connectivity to the Murdoch Specialised Centre which is a major activity centre and employment generator for the metropolitan region.

A key element of local context is the existence of Corpus Christi College on the northern side of Marsengo Road (adjacent to the development site), a large co-ed educational institution which includes local parish.

Murdoch Drive on the approach to Marsengo Road (both north and south) is a speed controlled 40km/h school zone, and is provided with dedicated turning pockets on the




| | | |
|---|---|---|
| **Figure 1: Aerial Photo** | NORTH | **Drawn:** Alessandro Stagno<br>**Rev:** 0 |
| **1 Islip Court and 2A & 2B Broadhurst Crescent, Bateman** | | **Source:** MNG Access<br>**Date:** 6 January 2025<br>apex planning |

ingress to Marsengo Road. Marsengo Road in the vicinity of the development site is also within a speed controlled 40km/h school zone.

The immediate surroundings of the site is a predominantly residential area with main housing typology of detached dwellings in both single and double storey scale.

The site adjoins two residential properties along its western boundary, comprising Lot 3 (northern side) and Lot 6 (southern side). Lot 3 has primary frontage to Marsengo Road and Lot 6 has primary frontage to Islip Court.

The locality is well serviced by public transportation, noting multiple bus stops are within the easy 400m walkable catchment of the site along Marsengo Drive, Murdoch Drive, and Broadhurst Crescent providing connections to Murdoch train station, Fremantle train station, Bull creek train station, and Booragoon bus station.

The local area has an established footpath network, with a footpath existing within the verge of all three road frontages adjoining the development site which connect to the wider footpath network on Murdoch Drive.

## 3.3 CURRENT SITE CONDITIONS

The development site is comprised of one green-title lot and two strata lots each containing existing dwellings. The development site totals 1,755sqm of area.

The two strata lots contain a single storey duplex with single shared crossover to Broadhurst Crescent providing access to conjoined garages. The green-title lot contains a double storey dwelling with a crossover to Broadhurst Crescent and Islip Court.

According to survey data and State mapping, the development site has access to the key urban utilities services, with water and sewer mains running within the adjacent verges of Broadhurst Crescent and Islip Court, and underground power within Islip Court and Marsengo Road. An overhead powerline also runs within the verge of Marsengo Road.

In terms of topographical features, the development site is sloping with a fall of approximately 2-2.5 metres from its northern and north-eastern corner (Marsengo Road frontage) to its southern side (Islip Court frontage), with levels ranging from approx 29.7m AHD to 27.4m AHD. The existing finished floor level (**FFL**) of the duplex is 29.73m and the existing FFL of the dwelling is 29.27m.

The site survey is included with the DA drawings at **Appendix 2**.

# 4 PROPOSED DEVELOPMENT

The proposal involves the demolition of existing development from the site, and replacement with a brand new architecturally designed child care facility. The development plans (which include a 3D images) are provided at **Appendix 2**.

The facility will provide education and care services for up to 107 children, increasing the availability of this important urban support service for local families. The facility will cater for the following age groups:

0-2 years: 12 places

2-3 years: 35 places

3+ years: 60 places

The early learning centre will typically operate 6:30am-6:00pm Monday to Friday, offering a high level of convenience for local working families and limiting impacts to adjoining neighbours (noting the centre would be closed at night and on weekends).

Approximately 18 staff would cater for the needs of children in accordance with the ratios and requirements of the relevant childcare regulatory requirements, with additional support staff intermittently attending the facility to facilitate the efficient operation of the centre.

The proposed development will deliver critically needed early learning services for the established and growing community, on a site which is highly accessible to local parents and working families, and which is adjacent to a major local school precinct.

The layout and design of the proposed facility addresses site-specific constraints whilst ensuring a high level of internal and external amenity is achieved. The design approach involves the following key elements:

- A split level design which appropriately responds to the site's sloping topography, cohesively responding to the streetscape and carefully addressing interface with neighbouring residential properties.
- Defined pedestrian entry facing Broadhurst Crescent with accentuated portico feature and ramp which optimises legibility and accessibility for all patrons
- The attractively designed childcare building located on the upper level which addresses all street frontages and provides a contiguous built form response to Broadhurst Crescent with the majority of outdoor play fronting Marsengo Road, enabling generous and comfortable spaces with significant access to northern light.
- Undue noise impact mitigated through good design, by minimising the interface of outdoor play areas with the neighbouring western properties and siting the car park within the basement level.
- A well-considered landscape solution which provides generous soft landscaping within the periphery of the playscape, the Islip Court street setback, and the street verges to enhance the development's streetscape response.

The facility is designed in a residential format with distinct contemporary elements, adopting a 15 degree pitch roof and textured facebrick in a 'hit and miss' configuration. The roof extends out to form a verandah along the eastern side of the building, with the entirety of the roof edge / eaves incorporating an angled fascia with timber batten style soffit. A band of highlight windows is provided around the entire building which will bring a significant amount of natural light into the internal spaces and provide optimal amenity for children.

The main entrance of the facility facing Broadhurst Crescent is clearly defined with an elevated contemporary feature portico with a front gable, following the same design methodology as the building with feature timber and dark fascia framing. The centre's reception area includes a staircase and lift which provide access for all modes to the lower level car park.

The playscape is provided along the street frontages of the site, minimising the potential for acoustic impact to the neighbouring properties along the western boundary. A generous landscape buffer of up to 2.4m width is provided along the western side of the playscape which ensures play occurs off the boundary.

The car park is within the basement level of the site, gaining access via a 6.2m wide two-way crossover to Islip Court. The car park contains 20 parking bays (including an ACROD bay) and a turnaround bay, with no tandem spaces. Bike racks are provided beneath the entry portico at the upper level.

The facility's bin storage area is internalised within the basement car park which ensures its use and collection activity does not create undue impact to neighbouring properties. Staff can easily access the bin store via the lift, and the car park is designed to cater for the selected waste collection vehicle via private contractor.

In terms of fencing, the facility provides:

- 1.8m high fencing along the Broadhurst Crescent frontage, which is comprised of a combination of permeable Perspex, open-style palisade railing, and brick piers.
- 1.8m high open style palisade fencing along the Marsengo Road frontage and Islip Court frontage.
- 1.8m high solid 'hit and miss' brickwork fence along the corner truncation boundary of Marsengo Road and Broadhurst Crescent, with a simple sign incorporated.
- 2.1m high Colorbond fencing along the site's western boundary.

Noting the sloping topography of the development site, the earthworks and civil approach has been formulated to avoid siteworks and retaining along the western boundary (which adjoins residential neighbours). A level of retaining is required to be provided along the Broadhurst Crescent and Islip Court frontages with maximum heights in the range of up to 2 metres. The street retaining walls will be treated to a high standard with 'hit and miss' style textured brickwork and screen landscaping up to 2m high to be planted within the verge as shown on the landscape plans.

The proposed facility is designed in a site-responsive and sensitive manner. The development provides a suitable response to its corner location, and which promotes the preservation of residential amenity and minimisation of external impact.

## 4.1 LANDSCAPING

The proposed development features a high-quality landscaping approach, depicted in the landscape plans provided at **Appendix 3**.

The landscape plans include playscape plan, planting plans, irrigation plan, and verge plan.

The proposed development provides 342sqm of soft landscape area, representing 19.5% of the site. Deep soil planting is provided at every opportunity, including the northern playscape areas which enable the use of natural grass rather than astroturf and the planting of four feature Agonis Flexuosa trees.

The southern playscape is on a suspended slab (noting the split level design of the facility, and incorporates high quality astroturf with four Pyrus Callaryana trees within pots and some areas of shrubbery.

As part of the proposal, the adjoining verges will be upgraded with high quality shrubbery in a tiered planting format. The street retaining will be effectively screened with the planting of Adenanthos Cuneatus and Syzygium Smithii which grow to a mature height of 2 metres. Existing trees within the Marsengo Road verge will be retained and protected.

The proposed landscaping arrangements are of a high quality and have been formulated to integrate with the overall design approach.

## 4.2 TRAFFIC ASSESSMENT

The proposed development is supported by a Transport Impact Statement (**TIS**) produced by Transcore. The TIS is provided at **Appendix 4**.

With regard to traffic generation, the TIS concludes that the AM and PM peak trip generation is estimated at 93 and 76 trips respectively, resulting in an insignificant impact to the surrounding road network.

The TIS also undertakes an analysis of the car park layout and access arrangements, demonstrating the acceptability of the proposed layout and design.

The TIS contains swept path diagrams demonstrating the satisfactory movements of an 8m waste collection vehicle.

Overall, the development is acceptable from a traffic and access point of view.

## 4.3 ACOUSTIC COMPLIANCE

An environmental noise assessment has been produced by Herring Storer Acoustics in accordance with statutory requirements. This is provided at **Appendix 5**.

The acoustic assessment demonstrates compliance from outdoor play, car park noise, and mechanical plant, based on the fencing depicted on the development plans.

It is noted that outdoor play cannot commence until after 7am, which is a typical operational measure.

## 4.4 WASTE MANAGEMENT

An internalised bin store is proposed within the car parking area of the facility (at basement level). The bin store is 27.3sqm in area and capable of comfortably accommodating six 660L bins.

A waste management plan (**WMP**) is provided at **Appendix 6** which outlines the waste management practices of the facility.

In short, sufficient capacity is available to accommodate 2x collections per week for general waste and 1x collections per week for recyclables. The facility will be serviced by a private contractor.

The WMP demonstrates acceptable and responsive waste management practices and warrants the City's support.

# 5 STATUTORY PLANNING ASSESSMENT

## 5.1 METROPOLITAN REGION SCHEME

The development site and adjoining roads are zoned Urban under the MRS. The proposal seeks approval for a child care premises, an important urban support service and land use which is entirely consistent with the Urban zone.

## 5.2 STATE PLANNING POLICY 7.0 DESIGN OF THE BUILT ENVIRONMENT

State Planning Policy 7.0 (**SPP7.0**) addresses design quality and built form outcomes, seeking to deliver the range of benefits that derive from good design. An assessment of the proposal against the design principles of SPP7.0 is provided in **Table 2** below.

| **Table 2: Ten design principles of SPP7.0** |
|---|
| **1. Context and character**<br>*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.* |
| The development site is appropriately located, noting it is adjacent to Corpus Christi (a major school with age groups of K-12) and in close proximity to Murdoch Drive, as well as within the easy walkable catchment of multiple bus routes.<br>The proposed childcare facility is designed in a residential format with distinct contemporary elements, adopting a 15 degree pitch roof and textured facebrick in a 'hit and miss' configuration with significant external windows. The roof extends out to form a verandah along the eastern side of the building, with the entirety of the roof edge / eaves incorporating an angled fascia with timber batten style soffit. The built form approach uses high quality materials and is befitting of the local area, which is predominantly Residential R20 with dwellings of varying ages and a mixture of single and double storey.<br>The playscape wraps around the street frontages with permeable / open style fencing which provides mutual views and interactivity with street frontages.<br>The site's sloping topography is addressed through the use of a split-level format involving excavation and the creation of a basement level which will contain the car park. This optimises the streetscape response, as the car park will essentially be fully screened and the architecturally designed building with its entry feature and external playscapes forming the streetscape response. Whilst this approach has resulted in some retaining facing the street, the retaining has been executed in a sensitive manner with the use of textured facebrick and tiered landscaping in the verge to provide effective screening. |
| **2. Landscape quality**<br>*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.* |
| The proposed development provides 342sqm of soft landscape area, representing 19.5% of the site. Deep soil planting is provided at every opportunity, including the northern playscape areas which enable the use of natural grass rather than astroturf and the planting of four feature Agonis Flexuosa trees.<br>The southern playscape is on a suspended slab (noting the split level design of the facility, and incorporates high quality astroturf with four Pyrus Callaryana trees within pots and some areas of shrubbery.<br>As part of the proposal, the adjoining verges will be upgraded with high quality shrubbery in a tiered planting format. The street retaining will be effectively screened with the planting of Adenanthos Cuneatus and Syzygium Smithii which grow to a mature height of 2 metres. Existing trees within the Marsengo Road verge will be retained and protected.<br>The proposed landscaping arrangements are of a high quality and have been formulated to integrate with the overall design approach. |
| **3. Built form and scale** |

*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*

The proposed building is single storey in scale with a top of pitch roof height of 7.5m-8m (depending on the street frontage).

The built form style is residential in nature, but reinforces a sense of openness and amenity through the incorporation of a significant amount of windows (including a band of highlight windows along the top of the external wall to every elevation).

A cohesive and attractive built form response is provided to each street frontage of the site, and the car park is provided within the basement level where it is screened and does not impact on visual amenity. Back of house areas are tucked away at the rear or within the basement.

**4. Functionality and build quality**

*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*

The proposed childcare facility is designed with high quality materials and has been formulated based on the format and specifications of the operator. The facility provides a visible and ACROD compliant pedestrian connection to its main entrance facing Broadhurst Crescent, as well as an internal lift and staircase connecting to the basement level, ensuring patrons can easily enter the building from the street and the car park.

The internals of the centre are set up such that each internal activity room connects to the external play area for the relevant age group, with large windows ensuring direct line of sight.

The car park is designed to specifically cater for the movements of an 8m waste truck and provides the correct height clearance for the operation of the vehicle.

The car park provides a compliant number of parking bays, and is designed with excellent visibility and a turnaround bay to minimise instances of congestion.

**5. Sustainability**

*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*

The proposed development is arranged such that significant natural light and ventilation is achieved within the building. This includes the provision of windows to each elevation, as well as a band of highlight windows along the top of the external wall to every elevation. The playscapes are generally north facing and receive substantial northern light, and the babies play area is located at the southern side where it receives the most passive shading (hence the arrangement of outdoor play areas is cognisant of the needs of age groups).

The proposal also includes the planting of 8 new trees with significant soft landscaping area, incorporating a large deep soil playscape zone within the northern half of the site which will assist with reducing the urban heat island effect whilst creating a high amenity environment.

**6. Amenity**

*Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*

From a visual amenity point of view, the proposed development achieves a high level of streetscape amenity through its split level format which completely screens the car park and enables the architecturally designed building with its playscapes to form the streetscape response.

From a neighbour amenity point of view, the facility will achieve compliant noise levels through a combination of responsive layout and the incorporation of acoustic mitigation measures as outlined within the acoustic report.

From a user amenity point of view, the facility provides generous internal and outdoor spaces for children which receive significant natural light. The playscape design is of a high quality which incorporates soft landscaping and trees. Accessibility into the centre is optimised for both pedestrians and vehicles, with the incorporation of grade-compliant ramp and a lift for access by all.

**7. Legibility**

*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*

The facility incorporates a feature entry portico facing Broadhurst Crescent with provides definition of the main pedestrian entrance, facilitated by a grade compliant ramp system connecting to the footpath. In the car park, a lift lobby is clearly visible at the end of the car park aisle where patrons can enter the facility via the lift or staircase.

### 8. Safety

*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*

The proposed facility is designed to comply with relevant regulatory requirements which place a significant emphasis on safety and security. Additionally, the playscapes face street frontages with open style or permeable fencing which enables surveillance of the public realm. The car park is designed compliant with Australian Standards and the traffic assessment has identified no safety concerns.

### 9. Community

*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*

Child care centres often act as a focal point for their community, fostering interaction and social cohesion for local children, parents and staff. The site will attract local residents, who will enrol their children in the centre.

The site's close proximity to Corpus Christi College will improve the existing provision of community services in the local area, and will provide the local community with increased access to essential urban support services.

The delivery of more childcare places will create positive community outcomes through increased community interaction, employment generation, and facilitating greater workplace participation.

### 10. Aesthetics

*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*

The development incorporates architectural features, materials, finishes and colours which are appropriate in this context and aesthetically pleasing for centre patrons, neighbours and the broader public. The extensive landscaping proposed seeks to set this centre apart from other centres in the locality, creating a visually appealing and interesting space for observers both within and outside the site. The design aesthetic has been formulated both by architects and landscape experts to achieve a well considered and holistic outcome. The end result is a facility which will integrate with its surroundings and provide a positive contribution to the streetscape.






## 5.3 CITY OF MELVILLE LOCAL PLANNING SCHEME NO.6

### 5.3.1 ZONING AND LAND USE

The development site is zoned Residential R20 under the City's LPS42. Refer to **Figure 2 – Zoning Map**. Pursuant to *Table 2 – Zone objectives* of LPS6, the objectives of the Residential zone are:

- *To provide for a range of housing and a choice of residential densities to meet the needs of the community.*
- *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*
- *To provide for a range of non-residential uses, which are compatible with and complementary to residential development to promote sustainable residential development.*
- *To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.*

Child Care Premises is identified as an 'A' discretionary use in the Residential zone of LPS6, meaning the use is capable of approval subject to discretion.

Child care facilities are a critically needed urban support service which enable local families to optimise workforce participation and strengthen local community fabric through the early education of the future generations, and are generally considered to be compatible with residential areas where an appropriate design approach is adopted and impacts to residential amenity can be suitably managed.

The site is within an appropriate location, noting its proximity to Corpus Christ (a K-12 school) and is positioned where it can offer its services to local families within the surrounding residential areas is considered to promote the objective of creating a more sustainable residential environment in this location. A child care premises within a residential area (separate to a commercial precinct) could be seen as more direct for users in passing trips and a more compatible environment for children.

As demonstrated throughout this report, the proposed facility is designed to a high architectural standard in a residential format, befitting the character of the local area. The height and scale of the proposed development fits comfortably within its local context and what would be expected for land zoned Residential R20 with 1,755sqm of developable area.

The earthworks design establishes a split level format which enables complete screening of the car park, with the attractive building and external playscapes forming the streetscape response. A high quality landscaping approach is demonstrated through the landscape plans which provide a high level of detail in relation to the playscapes, soft landscaping areas, and external verges.

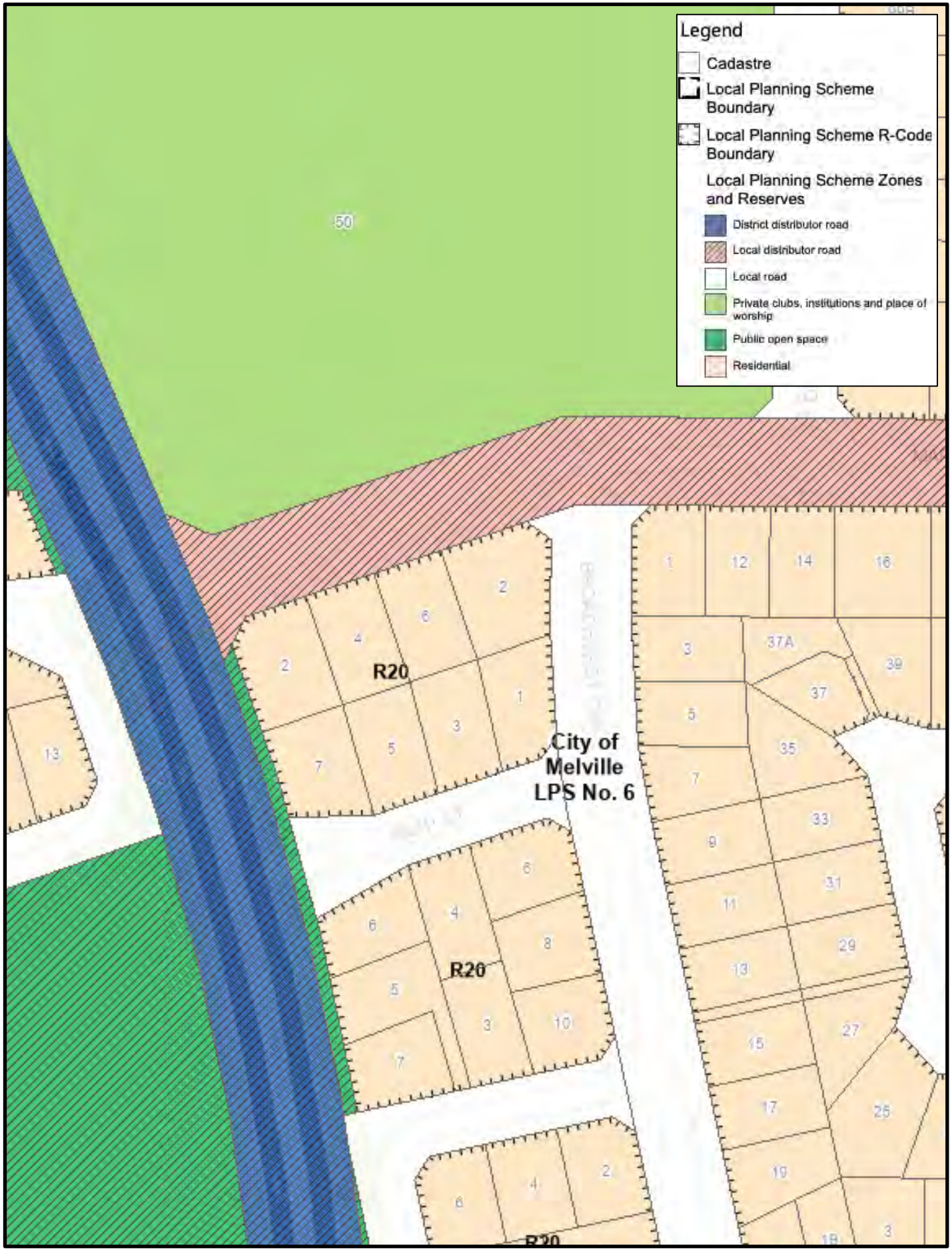



**Figure 2: Zoning Map**

NORTH

**Drawn:** Alessandro Stagno

**Rev:** 0

**1 Islip Court and 2A & 2B Broadhurst Crescent, Bateman**

**Source:** PlanWA

**Date:** 6 January 2025

apex planning

The development site has direct interface with two residential properties to the west. The site planning and design approach minimises impact to these properties in a meaningful way, and the suite of expert assessments supporting this application demonstrate compliance and compatibility. An acoustic assessment has been prepared which demonstrates compliance at all times with the incorporation of noise attenuation measures which are reasonable and acceptable.

A traffic assessment has been produced which demonstrates a moderate level of traffic generation and an insignificant impact to the surrounding road network.

The content of this report and its appendices demonstrate consistency with the applicable town planning framework, and that the child care facility is entirely appropriate for establishment within its context.

Overall, the development is appropriate for the site and warrants approval.

## 5.4 LOCAL PLANNING POLICIES

### 5.4.1 LOCAL PLANNING POLICY 1.3 – WASTE, RECYCLING AND FOGO COLLECTIONS FOR MULTIPLE DWELLINGS, MIXED USE DEVELOPMENTS AND NON-RESIDENTIAL DEVELOPMENTS

The City's LPP1.3 provides criteria for the storage and collection of waste for various forms of development in the Scheme area.

A waste management plan is provided at **Appendix 6** which has been prepared based on the criteria of LPP1.3 and demonstrates appropriate and acceptable waste management practices.

### 5.4.2 LOCAL PLANNING POLICY 1.4 – PROVISION OF PUBLIC ART IN DEVELOPMENT PROPOSALS

The City's LPP1.4 sets out the policy standards for the provision of public art, where the cost of development of apartments, mixed use, or non-residential exceeds $2 million.

As this subject development has a cost exceeding $2 million, a 1% contribution is applicable. It is anticipated the matter would be addressed by way of condition of planning approval.

### 5.4.3 LOCAL PLANNING POLICY 1.5 – ENERGY EFFICIENCY IN BUILDING DESIGN

The City's LPP1.5 provides a number of environmental and energy efficient design principles which are encouraged to be incorporated into new buildings. These principles include:

- Building orientation/passive solar design;
- Solar access;

- Landscaping – climate control, waterwise gardens and the retention of trees
- Building infrastructure initiatives
- Promotion of energy efficient and environmentally sustainable building design

The proposed development is arranged such that significant natural light and ventilation is achieved within the building. This is achieved through the provision of windows to each elevation, as well as a band of highlight windows along the top of the external wall to every elevation.

The playscapes are generally north and east facing and receive substantial northern light with shading during the late afternoon periods, and the babies play area is located at the southern side where it receives the most passive shading (hence the arrangement of outdoor play areas is cognisant of the needs of age groups).

The proposal also includes the planting of 9 new trees with significant soft landscaping area, incorporating a large deep soil playscape zone within the northern half of the site which will assist with reducing the urban heat island effect whilst creating a high amenity environment. The tree species are native and appropriate for establishment within a childcare setting.

At detailed design stage, additional ESD measures will be determined and confirmed which would include the use of recycled building materials, carbon-efficient concrete, and energy efficient fixtures / fittings / applicances which reduce energy and water usage.

### 5.4.4 LOCAL PLANNING POLICY 1.6 – CAR PARKING AND ACCESS

The City's LPP1.6 applies in respect of car parking requirements for non-residential development proposals.

Under the policy, car parking for Child Minding Centres is required at a rate of *"one bay per 10 children, plus 0.5 bays per staff member, and drop-off and pick-up area to the satisfaction of the Council"*.

The proposed child care facility will comprise 107 children and up to 18 staff, which requires a total of 20 bays (11 visitor + 9 staff). The proposed car park compliantly provides 20 bays (11 visitor + 9 staff). None of the proposed bays are in a tandem configuration.

No provision for 'drop-off and pick-up area' is made, as all drop-off and pick-up activity occurs with children being accompanied by their parent or guardian which would either be via using a car parking bay or walking to the centre. For safety and security, childcare centres typically require children to be accompanied to/from the sign-in point, noting the age groups of children being 0-4 years.

The car park has been designed to comply with relevant Australian Standards, and contains an ACROD bay and a turnaround bay, which addresses the LPP1.6 criteria.

As a child care facility is not a servicing-intensive land use, all servicing occurs from the car park during off-peak periods or when the facility is closed. The facility receives a small amount of deliveries which are usually by a normal sized van which fits within a standard parking bay. Deliveries are usually undertaken during the day, outside the drop-off and pick-up periods when the visitor bays are unused.

Waste collection occurs when the facility is closed, which allows the waste collection vehicle to use the entire car park for manoeuvring as outlined within the WMP.

No motorcycle or scooter parking bays are provided, noting it is unlikely that parents/guardians would be transporting young children via motorcycles or scooters. The proposed development provides a compliant number of normal parking bays which will meet the requisite standards.

Six covered bicycle spaces are provided within the main entry portico, which exceeds the minimum requirement of 4 spaces (2 per 10 car parking bays).

The facility includes a 6.2m wide crossover to Islip Court which provides access into the basement car park. The proposed access is consistent with policy standards and demonstrated to be acceptable via the transport assessment provided at **Appendix 3** of this report.

The proposed development is consistent with the City's LPP1.6 and warrants support.

### 5.4.5 LOCAL PLANNING POLICY 1.12 – CHILD CARE PREMISE AND FAMILY DAY CARE

The City's LPP1.12 guides the location, design, and operation of child care premises throughout the Scheme area. **Table 3** below provides an assessment against the relevant policy criteria.

**Table 3: Child Care Centre policy criteria**

| Policy criteria | Response |
|---|---|
| **1.0 Locations** | |
| 1.1 In accordance with Table 3-Zoning Table Clause 17 of LPS 6, Child Care Premises located within the Residential zone are classed as an 'A' use capable of development approval following advertising in accordance with Clause 64 of the Regulations.<br>Where Child Care Premises are proposed within the Residential zone the following will be taken into account in the assessment of whether the location is appropriate:<br>*Preferred site characteristics are:*<br>(a) Corner sites - to improve the ability for access and to limit the impacts upon adjoining residential properties. | (a) the development site is a corner site with three road frontages with its only sensitive interfaces to the western boundary.<br>(b) the development site is adjacent to Corpus Chrsti (a major school), as well as two separate parks, and multiple bus stops.<br>(c) each frontage road of the site has an existing footpath network and the site is within easy walking distance of multiple bus stops which provide a transit connection to train stations and a bus station.<br>(d) as demonstrated on the plans, the site is of adequate size to comfortably accommodate the building, play areas, landscaping, and compliant car parking.<br>(e) the site has frontage to Marsengo Road, a Local Distributor. |

| | |
|---|---|
| (b) Within a walkable catchment, of activity centres, workplaces, schools, community facilities, public open space and civic facilities.<br>(c) Well served by footpaths, dual access paths and public transport.<br>(d) Of adequate size to provide suitable areas of play space (both indoor and outdoor) and parking.<br>(e) Located on Local Distributor and District Distributor Roads;<br>*Undesirable characteristics are:*<br>(a) Sites within cul-de-sacs.<br>(b) Sites with battleaxe access leg (or similar) configuration or shared access.<br>(c) Sites located on the following Primary Distributor roads, Canning Highway, Leach Highway and South Street, in order to minimise the potential for harmful traffic fumes, excessive noise levels and road safety risks impacting on the health of children, staff and visitors to the child care centre and surrounding road users. | Whilst the site has frontage to a cul-de-sac, it is within a corner location and all traffic movements in and out of the site do not impact on other properties further along Islip Court. |
| 1.2 In accordance with Table 3 – Zoning Table in Clause 17 of LPS 6, Child Care Premises within the Centre (C3 and C4) zone and the Mixed Use, Service Commercial, , Private clubs institutions, and places of worship zones are 'P' (permitted) or 'D' (discretionary) uses pursuant to LPS6. In the Centre (C1 and C2) zone, land use permissibility is in accordance with any applicable structure plan or activity centre plan. | N/A |
| 1.3 Under the provisions of the Regulations, development approval is not required for a 'P' use where there is no works component or where the works component is also exempt from approval. In principle, the establishment of Child Care Premises in the above mentioned zones is supported in land use terms given their proximity to shopping centres, workplaces and public transport. However, where development approval is required a design, car parking, traffic and amenity assessment will be undertaken. | Noted, the information and assessments contained within this application comprehensively address design, car parking, traffic, and amenity. |
| **2.0 Siting and Design** | |
| 2.1 Where a Child Care Premises is located in a Centre, Mixed Use, Service Commercial or Private clubs, institutions and places of worship zones, the design should respect and be compatible with existing and future development within the immediate surrounding area taking into account the planning framework such as LPS6, Activity Centre Plans and local planning policies. | N/A |

| | |
|---|---|
| 2.2 Where a Child Care Premises is proposed within a Residential zone, the design and resultant built form will be assessed against the relevant provisions of LPS6, the R- Codes (for open space, setbacks, visual privacy and overshadowing) and local planning policies. This will ensure such development is compatible with the residential character of the area. | Street setbacks (R-Codes Volume 1 Part B)<br>Broadhurst Crescent is considered to be the "primary street", requiring a minimum 6m setback. The building generally complies, except for minor portions of the reception and change room which is a result of the angled configuration of the building. The entry portico and sections of the verandah also extend into the setback area. Discretion on these items is warranted, noting the entry portico and verandah are architectural features which improve legibility and design quality, and are supported on columns with no external walls. They are design elements which add to the visual interest and architectural expression of the building and on balance, are considered to provide an improved streetscape response which promotes improved activation and interactivity with Broadhurst Crescent.<br>The building comfortably complies with the minimum 1.5m secondary street setback requirements for Islip Court and Marsengo Road.<br>Lot boundary setbacks (R-Codes Volume 1 Part B)<br>To adjoining Lot 3, the proposed building has a wall length of 23m and a wall height less than 3.5m measured from NGL with a major opening (window to Kindy 1). The setback requirement is 1.5m and a setback of 1.7m to 4m is provided to this boundary.<br>To adjoining Lot 6, the proposed building has a wall length of 23.3m and a wall height ranging from 3.15m to 3.85m from NGL with major openings (windows to staff and cot rooms). A setback of up to 3.6-4.5m would technically be required due to the wall height slightly exceeding 3.5m. The setback of 1.7m is considered appropriate, as clearly no bulk and scale impact is being created due to consistent site levels and single storey scale, there is no opportunity for overshadowing, and the 2.1m high boundary fence prevents visual privacy impacts.<br>Open space<br>For the R20 coding, minimum 50% open space is required. The proposed development exceeds 50% site cover due to its split-level format which involves a suspended slab over the southern section. In a practical sense, bulk and scale is avoided as the development generally presents in an open way to the street frontages, with the building generally set well back with open style verandahs facing Broadhurst Crescent. The building is also well articulated and textured, which diminishes the perception of bulk where visible from the street.<br>Visual privacy<br>The building has a FFL of 30m which is consistent with the levels of the western neighbouring properties. There is also a 2.1m high boundary fence which prevents the ability for overlooking.<br>Overshadowing |

| | |
|---|---|
| | The neighbouring properties are along the western boundary of the site. |
| 2.3 Fencing along the primary and secondary street (if applicable) should be of permeable design in accordance with the R Codes and Local Planning Policy. Solid fencing portions will be assessed on their individual merit taking into account the need for noise mitigation and security. | As demonstrated on the development plans, the fencing along all street frontages is either open style or includes permeable Perspex for acoustic attenuation. The only portion of fencing which is solid is the north-eastern corner of the site, along the truncation boundary of the intersection of Marsengo Road and Broadhurst Crescent. This is to achieve safety for the playscape, as the masonry fence provides a solid barrier in the event of a vehicle driving into the corner. The solid section of fence is appropriately textured with facebrick and will include a simple sign to add some visual interest. |
| **3.0 Noise and amenity** | |
| 3.1 Where a Child Care Premises is proposed to be located adjacent to residential property(s), an acoustic impact assessment shall be requested to demonstrate that the proposal will satisfy the relevant noise regulations. | An acoustic assessment forms part of the application which demonstrates compliance with the Noise Regulations. |
| 3.2 Outdoor playing spaces should be sited to minimise any adverse noise impact towards occupiers of adjoining residential properties. | The playscapes are positioned away from neighbouring properties. A generous landscape planting strip is provided along the western side of the northern playscape which ensures play occurs off the boundary. A 1.7m setback is provided to the southern playscape and the western boundary. |
| **4.0 Landscaping** | |
| 4.1 A landscaping plan detailing all hard and soft landscaping, including shade structures shall be provided with a development application. | Landscaping plans are included with the application. |
| **5.0 Car parking and traffic generation** | |
| 5.1 Car parking shall be provided in accordance with Local Planning Policy LPP1.6 Car Parking and Access. | A compliant number of parking bays is provided wholly onsite, being 20 bays comprising 11 visitor bays and 9 staff bays. |
| 5.2 Parking areas must be sited and designed to allow vehicles to enter and exit in forward gear. | The car park is designed compliant to Australian Standards and enables all vehicles to enter and exit in a forward gear. The car park includes a reversing bay. |
| 5.3 Planning applications for new Child Care Premises, and those that propose to increase numbers within existing child care premises by more than 10 additional children, must be accompanied by a Transport Statement prepared by a suitably qualified and experienced traffic engineer. Proposals will not be supported if the form, function and safety of the surrounding road network is deemed to be compromised. | A traffic assessment is included with the application which demonstrates acceptable traffic/access outcomes. |
| 5.4 Use of car stackers or tandem parking arrangements is considered not desirable”.” | No stackers or tandem bays are proposed. |
| **6.0 Hours of operation** | |

| | |
|---|---|
| 6.1 Where a Child Care Premises is located adjacent to a property used for residential purposes, the hours of operation of the premises may be limited to 7am to 7pm Monday to Friday and 8am to 7pm during weekends. Note: The limit on hours of operation does not prevent staff attendance outside of the operating times. | The proposed hours of operation for the facility are 6:30am-6pm Monday to Friday. In this instance, the slightly earlier opening is considered to be appropriate and capable of approval, noting:<br>• The 6:30am opening provides parents with the level of service which is generally expected of modern child care centres, ensuring the needs of families with diverse requirements can be met.<br>• The car park is within a basement level and completely separated from the western adjoining properties, therefore use of the car park will create no discernible noise to those properties prior to 7am. The internal lift will provide parents and children with discrete access to the reception area without any impact to the neighbouring properties.<br>• No outdoor play will occur prior 7am per the acoustic assessment.<br>In this instance, discretion is warranted. |
| **7.0 Signage** | |
| 7.1 The City's requirements for advertising and signage are outlined in Local Planning Policy LPP2.2 Outdoor Advertising and Signage. | Noted, addressed later in this report. |

### 5.4.6 LOCAL PLANNING POLICY 2.1 – NON-RESIDENTIAL DEVELOPMENT

The City's LPP2.1 applies to all non-residential development. The relevant criteria of LPP2.1 is addressed below.

Building design

The proposed development is orientated toward its primary street frontage of Broadhurst Crescent, which is achieved through its large portico entry feature and deep verandah facing that street.

The building demonstrates high levels of architectural expression through the use of a combination of complementary materials in warm colour palettes, with the main material being feature 'hit and miss' style facebrick and integration of feature timber battens. A significant amount of windows are incorporated into the design, including a band of highlight windows integrated into the top of external wall on each façade.

Whilst the development is located on a corner site, its suburban context lends itself to providing the main pedestrian entry and elevated entry feature to Broadhurst Crescent. This configuration is more cohesive in a Residential R20 environment and also preserves a generous setback to Marsengo Road which is consistent with the layout of other dwellings along Marsengo Road.

The fencing to all street frontages (except for the corner truncation facing Marsengo Road / Broadhurst Crescent intersection) is open style or permeable which facilitates

passive surveillance from playscapes and the main entry portico promotes interactivity to Broadhurst Crescent through pedestrian activity.

Landscaping

A set of landscaping plans is included with the application which depict significant soft landscaping representing approximately 19.5% of the site area, with the majority of the outdoor play area provided as deep soil.

Generous landscape buffer planting is provided within the periphery of the northern playscape (including the western side which adjoins residential properties) and four Agonis Flexuosa trees are proposed along the area fronting Marsengo Road. In addition, four Pyrus Callaryana trees are proposed within the southern playscape. As there are no 'at grade' parking spaces (all bays are within the basement car park), there is no strict requirement – however, trees are still provided within open areas of the development.

As part of the landscaping approach, the verges will be upgraded with attractive tiered planting and will include the planting of native shrub species which grow up to 2m high at maturity which will be a key feature for screening of street retaining and will also substantially improve the development's streetscape response.

Visual privacy

The finished level of the building and playscapes at 30m AHD is consistent with the levels of the neighbouring western properties (no variance of 0.5m or more) and a boundary fence of 2.1m height is proposed which ensures no overlooking or visual privacy impact.

Vehicle access, loading and parking

The proposed development will gain access from the lowest order road (Islip Court) with its crossover achieving compliant separation from the corner with Broadhurst Crescent.

The car park is designed compliant to Australian Standards and enables ingress and egress in a forward gear. The car park includes a dedicated reversing bay which ensures no interruption to internal traffic flow. The car park is within a basement level and not visible to the street.

Per responses for other local policies, the car park will be used for minor deliveries and waste collection, as is standard practice for child care facilities. This is demonstrated to be acceptable through the supporting traffic assessment and waste management plan.

Six bike spaces are provided at the main predestrian entry of the site, located beneath the entry portico.

Plant

A mechanical plant yard is provided within a recessed area at the rear of the building and is enclosed with absorptive lining per acoustic recommendations. The noise created by mechanical plant will comply with the Noise Regulations and the units will not be visible.

Waste

A waste management plan is include with the application demonstrating acceptable waste management practices which meet the City's policy criteria.

Site works

The development site has a sloping topography which falls by about 2.5-3m from its northern boundary to its southern boundary.

Noting the sloping topography of the development site, the earthworks and civil approach has been formulated to avoid siteworks and retaining along the western boundary (which adjoins residential neighbours). A finished level of 30m AHD has been selected for the building which is consistent with the levels facing Marsengo Road and the adjoining western properties, and excavation will occur at the southern side to establish a basement level for the car park.

This approach eliminates the need for retaining along the neighbouring property boundaries which prevents potential amenity impact. A level of retaining is required to be provided along the Broadhurst Crescent and Islip Court frontages with maximum heights in the range of up to 2 metres. The street retaining walls will be treated to a high standard with 'hit and miss' style textured brickwork and screen landscaping up to 2m high to be planted within the verge as shown on the landscape plans.

The proposed site works are considered to be responsive to the characteristics of the site and result in a superior streetscape outcome, as it reduces amenity impact to neighbouring properties, facilitates the complete screening of the car park, and involves the provision of significant landscape planting as part of verge upgrades.

### 5.4.7 LOCAL PLANNING POLICY 2.2 – OUTDOOR ADVERTISING AND SIGNAGE

The City's LPP2.2 sets out criteria relating to the provision of advertising signage throughout the municipality.

The proposed development includes two simple signs which would be integrated into the north-eastern fence facing the corner of Marsengo Road / Broadhurst Crescent, and the feature portico facing Broadhurst Crescent.

The signage generally complies with the standards for 'commercial properties within the Residential zone', except for the portico sign exceeding maximum height requirement of no more than 1.8m above ground level and both of the signs exceeding 1sqm in area.

In the instance of this application, the signage is simplistic in nature and modest when considered in the context of the development. The signage is designed in colours and styling befitting the predominant design style of the development and improves the identification and legibility of the development.

Having regard for the above, the proposed signage is acceptable and warrants the City's support.

# 6 CONCLUSION

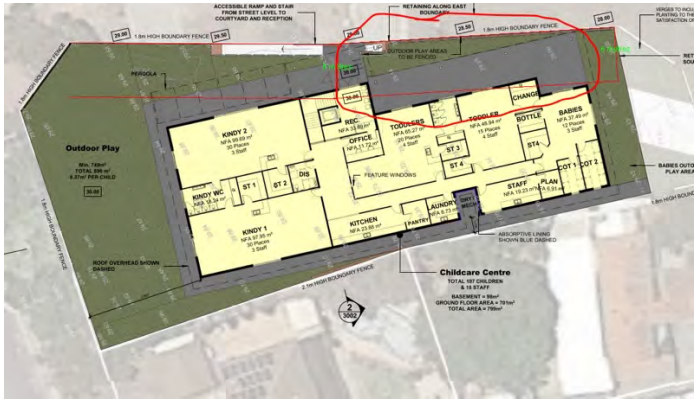
This application for planning approval involves the demolition of existing development from 1 Islip Court and 2A & 2B Broadhurst Crescent, Batement and replacement with a new early learning facility.

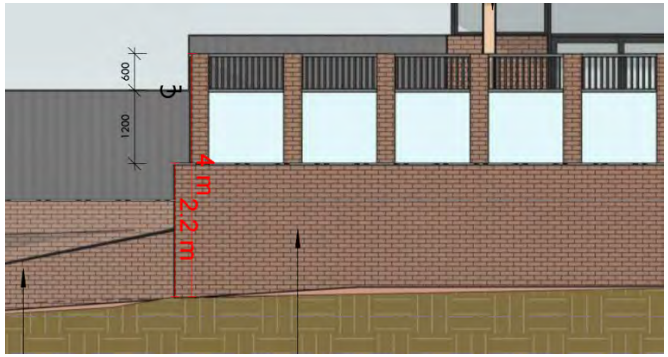
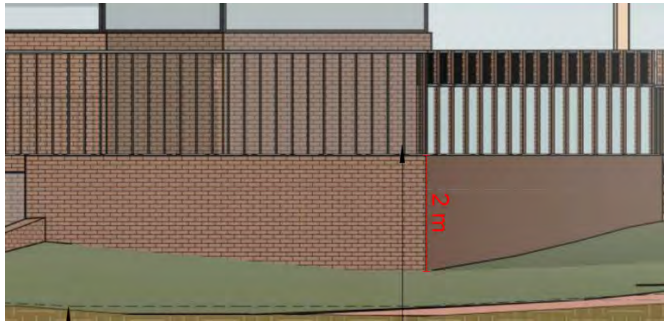
The proposed early learning facility is designed to provide education and care services for up to 107 children and would deliver critically needed urban support services to the surrounding community.

The proposed development warrants the City's support for the following reasons:

- The proposed land use is permissible in the LPS6 Residential zone, and the proposal is evidently consistent with objectives of the Residential zone.
- The site is well located to accommodate childcare services, noting it has three road frontages and is adjacent to a major school precinct.
- The proposed development will deliver an essential community service which will increase the provision of childcare places for the residents and workers of the growing local community.
- The proposal will contribute positively to local visual amenity and streetscape quality, providing both a high quality of built form design and extensive landscaping that is well suited to the site's location.
- The proposed centre has been designed and configured to maximise operational efficiency, safety and amenity, while also minimising any potential off-site amenity impacts for surrounding residential dwellings. The proposal is supported by expert traffic and acoustic reports demonstrating there will be no unacceptable impacts to the surrounding area.

The proposal warrants the support of the City of Melville and the approval of the Metro Inner DAP.

| Assessment comments dated 10 April 2025 | |
|---|---|
| **CoM comment** | **Applicant response** |
| 1. As per the images below, it is noted the proposed floor plan and the proposed landscape plans illustrate differently what is proposed in the south-eastern corner of the subject site. It is also noted the application states the southern playscape area is to be on a suspended slab. Could you please clarify what features are proposed within the south-eastern corner of the subject site?<br>  <br><br>  <br> | Amended drawings are provided at **Appendix 1.**<br>The proposed ground floor plan has been modified to align with the playscape layout. The main difference in the original drawings was that the landscape plan showed rubber sand and astroturf outside the building, whilst the ground floor plan showed verandah paving. The verandah paving has been removed and replaced with the rubber sand on the GF plan. The actual verandah structure was consistent across the drawings, and was indicated in a feint green line on the landscape plans.<br>The southern playscape area (babies group) fronting Islip Court is on a suspended slab, noting it is above the basement car park. The remainder of the playscapes are on deep soil. |

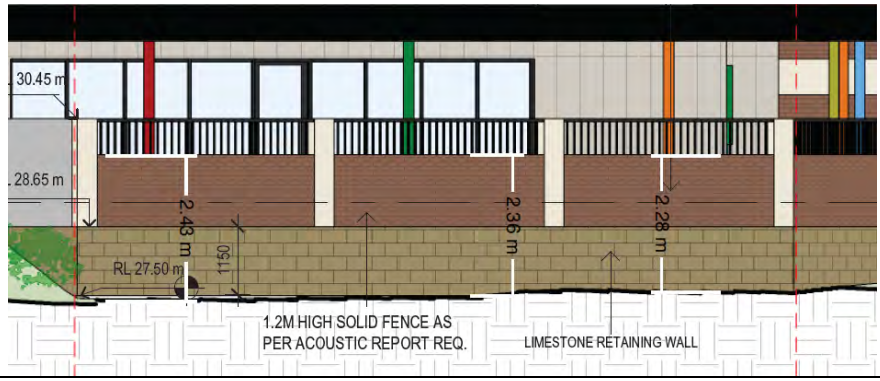
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| 2. Under Clause 3 (C4.4) in Local Planning Policy 3.1 *'Residential Development'*, where a retaining wall is visible above the road reserve level, the visible height of the retaining wall is to be taken into account in the assessment of fence height. It is noted the maximum combined height of the retaining walls and fences above natural ground level when viewed from the street is approximately 4.4m along Islip Ct and 4m along Broadhurst Cr. The retaining walls also appear to have independent maximum heights of 2.7m along Islip Ct and 2.2m along Broadhurst Cr. The height of the retaining walls and fences along these frontages raise concerns with regard to impacts on the streetscape. As such, could the height of these retaining walls/fences please either be reduced or could you please provide further justification for their height with regard to impacts on the streetscape?<br>  <br>  | The applicable provision of the City's LPP3.1 is Clause 3 C4.5. Whilst it is noted that the overall heights appear to exceed what is prescribed, a merit based assessment would demonstrate the arrangements are acceptable, noting:<br>• The fencing above the retaining walls is permeable (except for piers), hence the extent of solid surfaces is essentially limited to the retaining walls which range in height from 1.1m-2m along Broadhurst Crescent and 1.45m-2m along Islip Court. Not only does this reduce the perception of bulk, it also optimises the extent of street surveillance and interaction, as the playscapes facing street frontages will be fully permeable. The elevations have been modified to ensure the intent for playscape fencing to be permeable is clearly communicated, per the screenshot below:<br>  <br>• The proposed landscape plan shows a high quality tiered landscape solution within the verges adjoining the site, adopting Australian and Western Australian native shrub species which grow from 0.6m to 2m in height (ie the *Adenanthos cuneatus* and *Syzygium smithii*) and are evergreen. The verge landscaping approach adopts appropriate planting arrangements and will effectively screen the solid retaining walls all year round. The landscape |

treatments have been included on the proposed elevations to provide a more holistic understanding of the proposal.

- A relevant consideration and comparison point is the approved child care facility (DAP/22/02356), which arguably provides either similar or greater solid surfaces along sections facing Broadhurst Crescent and Islip Court, noting the combination of solid retaining wall and solid fencing above. Refer to the below screenshot comparisons with measurements, which demonstrate that whilst the "overall" fence height of this proposal is greater, the extent of solid retaining + fencing is either the same or less compared to the approved facility:

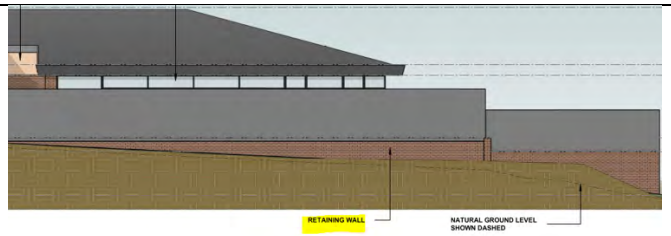
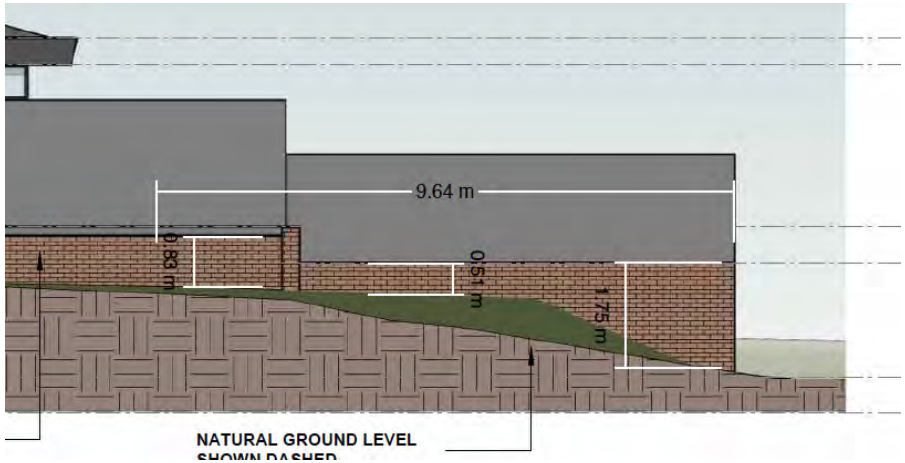


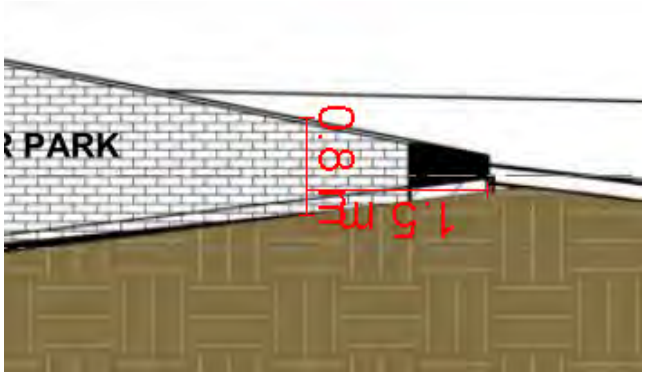

**Broadhurst Crescent comparison**



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| |  <br>What is also evident in viewing the above comparisons, is that the playscapes associated with the proposed child care facility have a significantly greater level of interactivity and engagement with street frontages as a result of the extent of permeable fencing above retaining. The approved facility has solid fencing up to 1.2m high from playscape ground level along all street frontages which does not afford the same level of street engagement. |
| 3. Clause 11.1 in Local Planning Policy 2.1 *'Non Residential Development'* states *"where developments are proposed across sloping sites, the principle of equal cut and fill across the site will apply".*While it is acknowledged the application as lodged includes an assessment in relation to the proposed site works and the sites topography, the proposal does not appear to be consistent with Clause 11.1 in Local Planning Policy 2.1 *'Non Residential Development'*. Could you therefore please either amend the proposal to better align with Clause 11.1 in Local Planning Policy 2.1 *'Non Residential Development'* or provide further justification in relation to the proposed site works noting the concerns above in relation to the height of the proposed retaining walls along the site frontages and also given the FFL proposed for the childcare premises is higher than the existing dwellings on the site and that of the previously approved childcare premises? | Whilst Clause 11.1 is noted, the principle of equal cut and fill does not always afford the optimal planning outcome.<br>For example, the principle of equal cut and fill was adopted for the approved child care facility but this has required all areas of the facility to be provided on a single level, which has:<br>• Still resulted in retaining walls along the street frontages.<br>• Limited the amount of car parking that could be provided onsite, requiring parking to be supplemented by verge bays in order to comply.<br>• Required the car park to be 'at grade' with the facility, resulting in a main entrance which is detached from the primary street frontage (Broadhust Crescent).<br>• Resulted in a greater amount of actively used outdoor play area interfacing with the adjoining sensitive receivers.<br>Whilst the finished level of the ground floor of the proposed facility is slightly higher than the approved facility by around 1 metre, the approach of excavation to facilitate a basement level is considered to have enabled a significantly improved planning and design outcome for this proposal, noting:<br>• The basement level contains the site's car park, enabling more efficient use of site area to provide a compliant number of bays, and allowing the car park, bin storage, and waste collection areas to be fully screened from neighbours and the street. |

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| | • The facility provides a more meaningful and direct response to its street frontages, in particular to Broadhurst Crescent which has the facility's main pedestrian entry as an architectural feature, as demonstrated in the below comparison elevations:<br>  <br>• The facility provides a reduced extent of direct playscape interface to the neighbouring properties, noting the main playscape at the northern side is offset from the western boundary with planting.<br>Having regard to the above, in addition to the justification provided under item 3 with regard to the extent of solid and permeable fencing, it is evident that the proposed development is designed responsively and warrants support. |
| 4. It is also stated in the application that the site works approach eliminates the need for retaining along the neighbouring property boundaries. However, this does not appear to be the case with a retaining wall shown on the western elevation that would not comply with the requirements under for boundary walls and site works in the City's Local Planning Policy 3.1 *'Residential Development'*and in the Residential Design Codes. Could you therefore please provide a further assessment in relation to this retaining wall that appears to be proposed along the western boundary of the subject site? | The report was intended to state that the site works approach eliminates the need for *additional* retaining along the neighbouring property boundaries.<br>Whilst a small extent of retaining is proposed at the southern end of the western boundary, it is clearly unavoidable given the steep slope along this section of the boundary. A roughly similar extent of retaining in the same areas was also required for the approved facility. The main difference is that there is one less 'step' in the retaining for this proposal.<br>The majority of the retaining wall complies with the 0.5m requirement except for the areas where the slope becomes more significant. The effect of the retaining is not considered to create undue bulk impact to the western neighbour at Lot 6 Islip Court, noting the highest sections of the retaining wall mostly adjoin the front setback area of that property which includes its main driveway for the first 10 metres of its frontage, as demonstrated below: |

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| |  <br>  <br>  <br>The arrangements therefore warrant discretion and support. |
| 5. The application states signage is proposed for the north-eastern fence facing Marsengo Rd and Broadhurst Cr, and the feature portico facing Broadhurst Cr. However, limited details regarding the size and content of the signage has been provided or shown on the plans, particularly in relation to the north-eastern fence facing Marsengo Rd and Broadhurst Cr. As such, could further details and plans please be | The drawings have been updated to include dimensions of signage panels and an inset of the north-eastern solid fence with the sign on it. The signage is modest, simplistic, and designed to integrate with the overall architectural style of the centre. |

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| provided so that the City can complete an assessment against Local Planning Policy 2.2 *'Outdoor Advertising and Signage'*? | |
| 6. It is unclear from the plans provided as to whether the proposed crossover for the basement car park will meet the sightline requirements outlined within the City's Local Planning Policy. Specifically, Section 1 appears to possibly show the ramp to the car park at 0.8m in height within the truncation area. Could you please clarify whether the crossover to the basement parking will be no obstruction higher than 700mm within the 2.0x2.5m sight line truncation?<br>  <br> | An additional section has been included in the drawings which demonstrates the basement car park ramp will comply with the City's sightline requirement of no obstructions higher than 700mm within the 2m x 2.5m truncation. |
| 7. The application states that 20 parking bays comprising 11 visitor bays and 9 staff bays are proposed. However, the proposed basement floor plan appears to show 11 visitor bays, 8 staff bays and a universal bay. While it is acknowledged that under Local Planning Policy 1.6 *'Car Parking and Access'* universal bays are included within the car parking requirements set out in Table 1, could you please clarify the allocation of car parking bays to visitors/staff? | The parking allocation in the car park has been adjusted to address this comment. Compliant parking is provided wholly onsite, as well as a turnaround bay for efficient and coordinated movement through the car park. |
| 8. Although not directly required by Local Planning Policy 1.6 *'Car Parking and Access'*, 6 bicycle parks have been proposed while there do not appear to be any end-of-trip facilities provided. Could you therefore please provide justification for no end-of-trip facilities appearing to be proposed? | The facility provides end of trip facilities in the form a shower within the disabled toilets, and the staff room will include lockers. |

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| 9. The application has been reviewed by the City's Technical Services Department and the following comments have been provided:<br><br>• The parking bays for drop-off and pick up need to be designed as per user class 3 bays (2.6m wide bays).<br>• The applicant needs to submit long section drawing of the access driveway showing the length and grade of the ramps. The access ramp should be designed in accordance with AS2890.1:2003 section 3.3 (a) where the maximum gradient for the first 6m into car park should be 1:20 (5%).<br>• A detailed drawing showing the height clearance to access the basement car park needs to be provided.<br>• The applicant needs to provide swept paths demonstrating that vehicles (including waste truck) will be able to manoeuvre within the site and exit in a forward gear.<br>• The proposed access driveway needs to be revised to achieve the required distance of 6.0m from the tangent point as per AS 2890.1:2004.<br>• The Marsengo Rd and Broadhurst intersection is very congested during school start and finish times. The additional traffic could increase the congestion at this intersection. SIDRA modelling needs to be undertaken to assess the impact of the proposed development, and a soft copy of the SIDRA modelling needs to be submitted to the City.<br>• No obstruction higher than 700mm within the 2.0x2.5m sight line truncation should be installed.<br>• Prior to commencement of works on site, construction and traffic management plans should be submitted for review and approval by the city.<br>Could you please provide comments in relation to the points above raised by City's Technical Services Department? | • The visitor bays are designed compliant to Australian Standards.<br>• A long section drawing is included with the plans demonstrating compliant gradients.<br>• A sectional drawing confirming acceptable height clearance was included with the drawings at the time of lodgement.<br>• Swept paths demonstrating acceptable vehicle movements were included with the traffic report at the time of lodgement.<br>• The proposed crossover to Islip Court has been adjusted to achieve compliant separation from the intersection tangent point with Broadhurst Crescent, as demonstrated in the revised drawings (**Appendix 1**) and revised TIS (**Appendix 2**).<br>• SIDRA modelling was undertaken per the City's request and the results are shown in the revised TIS, showing no material changes to intersection performance and acceptable traffic/access outcomes.<br>• Refer earlier comments regarding sightlines.<br>• CMP and TMP can be conditioned. |
| 10. The application has been reviewed by the City's Environmental Health Department and the following comments have been provided: | • Noted.<br>• Noted.<br>• Noted.<br>• Noted. |

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| • Construction/landscaping has the potential to cause dust and noise issues to surrounding residents.<br>• This development constitutes a "Food Business" as per Section 107 of the *Food Act 2008* and therefore is to comply with the provisions of the *Food Regulations 2009* and the Food Safety Standards. For further information please contact the City's Health Services. Please note that childcare centres require the development of a Food Safety Program (FSP).<br>• Prior to the commencement of any works an *Application to Construct a Food Business* with plans and specifications of the "Food Business" including details of all fixtures, fittings, appliances and finishes must be submitted to the City of Melville Health Section for approval. The provisions contained in Australian Standard 4674 - Design, Construction and Fitout of Food Premises may be used to determine whether the construction complies with the requirements of Standard 3.2.3 of the Food Safety Standards – "Food Premises and Equipment".<br>• Prior to the commencement of the Food Business an *Application to Register/Notification of a Food Business* is to be submitted with plans and specifications of the "Food Business" including details of all fixtures, fittings, appliances and finishes must be submitted to the City of Melville Health Section for approval. The provisions contained in Australian Standard 4674 - Design, Construction and Fitout of Food Premises may be used to determine whether the construction complies with the requirements of Standard 3.2.3 of the Food Safety Standards – "Food Premises and Equipment".<br>• In relation to the fencing around the property, the outdoor areas will produce a level of noise from children playing and the air conditioning systems. The fencing needs to be adequate to buffer the noise to a level that will comply with the Environmental Protection (Noise) Regulations 1997. It is unclear of the material to be used around the perimeter of the property will achieve this.<br><br>Could you please provide comments in relation to the points above raised by the City's Environmental Health Department? | • The fencing materials adopted on the drawings are based on the acoustic assessment, and were referenced in the acoustic report as having been used for the acoustic modelling. The acoustic report confirmed *Colorbond and Perspex (min 4mm) are acceptable fencing materials*. |
| 11. The application has been reviewed by the City's Landscape Design Department and the following comments have been provided: | A revised landscape plan including this detail is being arranged, however in the interim we are happy for this item to be conditioned. |

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| • There is no mulch or anything under the existing trees. It would be good if this could be included to finish all sides of the property.<br>Could you please provide comments in relation to the point above raised by the City's Landscape Design Department? | |
| 12. The application has been reviewed by the City's Waste Services Department and the following comments have been provided:<br><br>• The plan incorporates a small rear loader, which I believe the contractors are capable of supplying. We do not have a vehicle of that size.<br><br>Could you please provide comments in relation to the point above raised by the City's Waste Services Department? | Noted, the operator has already confirmed with their contractor that the small rear loader is available. |
| 13. The City received twenty-six (26) submissions in total, all of which objected to the proposal. A summary of the submissions is listed below for you to address. Could you please provide comments addressing the submissions summarised below?<br><br>• Increased traffic congestion impacting the local road network. Specifically, cumulative traffic impacts during peak morning and afternoon periods in conjunction with the Saint Thomas More Catholic Church and the Corpus Christi before/after school care, kindergarten, primary and college.<br>• Inadequate Traffic Impact Statement. Does not address existing conditions. There are five properties serviced by Islip Ct not three. There is no bus stop on Broadhurst Cres.<br>• Increased risk of car accidents and safety impacts for pedestrians/cyclists from traffic, speeding and erratic driving behaviour.<br>• Existing difficulties crossing road and no pedestrian crossing proposed.<br>• Air pollution from cars.<br>• Proposed number of parking bays inadequate with potential overflow to street. Urgency making on-street parking more | • The development proposal was supported by a comprehensive TIS prepared by a suitably qualified and experienced traffic engineer. As part of the TIS, a SIDRA has been prepared at the request of the City which demonstrates no material impacts to intersection performance at Broadhurst Crescent / Marsengo Road.<br>• There is no evidence to suggest that there would be an increased risk of *"car accidents and safety impacts"* resulting from this proposal. The TIS demonstrates acceptable traffic and access outcomes. It is also important to note that the local road network is covered by school zones with reduced speed limits during peak AM and PM periods, which is considered to improve safety.<br>• There is no footpath to the eastern side of Broadhurst Crescent, and crossings already exist along Marsengo Road, Broadhurst Crescent, and Islip Court.<br>• There is no evidence to suggest that air pollution from cars is a valid concern, particular in an area which already contains a school.<br>• The proposed development provides a compliant number of parking bays wholly onsite. There is no evidence to suggest overflow parking will occur.<br>• An acoustic assessment was prepared by a suitably qualified and experienced acoustic engineer which demonstrates compliance with the Noise Regulations. Waste collection occurs entirely within the basement |

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| convenient to access entry. On street parking impacts waste collection for surrounding properties. Consideration of no on-street parking requirements. Danger from the proposed entry/exit to the underground car park, which is largely blind and close to Islip Ct/Broadhurst Cres intersection.<br>• Noise impacts from vehicles, waste collection, children playing and/or becoming unsettled.<br>• Inadequate noise assessment. Noise from waste collection truck not accounted for in noise assessment. Concerns that the mechanical services are yet to be designed and in relation to the mitigation required for car park exhaust fan.<br>• Overall effects on surrounding residents' quality of life, amenity and the peaceful/quite nature of the neighbourhood from an influx of people and activity.<br>• Inappropriate location. Located within a peaceful/quite residential area. Existing childcares nearby and Corpus Christi College before/after school care.<br>• Operating hours too early/late. Operating hours inconsistent with LPP 1.12. Contradicting operating hours stated in the application, acoustic assessment and traffic assessment.<br>• Too many children/staff creates a safety hazard. Not enough space on-site.<br>• Health impacts from waste. Increased pests, rodents and insects. Air pollution and odour.<br>• Damage to nearby properties and footpath from demolition and construction.<br>• Children throwing toys over fence.<br>• Loss of privacy and overlooking of adjoining properties.<br>• Displacement of current tenants living in the dwellings on the subject sites.<br>• Loss of trees.<br>• Impacts on property values. | car park, within the times prescribed by Reg.14A of the Noise Regulations.<br>• The local area already contains a major school precinct. A child care facility adjacent to the existing school is appropriate.<br>• The location of the facility achieves the location criteria of the City's Child Care Premises policy.<br>• The proposed hours of operation are supported by the acoustic assessment and it is noted in particular that the basement car park will be highly effective in preventing undue impacts from vehicle noise, and that outdoor play cannot commence until after 7am.<br>• The facility provides compliant indoor and outdoor areas per the relevant regulatory requirements for child care premises.<br>• There is no evidence to suggest health impacts will occur from waste. A WMP supported the application.<br>• A CMP can be prepared prior to commencement of works.<br>• The facility is designed to prevent overlooking.<br>• The displacement of tenants, and perceived impacts on property values, are not relevant planning considerations. |

**APPENDIX 1**

REVISED PLANS




PRELIMINARY

meyer shircore architects

# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

FOR : ATLANTIS INDOOR PLAY CENTRE

Member Australian Institute of Architects

DATE: MAY 2025

REVISION: SK011

SHEET: 0000

PROJECT NUMBER 23-9288

© Meyer Shircore & Associates
ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au




**LOCATION PLAN**
SCALE: 1 : 500

PRELIMINARY

meyer shircore architects

# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN
FOR : ATLANTIS INDOOR PLAY CENTRE

Member Australian Institute of Architects

0 5 10 15 20 25 50

DATE: MAY 2025
REVISION: SK011
SHEET: 1000
SCALE: 1 : 500

PROJECT NUMBER
**23-9288**

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Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
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t: 08 9381 8511 e: msa@meyershircore.com.au




**SITE SURVEY**
SCALE: 1 : 200

PRELIMINARY

meyer shircore architects

# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN
FOR : ATLANTIS INDOOR PLAY CENTRE

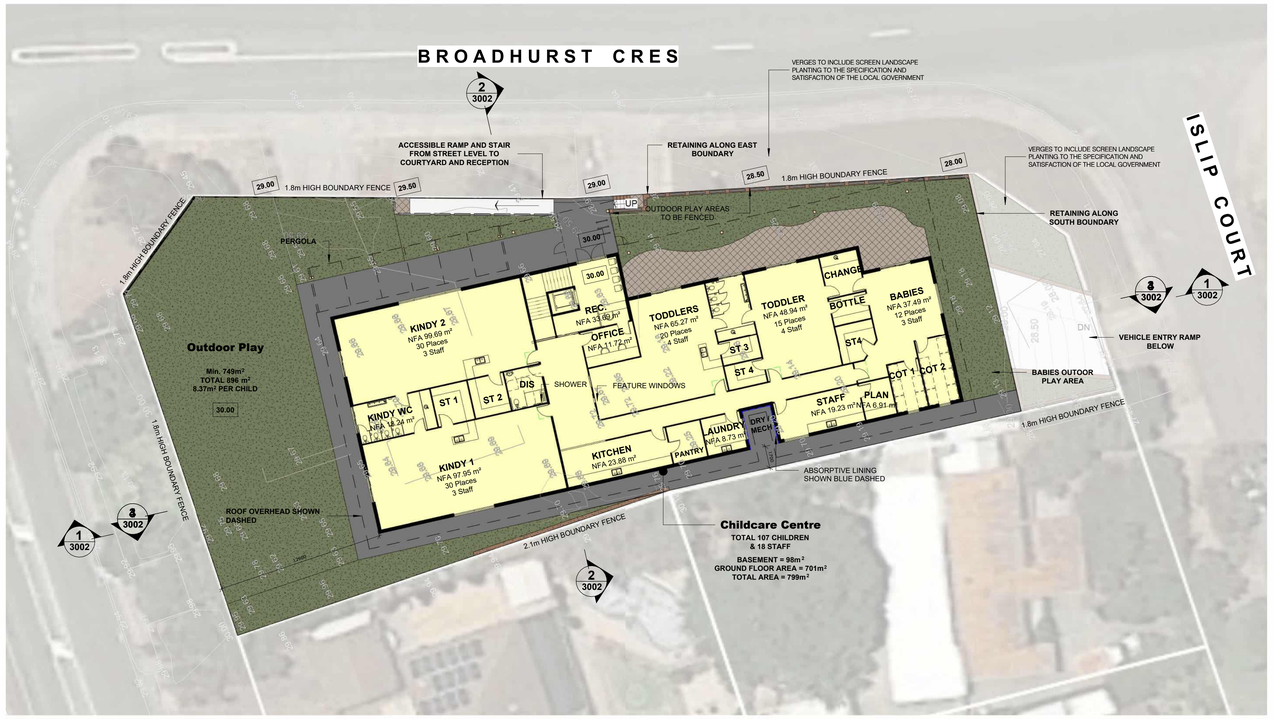
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REVISION: SK011
SHEET: 1001
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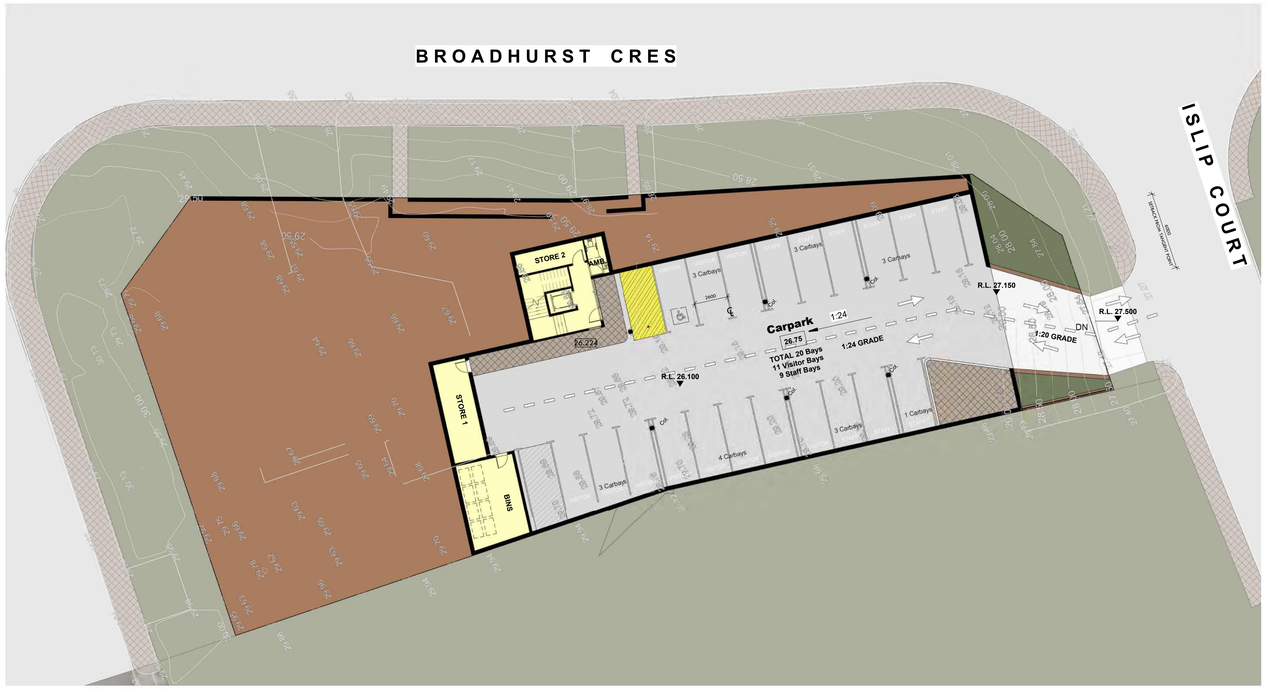
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## GROUND FLOOR PLAN

SCALE: 1 : 200




## BASEMENT/UNDERCROFT FLOOR PLAN

SCALE: 1 : 200

## SITE CRITERIA

**1. Site Area**
a. Site Area — **1,755m²**

**2. Floor Area (GFA)**
a. Basement Entry — 118.9m²
b. Ground Floor — 707m²
**Total Area** — **825.9m²**

**3. Carparking**
i. Bays Required
a. Childcare Centre
18 Staff @ 1:2 — 9 Bays
1:10 Children — 11 Bays
**Total Bays Required** — **20 Bays**

**Total Bays Provided** — **20 Bays**

## CHILD CARE CRITERIA

**1. Centre Capacity**
a. Number of Places — **107 places**

**2. Landscaping**
a. Landscaping Required (7m²/Child) — 749m²
b. Landscaping Provided — **896m²**

**Total m² provided per child** — **7.64m²**

**3. Rooms Distribution**
a. Room 0-12m
Number of Places — 12 Places
Staff Required (1:4 Staff)
Staff Provided — 3 Staff
b. Room 24-36m
Number of Places — 15 Places
Staff Required (1:5 Staff)
Staff Provided — 3 Staff
c. Room 24-36m
Number of Places — 20 Places
Staff Required (1:5 Staff)
Staff Provided — 4 Staff
d. Room +3y
Number of Places — 30 Places
Staff Required (1:10 Staff)
Staff Provided — 3 Staff
3. Room +3y
Number of Places — 30 Places
Staff Required (1:10 Staff)
Staff Provided — 3 Staff

**Total Places** — **107 Places**

**Total Staff** — **18 Staff**
(Includes + 2 Staff for Chef & Manager)

Landscaping
A. Soft Landscaping
Defined as vegetative landscaping.

Gross Floor Area : GFA
A. All Floor Areas on this plan are shown as GROSS FLOOR AREA. Unless otherwise noted as Nett Floor Area
B. Definition of Gross Floor Area is defined as:
i/ GROSS FLOOR AREA OF TENANCY:
Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.
ii/ GROSS FLOOR AREA OF A BUILDING:
Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls

Nett Floor Area : NFA
A. Nett Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.

## SITE DESIGN CHECKLIST

- ☐ 1. SEWER MAINS LOCATION TO BE DETERMINED
- ☐ 2. FIRE MAINS PRESSURE TEST REQUIRED
- ☐ 3. FIRE TANKS OR PUMPS TO BE DETERMINED
- ☐ 4. WESTERN POWER TRANSFORMER LOCATION TO BE DETERMINED
- ☐ 5. CROSSOVER & ACCESS TO STREET TO BE DETERMINED BY LOCAL AUTHORITY
- ☐ 6. FULL FEATURE SITE SURVEY REQUIRED
- ☐ 7. DIAL BEFORE YOU DIG REQUIRED
- ☐ 8. BUSHFIRE ATTACK LEVEL (BAL) TO BE DETERMINED
- ☐ 9. STREET POWER POLES TO BE DETERMINED
- ☐ 10. SITE ZONING & USE TO BE DETERMINED

**NOTE: Any of the following items that do not have an 'X' in the provided square require determination.**

**PRELIMINARY**

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# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN
FOR : ATLANTIS INDOOR PLAY CENTRE

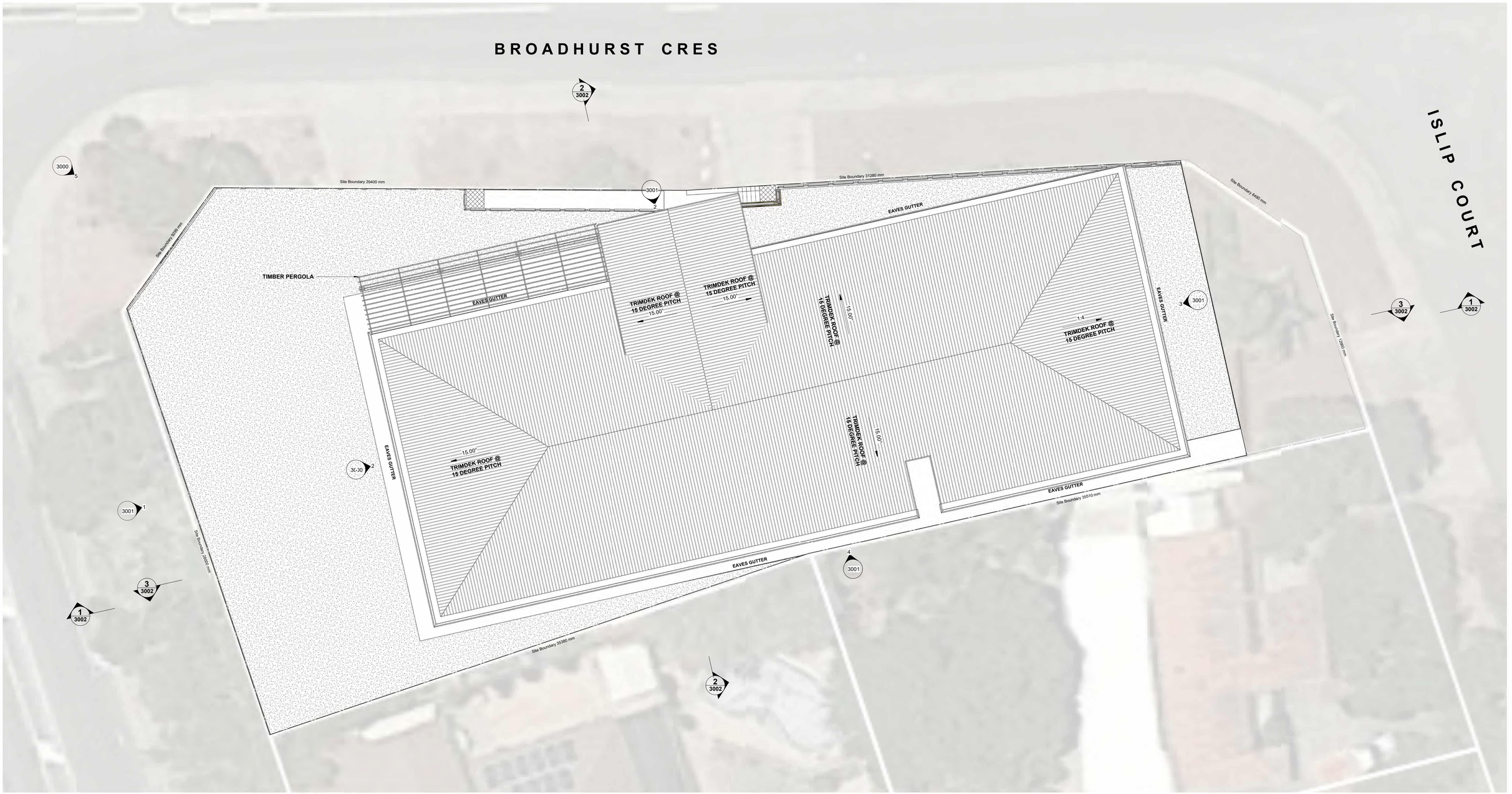
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0 2 4 6 8 10 20

DATE: MAY 2025
REVISION: SK011
SHEET: A - 1002
SCALE: As indicated@B1

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## ROOF PLAN

SCALE: 1 : 100

PRELIMINARY

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# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

FOR : ATLANTIS INDOOR PLAY CENTRE

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0 1 2 3 4 5 10

DATE: MAY 2025

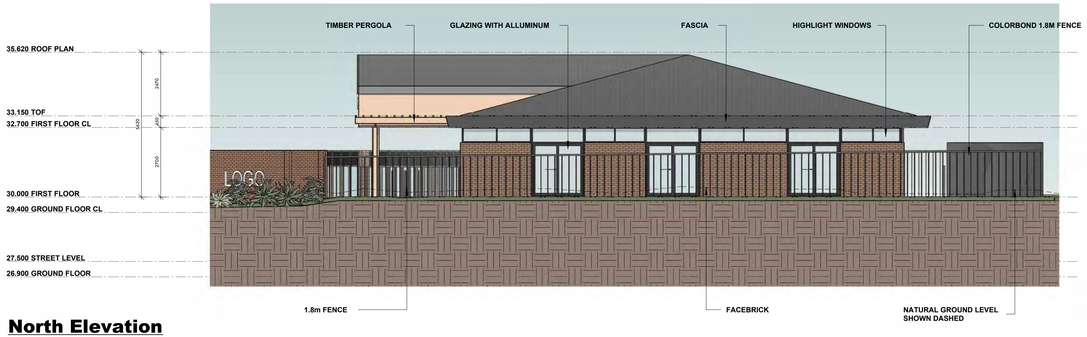
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## North Elevation

SCALE: 1 : 100



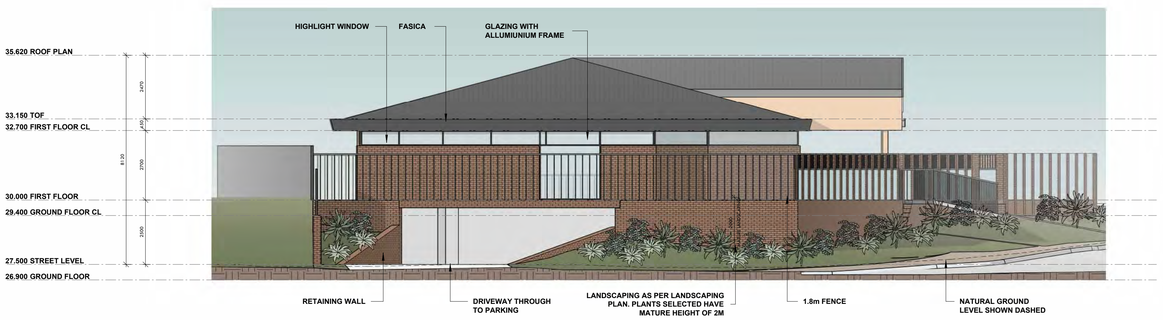

## SIGNAGE NORTH/EAST ELEVATION

SCALE: 1 : 100



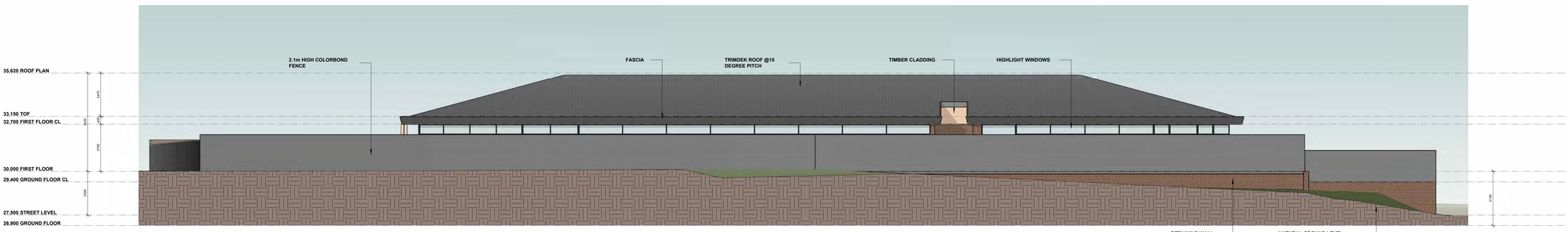

## East Elevation

SCALE: 1 : 100




## South Elevation

SCALE: 1 : 100




## West Elevation

SCALE: 1 : 100

PRELIMINARY

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# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

FOR : ATLANTIS INDOOR PLAY CENTRE

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SCALE: 1 : 100 @B1

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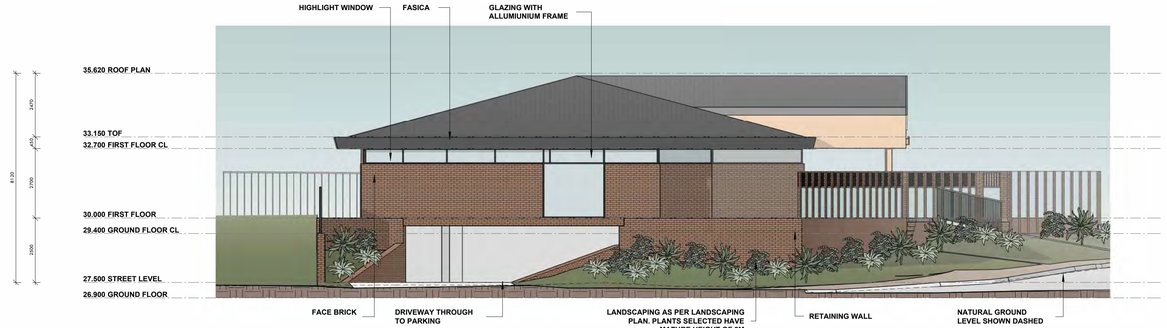

## North Elevation no fence

SCALE: 1 : 100




## East Elevation no fence

SCALE: 1 : 100




## South Elevation no fence

SCALE: 1 : 100




## West Elevation no fence

SCALE: 1 : 100

PRELIMINARY

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# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

FOR : ATLANTIS INDOOR PLAY CENTRE

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0 1 2 3 4 5 10

DATE: MAY 2025

REVISION: SK011

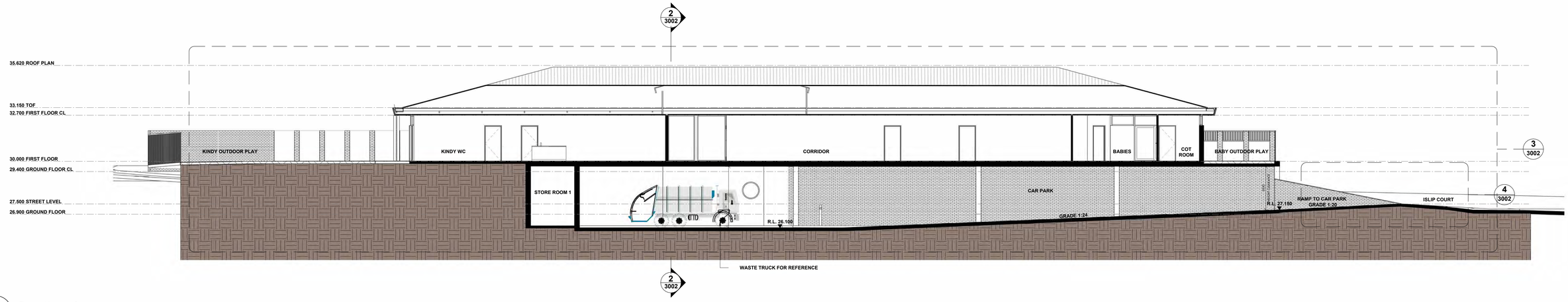
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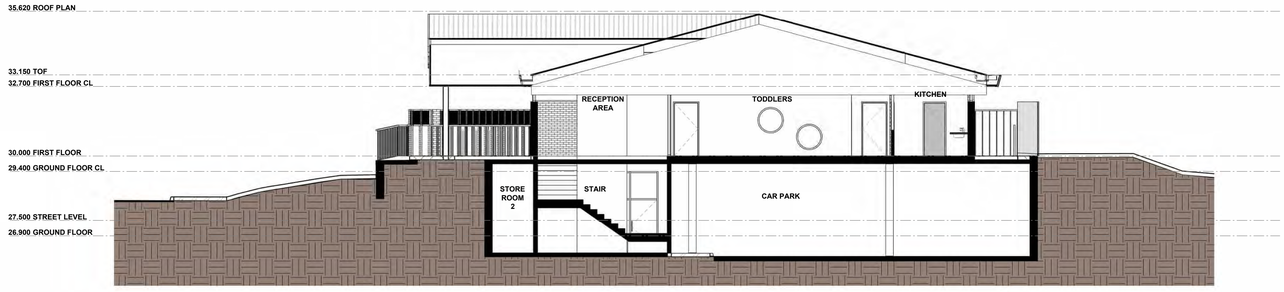
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**1 / 1002 Section 1**
SCALE: 1 : 100

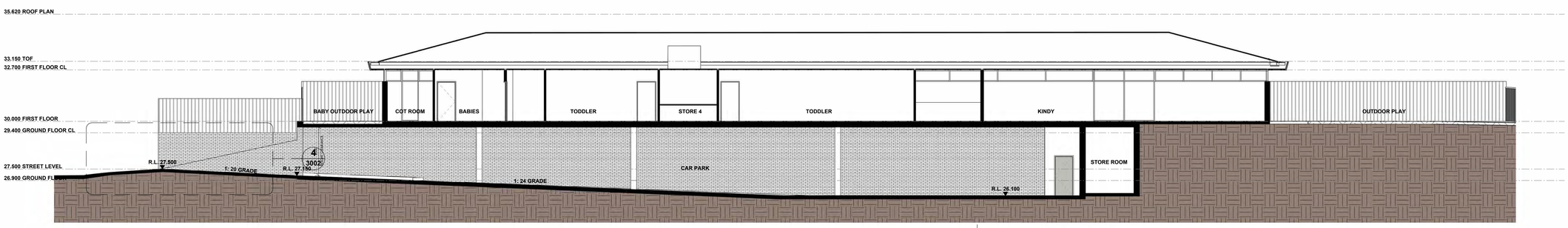



**2 / 1002 Section 2**
SCALE: 1 : 100













**3 / 1002 Section 3**
SCALE: 1 : 100




**4 / 1002 Section 3 SIGHTLINES**
SCALE: 1 : 50




**SIGHTLINE KEY PLAN**
SCALE: 1 : 200

PRELIMINARY

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# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN
FOR : ATLANTIS INDOOR PLAY CENTRE

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0 1 2 3 4 5 10

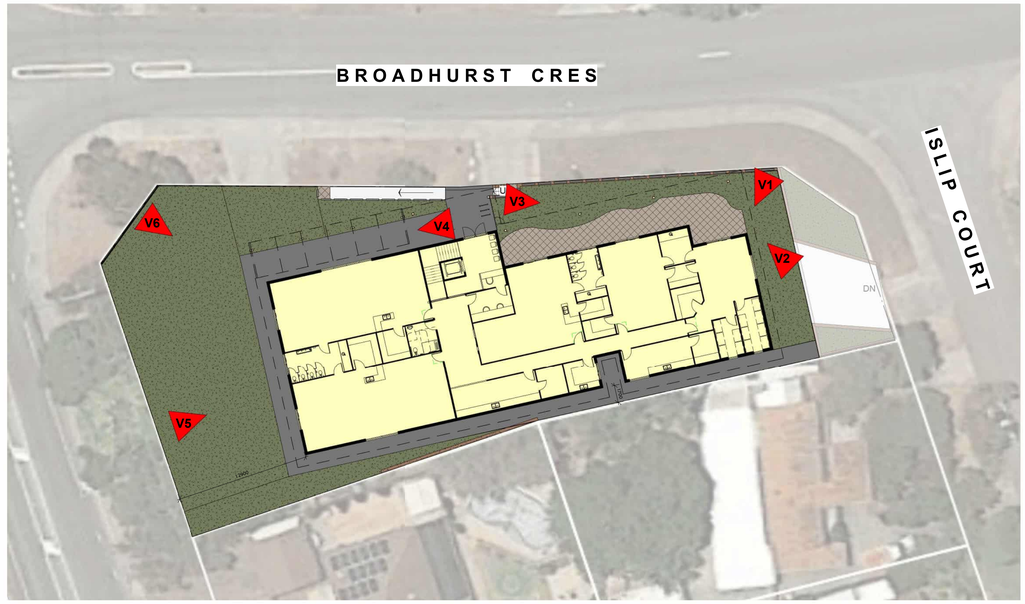
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**VIEW 1**






**VIEW 2**

PRELIMINARY

# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

FOR : ATLANTIS INDOOR PLAY CENTRE

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SHEET: 4000

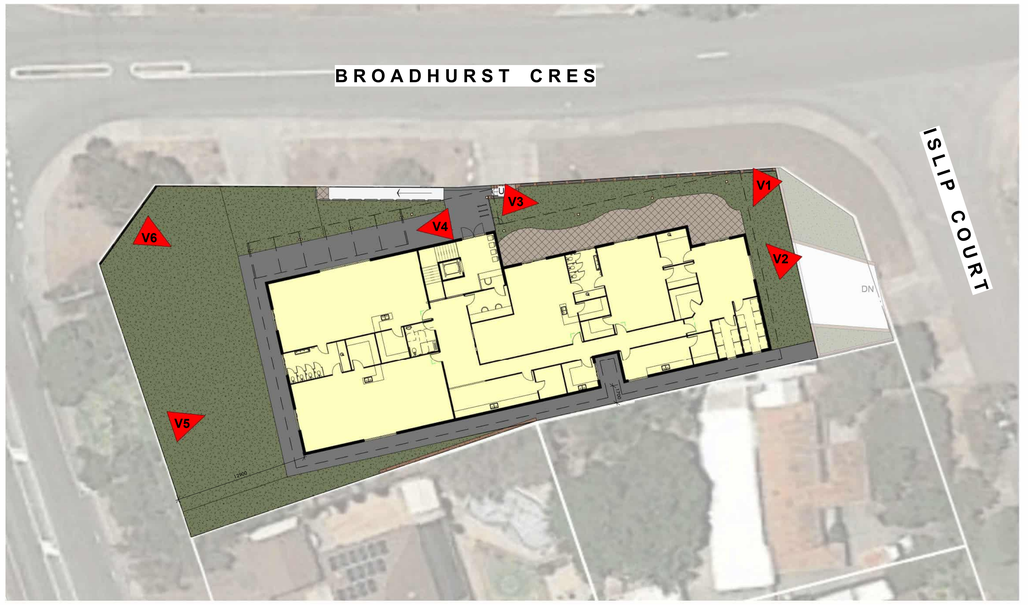
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VIEW 3






VIEW 4

PRELIMINARY

# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

FOR : ATLANTIS INDOOR PLAY CENTRE

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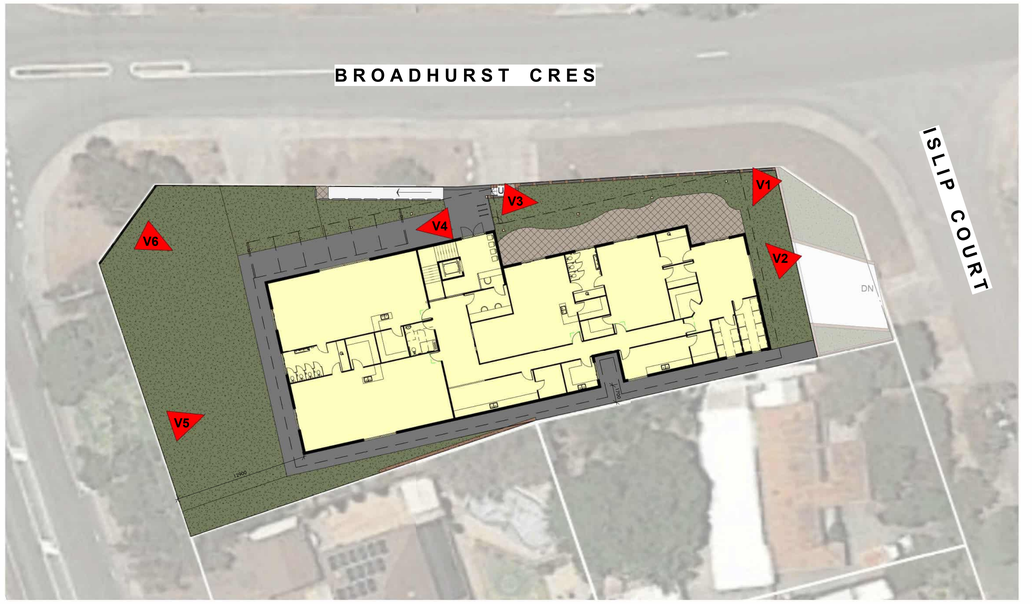
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VIEW 5






VIEW 6

PRELIMINARY

# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

FOR : ATLANTIS INDOOR PLAY CENTRE

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REVISION: SK011

SHEET: 4002

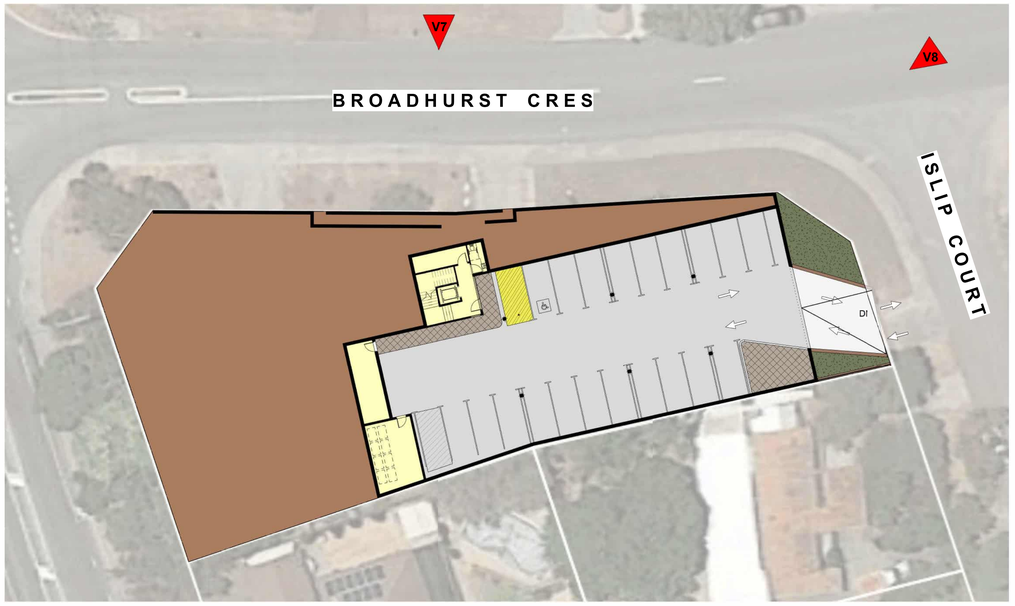
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VIEW 7






VIEW 8

PRELIMINARY

# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

FOR : ATLANTIS INDOOR PLAY CENTRE

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**APPENDIX 2**

REVISED TRAFFIC ASSESSMENT

Engineering a better future for over 20 years!

# Proposed Childcare centre

## 1 Islip Court and 2A & 2B Broadhurst Cresent, Bateman

## Revised Transport Impact Statement

**PREPARED FOR:**

**Hindle Properties**

**May 2025**

# Document history and status

| Author | Revision | Approved by | Date approved | Revision type |
|---|---|---|---|---|
| R Bajwa | r01 | B Bordbar | 31/10/24 | Draft |
| S Disfani | r01a | B Bordbar | 13/12/2024 | Final |
| S Disfani | r01b | B Bordbar | 12/05/2025 | Revised Final |
| | | | | |
| | | | | |
| | | | | |

**File name:** t24.266.sd.r01b

**Author:** Saeed Kamran Disfani

**Project manager:** Behnam Bordbar

**Client:** Hindle Properties

**Project:** 1 Islip Court and 2A & 2B Broadhurst Crescent, Bateman WA

**Document revision:** r01b

**Project number:** t24.266

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# 1 Introduction

This Revised Transport Impact Statement (RTIS) has been prepared by Transcore for Hindle Properties for the proposed childcare centre to be located on the corner of 1 Islip Court and 2A & 2B Broadhurst Cresent, Bateman in the City of Melville.

After the submission of the Development Application and the original TIS to City of Melville, the City requested that a SIDRA analysis of the T-intersection of Marsengo Road/Broadhurst Crescent should be undertaken. Additionally, the City requested further consideration of the proposed development crossover on Islip Court so that compliance with the requirements of AS 2890.1 is achieved. This RTIS has been prepared to address the items requested by city.

The subject site is a corner lot bounded by Islip Court at the south, Broadhurst Crescent at the east and Marsengo Road to the north as shown in **Figure 1**.




**Figure 1: Location of the subject site**

The proposed childcare centre is proposed to cater for 107 children and 18 full time staff members. The development's access is via a proposed crossover on Islip Court. The development plan is presented in **Appendix A** for reference.

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: "A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic[1] and therefore would have a moderate overall impact on the surrounding land uses and transport networks".

**Section 6.2** of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, existing and post development performance of Marsengo Road/Broadhurst Crescent intersection, location of the proposed crossover and parking demand and supply.

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

# 2 Development Proposal

The development proposal is for a childcare centre with a basement carpark to be located at 1 Islip Court, Bateman in the City of Melville. At full capacity, the childcare centre is planned to accommodate 107 children and 18 full-time staff.

The proposed childcare centre includes the following elements:

- Five children activity rooms (one room for 0-12 months, two rooms for 12-36 months, and two rooms for 3-year-olds);
- Two Cot Rooms;
- Entry / Waiting Foyer;
- Reception;
- Meeting Room;
- Office;
- Staff Room;
- Kitchen with Pantry;
- Laundry;
- Store Rooms;
- Toilets and Bathroom amenities;
- Outdoor Play Areas; and,
- basement Car Park with 20 bays (inclusive of one ACROD bay and one Turning Bay)

According to the development plan provided in **Appendix A**, a total of 20-on site, basement parking bays including one ACROD bay is proposed to address the parking demand of the proposed childcare centre. A turnaround bay is also proposed to provide efficient vehicular circulation within the car park.

Vehicular access to the subject site is proposed via a single full-movement crossover on Islip Court. Pedestrian access to the childcare centre is available via the existing external footpath network along Islip Court and Broadhurst Crescent.

The bin store is provided on the northside of the basement car park. The collection of waste and building deliveries are expected to be accommodated within the carpark. It is proposed that servicing will be conducted outside the operating hours of the childcare centre.

# 3 Vehicle Access and Parking

## 3.1 Access

The subject site currently entails three existing full-movement crossovers, two on Broadhurst Crescent and one on Islip Court. As part of the development proposal, the two existing crossovers on Broadhurst Crescent are proposed to be removed and the crossover on Islip Court is proposed to be retained but relocated and modified. The Islip court crossover is proposed to be widened to approximately 6.2m to allow for two-way traffic movements.

In accordance with AS2890.1, this crossover should be located 6.0m from the tangent point of the intersection of Broadhurst Crescent. The proposed revised location for this crossover aligns it with the requirements of AS2890.1.

A turning bay is provided within the basement carpark to facilitate carpark manoeuvrability. Refer to the location of the proposed crossover in **Figure 2**.




**Figure 2: Location of development crossover**

## 3.2 Parking

The proposed development proposes a basement car park, within the subject site, which has a provision of 20 parking bays inclusive of an ACROD bay plus a Turning Bay.

The City of Melville *Local Planning Policy LPP1.6* provides the car parking requirements for various land uses. The parking provision applicable to the proposed childcare centre is as follows:

- 1 car bay is required per 10 children, plus;
- 0.5 car bay per staff member.

The proposed childcare centre will accommodate 107 children and 18 staff members. According to the City's policy, the childcare centre requires a parking provision of 20 parking bays (11 bays for children drop off/pick up and 9 bays for staff).

The childcare centre basement carpark has also been designed with 20 parking bays which include one ACROD bay. Moreover, a turning bay is also proposed to enable exit from the carpark in forward gear.

Therefore, the proposed childcare centre parking provision satisfies the relevant parking requirement.

# 4 Hours of Operation

Based on the information provided to Transcore, the proposed childcare centre is expected to operate on weekdays between 6:30AM and 6:00PM.

# 5 Provision for Service Vehicles

The bin storage area is proposed at the northwest portion of the basement carpark, as is shown in the development plan attached in **Appendix A**. Based on the advice provided to Transcore, the waste collection for the proposed development will be undertaken using a private contractor.

The waste collection will be undertaken using 8.0m rear loader collection vehicle, which has a 2.5m height, and a 3.4m operating height. The operating height will be achieved at the rear of the car park where the clearance is at its highest. The waste collection truck will enter the carpark in forward gear, via the proposed full-movement crossover, on Islip Court, will turn around, within the adequate confines of the basement carpark, and reverse to the bin store for waste collection. The waste truck will then exit the carpark, via the same crossover in forward gear.

It is proposed that servicing will be conducted during after-hours of the childcare centre operation to allow for the service vehicle to manoeuvre within the car park. It is recommended that smaller vehicles, such as vans, should be used for general deliveries.

Turn path analysis has been undertaken for a 8.0m waste collection truck and is included in **Appendix B**. It shows satisfactory access and egress of the waste collection vehicle via Islip Ct.

# 6 Daily Traffic Volumes and Vehicle Types

## 6.1 Existing Development Trip Generation

The subject site is occupied by residential dwellings. It is assumed that the residential dwellings do not generate any traffic at present.

## 6.2 Proposed Development Trip Generation

To establish accurate traffic generation rates for the proposed childcare centre, traffic 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 Bateman Childcare centre, assuming a maximum scenario of 107 children being present (i.e., centre at full capacity):

- AM peak hour: 93 trips generated (53 in / 40 out);
- PM peak hour: 76 trips generated (36 in / 40 out); and,
- Daily traffic generation: 375 trips generated (188 in / 187 out).

## 6.3 Traffic Flow

Based on the site location and residential areas in the immediate locality, the permeability of the local road network, the centre's traffic distribution adopted for this analysis is as follows:

- 40% to/from the residential areas to the north on Dean Road;
- 40% to/from the residential areas to the west/ northwest on Murdoch Drive; and,
- 20% to/from the residential areas to the east on Marsengo Road.

Figure 3 illustrates trip generation and distribution of the development-generated traffic over the local road network. The trip distribution confirms all patrons will access the childcare centre from Islip Cr. Patrons from the north, east and west/ northwest will access the site from Marsengo Road through to Broadhurst Cresent.

It is anticipated no patrons will access the site from the south of South Street as there are established childcare centres within proximity of the Murdoch medical and university precincts.




Figure 3: Estimated traffic movements for the proposed childcare centre

## 6.4 Impact on Surrounding Roads

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

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

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

# 7 Traffic Management on the Frontage Streets

**Islip Ct,** south of the subject site, is constructed as a 7.5m wide single carriageway two-lane road forming a cul-de-sac. A pedestrian path is currently available on the northern side of the road.

Islip Ct is classified as an *Access Road* in the Main Roads *Metropolitan Functional Road Hierarchy.* It operates under the default, built-up area speed limit of 50km/h.

Islip Ct forms an unsignalised T-intersection with Broadhurst Crescent to the east. Refer to **Figure 4** for more details.



**Figure 4: Eastbound view of Islip Ct**

**Broadhurst Crescent,** east of the subject site, is constructed as a 10.0m wide single-carriageway road. A Pedestrian path is currently available on the western side of the road.

Broadhurst Crescent is classified as an *Access Road* in the Main Roads *Metropolitan Functional Road Hierarchy.* It operates under the default, built-up area speed limit of 50km/h.

Broadhurst Crescent forms an unsignalised T-intersection with Islip Ct and Marsengo Road. Refer to **Figure 5** for more details.



Figure 5: Northbound view of Broadhurst Cr & Marsengo Rd T-Intersection

**Marsengo Rd,** north of the subject site, is constructed as an 11.4m wide dual-carriageway two-lane road. Pedestrian paths and dedicated bicycle lanes are available on both sides of the road.

Marsengo Rd is classified as a *Local Distributor* in the Main Roads *Metropolitan Functional Road Hierarchy.* It operates under the default, built-up area speed limit of 50km/h.

Marsengo Rd forms an unsignalised T-intersection with Broadhurst Crescent and Murdoch Drive. Refer to Figure 6 for more information.



Figure 6: Westbound view of Marsengo Rd

# 8 Public Transport Access

The closest bus stop to the subject site is no. 19975 which is situated directly in front of the proposed childcare centre on Broadhurst Cr (before Marsengo Road). The bus service available at this location is Transperth Route 505 as shown in Figure 7. This bus service provides a direct connection to Murdoch and Bull Creek Train Stations.

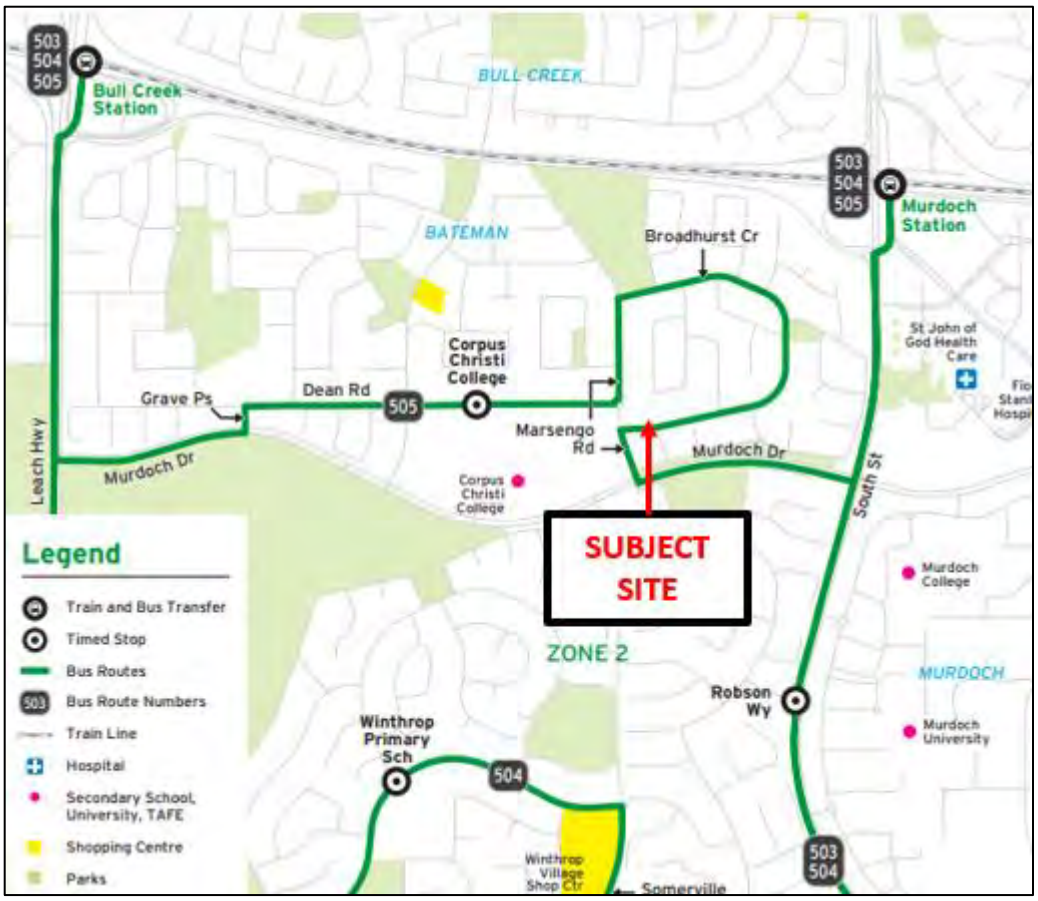



Figure 7: Bus Service 505 (Transperth Maps)

# 9 Pedestrian Access

Pedestrian access to the proposed development is available via the existing external footpath network along Islip Court, Broadhurst Crescent and Marsengo Road as shown in Figure 8 below. The proposed childcare centre will provide two direct connections for pedestrians on Broadhurst Cres. The walking distance via the existing footpath network to Murdoch Train Station is approximately 20 minutes.

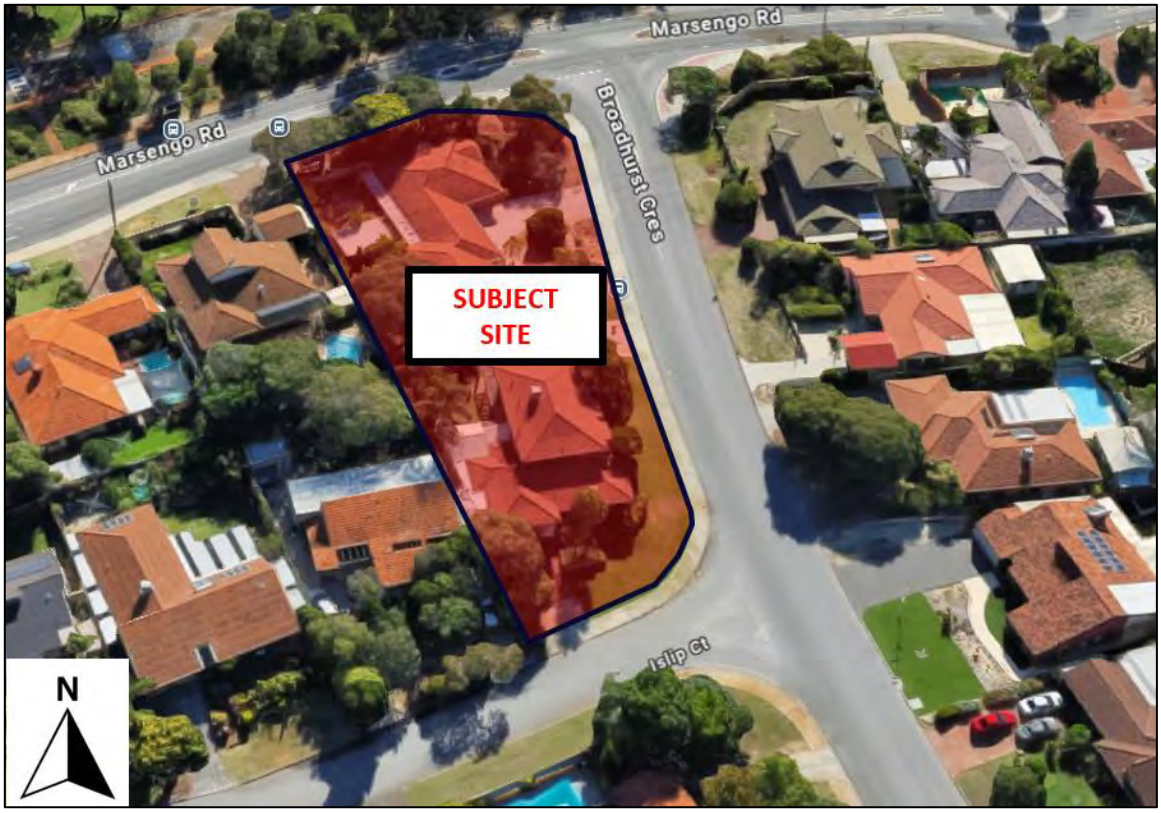



Figure 8: Islip Ct, Broadhurst Cres and Marsengo Rd Existing Footpath Network

# 10 Cycle Access

The Perth Bicycle Network Map illustrated in **Figure 8** shows the existing cyclist connectivity to the subject site. Marsengo Rd and Broadhurst Cr, north and east of the subject site respectively, are shown to have Perth Bicycle Network (PBN) and High-Quality Shared Paths. This provides further links to other bicycle paths and cycle access to the Murdoch Train Station.

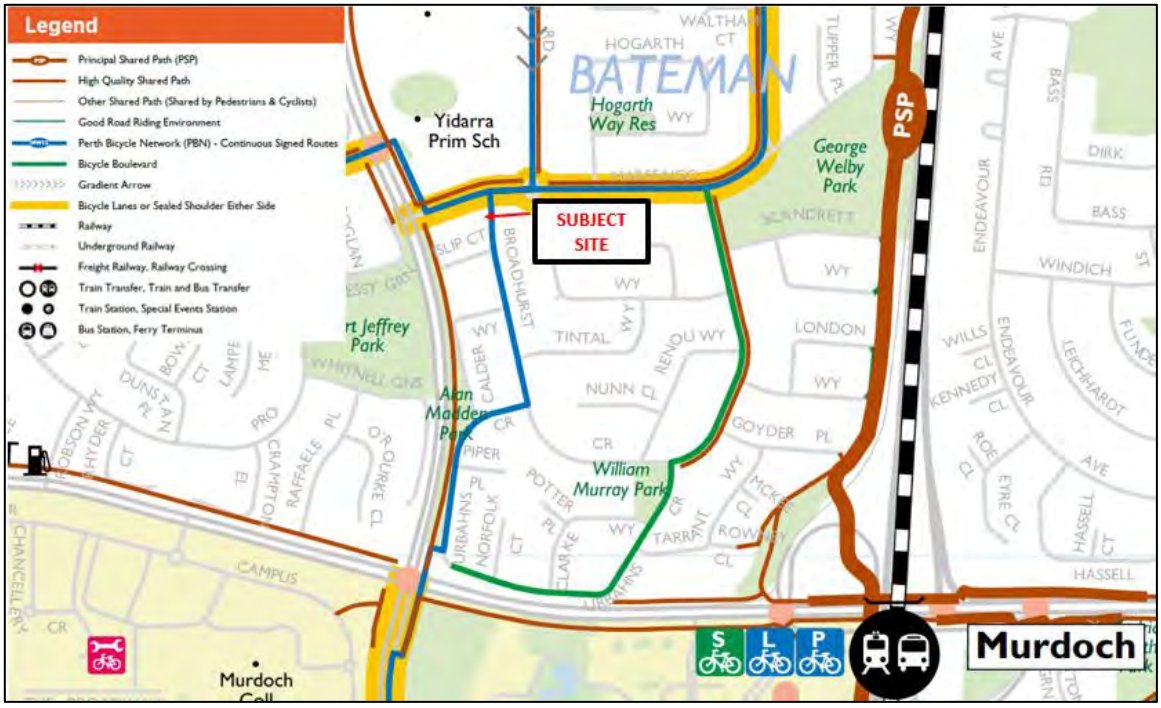



**Figure 8: Extract from Bicycle Network Map (Department of Transport)**

# 11 Site Specific Issues

In accordance with AS2890.1, the proposed development crossover should be located 6.0m from the tangent point of the intersection of Broadhurst Crescent. The proposed revised location for this crossover aligns it with the requirements of AS2890.1.

# 12 Safety Issues

AS requested by City of Melville a SIDRA analysis of the Marsengo Road/Broadhurst Crescent intersection was undertaken for the existing and post development scenarios.

Transcore organised video traffic survey of the intersection for a weekday outside of school holiday (Wednesday April 30th 2025) and completed the SIDRA modelling and analysis. The results indicate a Level of Service A (LoS A) for both the AM and PM peak hour periods under both existing conditions and the post-development scenario. The results of the Sidra analysis are presented in **APPENDIX C**.

The roundabout intersection of Marsengo Road and Dean Road was not modelled in SIDRA, however video survey and site observations has indicated that the roundabout functions satisfactory during both AM and PM peak periods. The same also indicated that during AM peak hour some queuing on the western leg of the roundabout occurs but these queues were observed to dissipate quickly.

# 13 Conclusions

This Revised Transport Impact Statement (RTIS) has been prepared by Transcore for Meyer Shircore Architects regarding the proposed childcare centre development to be located at 1 Islip Court and 2A & 2B Broadhurst Cresent, Bateman in the City of Melville.

The proposal entails the construction of a childcare centre with on-site, basement parking. The proposed development crossover is to be positioned on the corner of Islip Ct and Broadhurst Cr. The proposed childcare centre is to cater to 107 children and 18 staff.

The development on-site, basement car park entails parking provision of 20 parking bays (inclusive of one ACROD bay).

The traffic analysis undertaken in this report demonstrates that the estimated traffic generation of the proposed development is below the critical threshold set by WAPC and as such, would not have any significant impact on the surrounding road network.

The waste collection will be undertaken using 8.0m rear loader collection vehicle, which has a 2.5m height, and a 3.4m operating height. The operating height will be achieved at the rear of the car park where the clearance is at its highest. The waste collection truck will enter the carpark in forward gear, will turn around and reverse to the bin store for waste collection. The waste truck will then exit the carpark in forward gear.

The site features excellent connectivity with the existing road, path and cyclist network and public transport coverage via the existing bus service operating directly in front of the site.

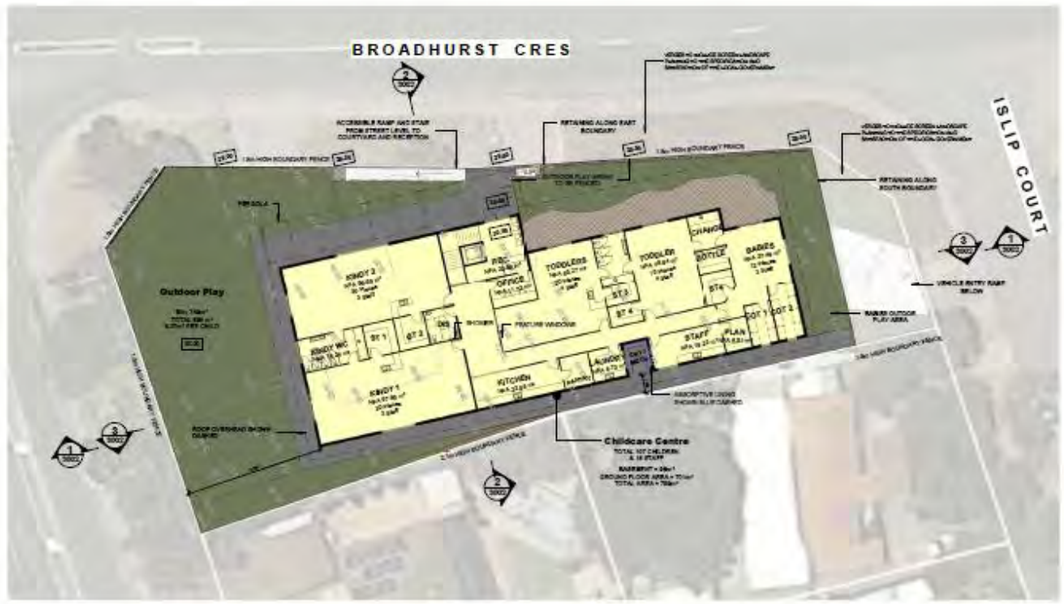
The SIDRA analysis of the Marsengo Road/Broadhurst Crescent intersection demonstrated Level of Service A during both AM and PM peak periods for both existing and post development scenarios. As a result, no particular transport or safety issues are anticipated as a result of the proposed development.

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

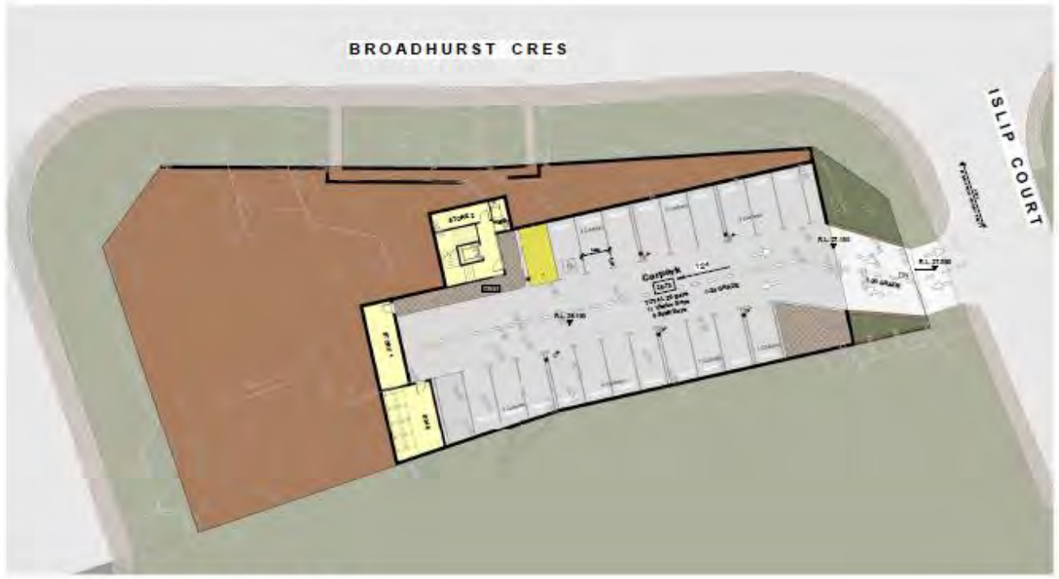
# Appendix A

## PROPOSED DEVELOPMENT PLAN

Engineering a better future for over 20 years!




**GROUND FLOOR PLAN**




**BASEMENT/UNDERCROFT FLOOR PLAN**

## SITE CRITERIA

1. Site Area
a. Site Area: 1,766m²

2. Floor Area (GFA)
a. Basement Entry: 115.9m²
b. Ground Floor: 707m²
Total Area: 826.9m²

3. Carparking
1. Bays Required
a. Childcare Centre
16 Staff @ 1:2: 8 Bays
1:10 Children: 11 Bays
Total Bays Required: 20 Bays

Total Bays Provided: 20 Bays

## CHILD CARE CRITERIA

1. Centre Capacity
a. Number of Places: 107 places

2. Landscaping
a. Landscaping Required (7m²/Child): 749m²
b. Landscaping Provided: 896m²

Total m² provided per child: 7.84m²

3. Rooms Distribution
a. Room 0-12m
Number of Places: 12 Places
Staff Required: 1:4 Staff: 2 Staff
Staff Provided: 2 Staff
b. Room 24-36m
Number of Places: 15 Places
Staff Required: 1:5 Staff: 3 Staff
Staff Provided: 3 Staff
c. Room 24-36m
Number of Places: 20 Places
Staff Required: 1:5 Staff: 4 Staff
Staff Provided: 4 Staff
d. Room +3y
Number of Places: 30 Places
Staff Required: 1:10 Staff: 3 Staff
Staff Provided: 3 Staff
e. Room +3y
Number of Places: 30 Places
Staff Required: 1:10 Staff: 3 Staff
Staff Provided: 3 Staff

Total Places: 107 Places

Total Staff: 16 Staff
(Includes + 2 Staff for Chef & Manager)

## SITE DESIGN CHECKLIST

- [ ] 1. SEWER MAINS LOCATION TO BE DETERMINED
- [ ] 2. FIRE MAINS PRESSURE TEST REQUIRED
- [ ] 3. FIRE TANKS OR PUMPS TO BE DETERMINED
- [ ] 4. WESTERN POWER TRANSFORMER LOCATION TO BE DETERMINED
- [ ] 5. CROSSOVER & ACCESS TO STREET TO BE DETERMINED BY LOCAL AUTHORITY
- [ ] 6. FULL FEATURE SITE SURVEY REQUIRED
- [ ] 7. DIAL BEFORE YOU DIG REQUIRED
- [ ] 8. BUSHFIRE ATTACK LEVEL (BAL) TO BE DETERMINED
- [ ] 9. STREET POWER POLES TO BE DETERMINED
- [ ] 10. SITE ZONING & USE TO BE DETERMINED

NOTE: Any of the following items that do not have an 'X' in the provided square require determination.

PRELIMINARY

meyer shircore architects

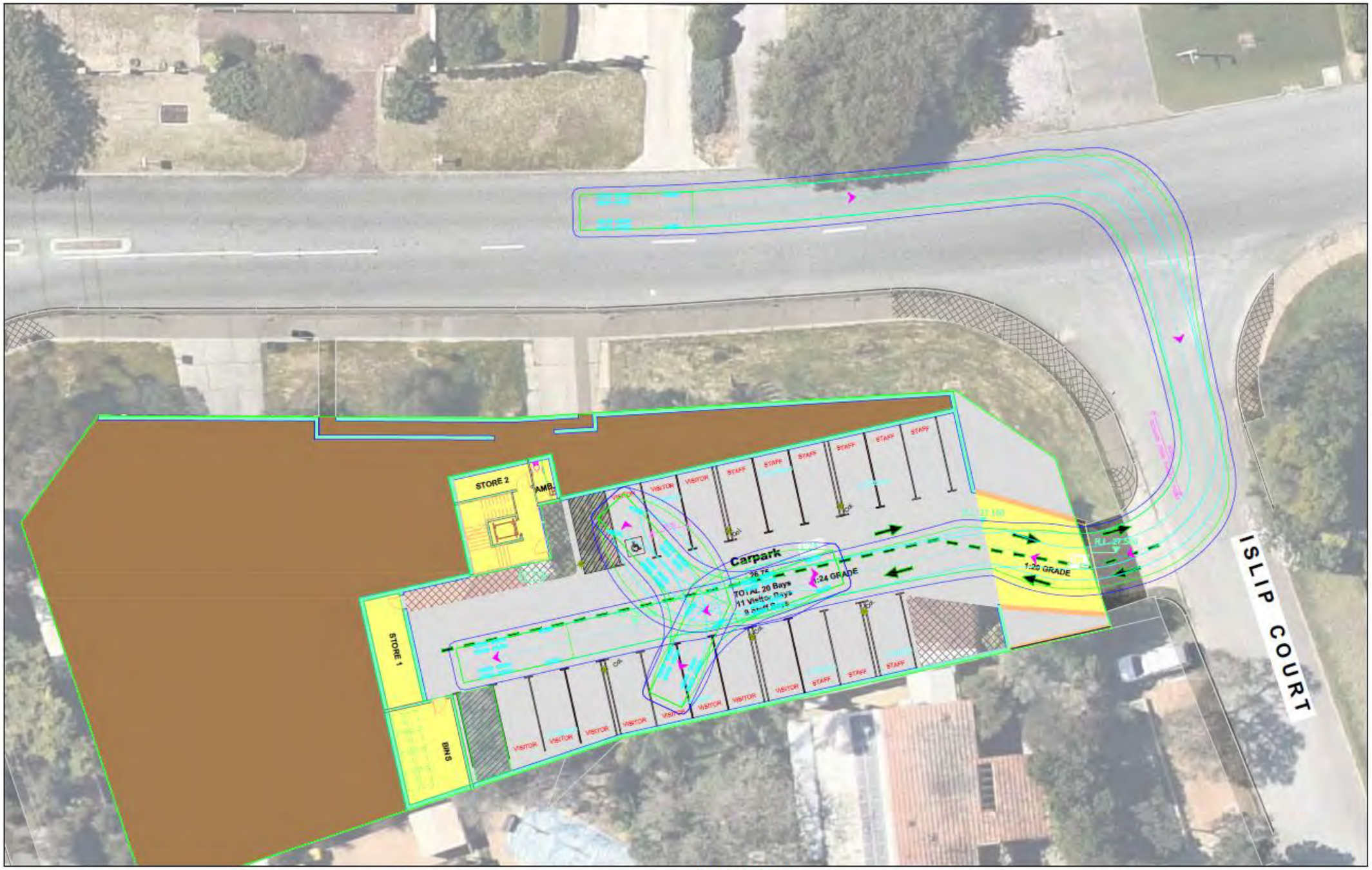
**PROPOSED CHILDCARE DEVELOPMENT**
LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN
FOR : ATLANTIS INDOOR PLAY CENTRE

DATE: MAY 2025 PROJECT NUMBER
REVISION: SK011 23-9288
SHEET: A1 A - 1002
SCALE: Indicated@A1

# Appendix B

## TURN PATH ANALYSIS

Engineering a better future for over 20 years!




Cnr Broadhurst Cres & Islip Court, Bateman

8.0m Waste Collection Truck

Bins Area Access

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t24.266.sk08

09/05/2025

Scale: 1:250 @ A3

transcore




Cnr Broadhurst Cres & Islip Court, Bateman

8.0m Waste Collection Truck

Bins Area Egress

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t24.266.sk09

09/05/2025

Scale: 1:250 @ A3

transcore




Cnr Broadhurst Cres & Islip Court, Bateman

B99 & B85 Passenger Car

Simultaneous Entry & Exit at Crossover

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t24.266.sk10

09/05/2025

Scale: 1:250 @ A3

transcore

# Appendix C

## SIDRA ANALYSIS

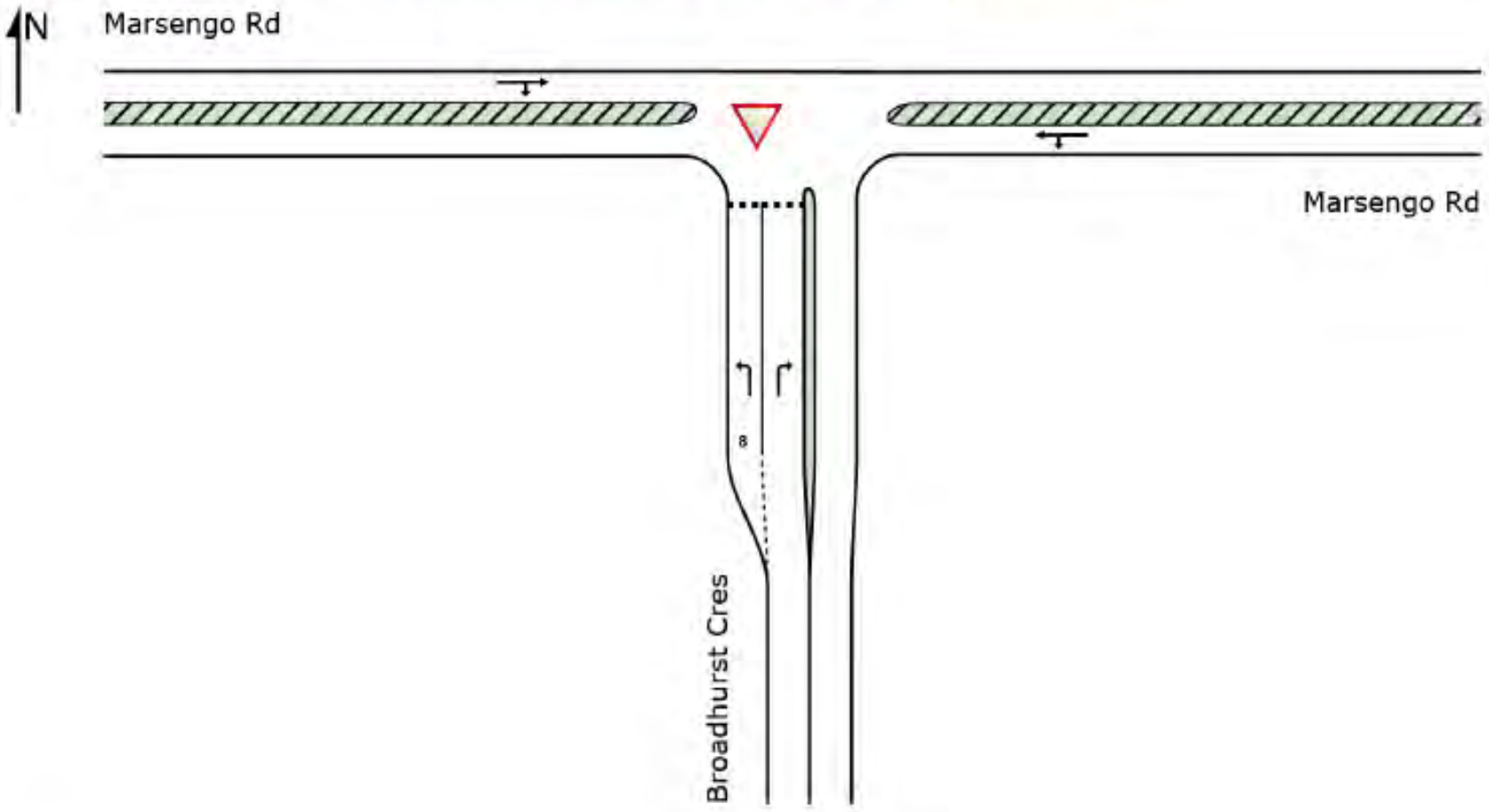
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# SITE LAYOUT

## ▽ Site: [Marsengo Rd & Broadhurst Cres - Existing - AM (Site Folder: Existing)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.




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# MOVEMENT SUMMARY

## Site: [Marsengo Rd & Broadhurst Cres - Existing - AM (Site Folder: Existing)]

Site Category: (None)
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Broadhurst Cres | | | | | | | | | | | | | | |
| 1 | L2 | 55 | 2.0 | 58 | 2.0 | 0.046 | 4.3 | LOS A | 0.2 | 1.3 | 0.33 | 0.50 | 0.33 | 37.0 |
| 3 | R2 | 13 | 2.0 | 14 | 2.0 | 0.027 | 8.5 | LOS A | 0.1 | 0.6 | 0.61 | 0.76 | 0.61 | 36.4 |
| Approach | | 68 | 2.0 | 72 | 2.0 | 0.046 | 5.1 | LOS A | 0.2 | 1.3 | 0.39 | 0.55 | 0.39 | 36.9 |
| East: Marsengo Rd | | | | | | | | | | | | | | |
| 4 | L2 | 7 | 2.0 | 7 | 2.0 | 0.145 | 3.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 40.0 |
| 5 | T1 | 245 | 2.0 | 258 | 2.0 | 0.145 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 39.9 |
| Approach | | 252 | 2.0 | 265 | 2.0 | 0.145 | 0.1 | NA | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 39.9 |
| West: Marsengo Rd | | | | | | | | | | | | | | |
| 11 | T1 | 495 | 2.0 | 521 | 2.0 | 0.317 | 0.2 | LOS A | 0.5 | 3.6 | 0.09 | 0.04 | 0.09 | 39.5 |
| 12 | R2 | 46 | 2.0 | 48 | 2.0 | 0.317 | 4.8 | LOS A | 0.5 | 3.6 | 0.09 | 0.04 | 0.09 | 39.6 |
| Approach | | 541 | 2.0 | 569 | 2.0 | 0.317 | 0.6 | NA | 0.5 | 3.6 | 0.09 | 0.04 | 0.09 | 39.5 |
| All Vehicles | | 861 | 2.0 | 906 | 2.0 | 0.317 | 0.8 | NA | 0.5 | 3.6 | 0.09 | 0.07 | 0.09 | 39.4 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is Included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

## Site: [Marsengo Rd & Broadhurst Cres - Existing - PM (Site Folder: Existing)]

Site Category: (None)
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Broadhurst Cres | | | | | | | | | | | | | | |
| 1 | L2 | 47 | 2.0 | 49 | 2.0 | 0.038 | 4.2 | LOS A | 0.1 | 1.1 | 0.31 | 0.48 | 0.31 | 37.1 |
| 3 | R2 | 7 | 2.0 | 7 | 2.0 | 0.012 | 6.9 | LOS A | 0.0 | 0.3 | 0.50 | 0.64 | 0.50 | 37.0 |
| Approach | | 54 | 2.0 | 57 | 2.0 | 0.038 | 4.5 | LOS A | 0.1 | 1.1 | 0.34 | 0.51 | 0.34 | 37.1 |
| East: Marsengo Rd | | | | | | | | | | | | | | |
| 4 | L2 | 15 | 2.0 | 16 | 2.0 | 0.134 | 3.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 40.0 |
| 5 | T1 | 217 | 2.0 | 228 | 2.0 | 0.134 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 39.8 |
| Approach | | 232 | 2.0 | 244 | 2.0 | 0.134 | 0.3 | NA | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 39.8 |
| West: Marsengo Rd | | | | | | | | | | | | | | |
| 11 | T1 | 348 | 2.0 | 366 | 2.0 | 0.249 | 0.3 | LOS A | 0.6 | 4.6 | 0.15 | 0.08 | 0.15 | 39.2 |
| 12 | R2 | 67 | 2.0 | 71 | 2.0 | 0.249 | 4.6 | LOS A | 0.6 | 4.6 | 0.15 | 0.08 | 0.15 | 39.2 |
| Approach | | 415 | 2.0 | 437 | 2.0 | 0.249 | 1.0 | NA | 0.6 | 4.6 | 0.15 | 0.08 | 0.15 | 39.2 |
| All Vehicles | | 701 | 2.0 | 738 | 2.0 | 0.249 | 1.0 | NA | 0.6 | 4.6 | 0.12 | 0.10 | 0.12 | 39.2 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is Included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

## Site: [Marsengo Rd & Broadhurst Cres - Existing - PM (Site Folder: Existing)]

Site Category: (None)
Give Way (Two Way)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Broadhurst Cres | | | | | | | | | | | | | | |
| 1 | L2 | 47 | 2.0 | 49 | 2.0 | 0.038 | 4.2 | LOS A | 0.1 | 1.1 | 0.31 | 0.48 | 0.31 | 37.1 |
| 3 | R2 | 7 | 2.0 | 7 | 2.0 | 0.012 | 6.9 | LOS A | 0.0 | 0.3 | 0.50 | 0.64 | 0.50 | 37.0 |
| Approach | | 54 | 2.0 | 57 | 2.0 | 0.038 | 4.5 | LOS A | 0.1 | 1.1 | 0.34 | 0.51 | 0.34 | 37.1 |
| East: Marsengo Rd | | | | | | | | | | | | | | |
| 4 | L2 | 15 | 2.0 | 16 | 2.0 | 0.134 | 3.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 40.0 |
| 5 | T1 | 217 | 2.0 | 228 | 2.0 | 0.134 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 39.8 |
| Approach | | 232 | 2.0 | 244 | 2.0 | 0.134 | 0.3 | NA | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 39.8 |
| West: Marsengo Rd | | | | | | | | | | | | | | |
| 11 | T1 | 348 | 2.0 | 366 | 2.0 | 0.249 | 0.3 | LOS A | 0.6 | 4.6 | 0.15 | 0.08 | 0.15 | 39.2 |
| 12 | R2 | 67 | 2.0 | 71 | 2.0 | 0.249 | 4.6 | LOS A | 0.6 | 4.6 | 0.15 | 0.08 | 0.15 | 39.2 |
| Approach | | 415 | 2.0 | 437 | 2.0 | 0.249 | 1.0 | NA | 0.6 | 4.6 | 0.15 | 0.08 | 0.15 | 39.2 |
| All Vehicles | | 701 | 2.0 | 738 | 2.0 | 0.249 | 1.0 | NA | 0.6 | 4.6 | 0.12 | 0.10 | 0.12 | 39.2 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

## Site: [Marsengo Rd & Broadhurst Cres - Post Development - PM (Site Folder: Post Development)]

Site Category: (None)
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Broadhurst Cres | | | | | | | | | | | | | | |
| 1 | L2 | 63 | 2.0 | 66 | 2.0 | 0.051 | 4.2 | LOS A | 0.2 | 1.5 | 0.31 | 0.49 | 0.31 | 37.1 |
| 3 | R2 | 31 | 2.0 | 33 | 2.0 | 0.053 | 7.3 | LOS A | 0.2 | 1.3 | 0.53 | 0.73 | 0.53 | 36.9 |
| Approach | | 94 | 2.0 | 99 | 2.0 | 0.053 | 5.2 | LOS A | 0.2 | 1.5 | 0.39 | 0.57 | 0.39 | 37.0 |
| East: Marsengo Rd | | | | | | | | | | | | | | |
| 4 | L2 | 37 | 2.0 | 39 | 2.0 | 0.147 | 3.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.07 | 0.00 | 39.9 |
| 5 | T1 | 217 | 2.0 | 228 | 2.0 | 0.147 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.07 | 0.00 | 39.6 |
| Approach | | 254 | 2.0 | 267 | 2.0 | 0.147 | 0.5 | NA | 0.0 | 0.0 | 0.00 | 0.07 | 0.00 | 39.7 |
| West: Marsengo Rd | | | | | | | | | | | | | | |
| 11 | T1 | 348 | 2.0 | 366 | 2.0 | 0.262 | 0.4 | LOS A | 0.8 | 5.7 | 0.19 | 0.10 | 0.19 | 39.0 |
| 12 | R2 | 81 | 2.0 | 85 | 2.0 | 0.262 | 4.7 | LOS A | 0.8 | 5.7 | 0.19 | 0.10 | 0.19 | 39.1 |
| Approach | | 429 | 2.0 | 452 | 2.0 | 0.262 | 1.2 | NA | 0.8 | 5.7 | 0.19 | 0.10 | 0.19 | 39.0 |
| All Vehicles | | 777 | 2.0 | 818 | 2.0 | 0.262 | 1.5 | NA | 0.8 | 5.7 | 0.15 | 0.14 | 0.15 | 38.9 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Engineering a better future for over 20 years!

# Proposed Childcare centre

## 1 Islip Court and 2A & 2B Broadhurst Cresent, Bateman

## Revised Transport Impact Statement

**PREPARED FOR:**

**Hindle Properties**

**May 2025**

# Document history and status

| Author | Revision | Approved by | Date approved | Revision type |
|---|---|---|---|---|
| R Bajwa | r01 | B Bordbar | 31/10/24 | Draft |
| S Disfani | r01a | B Bordbar | 13/12/2024 | Final |
| S Disfani | r01b | B Bordbar | 12/05/2025 | Revised Final |
| | | | | |
| | | | | |
| | | | | |

**File name:** t24.266.sd.r01b

**Author:** Saeed Kamran Disfani

**Project manager:** Behnam Bordbar

**Client:** Hindle Properties

**Project:** 1 Islip Court and 2A & 2B Broadhurst Crescent, Bateman WA

**Document revision:** r01b

**Project number:** t24.266

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# 1 Introduction

This Revised Transport Impact Statement (RTIS) has been prepared by Transcore for Hindle Properties for the proposed childcare centre to be located on the corner of 1 Islip Court and 2A & 2B Broadhurst Cresent, Bateman in the City of Melville.

After the submission of the Development Application and the original TIS to City of Melville, the City requested that a SIDRA analysis of the T-intersection of Marsengo Road/Broadhurst Crescent should be undertaken. Additionally, the City requested further consideration of the proposed development crossover on Islip Court so that compliance with the requirements of AS 2890.1 is achieved. This RTIS has been prepared to address the items requested by city.

The subject site is a corner lot bounded by Islip Court at the south, Broadhurst Crescent at the east and Marsengo Road to the north as shown in **Figure 1**.




**Figure 1: Location of the subject site**

The proposed childcare centre is proposed to cater for 107 children and 18 full time staff members. The development's access is via a proposed crossover on Islip Court. The development plan is presented in **Appendix A** for reference.

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: "A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic[1] and therefore would have a moderate overall impact on the surrounding land uses and transport networks".

**Section 6.2** of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, existing and post development performance of Marsengo Road/Broadhurst Crescent intersection, location of the proposed crossover and parking demand and supply.

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

# 2 Development Proposal

The development proposal is for a childcare centre with a basement carpark to be located at 1 Islip Court, Bateman in the City of Melville. At full capacity, the childcare centre is planned to accommodate 107 children and 18 full-time staff.

The proposed childcare centre includes the following elements:

- Five children activity rooms (one room for 0-12 months, two rooms for 12-36 months, and two rooms for 3-year-olds);
- Two Cot Rooms;
- Entry / Waiting Foyer;
- Reception;
- Meeting Room;
- Office;
- Staff Room;
- Kitchen with Pantry;
- Laundry;
- Store Rooms;
- Toilets and Bathroom amenities;
- Outdoor Play Areas; and,
- basement Car Park with 20 bays (inclusive of one ACROD bay and one Turning Bay)

According to the development plan provided in **Appendix A**, a total of 20-on site, basement parking bays including one ACROD bay is proposed to address the parking demand of the proposed childcare centre. A turnaround bay is also proposed to provide efficient vehicular circulation within the car park.

Vehicular access to the subject site is proposed via a single full-movement crossover on Islip Court. Pedestrian access to the childcare centre is available via the existing external footpath network along Islip Court and Broadhurst Crescent.

The bin store is provided on the northside of the basement car park. The collection of waste and building deliveries are expected to be accommodated within the carpark. It is proposed that servicing will be conducted outside the operating hours of the childcare centre.

# 3 Vehicle Access and Parking

## 3.1 Access

The subject site currently entails three existing full-movement crossovers, two on Broadhurst Crescent and one on Islip Court. As part of the development proposal, the two existing crossovers on Broadhurst Crescent are proposed to be removed and the crossover on Islip Court is proposed to be retained but relocated and modified. The Islip court crossover is proposed to be widened to approximately 6.2m to allow for two-way traffic movements.

In accordance with AS2890.1, this crossover should be located 6.0m from the tangent point of the intersection of Broadhurst Crescent. The proposed revised location for this crossover aligns it with the requirements of AS2890.1.

A turning bay is provided within the basement carpark to facilitate carpark manoeuvrability. Refer to the location of the proposed crossover in **Figure 2**.




**Figure 2: Location of development crossover**

## 3.2 Parking

The proposed development proposes a basement car park, within the subject site, which has a provision of 20 parking bays inclusive of an ACROD bay plus a Turning Bay.

The City of Melville *Local Planning Policy LPP1.6* provides the car parking requirements for various land uses. The parking provision applicable to the proposed childcare centre is as follows:

- 1 car bay is required per 10 children, plus;
- 0.5 car bay per staff member.

The proposed childcare centre will accommodate 107 children and 18 staff members. According to the City's policy, the childcare centre requires a parking provision of 20 parking bays (11 bays for children drop off/pick up and 9 bays for staff).

The childcare centre basement carpark has also been designed with 20 parking bays which include one ACROD bay. Moreover, a turning bay is also proposed to enable exit from the carpark in forward gear.

Therefore, the proposed childcare centre parking provision satisfies the relevant parking requirement.

# 4 Hours of Operation

Based on the information provided to Transcore, the proposed childcare centre is expected to operate on weekdays between 6:30AM and 6:00PM.

# 5 Provision for Service Vehicles

The bin storage area is proposed at the northwest portion of the basement carpark, as is shown in the development plan attached in **Appendix A**. Based on the advice provided to Transcore, the waste collection for the proposed development will be undertaken using a private contractor.

The waste collection will be undertaken using 8.0m rear loader collection vehicle, which has a 2.5m height, and a 3.4m operating height. The operating height will be achieved at the rear of the car park where the clearance is at its highest. The waste collection truck will enter the carpark in forward gear, via the proposed full-movement crossover, on Islip Court, will turn around, within the adequate confines of the basement carpark, and reverse to the bin store for waste collection. The waste truck will then exit the carpark, via the same crossover in forward gear.

It is proposed that servicing will be conducted during after-hours of the childcare centre operation to allow for the service vehicle to manoeuvre within the car park. It is recommended that smaller vehicles, such as vans, should be used for general deliveries.

Turn path analysis has been undertaken for a 8.0m waste collection truck and is included in **Appendix B**. It shows satisfactory access and egress of the waste collection vehicle via Islip Ct.

# 6 Daily Traffic Volumes and Vehicle Types

## 6.1 Existing Development Trip Generation

The subject site is occupied by residential dwellings. It is assumed that the residential dwellings do not generate any traffic at present.

## 6.2 Proposed Development Trip Generation

To establish accurate traffic generation rates for the proposed childcare centre, traffic 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 Bateman Childcare centre, assuming a maximum scenario of 107 children being present (i.e., centre at full capacity):

- AM peak hour: 93 trips generated (53 in / 40 out);
- PM peak hour: 76 trips generated (36 in / 40 out); and,
- Daily traffic generation: 375 trips generated (188 in / 187 out).

## 6.3 Traffic Flow

Based on the site location and residential areas in the immediate locality, the permeability of the local road network, the centre's traffic distribution adopted for this analysis is as follows:

- 40% to/from the residential areas to the north on Dean Road;
- 40% to/from the residential areas to the west/ northwest on Murdoch Drive; and,
- 20% to/from the residential areas to the east on Marsengo Road.

Figure 3 illustrates trip generation and distribution of the development-generated traffic over the local road network. The trip distribution confirms all patrons will access the childcare centre from Islip Cr. Patrons from the north, east and west/ northwest will access the site from Marsengo Road through to Broadhurst Cresent.

It is anticipated no patrons will access the site from the south of South Street as there are established childcare centres within proximity of the Murdoch medical and university precincts.




Figure 3: Estimated traffic movements for the proposed childcare centre

## 6.4 Impact on Surrounding Roads

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

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

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

# 7 Traffic Management on the Frontage Streets

**Islip Ct,** south of the subject site, is constructed as a 7.5m wide single carriageway two-lane road forming a cul-de-sac. A pedestrian path is currently available on the northern side of the road.

Islip Ct is classified as an *Access Road* in the Main Roads *Metropolitan Functional Road Hierarchy.* It operates under the default, built-up area speed limit of 50km/h.

Islip Ct forms an unsignalised T-intersection with Broadhurst Crescent to the east. Refer to **Figure 4** for more details.



**Figure 4: Eastbound view of Islip Ct**

**Broadhurst Crescent,** east of the subject site, is constructed as a 10.0m wide single-carriageway road. A Pedestrian path is currently available on the western side of the road.

Broadhurst Crescent is classified as an *Access Road* in the Main Roads *Metropolitan Functional Road Hierarchy.* It operates under the default, built-up area speed limit of 50km/h.

Broadhurst Crescent forms an unsignalised T-intersection with Islip Ct and Marsengo Road. Refer to **Figure 5** for more details.



Figure 5: Northbound view of Broadhurst Cr & Marsengo Rd T-Intersection

**Marsengo Rd,** north of the subject site, is constructed as an 11.4m wide dual-carriageway two-lane road. Pedestrian paths and dedicated bicycle lanes are available on both sides of the road.

Marsengo Rd is classified as a *Local Distributor* in the Main Roads *Metropolitan Functional Road Hierarchy.* It operates under the default, built-up area speed limit of 50km/h.

Marsengo Rd forms an unsignalised T-intersection with Broadhurst Crescent and Murdoch Drive. Refer to Figure 6 for more information.



Figure 6: Westbound view of Marsengo Rd

# 8 Public Transport Access

The closest bus stop to the subject site is no. 19975 which is situated directly in front of the proposed childcare centre on Broadhurst Cr (before Marsengo Road). The bus service available at this location is Transperth Route 505 as shown in Figure 7. This bus service provides a direct connection to Murdoch and Bull Creek Train Stations.

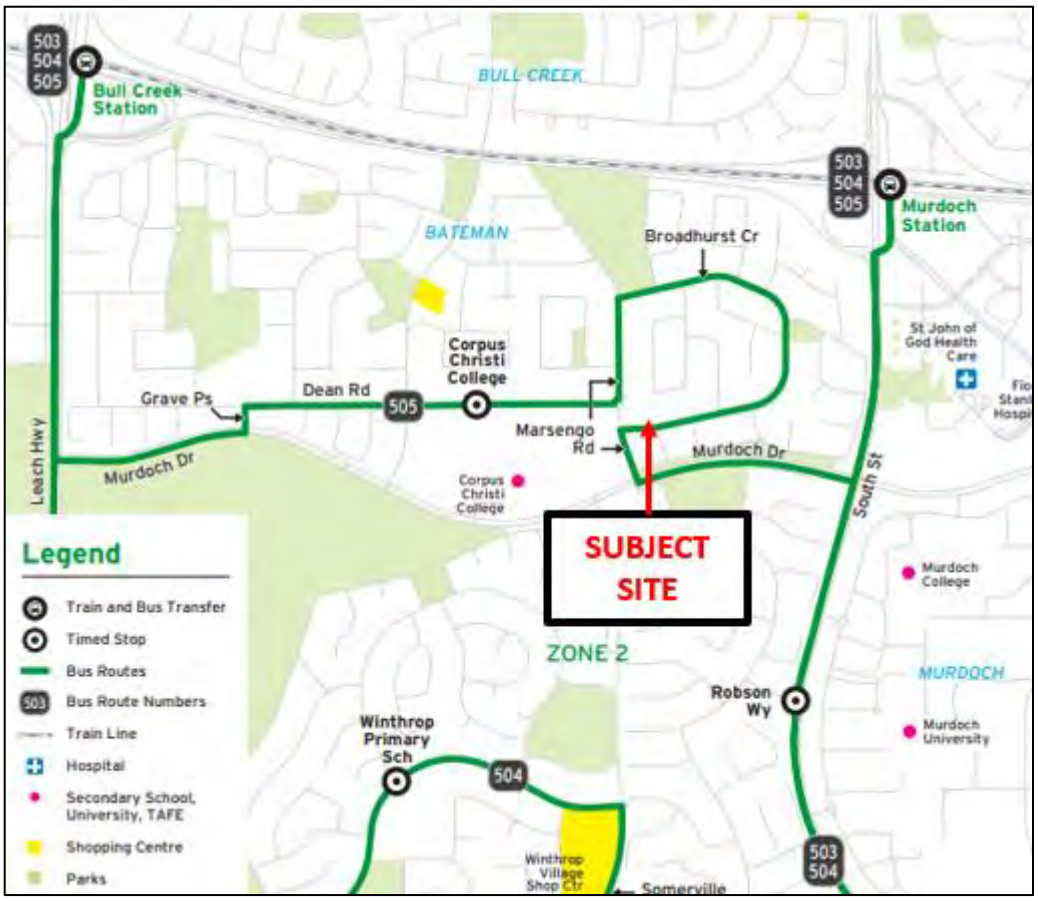



Figure 7: Bus Service 505 (Transperth Maps)

# 9 Pedestrian Access

Pedestrian access to the proposed development is available via the existing external footpath network along Islip Court, Broadhurst Crescent and Marsengo Road as shown in Figure 8 below. The proposed childcare centre will provide two direct connections for pedestrians on Broadhurst Cres. The walking distance via the existing footpath network to Murdoch Train Station is approximately 20 minutes.

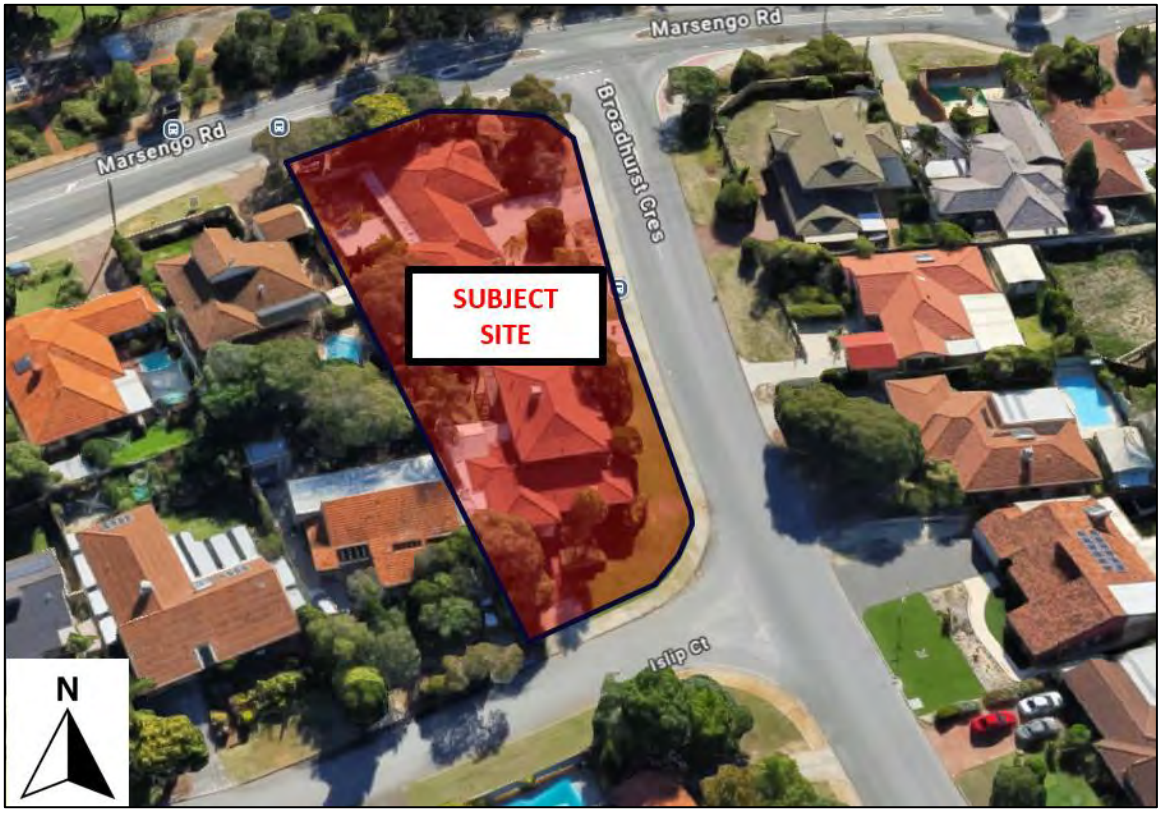



Figure 8: Islip Ct, Broadhurst Cres and Marsengo Rd Existing Footpath Network

# 10 Cycle Access

The Perth Bicycle Network Map illustrated in **Figure 8** shows the existing cyclist connectivity to the subject site. Marsengo Rd and Broadhurst Cr, north and east of the subject site respectively, are shown to have Perth Bicycle Network (PBN) and High-Quality Shared Paths. This provides further links to other bicycle paths and cycle access to the Murdoch Train Station.

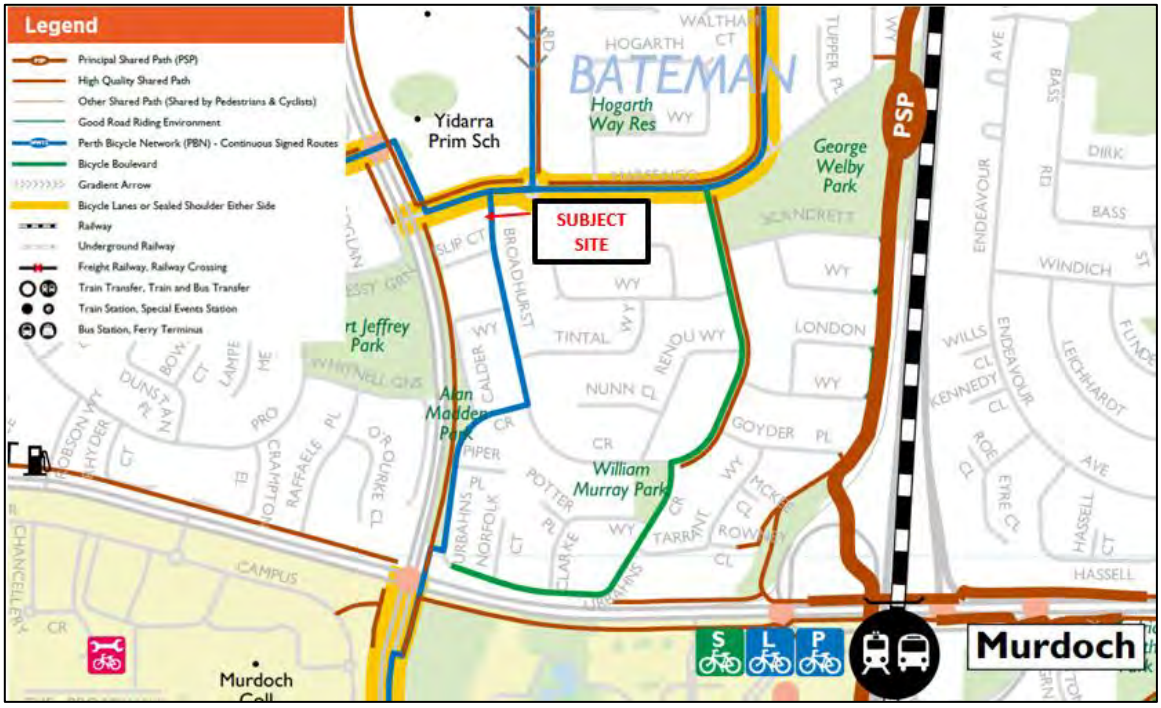



**Figure 8: Extract from Bicycle Network Map (Department of Transport)**

# 11 Site Specific Issues

In accordance with AS2890.1, the proposed development crossover should be located 6.0m from the tangent point of the intersection of Broadhurst Crescent. The proposed revised location for this crossover aligns it with the requirements of AS2890.1.

# 12 Safety Issues

AS requested by City of Melville a SIDRA analysis of the Marsengo Road/Broadhurst Crescent intersection was undertaken for the existing and post development scenarios.

Transcore organised video traffic survey of the intersection for a weekday outside of school holiday (Wednesday April 30th 2025) and completed the SIDRA modelling and analysis. The results indicate a Level of Service A (LoS A) for both the AM and PM peak hour periods under both existing conditions and the post-development scenario. The results of the Sidra analysis are presented in **APPENDIX C**.

The roundabout intersection of Marsengo Road and Dean Road was not modelled in SIDRA, however video survey and site observations has indicated that the roundabout functions satisfactory during both AM and PM peak periods. The same also indicated that during AM peak hour some queuing on the western leg of the roundabout occurs but these queues were observed to dissipate quickly.

# 13 Conclusions

This Revised Transport Impact Statement (RTIS) has been prepared by Transcore for Meyer Shircore Architects regarding the proposed childcare centre development to be located at 1 Islip Court and 2A & 2B Broadhurst Cresent, Bateman in the City of Melville.

The proposal entails the construction of a childcare centre with on-site, basement parking. The proposed development crossover is to be positioned on the corner of Islip Ct and Broadhurst Cr. The proposed childcare centre is to cater to 107 children and 18 staff.

The development on-site, basement car park entails parking provision of 20 parking bays (inclusive of one ACROD bay).

The traffic analysis undertaken in this report demonstrates that the estimated traffic generation of the proposed development is below the critical threshold set by WAPC and as such, would not have any significant impact on the surrounding road network.

The waste collection will be undertaken using 8.0m rear loader collection vehicle, which has a 2.5m height, and a 3.4m operating height. The operating height will be achieved at the rear of the car park where the clearance is at its highest. The waste collection truck will enter the carpark in forward gear, will turn around and reverse to the bin store for waste collection. The waste truck will then exit the carpark in forward gear.

The site features excellent connectivity with the existing road, path and cyclist network and public transport coverage via the existing bus service operating directly in front of the site.

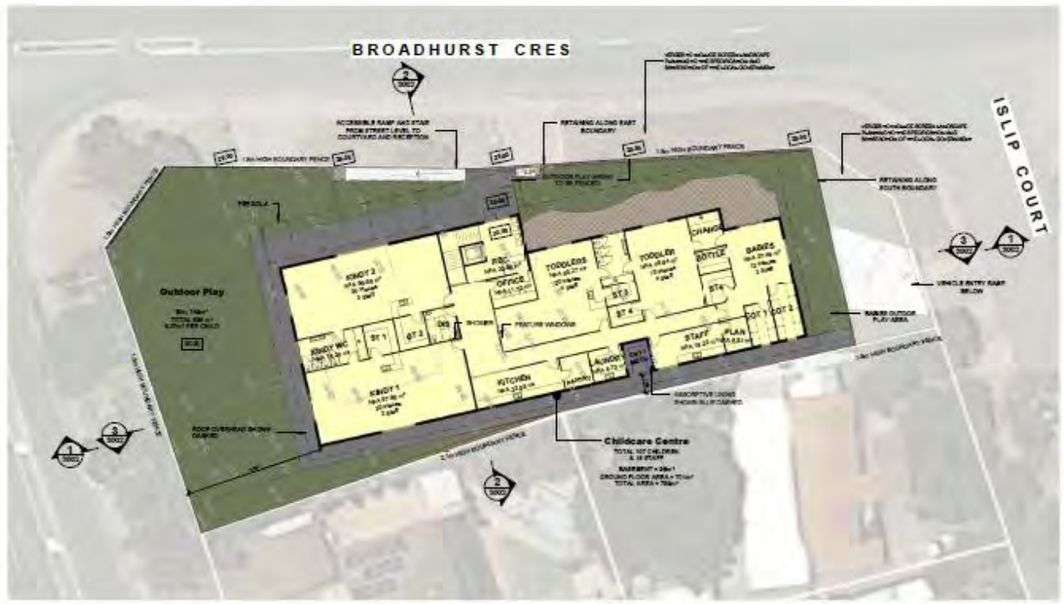
The SIDRA analysis of the Marsengo Road/Broadhurst Crescent intersection demonstrated Level of Service A during both AM and PM peak periods for both existing and post development scenarios. As a result, no particular transport or safety issues are anticipated as a result of the proposed development.

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

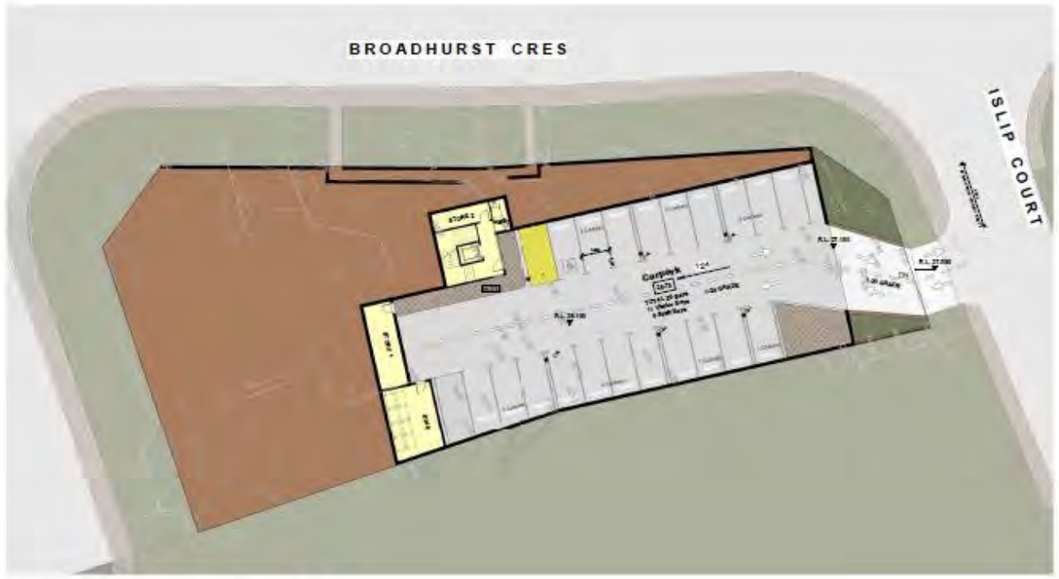
# Appendix A

## PROPOSED DEVELOPMENT PLAN

Engineering a better future for over 20 years!




**GROUND FLOOR PLAN**




**BASEMENT/UNDERCROFT FLOOR PLAN**

## SITE CRITERIA

1. Site Area
a. Site Area: 1,766m²

2. Floor Area (GFA)
a. Basement Entry: 115.9m²
b. Ground Floor: 707m²
Total Area: 826.9m²

3. Carparking
1. Bays Required
a. Childcare Centre
16 Staff @ 1:2: 8 Bays
1:10 Children: 11 Bays
Total Bays Required: 20 Bays

Total Bays Provided: 20 Bays

## CHILD CARE CRITERIA

1. Centre Capacity
a. Number of Places: 107 places

2. Landscaping
a. Landscaping Required (7m²/Child): 749m²
b. Landscaping Provided: 896m²

Total m² provided per child: 7.84m²

3. Rooms Distribution
a. Room 0-12m
Number of Places: 12 Places
Staff Required: 1:4 Staff: 2 Staff
Staff Provided: 2 Staff
b. Room 24-36m
Number of Places: 15 Places
Staff Required: 1:5 Staff: 3 Staff
Staff Provided: 3 Staff
c. Room 24-36m
Number of Places: 20 Places
Staff Required: 1:5 Staff: 4 Staff
Staff Provided: 4 Staff
d. Room +3y
Number of Places: 30 Places
Staff Required: 1:10 Staff: 3 Staff
Staff Provided: 3 Staff
e. Room +3y
Number of Places: 30 Places
Staff Required: 1:10 Staff: 3 Staff
Staff Provided: 3 Staff

Total Places: 107 Places

Total Staff: 16 Staff
(Includes + 2 Staff for Chef & Manager)

## SITE DESIGN CHECKLIST

- [ ] 1. SEWER MAINS LOCATION TO BE DETERMINED
- [ ] 2. FIRE MAINS PRESSURE TEST REQUIRED
- [ ] 3. FIRE TANKS OR PUMPS TO BE DETERMINED
- [ ] 4. WESTERN POWER TRANSFORMER LOCATION TO BE DETERMINED
- [ ] 5. CROSSOVER & ACCESS TO STREET TO BE DETERMINED BY LOCAL AUTHORITY
- [ ] 6. FULL FEATURE SITE SURVEY REQUIRED
- [ ] 7. DIAL BEFORE YOU DIG REQUIRED
- [ ] 8. BUSHFIRE ATTACK LEVEL (BAL) TO BE DETERMINED
- [ ] 9. STREET POWER POLES TO BE DETERMINED
- [ ] 10. SITE ZONING & USE TO BE DETERMINED

NOTE: Any of the following items that do not have an 'X' in the provided square require determination.

PRELIMINARY

meyer shircore architects

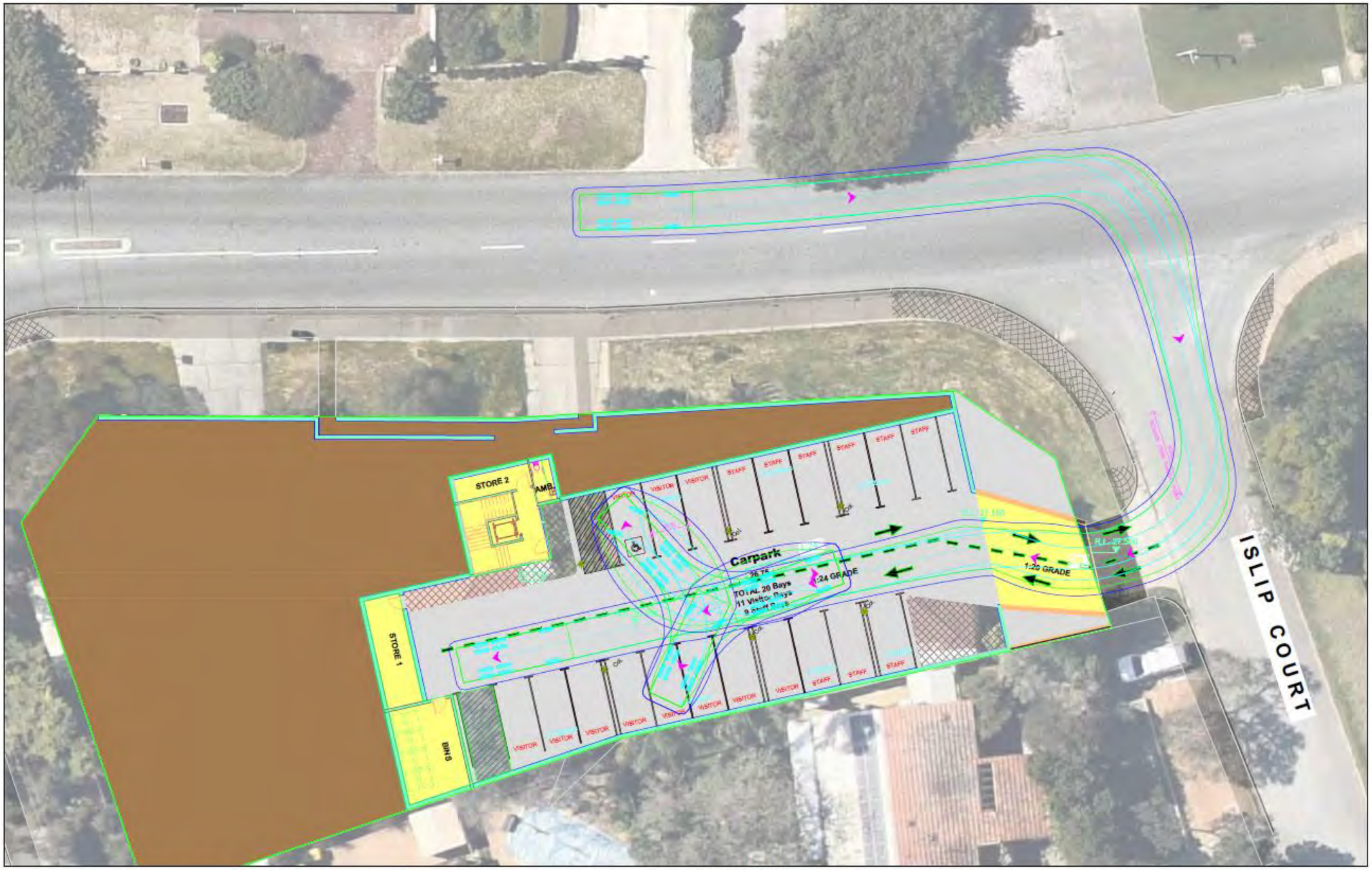
**PROPOSED CHILDCARE DEVELOPMENT**
LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN
FOR : ATLANTIS INDOOR PLAY CENTRE

DATE: MAY 2025 PROJECT NUMBER
REVISION: SK011 23-9288
SHEET: A1 A - 1002
SCALE: Indicated@A1

# Appendix B

## TURN PATH ANALYSIS

Engineering a better future for over 20 years!




Cnr Broadhurst Cres & Islip Court, Bateman

8.0m Waste Collection Truck

Bins Area Access

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t24.266.sk08

09/05/2025

Scale: 1:250 @ A3

transcore




Cnr Broadhurst Cres & Islip Court, Bateman

8.0m Waste Collection Truck

Bins Area Egress

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t24.266.sk09

09/05/2025

Scale: 1:250 @ A3

transcore




Cnr Broadhurst Cres & Islip Court, Bateman

B99 & B85 Passenger Car

Simultaneous Entry & Exit at Crossover

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t24.266.sk10

09/05/2025

Scale: 1:250 @ A3

transcore

# Appendix C

## SIDRA ANALYSIS

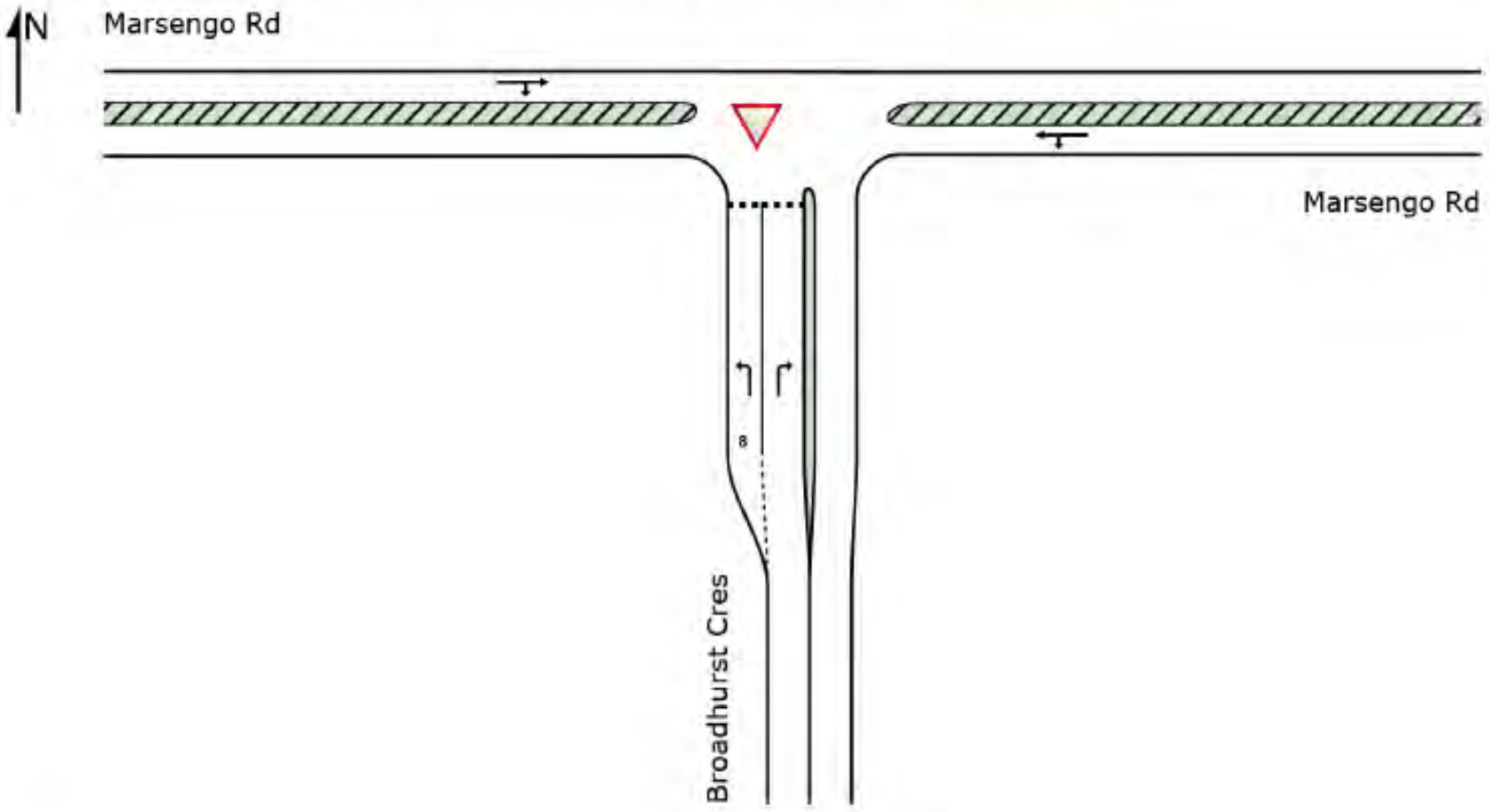
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# SITE LAYOUT

## ▽ Site: [Marsengo Rd & Broadhurst Cres - Existing - AM (Site Folder: Existing)]

Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.




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Project: \\transcore-fs\data\TRANSCORE 2024\Projects\t24.266 - Cnr Broadhurst Cres & Islip Court, Bateman\2025 work\Sidra\t24.266 - Cnr Broadhurst Cres & Islip Court, Bateman.sip9

# MOVEMENT SUMMARY

## Site: [Marsengo Rd & Broadhurst Cres - Existing - AM (Site Folder: Existing)]

Site Category: (None)
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Broadhurst Cres | | | | | | | | | | | | | | |
| 1 | L2 | 55 | 2.0 | 58 | 2.0 | 0.046 | 4.3 | LOS A | 0.2 | 1.3 | 0.33 | 0.50 | 0.33 | 37.0 |
| 3 | R2 | 13 | 2.0 | 14 | 2.0 | 0.027 | 8.5 | LOS A | 0.1 | 0.6 | 0.61 | 0.76 | 0.61 | 36.4 |
| Approach | | 68 | 2.0 | 72 | 2.0 | 0.046 | 5.1 | LOS A | 0.2 | 1.3 | 0.39 | 0.55 | 0.39 | 36.9 |
| East: Marsengo Rd | | | | | | | | | | | | | | |
| 4 | L2 | 7 | 2.0 | 7 | 2.0 | 0.145 | 3.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 40.0 |
| 5 | T1 | 245 | 2.0 | 258 | 2.0 | 0.145 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 39.9 |
| Approach | | 252 | 2.0 | 265 | 2.0 | 0.145 | 0.1 | NA | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 39.9 |
| West: Marsengo Rd | | | | | | | | | | | | | | |
| 11 | T1 | 495 | 2.0 | 521 | 2.0 | 0.317 | 0.2 | LOS A | 0.5 | 3.6 | 0.09 | 0.04 | 0.09 | 39.5 |
| 12 | R2 | 46 | 2.0 | 48 | 2.0 | 0.317 | 4.8 | LOS A | 0.5 | 3.6 | 0.09 | 0.04 | 0.09 | 39.6 |
| Approach | | 541 | 2.0 | 569 | 2.0 | 0.317 | 0.6 | NA | 0.5 | 3.6 | 0.09 | 0.04 | 0.09 | 39.5 |
| All Vehicles | | 861 | 2.0 | 906 | 2.0 | 0.317 | 0.8 | NA | 0.5 | 3.6 | 0.09 | 0.07 | 0.09 | 39.4 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is Included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: \\transcore-fs\data\TRANSCORE 2024\Projects\t24.266 - Cnr Broadhurst Cres & Islip Court, Bateman\2025 work\Sidra\t24.266 - Cnr Broadhurst Cres & Islip Court, Bateman.sip9

# MOVEMENT SUMMARY

## Site: [Marsengo Rd & Broadhurst Cres - Existing - PM (Site Folder: Existing)]

Site Category: (None)
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Broadhurst Cres | | | | | | | | | | | | | | |
| 1 | L2 | 47 | 2.0 | 49 | 2.0 | 0.038 | 4.2 | LOS A | 0.1 | 1.1 | 0.31 | 0.48 | 0.31 | 37.1 |
| 3 | R2 | 7 | 2.0 | 7 | 2.0 | 0.012 | 6.9 | LOS A | 0.0 | 0.3 | 0.50 | 0.64 | 0.50 | 37.0 |
| Approach | | 54 | 2.0 | 57 | 2.0 | 0.038 | 4.5 | LOS A | 0.1 | 1.1 | 0.34 | 0.51 | 0.34 | 37.1 |
| East: Marsengo Rd | | | | | | | | | | | | | | |
| 4 | L2 | 15 | 2.0 | 16 | 2.0 | 0.134 | 3.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 40.0 |
| 5 | T1 | 217 | 2.0 | 228 | 2.0 | 0.134 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 39.8 |
| Approach | | 232 | 2.0 | 244 | 2.0 | 0.134 | 0.3 | NA | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 39.8 |
| West: Marsengo Rd | | | | | | | | | | | | | | |
| 11 | T1 | 348 | 2.0 | 366 | 2.0 | 0.249 | 0.3 | LOS A | 0.6 | 4.6 | 0.15 | 0.08 | 0.15 | 39.2 |
| 12 | R2 | 67 | 2.0 | 71 | 2.0 | 0.249 | 4.6 | LOS A | 0.6 | 4.6 | 0.15 | 0.08 | 0.15 | 39.2 |
| Approach | | 415 | 2.0 | 437 | 2.0 | 0.249 | 1.0 | NA | 0.6 | 4.6 | 0.15 | 0.08 | 0.15 | 39.2 |
| All Vehicles | | 701 | 2.0 | 738 | 2.0 | 0.249 | 1.0 | NA | 0.6 | 4.6 | 0.12 | 0.10 | 0.12 | 39.2 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is Included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

## Site: [Marsengo Rd & Broadhurst Cres - Existing - PM (Site Folder: Existing)]

Site Category: (None)
Give Way (Two Way)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Broadhurst Cres | | | | | | | | | | | | | | |
| 1 | L2 | 47 | 2.0 | 49 | 2.0 | 0.038 | 4.2 | LOS A | 0.1 | 1.1 | 0.31 | 0.48 | 0.31 | 37.1 |
| 3 | R2 | 7 | 2.0 | 7 | 2.0 | 0.012 | 6.9 | LOS A | 0.0 | 0.3 | 0.50 | 0.64 | 0.50 | 37.0 |
| Approach | | 54 | 2.0 | 57 | 2.0 | 0.038 | 4.5 | LOS A | 0.1 | 1.1 | 0.34 | 0.51 | 0.34 | 37.1 |
| East: Marsengo Rd | | | | | | | | | | | | | | |
| 4 | L2 | 15 | 2.0 | 16 | 2.0 | 0.134 | 3.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 40.0 |
| 5 | T1 | 217 | 2.0 | 228 | 2.0 | 0.134 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 39.8 |
| Approach | | 232 | 2.0 | 244 | 2.0 | 0.134 | 0.3 | NA | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 39.8 |
| West: Marsengo Rd | | | | | | | | | | | | | | |
| 11 | T1 | 348 | 2.0 | 366 | 2.0 | 0.249 | 0.3 | LOS A | 0.6 | 4.6 | 0.15 | 0.08 | 0.15 | 39.2 |
| 12 | R2 | 67 | 2.0 | 71 | 2.0 | 0.249 | 4.6 | LOS A | 0.6 | 4.6 | 0.15 | 0.08 | 0.15 | 39.2 |
| Approach | | 415 | 2.0 | 437 | 2.0 | 0.249 | 1.0 | NA | 0.6 | 4.6 | 0.15 | 0.08 | 0.15 | 39.2 |
| All Vehicles | | 701 | 2.0 | 738 | 2.0 | 0.249 | 1.0 | NA | 0.6 | 4.6 | 0.12 | 0.10 | 0.12 | 39.2 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

## Site: [Marsengo Rd & Broadhurst Cres - Post Development - PM (Site Folder: Post Development)]

Site Category: (None)
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] % | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Broadhurst Cres | | | | | | | | | | | | | | |
| 1 | L2 | 63 | 2.0 | 66 | 2.0 | 0.051 | 4.2 | LOS A | 0.2 | 1.5 | 0.31 | 0.49 | 0.31 | 37.1 |
| 3 | R2 | 31 | 2.0 | 33 | 2.0 | 0.053 | 7.3 | LOS A | 0.2 | 1.3 | 0.53 | 0.73 | 0.53 | 36.9 |
| Approach | | 94 | 2.0 | 99 | 2.0 | 0.053 | 5.2 | LOS A | 0.2 | 1.5 | 0.39 | 0.57 | 0.39 | 37.0 |
| East: Marsengo Rd | | | | | | | | | | | | | | |
| 4 | L2 | 37 | 2.0 | 39 | 2.0 | 0.147 | 3.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.07 | 0.00 | 39.9 |
| 5 | T1 | 217 | 2.0 | 228 | 2.0 | 0.147 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.07 | 0.00 | 39.6 |
| Approach | | 254 | 2.0 | 267 | 2.0 | 0.147 | 0.5 | NA | 0.0 | 0.0 | 0.00 | 0.07 | 0.00 | 39.7 |
| West: Marsengo Rd | | | | | | | | | | | | | | |
| 11 | T1 | 348 | 2.0 | 366 | 2.0 | 0.262 | 0.4 | LOS A | 0.8 | 5.7 | 0.19 | 0.10 | 0.19 | 39.0 |
| 12 | R2 | 81 | 2.0 | 85 | 2.0 | 0.262 | 4.7 | LOS A | 0.8 | 5.7 | 0.19 | 0.10 | 0.19 | 39.1 |
| Approach | | 429 | 2.0 | 452 | 2.0 | 0.262 | 1.2 | NA | 0.8 | 5.7 | 0.19 | 0.10 | 0.19 | 39.0 |
| All Vehicles | | 777 | 2.0 | 818 | 2.0 | 0.262 | 1.5 | NA | 0.8 | 5.7 | 0.15 | 0.14 | 0.15 | 38.9 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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**WASTE MANAGEMENT PLAN – PROPOSED CHILD CARE PREMISES**

**2A & 2B BROADHURST CRESCENT & 1 ISLIP COURT, BATEMAN**

## 1 INTRODUCTION

This waste management plan (**WMP**) has been prepared to outline the waste management practices for the child care premises proposed at 2A & 2B Broadhurst Crescent & 1 Islip Court, Bateman, having regard to the provisions and criteria of the City of Melville's *Local Planning Policy 1.3: Waste, Recycling and FOGO Collections for Multiple Dwellings, Mixed Use Developments and Non-Residential Developments* (**LPP1.3**).

## 2 LOCATION

The child care premises will be located at 2A & 2B Broadhurst Crescent & 1 Islip Court, Bateman. Refer to **Figure 1** below, which depicts the site and surroundings.




**Figure 1**: 2A & 2B Broadhurst Crescent & 1 Islip Court, Bateman (image source Nearmap)

## 3 DETAILS OF CHILD CARE PREMISES

The child care premises will cater for the education and care of up to 107 children, and is proposed to operate 6:30am-6:00pm on weekdays. The facility includes:

- A building comprising 707sqm of gross floor area (**GFA**) at the ground floor and 896sqm of outdoor play area, meeting regulatory requirements for child care licensing.
- A basement car park with 6.3m wide crossover to Islip Court, designer to cater for the movements of an 8m long waste collection vehicle.
- A 27.3sqm bin storage area located within the basement car park, accessible via an internal pathway linking from the lift lobby.

The site plan for the child care centre is provided at **Appendix 1** for reference.

## 4 DETAILS OF WASTE GENERATION AND COLLECTION

### 4.1 WASTE GENERATION

The waste generation rates adopted for the proposed child care premises are as follows:

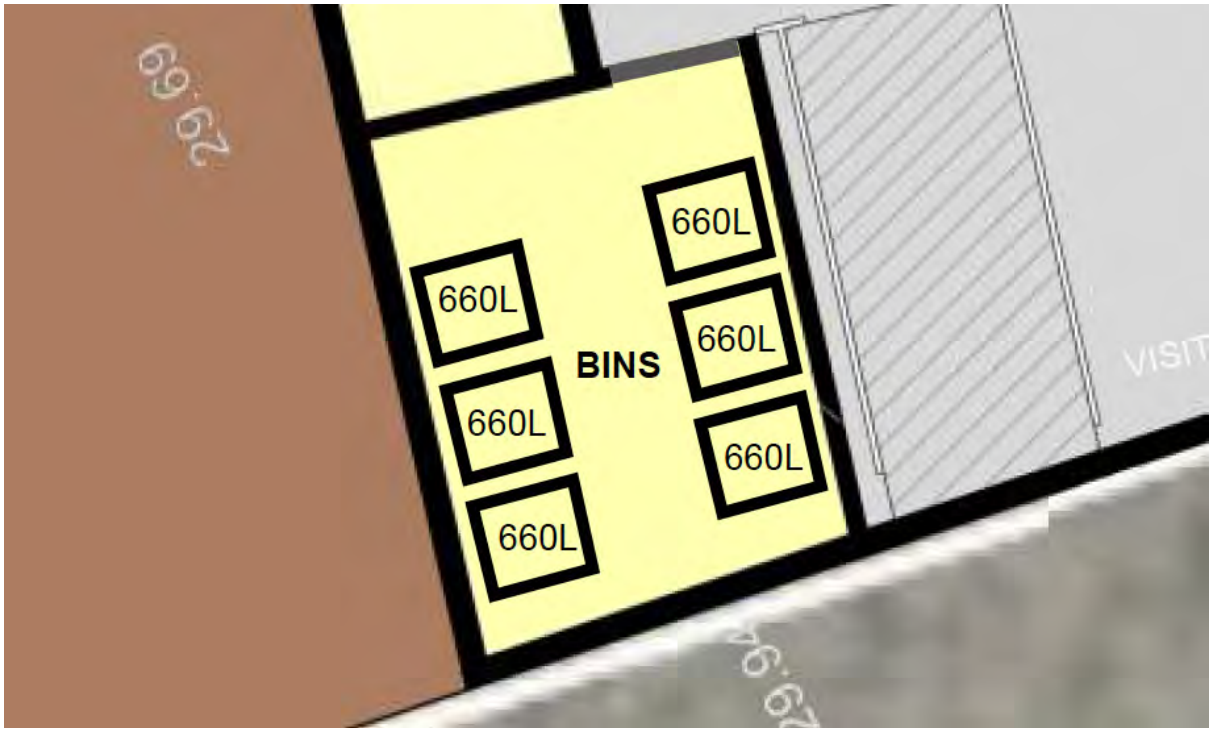
- Garbage: 350L / 100sqm / week
- Recycling: 350L / 100sqm / week

Having regard for the above rates, the weekly waste generation volumes are calculated as follows based on Monday-Friday (five days) operation:

- Garbage: 1,768L / week
- Recycling: 1,768L / week

### 4.2 WASTE STORAGE

Waste will be stored within 3x 660L bins for garbage and 3x 660L bins for recycling (total capacity of 1,980L per waste stream), which will be comfortably accommodated within the 27.3sqm bin store located at the western side of the basement car park, as depicted in the diagram below:




The bin store is integrated into the basement car park and is fully enclosed, which ensures its use reduces any risk of external amenity impact.

A doorway is provided at the northern side of the bin store allowing for easy access by centre staff via the lift lobby, and for transportation of bins to the car park by private contractor for collection.

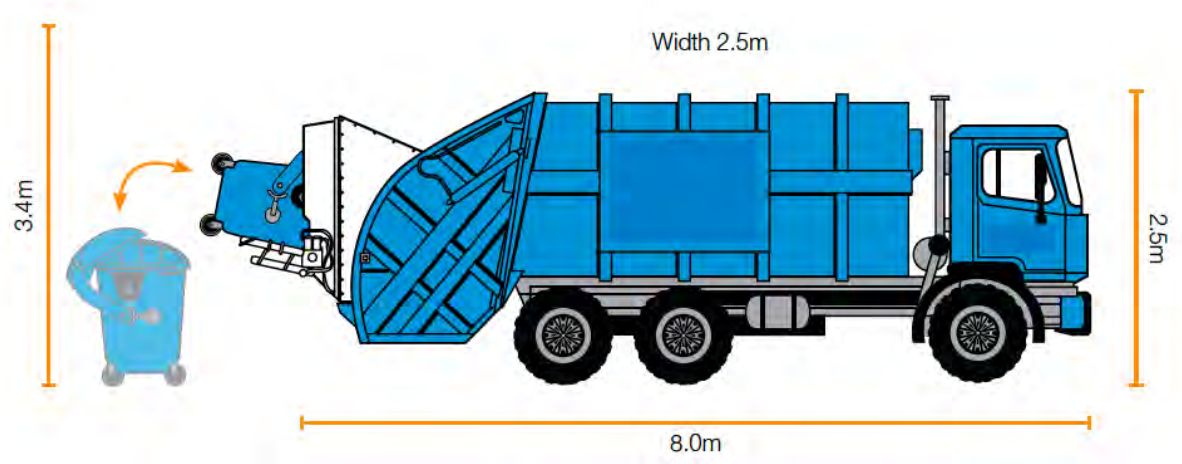
The bin store will be designed and constructed in accordance with relevant health legislation and the requirements of Section 7.4 of LPP1.3, including wash down facilities, and a graded drain which is connected to sewer.

## 4.3 WASTE COLLECTION

Based on the waste generation calculations in sub-section 4.1 and the waste storage arrangements in sub-section 4.2, sufficient bins are provided to accommodate waste for a standard five day week.

It is proposed to carry out two collections per week for regular waste and one collection per week for recyclables (three total).

A private waste contractor will service the facility. The private contractor will collect the waste each week utilising a rear loader waste collection vehicle of the dimensions shown in the below diagram:




A swept path diagram is provided at **Appendix 2** which depicts the satisfactory ingress and egress movements of an 8.8m waste collection vehicle, entering and exiting in forward gear via Islip Court.

As shown on the swept path diagram, the waste truck (2.5m high) will enter the site in a forward gear and drive into the basement car park (2.9m clearance available at the entrance) and subsequently perform a turnaround movement to reverse to the rear of the car park (the collection point where bins will be lifted, with 3.6m clearance). A sectional drawing is included at **Appendix 3** which depicts the composition of the car park and the clearance heights available for waste collection.

The private contractor will be responsible for transporting bins between the bin store and the collection point at the time of collection and will be provided with a pin code and/or keys of the facility for after hours access to the car park.

In accordance with Reg.14A of the *Environmental Protection (Noise) Regulations 1997* (**Noise Regulations**), waste collection activity is required to be carried out during the following times:

- 7am and 7pm on any day that is not a Sunday or a public holiday; and
- 9am hours and 7pm on a Sunday or public holiday.

In accordance with this waste management plan, waste collection will occur three times a week (twice a week for general waste and once a week for recyclables) during the times of 6:00pm-7pm on weekdays and/or 7am-7pm on Saturdays (ie when the facility is closed). This ensures the car park is vacant for truck manoeuvring and is entirely within the times prescribed by the Noise Regulations.

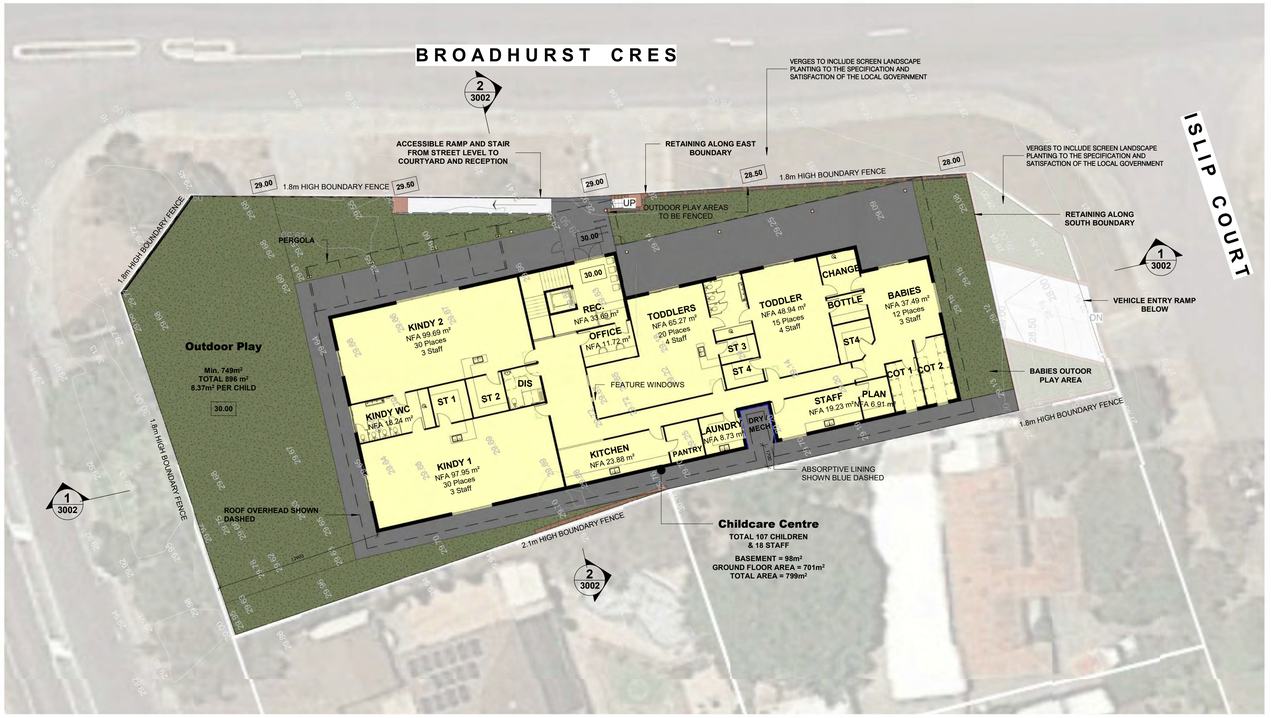
## 5 WASTE MANAGEMENT MEASURES

To ensure efficient and effective waste management practices of the centre (which also seek to reduce potential impacts to amenity of neighbouring properties), the following best practice measures will be implemented:

- Regular consultation with the private contractors to ensure efficient and effective waste service is maintained.
- Regular washing and cleaning of the bin store to ensure it is maintained in a tidy and acceptable condition and devoid of odours.

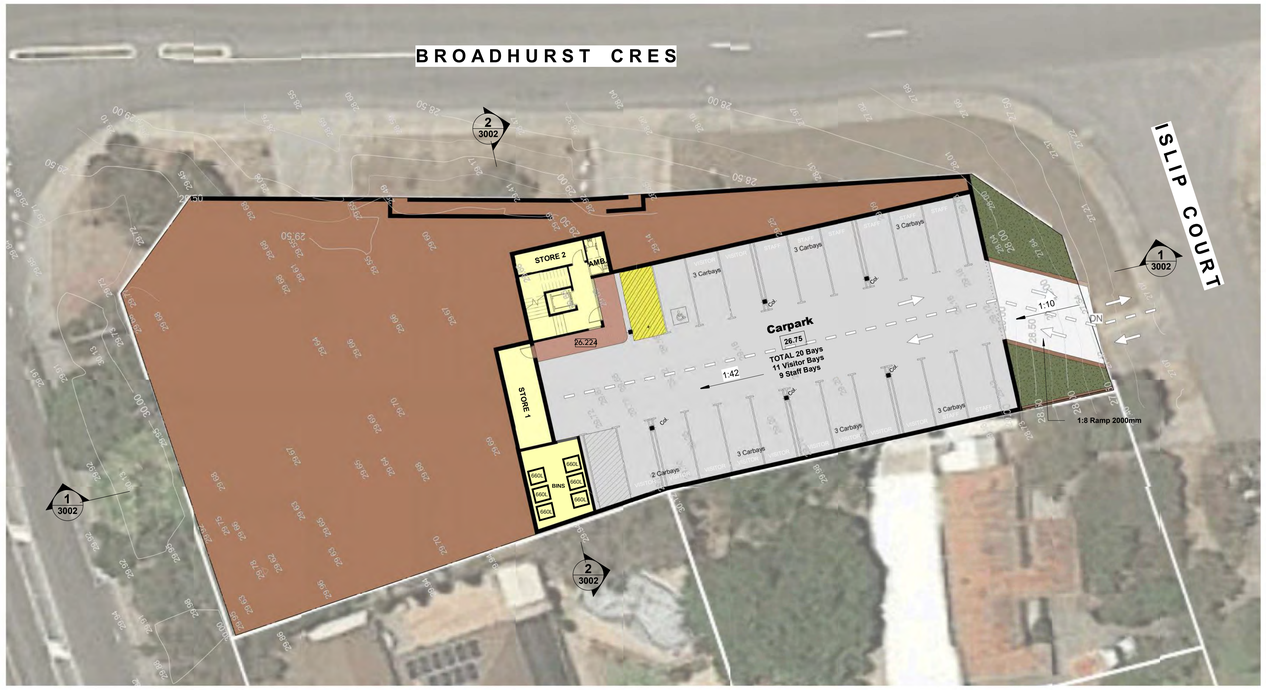
**APPENDIX 1**

SITE PLAN




## GROUND FLOOR PLAN

SCALE: 1 : 200




## BASEMENT/UNDERCROFT FLOOR PLAN

SCALE: 1 : 200

## SITE CRITERIA

**1. Site Area**

| | |
|---|---|
| a. Site Area | **1,755m²** |

**2. Floor Area (GFA)**

| | | |
|---|---|---|
| a. Basement Entry | | 118.9m² |
| b. Ground Floor | | 707m² |
| | **Total Area** | **825.9m²** |

**3. Carparking**

| | | |
|---|---|---|
| I. Bays Required | | |
| a. Childcare Centre | | |
| | 18 Staff @ 1:2 | 9 Bays |
| | 1:10 Children | 11 Bays |
| | **Total Bays Required** | **20 Bays** |
| | **Total Bays Provided** | **20 Bays** |

## CHILD CARE CRITERIA

**1. Centre Capacity**

| | |
|---|---|
| a. Number of Places | **107 places** |

**2. Landscaping**

| | |
|---|---|
| a. Landscaping Required (7m²/Child) | 749m² |
| b. Landscaping Provided | **896m²** |
| **Total m² provided per child** | **7.64m²** |

**3. Rooms Distribution**

| | | |
|---|---|---|
| a. Room 0-12m | | |
| Number of Places | | 12 Places |
| Staff Required | 1:4 Staff | |
| Staff Provided | | 3 Staff |
| b. Room 24-36m | | |
| Number of Places | | 15 Places |
| Staff Required | 1:5 Staff | |
| Staff Provided | | 3 Staff |
| c. Room 24-36m | | |
| Number of Places | | 20 Places |
| Staff Required | 1:5 Staff | |
| Staff Provided | | 4 Staff |
| d. Room +3y | | |
| Number of Places | | 30 Places |
| Staff Required | 1:10 Staff | |
| Staff Provided | | 3 Staff |
| 3. Room +3y | | |
| Number of Places | | 30 Places |
| Staff Required | 1:10 Staff | |
| Staff Provided | | 3 Staff |
| **Total Places** | | **107 Places** |
| **Total Staff** (Includes + 2 Staff for Chef & Manager) | | **18 Staff** |

Landscaping
A. Soft Landscaping
Defined as vegetative landscaping.

Gross Floor Area : GFA
A. All Floor Areas on this plan are shown as GROSS FLOOR AREA. Unless otherwise noted as Nett Floor Area
B. Definition of Gross Floor Area is defined as:
i/ GROSS FLOOR AREA OF TENANCY:
Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.
ii/ GROSS FLOOR AREA OF A BUILDING:
Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls

Nett Floor Area : NFA
A. Nett Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.

## SITE DESIGN CHECKLIST

- ☐ 1. SEWER MAINS LOCATION TO BE DETERMINED
- ☐ 2. FIRE MAINS PRESSURE TEST REQUIRED
- ☐ 3. FIRE TANKS OR PUMPS TO BE DETERMINED
- ☐ 4. WESTERN POWER TRANSFORMER LOCATION TO BE DETERMINED
- ☐ 5. CROSSOVER & ACCESS TO STREET TO BE DETERMINED BY LOCAL AUTHORITY
- ☐ 6. FULL FEATURE SITE SURVEY REQUIRED
- ☐ 7. DIAL BEFORE YOU DIG REQUIRED
- ☐ 8. BUSHFIRE ATTACK LEVEL (BAL) TO BE DETERMINED
- ☐ 9. STREET POWER POLES TO BE DETERMINED
- ☐ 10. SITE ZONING & USE TO BE DETERMINED

**NOTE: Any of the following items that do not have an 'X' in the provided square require determination.**

**PRELIMINARY**

meyer shircore architects

# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

FOR : ATLANTIS INDOOR PLAY CENTRE

Member Australian Institute of Architects

0 2 4 6 8 10 20

DATE: OCT 2024 PROJECT NUMBER

REVISION: SK009 **23-9288**

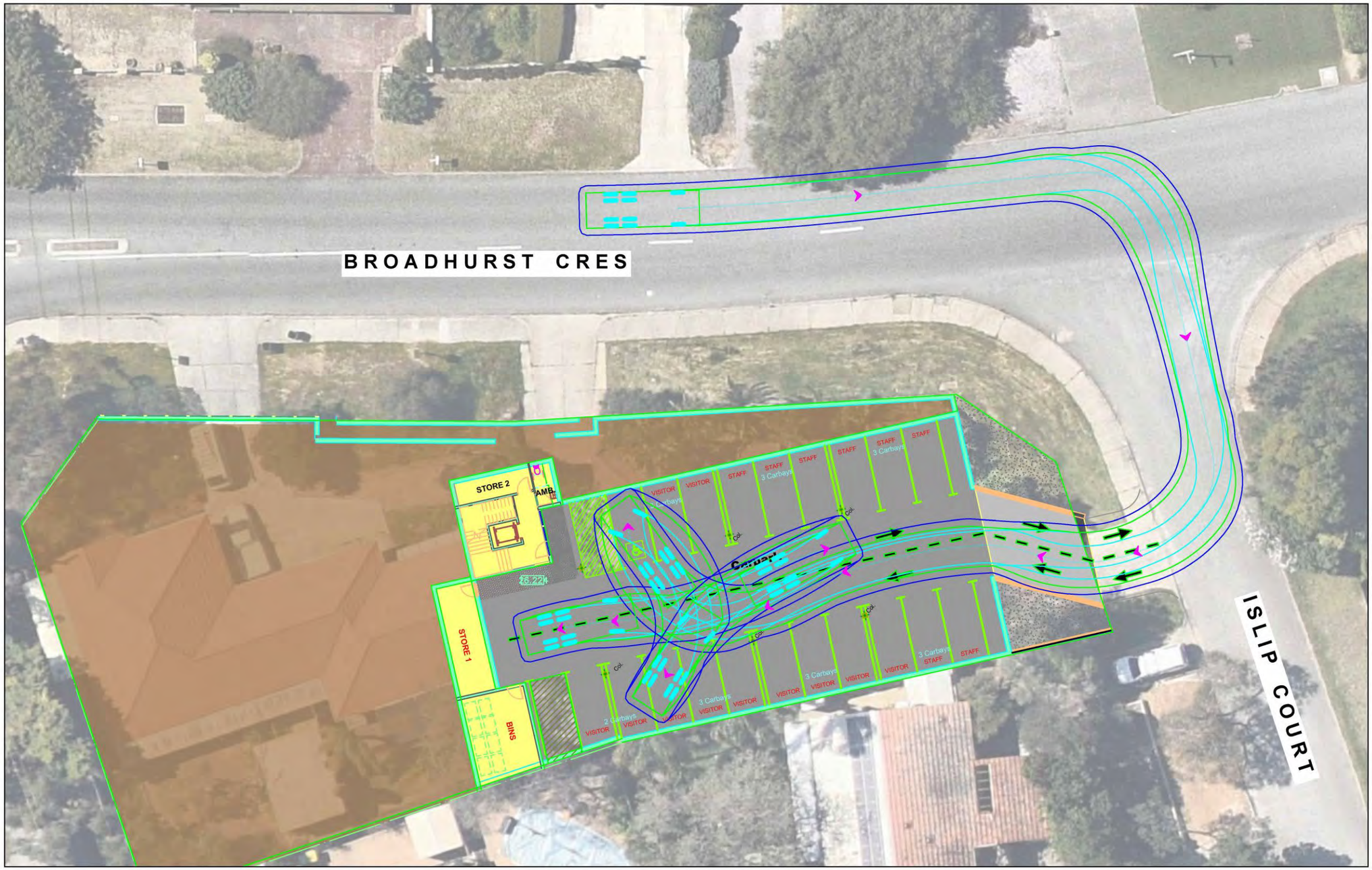
SHEET: A - 1002

SCALE: As indicated@B1

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PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

**APPENDIX 2**

SWEPT PATH PLANS




Cnr Broadhurst Cres & Islip Court, Bateman

8.0m Waste Collection Truck

Bins Area Access

LEGEND

Vehicle Body

Wheel Path

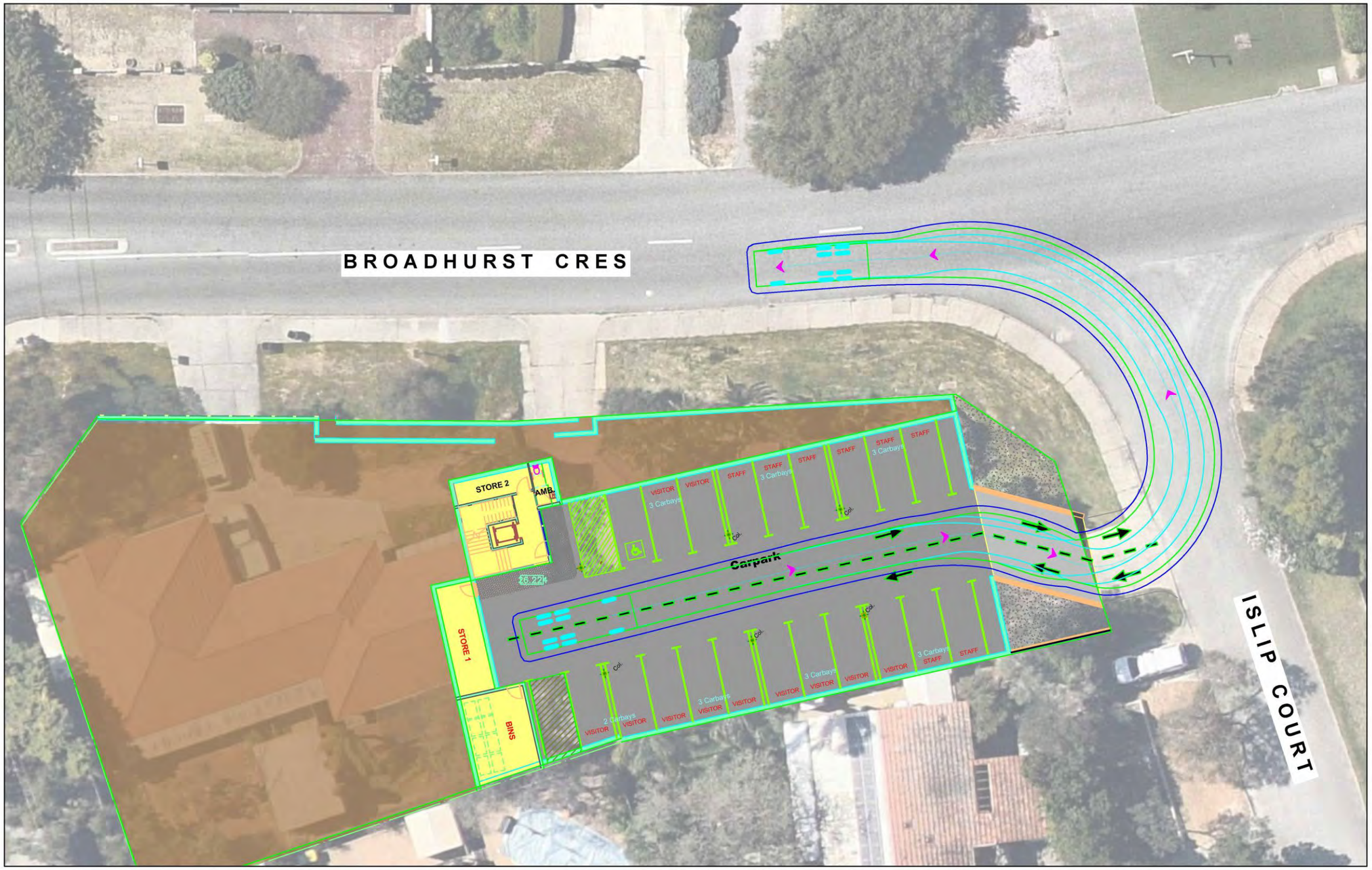
500mm Clearance

t24.266.sk06

13/12/2024

Scale: 1:250 @ A3

transcore




Cnr Broadhurst Cres & Islip Court, Bateman
8.0m Waste Collection Truck
Bins Area Egress

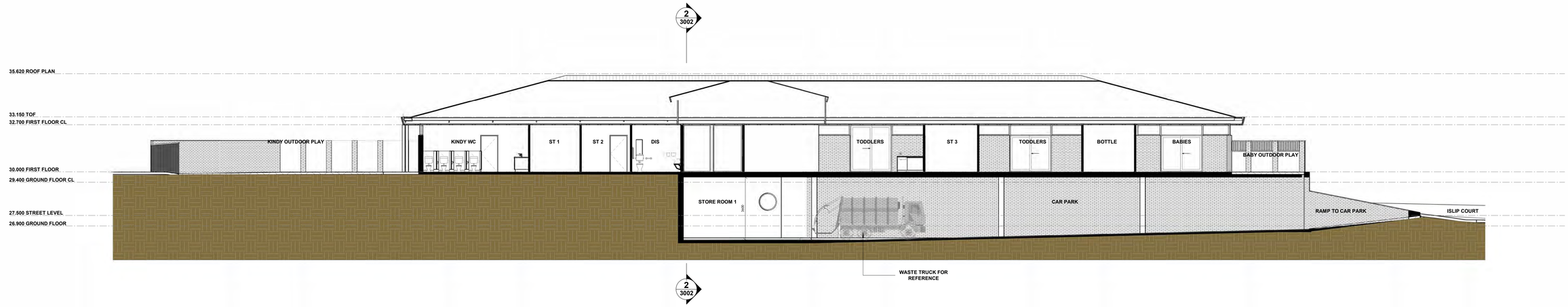
LEGEND
Vehicle Body
Wheel Path
500mm Clearance

t24.266.sk07
13/12/2024
Scale: 1:250 @ A3

transcore

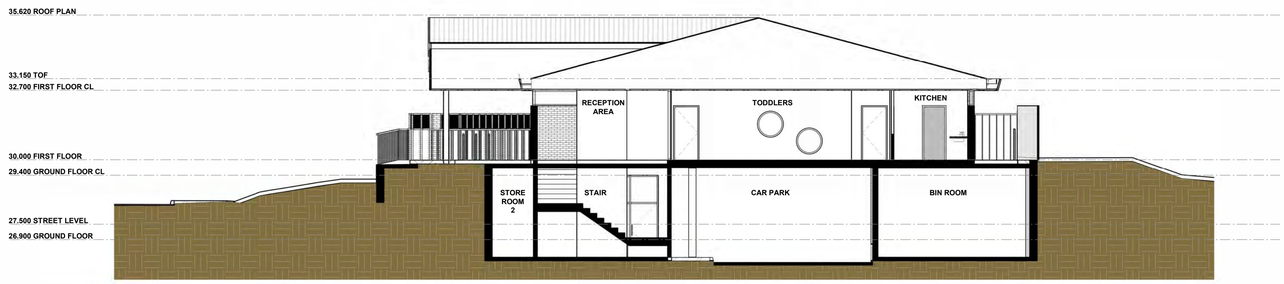
**APPENDIX 3**

SECTIONAL DRAWING




## 1/1002 Section 1

SCALE: 1 : 100




## 2/1002 Section 2

SCALE: 1 : 100

PRELIMINARY

meyer shircore architects

# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

FOR : ATLANTIS INDOOR PLAY CENTRE

Member Australian Institute of Architects

0 1 2 3 4 5 10

DATE: OCT 2024

REVISION: SK009

SHEET: 3002

SCALE: 1 : 100 @B1

PROJECT NUMBER

**23-9288**

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# PROPOSED CHILD CARE CENTRE
# 1 ISLIP COURT AND 2A/2B BROADHURST CRESCENT
# BATEMAN

# ENVIRONMENTAL ACOUSTIC ASSESSMENT

NOVEMBER 2024

OUR REFERENCE: 33694-4-22306-02

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
(08) 9367 6200
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DOCUMENT CONTROL PAGE

# ENVIRONMENTAL ACOUSTIC ASSESSMENT

PROPOSED CHILD CARE CENTRE
BATEMAN

Job No: 22306-02

Document Reference: 33694-4-22306-02

FOR

# MEYER SHIRCORE

| DOCUMENT INFORMATION | | | |
|---|---|---|---|
| **Author:** | Tim Reynolds | **Checked By:** | Geoff Harris |
| **Date of Issue:** | 14 November 2024 | | |

**REVISION HISTORY**

| Revision | Description | Date | Author | Checked |
|---|---|---|---|---|
| 1 | Correction to boundary fencing | 28/11/2024 | TR | N/A |
| 2 | Minor correction to fencing | 02/12/2024 | TR | N/A |
| 3 | Final plans | 05/12/2014 | TR | N/A |
| | | | | |
| | | | | |

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| | | | | |
| | | | | |
| | | | | |

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

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# APPENDICIES


A PLANS

# 1. INTRODUCTION

Herring Storer Acoustics were commissioned to undertake an acoustic assessment of noise emissions associated with the proposed day care centre to be located at 1 Islip Court and 2A – 2B Broadhurst Crescent, Bateman.

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

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

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

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

# 2. SUMMARY

The closest neighbouring residences would be located to the northeast, east and south. Noise received at these residences from the outdoor play areas would comply with the requirements of the Environmental Protections (Noise) Regulations 1997, with the fencing as shown on Figure 5.1 in Section 5 – Modelling; and provided outdoor play is limited to the day period (i.e. after 7am).

Noise from the mechanical services has also been assessed to comply with the relevant criteria. However, as the assessment has not been based on the mechanical services design, it is recommended that the mechanical services design be reviewed for compliance with the Regulatory requirements.

It is noted that noise associated with cars movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors is not strictly exempt from the Regulations. Noting the under croft carpark, noise received at the neighbouring residences from these noise sources would easily comply with the Regulatory requirements, at all times.

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

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

2 Fencing to be as shown on Figure 5.1 in Section 5 – Modelling. We note that for this development, colourbond and perspex (min 4mm) are acceptable fencing materials.

3 The air conditioning condensing units to be installed with "Low Noise" night period modes to reduce noise levels by a minimum of 4 dB(A). Additionally, noting that this assessment was based on the sound power level of the condensing units being 71 dB(A), only 2 condensing units can operate during the night period (ie before 7am).

4 The car park exhaust fan will require screening from the neighbours and / or silencers to the discharge side of the fan.

5 As the mechanical services have not been designed at this stage, a reviewed / assessed of the mechanical services design will be required to ensure compliance with the Environmental Protection (Noise) Regulations 1997 are achieved.

## 3. CRITERIA

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

**TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL**

| Premises Receiving Noise | Time of Day | Assigned Level (dB) | | |
|---|---|---|---|---|
| | | $L_{A10}$ | $L_{A1}$ | $L_{Amax}$ |
| Noise sensitive premises: highly sensitive area | 0700 - 1900 hours Monday to Saturday (Day) | 45 + IF | 55 + IF | 65 + IF |
| | 0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day) | 40 + IF | 50 + IF | 65 + IF |
| | 1900 - 2200 hours all days (Evening) | 40 + IF | 50 + IF | 55 + IF |
| | 2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night) | 35 + IF | 45 + IF | 55 + IF |
| Commercial Premises | All hours | 60 | 75 | 80 |

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

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

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

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

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

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

(c) is regular, cyclic and audible;

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

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

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

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

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

**TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS**

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

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

For this development, the closest existing neighbouring residences are located to the west and south, with future residence located to the north, west and south. It is noted that the premises to the east are commercial premises. An aerial showing the neighbouring premises are shown below on Figure 3.1.




**FIGURE 3.1 – NEIGHBOURING LOTS**

As the neighbouring residences are within 450 metre of Murdoch Drive, (major road, north of Sommerville Boulevard), the Influencing Factor for these residences has been determined to be +2 dB. Thus, the assigned noise levels would be as listed in Table 3.3.

**TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL**

| Premises Receiving Noise | Time of Day | Assigned Level (dB) | | |
|---|---|---|---|---|
| | | $L_{A10}$ | $L_{A1}$ | $L_{Amax}$ |
| Noise sensitive premises: highly sensitive area | 0700 - 1900 hours Monday to Saturday (Day) | 47 | 57 | 67 |
| | 0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day) | 42 | 52 | 67 |
| | 1900 - 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 |

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

## 4. PROPOSAL

From information supplied, we understand that the child care centre normal hours of operations would be between 0630 and 1830 hours, Monday to Friday (closed on public holidays). It is understood that the proposed childcare centre will cater for a maximum of 107 children: with the following breakdown:

| | |
|---|---|
| Room 1 (Babies) | 12 places |
| Room 2 (Toddlers) | 15 places |
| Room 3 (Toddlers) | 20 places |
| Room 4 (Kindy) | 30 places |
| Room 5 (Kindy) | 30 places |

It is noted that although the proposed child care centre would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am.

## 5. MODELLING

To assess the noise received at the neighbouring premises from the proposed development, noise modelling was undertaken using the noise modelling program SoundPlan.

Calculations were carried out using the DWER's weather conditions, which relate to worst case noise propagation, as stated in the Department of Environment Regulation *"Draft Guidance on Environmental Noise for Prescribed Premises"*. These conditions include winds blowing from sources to the receiver(s).

Calculations were based on the sound power levels used in the calculations are listed in Table 5.1.

**TABLE 5.1 – SOUND POWER LEVELS**

| Item | Sound Power Level, dB(A) |
|---|---|
| Children Playing | <2 years – 78 (per 10 children)<br>>2 years - 83 (per 10 children) |
| Car Moving in Car Park | 79 |
| Car Starting | 85 |
| Door Closing | 87 |
| Air conditioning condensing Unit | 4 @ 71 |
| Kitchen Exhaust | 72 |
| Car Park Exhaust Fan | 70 |

Notes:

1 It is noted that the noise emissions from children under the age of 2 years is relatively low compared to the other children. Thus, to be conservative, acoustic modelling of outdoor play noise was made, based on:

- 1 group of children under 24 months within babies outdoor play area 1.
- 10 groups of children over 24 months within the other outdoor play areas.

2 The noise level for the air conditioning has been based on the sound power levels used for previous assessment of child care centres. From other studies, we understand that the noise associated with the condensing units would be conservative.

3 For this development, it has been assumed that the air conditioning condensing units would be located within the dry court / mechanical compound and screened from the neighbouring residences.

4 The noise modelling has been based on fencing, as shown on Figure 5.1 in Section 5 – Modelling.

5 The under croft car park has been noted. We understand that this space with need to be mechanically ventilated. Thus, an assessment has been the car park exhaust system has been included in the assessment.

6 The air conditioning condensing units to be installed with "Low Noise" night period modes to reduce noise levels by a minimum of 4 dB(A). Additionally, noting that this assessment was based on the sound power level of the condensing units being 71 dB(A), only 2 condensing units can operate during the night period (ie before 7am).

7 Noise modelling was undertaken to a number of different receiver locations for each of the neighbouring residences. However, to simplify the assessment, only the noise level in the worst case location (ie highest noise level), have been listed.

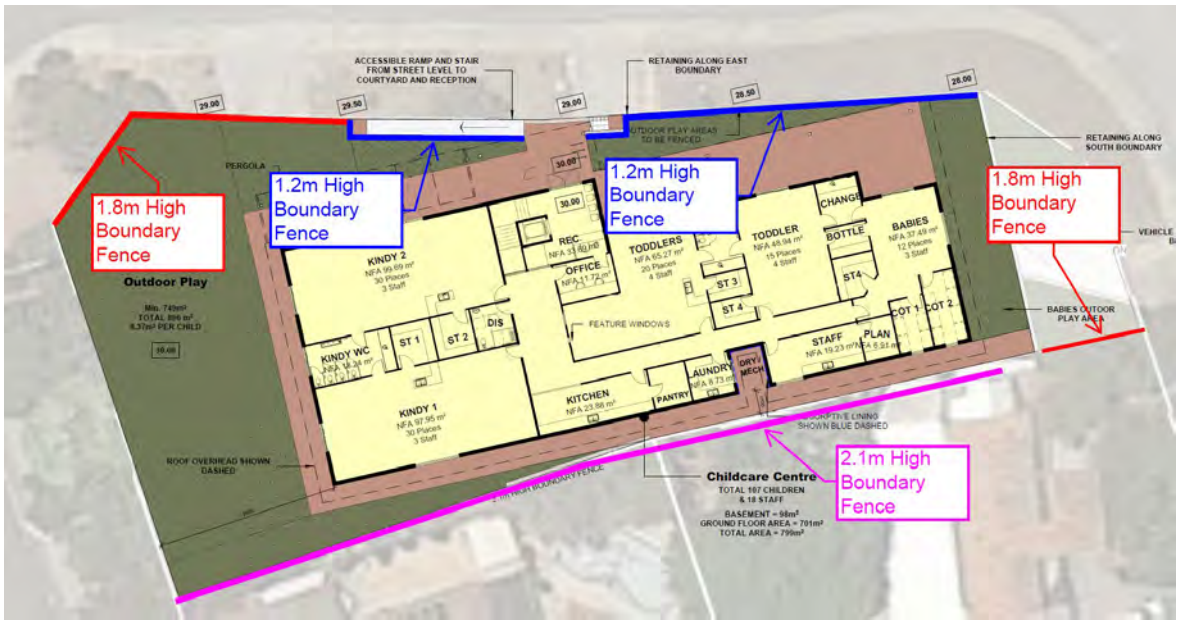



**FIGURE 5.1 – BOUNDARY FENCING**

# 6. ASSESSMENT

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

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

**TABLE 6.1 - ACOUSTIC MODELLING RESULTS FOR $L_{A10}$ CRITERIA**
**OUTDOOR PLAY AREAS AND MECHANICAL PLANT**

| Neighbouring Premises | Calculated Noise Level (dB(A)) | | |
|---|---|---|---|
| | Children Playing | Mechanical Services | |
| | | Day period | Night Period |
| West | 47 | 40 (45) | 32 (37) |
| East | 45 | 30 (35) | 29 (34) |
| South | 42 | 25 (30) | 24 (29) |

( ) Includes +5 dB(A) penalty for tonality

With regards to noise associated with cars within the parking area, resultant noise levels are tabulated in Tables 6.2 and 6.3. It is noted that noise emissions from a moving car being an $L_{A1}$ noise level, with noise emissions from cars starting and doors closing being an $L_{Amax}$ noise level. Based on the definitions of tonality, noise emissions from car movements and car starts, being an $L_{A1}$ and $L_{AMax}$ respectively, being present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable, and the assessment would be as listed in Table 6.2 (Car Moving) and Table 6.3 (Car Starting). However, noise emissions from car doors closing could be impulsive, hence the +10dB penalty has been included in the assessment.

**TABLE 6.2 - ACOUSTIC MODELLING RESULTS $L_{A1}$ CRITERIA**
**CAR MOVING**

| Neighbouring Premises | Calculated Noise Level (dB(A)) |
|---|---|
| West | 40 |
| East | 37 |
| South | 38 |

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

| Neighbouring Premises | Calculated Noise Level (dB(A)) | |
|---|---|---|
| | Car Starting | Door Closing |
| West | 36 | 38 [48] |
| East | 38 | 40 [50] |
| South | 40 | 41 [51] |

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

Tables 6.4 to 6.09 summarise the applicable Assigned Noise Levels, and assessable noise level emissions for each identified noise.

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

| Location | Assessable Noise Level dB(A) | Applicable Assigned Noise Level (dB(A)) | Exceedance to Assigned Noise Level |
|---|---|---|---|
| West | 47 | 47 | Complies |
| East | 45 | 47 | Complies |
| South | 42 | 47 | Complies |

**TABLE 6.5 – ASSESSMENT OF $L_{A10}$ DAY PERIOD NOISE LEVEL EMISSIONS**
**AIR CONDITIONING**

| Location | Assessable Noise Level dB(A) | Applicable Assigned Noise Level (dB(A)) | Exceedance to Assigned Noise Level |
|---|---|---|---|
| West | 45 | 47 | Complies |
| East | 35 | 47 | Complies |
| South | 30 | 47 | Complies |

**TABLE 6.6 – ASSESSMENT OF $L_{A10}$ NIGHT PERIOD NOISE LEVEL EMISSIONS**
**AIR CONDITIONING**

| Location | Assessable Noise Level dB(A) | Applicable Assigned Noise Level (dB(A)) | Exceedance to Assigned Noise Level |
|---|---|---|---|
| West | 37 | 37 | Complies |
| East | 34 | 37 | Complies |
| South | 29 | 37 | Complies |

**TABLE 6.7 – ASSESSMENT OF $L_{A1}$ NIGHT PERIOD NOISE LEVEL EMISSIONS**
**CAR MOVEMENTS**

| Location | Assessable Noise Level dB(A) | Applicable Assigned Noise Level (dB(A)) | Exceedance to Assigned Noise Level |
|---|---|---|---|
| West | 40 | 47 | Complies |
| East | 37 | 47 | Complies |
| South | 38 | 47 | Complies |

**TABLE 6.8 – ASSESSMENT OF $L_{Amax}$ NIGHT PERIOD NOISE LEVEL EMISSIONS**
**CAR STARTING**

| Location | Assessable Noise Level dB(A) | Applicable Assigned Noise Level (dB(A)) | Exceedance to Assigned Noise Level |
|---|---|---|---|
| West | 36 | 57 | Complies |
| East | 38 | 57 | Complies |
| South | 40 | 57 | Complies |

**TABLE 6.9 – ASSESSMENT OF $L_{Amax}$ NIGHT PERIOD NOISE LEVEL EMISSIONS**
**CAR DOOR**

| Location | Assessable Noise Level dB(A) | Applicable Assigned Noise Level (dB(A)) | Exceedance to Assigned Noise Level |
|---|---|---|---|
| West | 48 | 57 | Complies |
| East | 50 | 57 | Complies |
| South | 51 | 57 | Complies |

# 7. CONCLUSION

Noise received at the neighbouring residences from the outdoor play area would comply with day period assigned noise level, with boundary fencing as shown on Figure 5.1 in Section 5 – Modelling.

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

It is noted that noise associated with cars movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors are not strictly exempt from the Regulations. Noise received at the neighbouring residences from these noise sources would comply with the Regulatory requirements, at all times.

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

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

2 Fencing to be as shown on Figure 5.1 in Section 5 – Modelling. We note that for this development, colourbond and perspex (min. 4mm) are acceptable fencing materials.

3 The air conditioning condensing units to be installed with “Low Noise” night period modes to reduce noise levels by a minimum of 4 dB(A). Additionally, noting that this assessment was based on the sound power level of the condensing units being 71 dB(A), only 2 condensing units can operate during the night period (ie before 7am).

4 The car park exhaust fan will require screening from the neighbours and / or silencers to the discharge side of the fan.

5 As the mechanical services have not been designed at this stage, a reviewed / assessed of the mechanical services design will be required to ensure compliance with the Environmental Protection (Noise) Regulations 1997 are achieved.

# APPENDIX A

PLANS




**LOCATION PLAN**
SCALE: 1 : 500

PRELIMINARY

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# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN
FOR : ATLANTIS INDOOR PLAY CENTRE

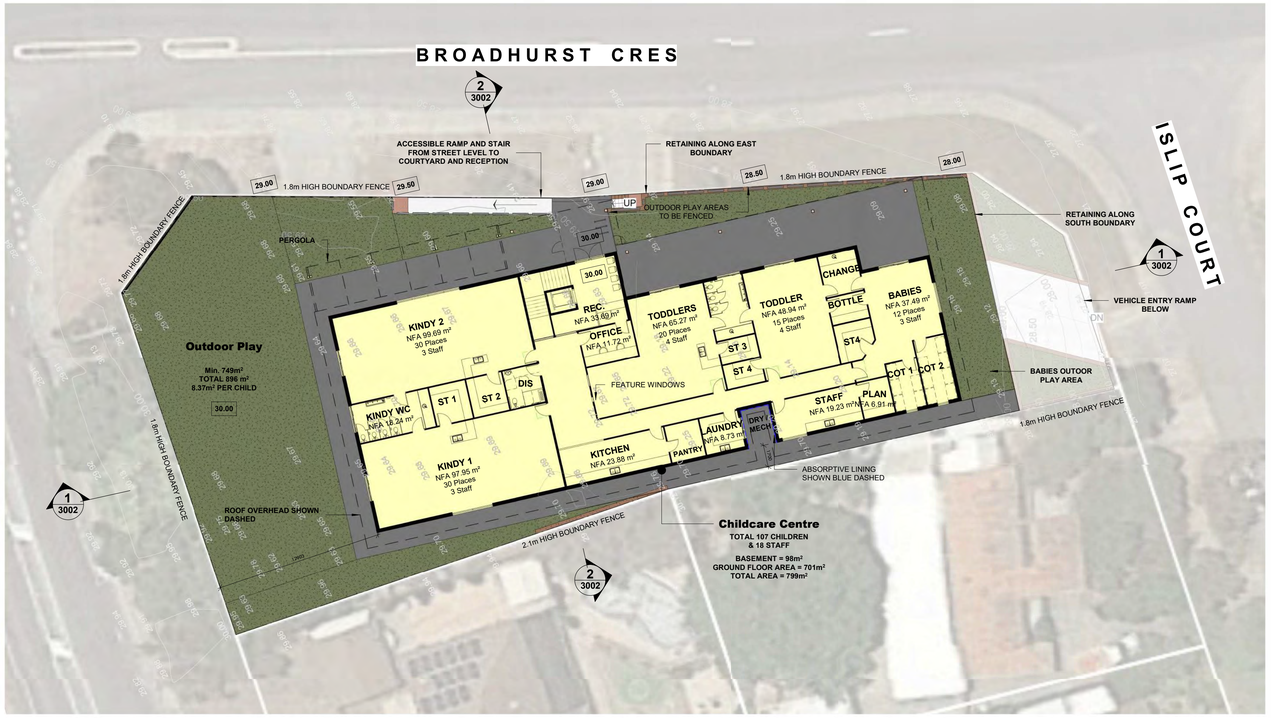
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SHEET: 1000
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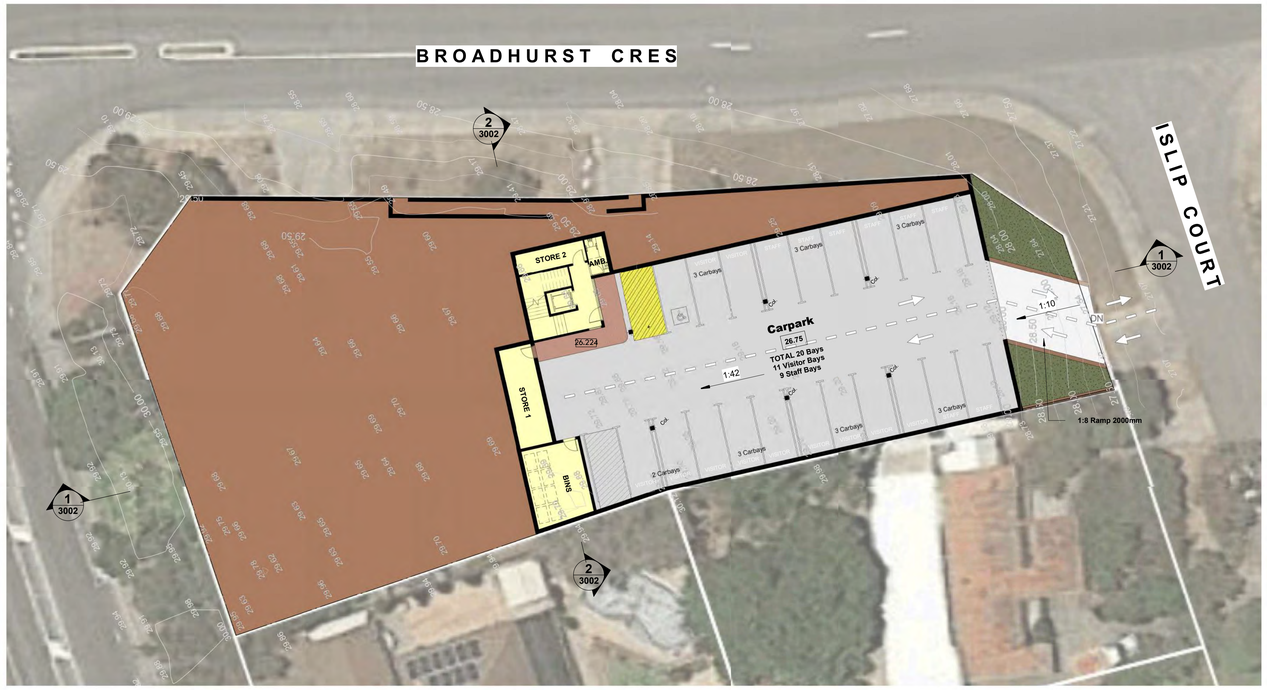
PROJECT NUMBER
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## GROUND FLOOR PLAN

SCALE: 1 : 200




## BASEMENT/UNDERCROFT FLOOR PLAN

SCALE: 1 : 200

## SITE CRITERIA

**1. Site Area**

| | |
|---|---|
| a. Site Area | **1,755m²** |

**2. Floor Area (GFA)**

| | | |
|---|---|---|
| a. Basement Entry | | 118.9m² |
| b. Ground Floor | | 707m² |
| | **Total Area** | **825.9m²** |

**3. Carparking**

i. Bays Required

| | | |
|---|---|---|
| a. Childcare Centre | | |
| | 18 Staff @ 1:2 | 9 Bays |
| | 1:10 Children | 11 Bays |
| | **Total Bays Required** | **20 Bays** |
| | **Total Bays Provided** | **20 Bays** |

## CHILD CARE CRITERIA

**1. Centre Capacity**

| | |
|---|---|
| a. Number of Places | **107 places** |

**2. Landscaping**

| | |
|---|---|
| a. Landscaping Required (7m²/Child) | 749m² |
| b. Landscaping Provided | **896m²** |
| **Total m² provided per child** | **7.64m²** |

**3. Rooms Distribution**

| | | |
|---|---|---|
| a. Room 0-12m | | |
| Number of Places | | 12 Places |
| Staff Required | 1:4 Staff | |
| Staff Provided | | 3 Staff |
| b. Room 24-36m | | |
| Number of Places | | 15 Places |
| Staff Required | 1:5 Staff | |
| Staff Provided | | 3 Staff |
| c. Room 24-36m | | |
| Number of Places | | 20 Places |
| Staff Required | 1:5 Staff | |
| Staff Provided | | 4 Staff |
| d. Room +3y | | |
| Number of Places | | 30 Places |
| Staff Required | 1:10 Staff | |
| Staff Provided | | 3 Staff |
| 3. Room +3y | | |
| Number of Places | | 30 Places |
| Staff Required | 1:10 Staff | |
| Staff Provided | | 3 Staff |
| **Total Places** | | **107 Places** |
| **Total Staff** (Includes + 2 Staff for Chef & Manager) | | **18 Staff** |

Landscaping
A. Soft Landscaping
Defined as vegetative landscaping.

Gross Floor Area : GFA
A. All Floor Areas on this plan are shown as GROSS FLOOR AREA. Unless otherwise noted as Nett Floor Area
B. Definition of Gross Floor Area is defined as:
i/ GROSS FLOOR AREA OF TENANCY:
Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.
ii/ GROSS FLOOR AREA OF A BUILDING:
Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls

Nett Floor Area : NFA
A. Nett Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.

## SITE DESIGN CHECKLIST

- ☐ 1. SEWER MAINS LOCATION TO BE DETERMINED
- ☐ 2. FIRE MAINS PRESSURE TEST REQUIRED
- ☐ 3. FIRE TANKS OR PUMPS TO BE DETERMINED
- ☐ 4. WESTERN POWER TRANSFORMER LOCATION TO BE DETERMINED
- ☐ 5. CROSSOVER & ACCESS TO STREET TO BE DETERMINED BY LOCAL AUTHORITY
- ☐ 6. FULL FEATURE SITE SURVEY REQUIRED
- ☐ 7. DIAL BEFORE YOU DIG REQUIRED
- ☐ 8. BUSHFIRE ATTACK LEVEL (BAL) TO BE DETERMINED
- ☐ 9. STREET POWER POLES TO BE DETERMINED
- ☐ 10. SITE ZONING & USE TO BE DETERMINED

**NOTE: Any of the following items that do not have an 'X' in the provided square require determination.**

**PRELIMINARY**

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# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

FOR : ATLANTIS INDOOR PLAY CENTRE

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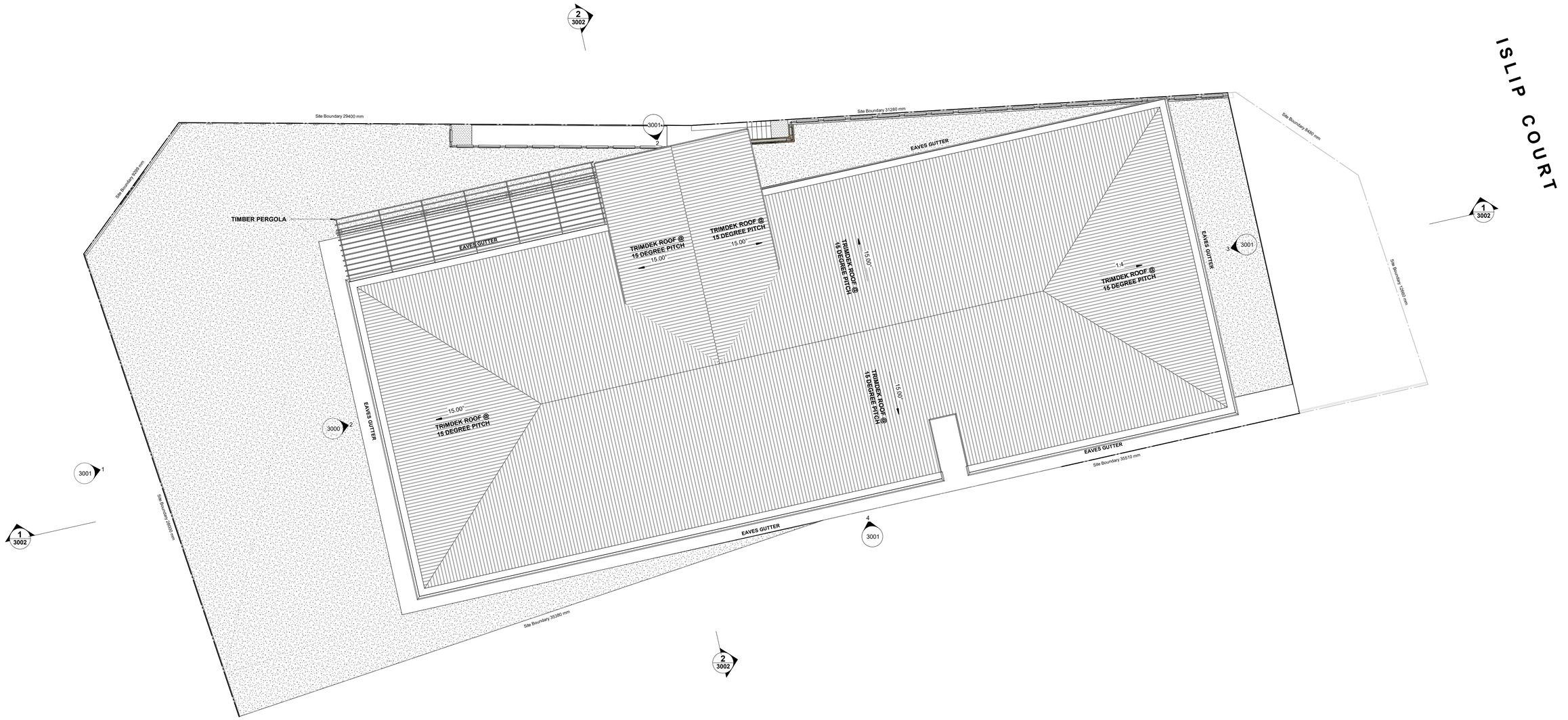
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SCALE: As indicated@B1

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**ROOF PLAN**
SCALE: 1 : 100

PRELIMINARY

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# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN
FOR : ATLANTIS INDOOR PLAY CENTRE

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DATE: OCT 2024
REVISION: SK009
SHEET: 2000
SCALE: 1 : 100 @B1

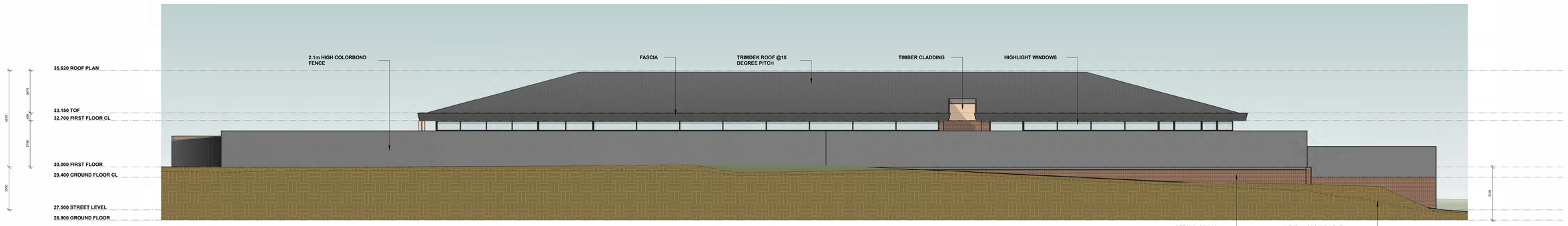
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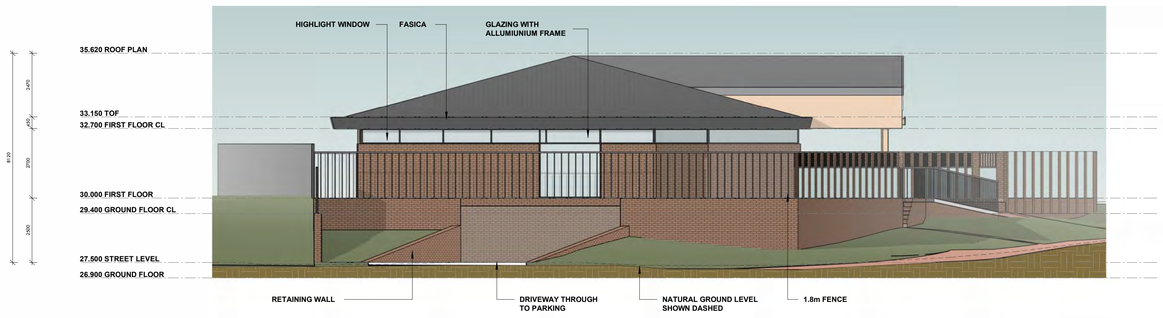

## East Elevation

SCALE: 1 : 100




## West Elevation

SCALE: 1 : 100




## South Elevation

SCALE: 1 : 100




## North Elevation

SCALE: 1 : 100

PRELIMINARY

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# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

FOR : ATLANTIS INDOOR PLAY CENTRE

Member Australian Institute of Architects

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SCALE: 1 : 100 @B1

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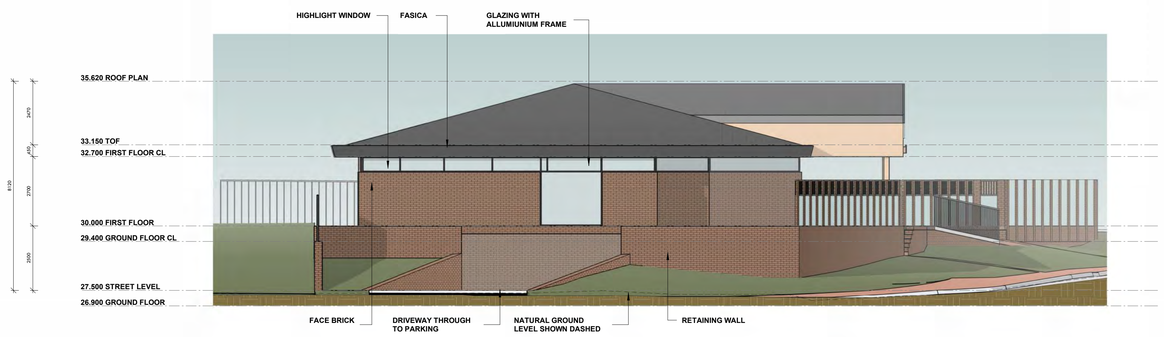

## North Elevation no fence

SCALE: 1 : 100



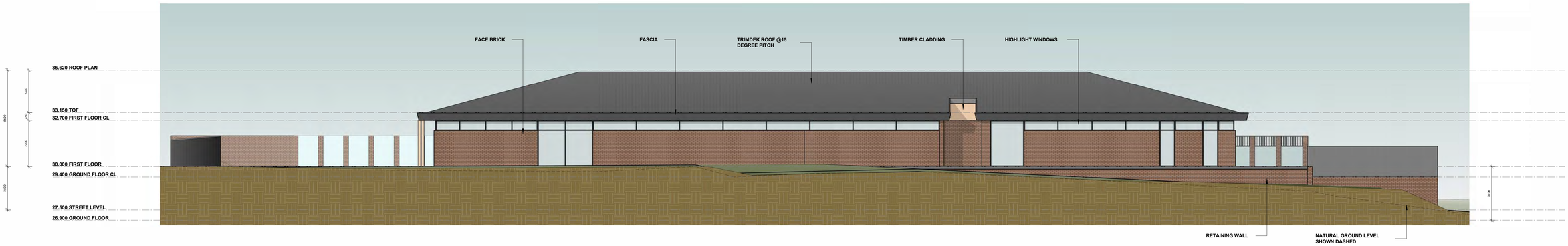

## East Elevation no fence

SCALE: 1 : 100




## South Elevation no fence

SCALE: 1 : 100




## West Elevation no fence

SCALE: 1 : 100

PRELIMINARY

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# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

FOR : ATLANTIS INDOOR PLAY CENTRE

Member Australian Institute of Architects

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DATE: OCT 2024

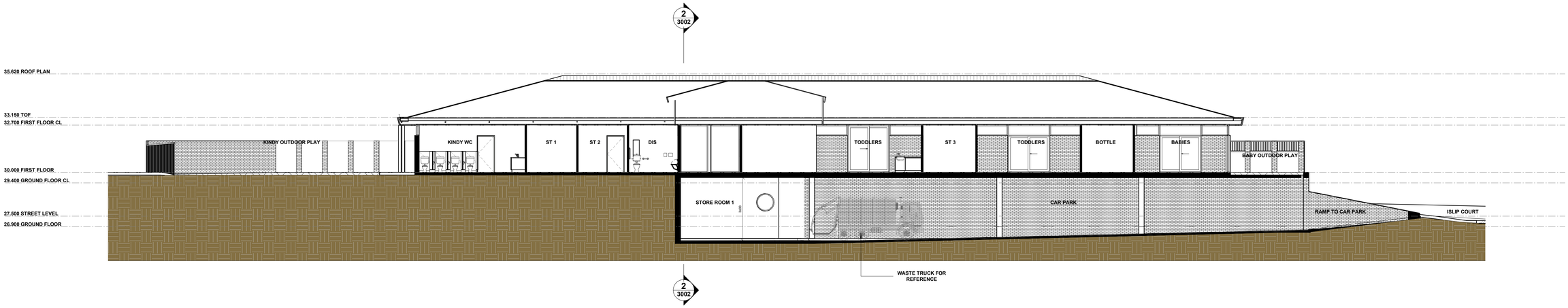
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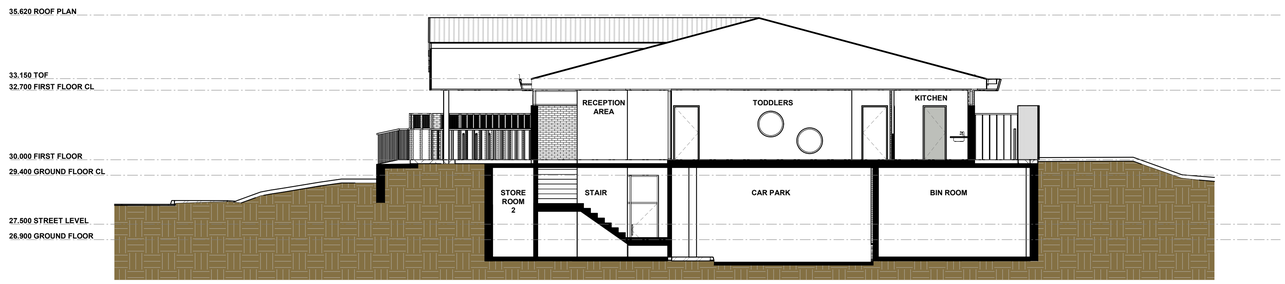
PROJECT NUMBER **23-9288**

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## 1/1002 Section 1

SCALE: 1 : 100




## 2/1002 Section 2

SCALE: 1 : 100

PRELIMINARY

meyer shircore architects

# PROPOSED CHILDCARE DEVELOPMENT

LOCATION : 1 ISLIP CRT 2A&2B BROADHURST CR, BATEMAN

FOR : ATLANTIS INDOOR PLAY CENTRE

Member Australian Institute of Architects

0 1 2 3 4 5 10

DATE: OCT 2024

REVISION: SK009

SHEET: 3002

SCALE: 1 : 100 @B1

PROJECT NUMBER 23-9288

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# PART C – CITY OF CANNING

## 1. Declarations of Due Consideration

## 2. Disclosure of Interests

## 3. Form 1 DAP Applications

3.1 Lot 33 (No.151) Riverton Drive, Rossmoyne – Two (2) Multiple Dwellings – DAP/25/02834

## 4. Form 2 DAP Applications

Nil.

## 5. Section 31 SAT Reconsiderations

Nil.

# Part C – Item 3.1 – LOT 33 (NO. 151) RIVERTON DRIVE, ROSSMOYNE – TWO (2) MULTIPLE DWELLINGS

**Form 1 – Responsible Authority Report**
(Regulation 12)

| | |
|---|---|
| **DAP Name:** | Metro Inner DAP |
| **Local Government Area:** | City of Canning |
| **Applicant:** | Rise Urban |
| **Owner:** | Broadscope Pty Ltd |
| **Value of Development:** | $4.621 million |
| **Responsible Authority:** | City of Canning |
| **Authorising Officer:** | Austin Donaghey – Manager City Planning & Economic Development |
| **LG Reference:** | DA24/0342 |
| **DAP File No:** | DAP/25/02834 |
| **Application Received Date:** | 02/01/2025 |
| **Report Due Date:** | 27 June 2025 |
| **Application Statutory Process Timeframe:** | 142 Days (90 Days with an additional 52 days agreed in accordance with Cl 75 (c) of the *Planning and Development (Local Planning Schemes) Regulations 2015*). |
| **Attachment(s):** | 1. Location Plan<br>2. Development Plans<br>3. Applicant's Planning Report & Cover Letter<br>4. Applicant's Response and Schedule of Submissions<br>5. Design Review Panel Minutes I<br>6. Design Review Panel Minutes II<br>7. Design Review Panel Chair Review<br>8. Applicant's Justification and Design Review Panel Response<br>9. Applicant's Response to City's Request for Further Information<br>10. Applicant's SPP7.0 Assessment<br>11. Sustainability Statement<br>12. Waste Management Report<br>13. Geotechnical Report<br>14. Arborist Report |

**Responsible Authority Recommendation**

It is recommended that the Metro Inner Development Assessment Panel resolves to:

**Refuse** DAP Application reference DAP/25/02834 and accompanying plans (Attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Canning Local Planning Scheme No. 42, for the following reasons:

Reasons

1. The proposed development does not comply with Clause 67(2)(a) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* as the proposed development in its current form is not considered to meet the land use classification of 2 multiple dwellings. The development is considered to meet the land use classification of 3 multiple dwellings which is not permitted under Table D of the Residential Design Codes Volume 1 Part D, based on the zoning and lot area requirements stipulated under Table D for each dwelling proposed.

2. The proposed development does not comply with Clause 67(2)(m) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* as the development is not considered to be compatible with its setting, including the desired future character of its setting and the relationship of the development to development on adjoining land and land in the locality.

3. The proposed development does not comply with Clause 67(2)(p) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and does not demonstrate compliance with the design principles of Clause 5.3.2 Landscaping of Residential Design Codes Volume 1 Part B as the development does not provide high quality landscaping.

4. The proposed development does not demonstrate compliance with the design principles outlined in Clause 5.1.2 – Street Setbacks of Residential Design Codes Volume 1 Part B. Specifically, the proposed primary street setback would have a detrimental impact on the streetscape and the surrounding area, being inconsistent with both the existing and desired future primary street setbacks for the locality, in contrast to the objectives of a low-density area.

5. The proposed development does not demonstrate compliance with the design principles outlined in Clause 5.1.4 – Open Space of Residential Design Codes Volume 1 Part as the development does not reflect the existing or desired streetscape character, contributes to an increased sense of building bulk, and exceeds the expectations set by the R20 code. The proposed open space of 41.8%, instead of the required 50%, results in a shortfall of 8.2% (82.32m²), leading to a notable reduction in open space on site. This diminishes the overall visual appeal of the development and the streetscape, while also compromising compliance with other relevant planning standards.

6. The proposed development does not comply with Clause 67(2)(m) and (n) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* as the cumulative impact development through its proposed reduced building setbacks to street and neighbouring properties, excessive building height, and reduced open space results in an inconsistent building presentation for the existing streetscape which is inconsistent with the objectives of orderly and proper planning and will have a detrimental effect on the preservation of local amenity.

7. The proposed development does not comply with sub-Clause 62 (1) (d) and sub-Clauses 63 (1) (a)(x) and (d) of Schedule 2 Deemed Provisions of the *Planning and Development (Local Planning Scheme) Regulations 2015*. The City is unable to conduct a complete assessment due provision of insufficient

supporting information. Specifically, the applicant has not provided an updated Landscape Plan or a certified Stormwater Plan.

**Details: Outline of Development Application**

| | |
|---|---|
| Region Scheme | Metropolitan Region Scheme (MRS) |
| Region Scheme - Zone/Reserve | Urban |
| Local Planning Scheme | City of Canning Local Planning Scheme No.42 (LPS42) |
| Local Planning Scheme - Zone/Reserve | Residential R20 |
| Use Class and permissibility: | Multiple Dwellings - Discretionary use 'D' |
| Lot Size: | 1004m$^2$ |
| Existing Land Use: | Vacant |
| State Heritage Register | No |
| Local Heritage | ☒ N/A<br>☐ Heritage List<br>☐ Heritage Area |
| Design Review | ☐ N/A<br>☒ Local Design Review Panel<br>☐ State Design Review Panel<br>☐ Other |
| Bushfire Prone Area | No |
| Swan River Trust Area | No |

**Proposal:**

The application seeks approval for two multiple dwellings. The development comprises a two-storey building with under croft basement. The plans propose the following -

*Under croft Basement*
- Provision of eight (8) car parking spaces
- Lift access
- Bin store for 6 x 240L bins
- Fire pump room
- Two (2) fire tanks
- Pool plant room
- A large open storage space and two (2) enclosed stores

*Ground Floor – Apartment 1*
A 420m$^2$ apartment comprising of:
- Two separate pedestrian entrances from Entry Lobby
- Kitchen/living/dining area
- Four (4) bedrooms with ensuites
- Family/games room/kitchenette
- Equipment/gym
- 1 x Store and two (2) laundries
- Two (2) terrace areas: Terrace 1 (with pool)195.7m$^2$ and Terrace 2 – 37m$^2$

*Upper Floor – Apartment 2*
A 403m$^2$ apartment comprising of:

- Apartment entry off lift access or stairs
- Kitchen/dining/living
- Kitchenette/meals
- Sitting area
- Four (4) bedrooms with ensuites,
- Study
- Two (2) powder rooms
- One (1) laundry
- Two (2) storerooms
- Two (2) Balcony areas: Balcony 1 – 72m$^2$ and Balcony 2 – 24m$^2$

| | |
|---|---|
| Proposed Land Use | Multiple Dwellings – 'D' Discretionary |
| Proposed No. Storeys | Two (2) storeys |
| Proposed No. Dwellings | 2 multiple dwellings |

**Background:**

The site is located in the suburb of Rossmoyne. The subject site is zoned Residential R20 and is currently vacant. The site abuts is a two-storey single house to the west, the Canning River foreshore to the north, and two storey single houses to the east and south. The subject site is sloping in nature and rises approximately 3.5m in gradient from Riverton Drive on its northern boundary towards the rear of the lot. There are three mature trees along the Riverton Drive verge with an existing street tree on the Second Avenue verge.

Zoning

The subject site is zoned as 'Urban' under the Metropolitan Region Scheme (MRS) and is zoned 'Residential R20' 'under the City's Local Planning Scheme No. 42 (LPS 42).




*Figure 1 - Aerial Photo of Subject Site*




*Figure 2 – Local Planning Scheme No. 42 Zoning (R20)*



*Figure 3 – Photo of Site Looking South from Riverton Drive*

**Legislation and Policy:**

Legislation

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

State Government Policies

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

Local Policies

- *Local Planning Policy LP.01 –Residential Development. (LP.01).*
- *Local Planning Policy LP.02 –Tree Retention, Planting & Development (LP.02).*
- *Local Planning Policy LP.10 – Design Review Panel and Assessment of Significant Developments (LP.10).*

**Consultation:**

Public Consultation

The application was advertised for a period of 21 days from 11 April 2025 to 2 May 2025 to landowners and occupiers of three properties adjacent to and opposite the subject site.

Following the closure of the public consultation period two (2) Objections were received within the consultation period. One (1) late Objection was also submitted following closure of the consultation period.

A summary of the issues raised by the objectors is outlined in Table 1 below, along with the City's responses. A Schedule of Submissions is provided as Attachment 4 to this report.

*Table 1 – Summary of Objections Received*

| Matters Raised | Officer's Comments |
|---|---|
| *The proposed dwelling exceeds BOTH the maximum roof and wall height permitted under the R-Codes. This non-compliance will directly obstruct my property's river view, impacting both the amenity and value of my home. This contravenes the planning standards designed to protect residents' amenity.*<br><br>*Increased building height on a corner lot will impact sightline lines.*<br><br>*The proposed 1.5m setback does not comply with the 6m specified in the R-Codes.*<br><br>*This setback reduction will detract from the character of the streetscape, particularly as it approaches the river.*<br><br>*The proposal for two(!) multiple-dwelling development* | *The proposed building height variation is considered minor. The portion exceeding the deemed-to-comply height of 8 m is limited to 0.9 metres and is confined to the front of the development (north), addressing Riverton Drive.*<br><br>*While the proposed dwelling may alter certain aspects of the existing view from neighbouring properties, the R-Codes and broader planning framework do not protect private views. Instead, they are designed to manage key planning considerations such as building bulk, scale, overshadowing, privacy, and the streetscape.*<br><br>*Figure 8 illustrates the sightlines (indicated by pink lines) within the 45-degree cone of vision that will be preserved from the upper floor windows of 7 Second Avenue, looking north toward the Canning River. 7 Second Avenue also has a finished floor level 3m higher than the subject site meaning the proposed building height variation will have little impact upon existing views from the property.*<br><br>*Furthermore, any views from 7 Second Avenue are already partially screened by mature vegetation and trees located within the front garden of 5 Second Avenue as shown in figure 3.* |

| | |
|---|---|
| *is classified as a 'D' (Discretionary) use under Clause 3.3.2 of Local Planning Scheme No. 42 (LPS42), meaning it is not permitted unless the local government exercises its discretion. This development is entirely inconsistent with the single-residential character of the surrounding area.* | *As defined under the R-Codes, a Primary Street is 'unless otherwise designated by the local government, the sole or principal public road that provides access to the major entry (front door) to the dwelling or building.'*<br><br>*Through its assessment, the City has designated Second Avenue as the primary street, as the main pedestrian entry court and building lobby is accessed from Second Avenue.*<br><br>*This results in a variation to the 6m average primary street setback requirement.*<br><br>*The lot is zoned Residential (R20). Under the City's Local Planning Scheme No. 42 (LPS42), multiple dwellings are classed as a 'D' (Discretionary) use, subject to meeting relevant requirements. Further discussion is provided in the Planning Assessment section of the Report.* |
| *Street setback variation is to comply.*<br><br>*Building height variation not supported.* | *As noted above.*<br><br>*The Residential R20 zoning of the lot allows for development of up to two storeys. The development proposes a concealed roof. Under the deemed-to-comply provisions of the R-Codes, a maximum building height of 8 metres is permitted for a concealed roof design.*<br><br>*The development proposes a building height of 8.9 metres, representing a 0.9-metre variation. Refer to Figure 10.*<br><br>*This variation may be supported under the design principles of Clause 5.1.6 of the R-Codes, as the proposal maintains adequate solar access and appropriately addresses views of significance.*<br><br>*Further discussion is provided in the Planning Assessment section of the Report.* |
| *Loss of significant street tree along Second Avenue not supported.*<br><br>*Street setback variation is to comply.* | *In response to the City's request for further information following its initial assessment of the development plans, the applicant submitted amended plans on 6 June 2025, which now propose to retain the verge tree along Second Avenue.*<br><br>*As noted above.* |

City of Canning Internal Referrals

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

Parks Services

The City's Parks Services has raised objections to the development due to concerns about works within the verge that have not been addressed in accordance with the City's Verge and Street Tree Policies.

In particular, the proposed footpath along Second Avenue must be located at least 2 metres from the trunk of the existing street tree, as required under Clause 10(1) of

*Policy ET525 Management of Trees in Streets, Thoroughfares, and Public Open Space (2024)*. Furthermore, the proposed verge ramp does not comply with the requirements of *Policy ET529 Verge Landscape Treatments (2022)*, and the applicant has not adequately responded to these issues.

In addition, significant street trees are located along Riverton Drive verge adjacent to the subject site. Due to the potential impact on these trees, the Parks Services team does not support the proposed bin pad in this location and recommends its removal.

The applicant has not submitted an amended Landscape Plan for review as requested by the City in its requests for further information to the applicant during the assessment of the application. An updated landscaping plan has not been provided to address Parks concerns or landscaping requirements required under the R Codes. While the applicant's written correspondence and perspective drawings reference and depict additional vertical and horizontal landscaping, the absence of an amended Landscape Plan leaves the City unclear about the proposed plant species and their intended heights. Furthermore, without this information, the City cannot assess the long-term sustainability of the proposed landscaping.

Referrals with Government/Service Agencies

*Department of Water and Environmental Regulation (DWER)*

The City consulted DWER due to the subject lot located within the Swan River floodplain. DWER did not raise any objection to the development subject to compliance with their guidelines for development on floodplains.

Design Review Panel (DRP) Advice

A first Design Review Panel review was undertaken on 18 February 2025. As a result of the DRP review, significant changes to the plans were recommended to the applicant.

A second Design Review Panel review was undertaken on 13 May 2025 following lodgement of a response to the City's request for further information and the DRP's initial review. Minimal design changes to the proposal were proposed by the applicant.

A final Design Review Panel chair review was carried out on 18 June 2025 following lodgement of amended plans received on 6 June 2025.

| Design review report and recommendations (Part 3/3) | | | |
|---|---|---|---|
| **Design review progress** | | | |
| | *Supported* | | |
| | *Pending further attention* | | |
| | *Not supported* | | |
| | *Insufficient detail to assess – more detail is needed* | | |
| | *DR1 - 18.02.2025* | *DR2 - 13.05.2025* | *Chair - 18.06.2025* |
| Principle 1 - **Context and character** | | | |
| Principle 2 - **Landscape quality** | | | |
| Principle 3 - **Built form and scale** | | | |
| Principle 4 - **Functionality and build quality** | | | |
| Principle 5 - **Sustainability** | | | |
| Principle 6 - **Amenity** | | | |
| Principle 7 - **Legibility** | | | |
| Principle 8 - **Safety** | | | |
| Principle 9 - **Community** | | | |
| Principle 10 - **Aesthetics** | | | |

*Figure 4 – Design Review feedback of proposal*

The City's Design Review Panel minutes is contained within Attachments 5 and 6. The Design Review Panel chair review is contained within Attachment 7, with the applicant's response in Attachment 8.

In the table below, the City provides its comments and addresses the key issues raised by the City's Design Review Panel on 18 February 2025, 13 May 2025 and Chair Review on 18 June 2025.

*Table 2 – Summary of Design Review Panel Key Design Issues*

| Issue Raised | Officer's comments |
|---|---|
| ***Context & Character***<br><br>*The DRP is of the view that the proposal as presented is overdevelopment of the site. This is unacceptable as the impact is exacerbated by the exposed corner site.*<br><br>*The DRP can support the consideration of Riverton Drive as the primary street but only if the proposal then properly respects the setback for all substantial built for components.*<br><br>*Pool to be relocated to lower level reducing bulk.* | ***Not Supported***<br><br>*The development proposes a reduced primary street (Second Ave) setback with the main 'entry court' and lobby for pedestrian access located on Second Avenue. The vehicular access off Riverton Drive serves more as a service entry to the basement garage.*<br><br>*The inclusion of a pedestrian path off Riverton Drive does not change the City's technical interpretation of the Primary Street. Second Avenue is considered as being the Primary Street as the development design still provides a fully functional and prominent pedestrian main entry access off Second Avenue, whereas vehicular access is provided off Riverton Drive with additional pedestrian access.*<br><br>*The City also notes that, under the scenario of Riverton Drive being designated the primary street setback by the City, the proposed 5.2m setback to the basement level does not provide sufficient compensating area, resulting in a variation to the primary street setback.*<br><br>*The City's assessment indicates that the site is overdeveloped, with open space provisions failing to* |

| | |
|---|---|
| | *demonstrate compliance with R Code requirements. The lack of the provision of landscaping and more deep soils areas within the site has also led to expansive paved terrace areas.*<br><br>*The applicant has advised additional landscaping is to be added to some vertical and horizontal planes. This statement has not been re-enforced and demonstrated by way of a submitted updated Landscape plan for the City's consideration.*<br><br>*The current pool location appears to address aesthetics, and the usability for the occupants and has not considered how this adds to building bulk and impacts on adjoining properties. The DRP suggestion of having this area as a raised or terraced garden with the pool being lowered has not been investigated by the applicant.* |
| ***Landscape quality.***<br><br>*The development is relying on existing significant vegetation around the site while not making a significant contribution.*<br><br>*Paving adjacent to tree not supported.*<br><br>*Vertical and horizontal planting does not adequately address the provision of landscaping.* | ***Not Supported***<br><br>*An updated Landscape Plan in support of the additional vertical and horizontal landscaping mentioned and proposed by the applicant has not been provided.*<br>*No additional landscaping has been proposed on site. The applicant has only amended the deep soil areas to comply with the 2mx2m as required by Clause 5.3.2 C2.2 of the R Codes.*<br><br>*In the absence of an updated Landscape Plan the City is unclear about the proposed plant species and their intended heights. Furthermore, without this information, the City cannot assess the long-term sustainability of the proposed landscaping.* |
| ***Built form & Scale***<br><br>*Open space requirements not complaint*<br><br>*Reduced Second Ave setback requirements to be reviewed.* | ***Not Supported***<br><br>*The reduced lot boundary and street setbacks contribute to a visually bulky development and result in a variation to the open space provisions as set out in the R Codes.*<br><br>*Variations to these aspects results in the dwelling failing to present to the street in the manner typically expected when open space requirements are fully met.*<br><br>*The proposed development by way of its reduced street setbacks, building bulk and large open space variations does not contribute to the established or future streetscape for this low density R20 residential area.* |

| | |
|---|---|
| ***Functionality & build quality***<br><br>*Functionality of the floor plan* | ***Not Supported***<br><br>*Based on an objective assessment of the functionality of the development, along with the applicant's Report which describes the design as 'custom designed' with distinct 'north and south wings, it appears the ground floor will function as two separate multiple dwellings.*<br><br>*Similarly, the upper floor plan shows a duplication of room types further suggesting the presence of two self-contained apartments.*<br><br>*However, the City notes that due to the absence of additional internal separation such as doors and walls or separate entries, the upper floor may be considered as a single multiple dwelling*<br><br>*Further discussion is provided in the Planning Assessment section of the Report.* |
| ***Sustainability***<br><br>*Encourage more Sustainability initiatives.* | ***Not Supported***<br><br>*A Sustainability Statement has been prepared and provided by the applicant. Considering the type of development proposed, i.e. multiple dwellings the Panel recommended the applicant engage with a Environmentally Sustainable Development (ESD) professional to establish stronger ESD.*<br><br>*The applicant has not taken these comments on board and prepared their own statement instead.* |
| ***Amenity***<br><br>*Public realm interface to be improved* | ***Not Supported***<br><br>*The development does not fully comply with the public realm interface given the overdevelopment of the site which results in a reduced primary street setback, open space variations, high blank walls along the western boundary, lack of sufficient landscaping, expansive raised terraces and the overall building bulk which will have impact on the character and appearance of the existing surrounding area.* |
| ***Legibility***<br><br>*Legibility of the pedestrian access from Riverton Drive.* | ***Not Supported***<br><br>*Amended plans were provided which proposes a driveway width of 4.8m, total hardstand with of 6.0m which also incorporates a 1.2m wide footpath.*<br><br>*The garage entrance and adjacent pedestrian path function more like a service access rather than a primary entry point from Riverton Drive. Visitors who don't park in the underground garage are unlikely to use the lower-level entry door, as it is obscured by the double garage doors and lacks visibility.* |
| ***Safety***<br><br>*The door leading from the Specialist Disability Accommodation (SDA)* | ***Supported***<br><br>*Note, this will be compliant with NCC BCA requirements.* |

| | |
|---|---|
| *bedroom to the pool has been amended to a window.* | |
| ***Community***<br><br>*Addresses the provision for Specialist Disability Accommodation (SDA) living* | ***Supported***<br><br>*Noted.* |
| ***Aesthetics***<br><br>*Blank walls facing the streetscape interface is not supported.*<br><br>*The use of materials for multiple dwellings*<br><br>*Visibility of the lift overrun from the south.* | ***Not Supported***<br><br>*The applicant's revised documentation indicates that additional landscaping will be added to soften the appearance of the blank wall elevations. Whilst this is noted in the perspective drawings, an updated Landscape Plan was not submitted to support the applicant's statement and perspectives.*<br><br>*The applicant may wish to investigate the type of building materials to be used should DAP recommend approval of the application. This may be addressed at Building permit stage.*<br><br>*The applicant may wish to further investigate this matter if the DAP recommends approval of the application. The screening of the lift overrun is to be addressed at the Building Permit stage. Any alternative solutions that result in additional variations to building height may necessitate a revised Development Application.* |

**Planning Assessment:**

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

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

Local Planning Scheme No. 42 (LPS42)

| **Residential Zone** | |
|---|---|
| **Objective** | **Officer Comment** |
| • To provide for a range of housing and a choice of residential densities to meet the needs of the community.<br>• To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.<br>• To provide for a range of non-residential uses, which are compatible with and complimentary to residential development. | The proposal has been submitted as two multiple dwellings. However, based on the City's objective assessment of the functionality of the plans, it is considered that the proposal will result in the construction of three (3) multiple dwellings. On that basis, the proposal is inconsistent with Table D requirements of the R-Codes Vol 1 in terms of the minimum and average lot area provision. Accordingly, it is deemed that the proposed development does not align with the desired density or built form for a Residential R20 zoned lot. |

Under LPS42, a 'Multiple Dwelling' is a discretionary "D" land use.

The *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2 reverts the definition of a 'Multiple Dwelling' to the R-Codes Vol 1. The R-Codes Vol 1 define a 'Multiple Dwelling' as below:

| Land use | Permissibility/ Description | Definition |
|---|---|---|
| Multiple Dwelling | 'D' | *"a dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but: - does not include a grouped dwelling; and - includes any dwellings above the ground floor in a mixed-use development."* |

Further commentary on compliance with LPS42 and other development controls is provided in the Planning Assessment section below.

Residential Design Codes Volume 1 (R-Codes Vol 1)

The Residential Design Codes provide planning and design provisions for residential development across Western Australia.

R-Codes Vol 1 Part B outlines the development standards applicable to multiple dwellings in residential areas coded up to R60 density coding. These standards are expressed as deemed-to-comply provisions and corresponding design principles. Where any aspect(s) of the proposal do not satisfy the deemed-to-comply provisions, those matters are required to be assessed against the relevant design principles.

The following design aspects are considered to be the key considerations in the determination of the application.

Site Area/Density

The development seeks approval for (2) multiple dwellings on the subject site with a land area of 1004m$^2$. The subject site is zoned Residential under the City's Local Planning Scheme No. 42 (LPS24) with a density coding of R20.

As outlined in Table D of Residential Design Codes Volume 1 (R-Codes Vol 1), an average of 450m$^2$ site area is required for each proposed multiple dwelling on site.

The City's objective assessment of the functionality of the plans of the proposed development has raised significant concerns, particularly regarding the internal floor plan layout, intended use and, the overall building design. Based on its assessment, the City believes the development is intended to accommodate three (3) multiple dwellings with potential for four (4) multiple dwellings if minor adjustments are made to the upper floor layout in future. The City's assessment is discussed in detail below.

Built Form Assessment

Ground Floor:

In assessing whether the ground floor comprises multiple dwellings, the applicant's intentions as to the proposed manner in which the ground floor will be used arises for consideration, but given that a development approval generally operates as a right in

rem, the identity and intentions of the applicant cannot be the only focus of the assessment. An objective assessment of the functionality of the plans of the proposed development is what should guide the assessment (see *Corp and Town of Cambridge* [2019] WASAT 65 at [98] and [99]).

The "objective assessment" approach was undertaken by the State Administrative Tribunal (**Tribunal**) in *Corp and Town of Cambridge* [2019] WASAT 65. The Tribunal made the following statement when determining how many dwellings were included in a development application:

> *"… [when] we read and interpret the plans, we do not see a single house. We see (at least) two separate dwellings that have some shared elements; namely the garage, the laundry/communal bathroom and the front lobby. The two residential wings are plainly two separate and identical dwellings in functional terms. The problem is not that there are two kitchens…. What is proposed here are two separate and identical kitchens in the context of two separate and identical residential wings. It is the proposed duplicated wings – with each wing identical to the other in terms of size, shape and function that – in the end, compels the Tribunal to find that the proposed development is not a single house." (see [106]-[107])*

The ground floor layout is illustrated in Figure 5 below. It identifies a southern "wing" (see blue highlighting) and a northern "wing" (see green highlighting). The shared Equipment/Gym is highlighted in orange.

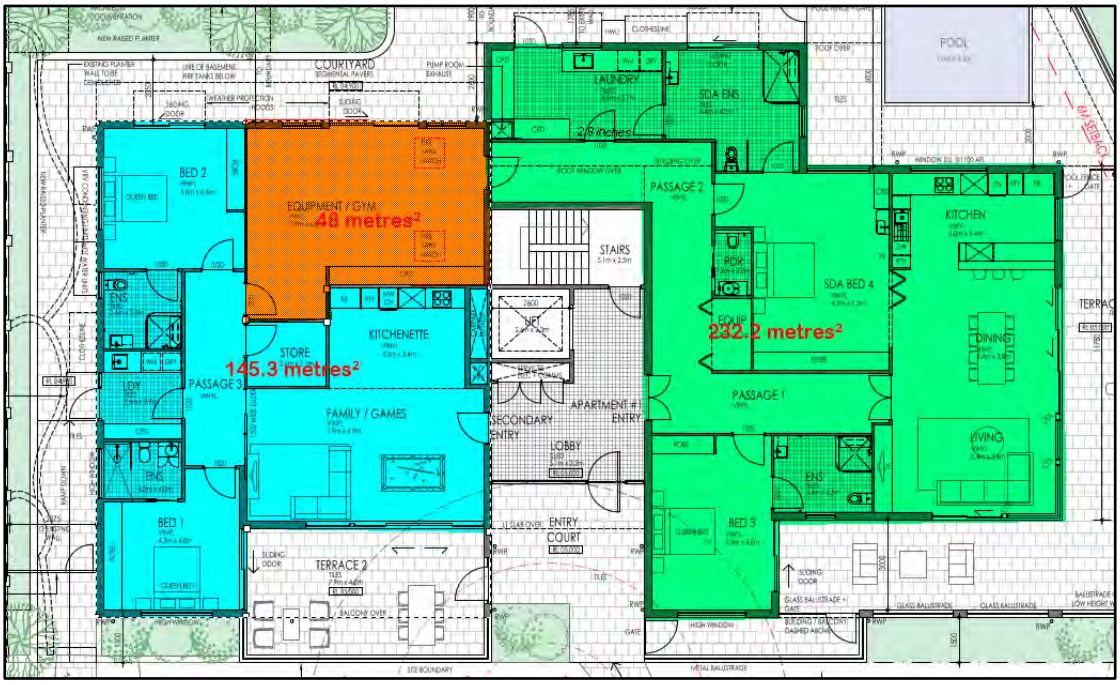



*Figure 5 – Ground Floor Layout with Northern Wing, Southern Wing and Communal Area*

In terms of area, it is noted that the southern "wing" is intended as accommodation for carers and has an approximate area of 145m², excluding the terrace. This footprint represents 32% site coverage on a 450m² lot. When combined with the northern "wing", which has an estimated floor area of 230m², the total ground floor coverage amounts to approximately 375m², an average of 187.5m² per "wing". If the shared Equipment/Gym area is included, the average increases to 210m² per "wing".

Whilst there is a difference in the size of each "wing", in undertaking an objective assessment of the functionality of the plans of the ground floor, the City considers that what is proposed are two separate self-contained multiple dwellings.

Each dwelling is provided with separate individual entry doors from the communal lobby area. Each dwelling features two (2) bedrooms with ensuites, an open-plan kitchen and living area, a laundry, and a generously sized private terrace. Whilst both dwellings share access to a communal Equipment/Gym area, the area is accessible independently from each dwelling via individual entry doors. Further, the doors to the Equipment/Gym area ensure the two dwellings can be physically separated from each other for the purpose of separate independent living.

Considered objectively, the City takes the position that in functional terms, the proposed ground floor provides for two separate multiple dwellings.

First Floor:

The upper floor layout is illustrated in Figure 6 below. It identifies a southern "wing" (see blue highlighting) and a northern "wing" (see yellow highlighting).

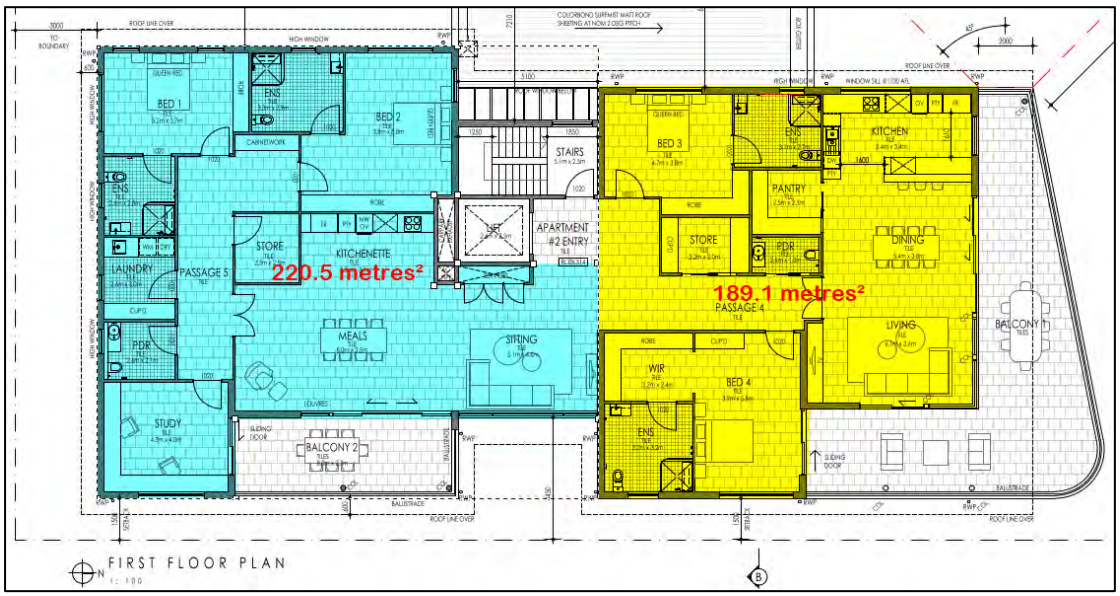



*Figure 6 – First Floor Layout with Northern and Southern Wings*

In undertaking an objective assessment of the functionality of the plans of the upper floor, the City notes that the northern "wing" and the southern "wing" are separated by the lift, stairs, and service areas. The northern "wing" includes two (2) bedrooms with ensuites, an open-plan living space that combines the kitchen, dining, and living areas, as well as a balcony. The southern "wing" has a similar layout, with the key difference being the inclusion of a study.

Both "wings" are self-contained in design, each comprising bedrooms with ensuites, kitchen and living areas, balconies, and other amenities, with an approximate average floor area of 200m². This configuration allows for the potential future adaptation of each wing into a separate dwelling.

However, it is noted that the current proposal does not include physical separation between the two "wings". There are no dividing walls or doors and only one shared laundry serves the entire upper floor. However, the absence of a laundry is not necessarily a determinative factor in considering whether or not the northern "wing" is an independent, self-contained dwelling. In this regard the City notes the Tribunal's decision in *Woodcock and the City of Fremantle* [2020] WASAT 42 which determined that a laundry was not a mandatory element of an independent self contained dwelling.

Overall though, given the absence of structures such as door or walls that will permit physical separation of the two wings, as well as the absence of a laundry in the northern wing, the City, in objectively assessing the functionality of the plans, is willing to, support the upper floor as a single dwelling in its current configuration.

Basement:

The basement includes eight car parking spaces, consisting of four tandem bays, four standard $90^{O}$ bays, of which two are ACROD (accessible) bays with a shared space. As per Clause 5.3.3 Parking of the R-Codes Vol 1 Part B, only three (3) resident parking bays plus one (1) visitor parking are required for the proposed two (2) multiple dwellings.

The eight car parking spaces proposed would also enable compliant parking to be provided for four (4) multiple dwellings on site as required in location B under clause 5.3.3 – Parking of the R Codes.

Density

As discussed above, the subject site is $1004m^2$ in land area and at the current R20 density coding for the property, zoning constraints only allow for a maximum of two multiple dwellings to be constructed on site. The proposal whilst lodged as two multiple dwellings the built form proposed does not reflect two multiple dwellings with two separate dwellings proposed on the ground floor and one large multiple dwelling proposed on the upper floor the application results three (3) multiple dwellings on site which cannot be supported on this R20 zoned lot. A lot area of $1350m^2$ would be required to enable three (3) multiple dwellings to be provided onsite.

Clause 2.2.1 – Assessment of R-Codes Vol 1 provides that:

*The decision-maker shall not vary the minimum or average site area per dwelling requirements set out in Table D except as provided in the R-Codes Volume 1 or the scheme.*

Accordingly, the State Planning framework does not allow for the City's discretion to vary the average site area required for a dwelling in a multiple dwelling development. As such, the City cannot support the proposal in its current form.

Additionally, the City is also of the view that the proposed development in its current form presents an overdevelopment of the site through multiple variations to the R-Codes Vol 1 deemed to comply provisions which cannot be supported via a design principle assessment.

Variations to street setback, lot boundary setbacks, open space and landscaping contribute to the determinantal building bulk and its impact on the streetscape and amenity of adjoining properties.

The following design elements do not comply with the deemed-to-comply provisions of the R-Codes and are assessed against the relevant design principles below.

- Street Setback
- Lot boundary setback
- Open space
- Landscaping
- Building height
- Site works

Street Setback

The Deemed-to-Comply requirements of Clause 5.1.2 – Street Setback of the R-Codes Volume 1 Part B requires that any street setback is to be in accordance with the primary street setback requirements of Table B.

The minimum street setback of 6m is required with a nil setback to Terrace 2 and raised passage and a 1.5m setback to the rest of the building proposed.

The City has designated Second Avenue as the primary street as it provides direct access to the main pedestrian entrance (front door) to the dwellings. In contrast, the Riverton Drive entry functions primarily as a service/vehicular entrance from the under-croft basement. Visitors who do not park in the garage below are unlikely to use the lower-level entry door, which is obscured by the double garage doors.

If entering from Riverton Drive using the lift or stairs, a person would need to walk approximately 25 metres to reach the ground floor apartments. In contrast, accessing the building through the main lobby on Second Avenue significantly reduces the walking distance to approximately 5m to each individual entrance to the ground floor apartments or to access the lift/stairs to the upper floor apartment. Furthermore, the general public and/or pedestrians visiting the site would not have access to the basement lift or entry, instead, they would enter through the lobby courtyard and front door off Second Avenue.

The applicant's justification in support of treating Riverton Drive as the primary street, states,

*"All developments along Riverton Drive West face the river, as does this development. Given the river is the key feature in this locality and Riverton Drive West carries more traffic than Second Avenue, it is logical for it to be treated as the front of the site. The building design prioritises its outlook to Riverton Drive West and the river, thereby reinforcing that is the front of the site. Any building on this site that prioritised Second Avenue over the river would create an inconsistent design and streetscape outcome, and this is not proposed".*

The City's view, while the proposed terrace and balcony on Riverton Drive are logically placed to take advantage of river views and enhance this façade, they do not redefine it as the primary street. As the entry lobby to the building is provided on Second Avenue

this has been designated the Primary Street in accordance with the definition of the R Codes.

The City does not support the reduced primary street setback variation of Second Ave for the following reasons:

An assessment of the current streetscape along Second Ave adjoining the subject site, maintains a consistent 6m front setback, aligning with the requirements of the Planning Framework (refer to Figure 9 below).

Permitting a reduced setback of 1.5m would disrupt this consistency, resulting in a disjointed building line and altering the established character of the streetscape. Reducing the setback also significantly decreases the amount of open space between the building and the street, diminishing the green, open character that defines the local area.

The proposed reduced setback does not enhance passive surveillance but may lead to privacy concerns, particularly given the inclusion of large, open terraces the development proposes, along the Second Avenue frontage. Locating the building 4.5 metres closer to the street increases its visual bulk and prominence when viewed from public areas, detracting from the visual amenity enjoyed by pedestrians and neighbouring residents.

Under Clause 5.1.2 of the R-Codes, features such as porches, balconies, and verandas may project up to half the required front setback. However, the design presents portion of Terrace 1 and the entirety of Terrace 2 with a nil setback making them visually obtrusive and out of character with the surrounding dwellings.

Additionally, a 1.5m setback does not provide adequate space for sufficient landscaping or deep soil zones, which are important for softening the built form and contributing positively to the streetscape. In contrast, a 6m setback allows for more substantial landscaping. The design fails to also demonstrate compliance with the design principles relating to lot boundary setbacks, landscaping, open space and building height which are also being varied and contribute to the overall bulk of the development.

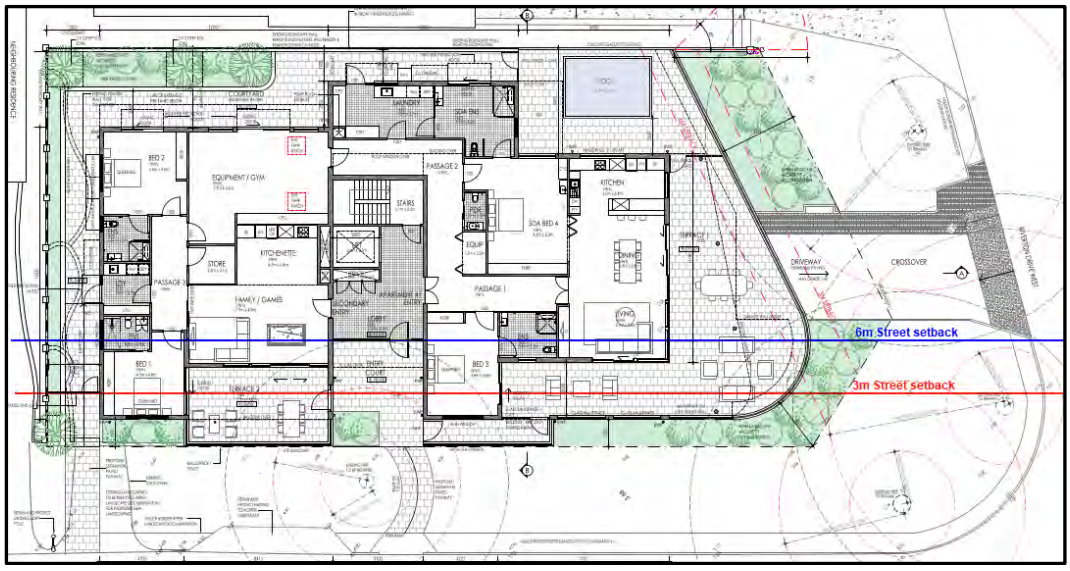



*Figure 7 – Primary Street Setback for R20 Zoned Lot*

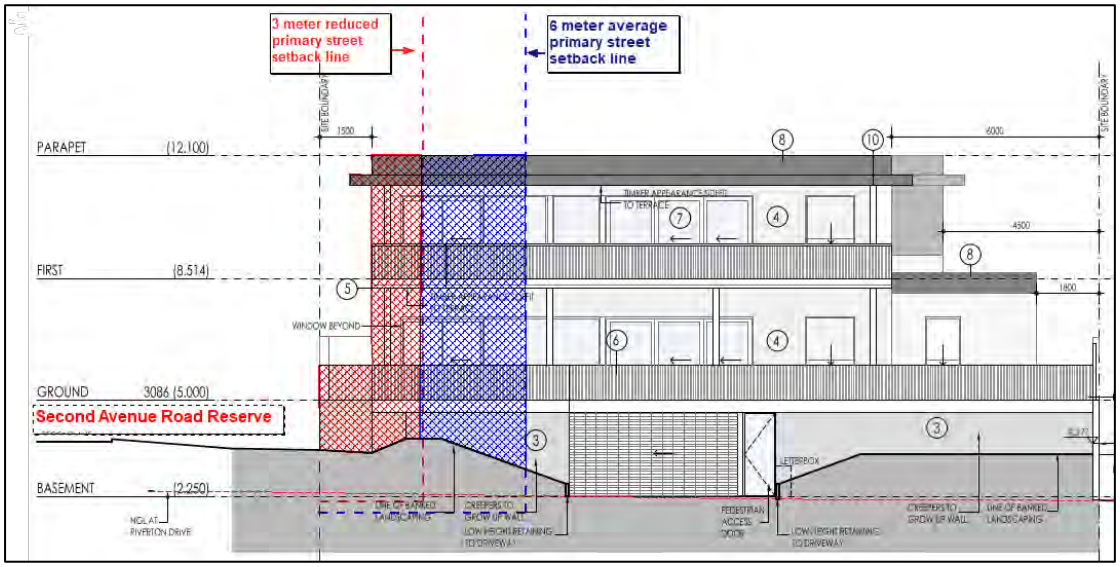



*Figure 8 – Building Projection within Primary Street Setback*




*Figure 9 – Existing Building Street Setback along Second Avenue*

Lot Boundary Setback

The Deemed-to-Comply requirements of Clause 5.1.3 – Lot Boundary Setback of the R-Codes Volume 1 Part B requires that buildings are setback in accordance with Table B and Tables 2a & 2b.

The following table provides an assessment against the requirements of Clause 5.1.3 and the relevant design principles.

| Deemed-to-Comply Requirement | Deemed-to-Comply Departure | Design Principles Assessment |
|---|---|---|

| | | |
|---|---|---|
| *The deemed to comply western lot boundary setback to the upper floor; - bed 1 to bed 2, 6.6m; and bed 3 to balcony, 7.7m.* | *The proposed setbacks are 4.5m and 6m respectively.* | *As the adjoining Lot 70, 153 Riverton Drive is owned by the same landowner as the subject site, neighbour consultation was not required. The City supports the reduced setback on the basis that:*<br><br>*Adequate access to natural light and ventilation for the adjacent existing building is maintained.*<br><br>*There are no concerns regarding visual privacy. The minor variation in overlooking from the northwest-facing balcony projects only into the front setback area and driveway of the adjoining property, which is acceptable under Clause 5.4.1 C1.1 of the Residential Design Codes.* |

Open Space

The Deemed-to-Comply requirements of Clause 5.1.4 Open Space of the R-Codes Volume 1 Part B requires the proposed development (multiple dwelling) is to be in accordance with the open space requirements of Table B.

The following table provides an assessment against the requirements of Clause 5.1.4 and the relevant design principles.

| Deemed-to-Comply Requirement | Deemed-to-Comply Departure | Design Principles Assessment |
|---|---|---|
| *The open space requirement being 50%.* | *The application proposes an open space provision of 41.8% (419.67m²), in lieu of the 50% (502m²) requirement under the R20 density coding.* | *The proposed variation has been assessed against the relevant Design Principles under Clause 5.1.4 and is not supported for the following reasons:*<br><br>*The development seeks to construct 3 multiple dwellings, resulting in an overdevelopment of the site which is not in accordance with an R20 zoned lot and as discussed under Site Area/Density.*<br><br>*The reduced lot boundary and street setbacks contribute to a visually bulky development and results in a variation to the open space provisions as set out in the R Codes.*<br><br>*Variations to these aspects results in the dwelling failing to present to the street in the manner typically expected when open space requirements are fully met.*<br><br>*It is considered that the proposed development does not align with the desired density or built form for a Residential R20 zoned lot.* |

Building Height

The Deemed-to-Comply requirements of Clause 5.1.6 Building Height of the R-Codes Volume 1 Part B requires that building height is to be in accordance with Table 3 for category B area buildings.

The following table provides an assessment against the requirements of Clause 5.1.6 and the relevant design principles.

| Deemed-to-Comply Requirement | Deemed-to-Comply Departure | Design Principles Assessment |
|---|---|---|
| *The deemed to comply wall height for buildings with a concealed roof being 7m and roof height of 8m.* | *The northwestern elevation proposes a wall height of 8.9m and roof height of 8.9m. The proposed building height corresponds to the drop in the site levels (approx.3.5m) from the rear lot boundary to the front lot boundary, as depicted in Figure 10 below.* | *The building height variation is due the southeast to northwest slope of the land.*<br><br>*Due to the undulating nature of natural ground level and the need to provide a level internal finished floor level the proposed building height varies across the site.*<br>*The variations to building height are proposed mainly to reduce the need for stairs and to accommodate for natural slope of the site.*<br>*The building height variation is only to the northern (front elevation).*<br><br>*It is considered that the proposed building height variations can be supported against the relevant design principles for the following reasons:*<br><br>*The height increase is considered minimal (less than 1 metre), the portion of building which is over height maintains adequate access to sunlight into adjoining properties.*<br><br>*The minor height increase will not obstruct significant views. The building height on the southern elevation (rear) remains within compliant height limits as demonstrated in Figure 10 below.*<br><br>*The design principle focuses on ensuring that access to views is preserved, rather than ensuring views remain exactly the same. Further, views from adjoining properties, south of the subject lot may be obscured as demonstrated in Figure 11 below and not completely lost.*<br><br>*As stated under 'Public Consultation' section Figure 11 illustrates the sightlines within the 45-degree cone of vision that will be preserved from the upper floor windows from the property to the south of the proposed development.*<br><br>*This is made possible due to the applicant's site being situated at a lower elevation than other* |

| | | |
|---|---|---|
| | | *properties behind the development to the south.* |

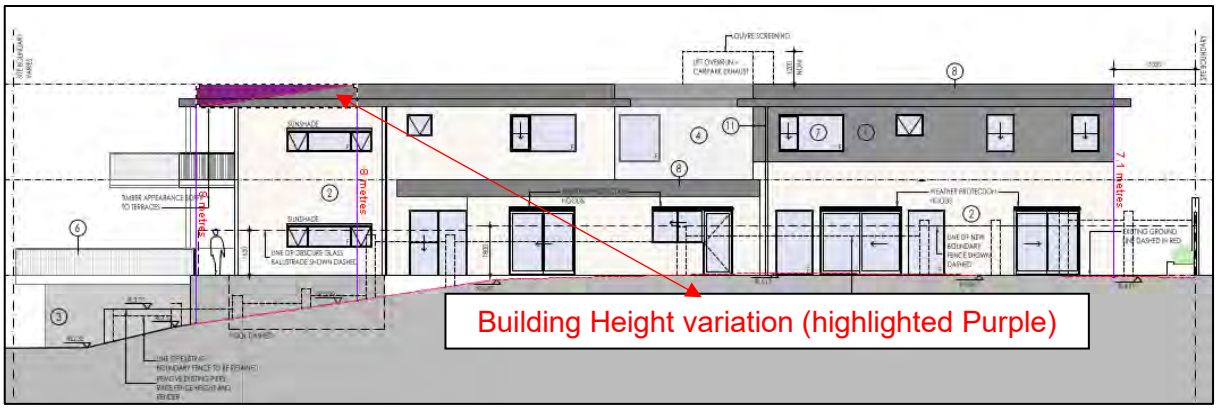



*Figure 10 – Building Façade along Western Lot Boundary*




*Figure 11 - Obscure View from Northern Upper Floor at 7 Second Avenue*

Clause 5.3.2 Landscaping

The Deemed-to-Comply requirements of Clause 5.3.2 Landscaping of the R-Codes Volume 1 Part B requires that landscaping to be provided in accordance with Clause 5.3.2 C2.2.

The following table provides an assessment against the requirements of Clause 5.3.2 and the relevant design principles.

| Deemed-to-Comply Requirement | Deemed-to-Comply Departure | Design Principles Assessment |
|---|---|---|
| *Landscaping of single houses, grouped dwellings and multiple dwellings to include the following:*<br><br>*i. the minimum number of trees and associated planting areas in the table below; and*<br><br>*ii. landscaping of the street setback area, with not more than 50 per cent of this area to consist of impervious surfaces.* | *Primary Street (Second Ave) 43.3 x 6=259.8m$^2$ Proposed 111.7m$^2$ /259.8 m$^2$ = 43 per cent* | *The landscape plan primarily focuses on landscaping within the City's verge along Second Avenue and Riverton Drive, rather than within the subject lot itself.*<br><br>*The proposed landscaping fails to enhance the appearance of adjacent buildings, the streetscape, or create attractive, safe, and functional spaces.*<br><br>*The applicant has not submitted an updated Landscape Plan for assessment as requested by the City. No updated plan has been provided to demonstrate compliance with the requirements of the R Codes.*<br><br>*While the applicant's written correspondence and perspective drawings reference and depict additional vertical and horizontal landscaping, the absence of an amended Landscape Plan leaves the City unclear about the proposed plant species and their intended heights. Furthermore, without this information, the City is unable to assess the long-term sustainability of any proposed landscaping.*<br>. |

Site Works

The Deemed-to-Comply requirements of Clause 5.3.7 Site Works of the R-Codes Volume 1 Part B requires that any site works to be in accordance with Clause 5.3.7 C7.2 Table 4.

The following table provides an assessment against the requirements of Clause 5.3.7 and the relevant design principles.

| Deemed-to-Comply Requirement | Deemed-to-Comply Departure | Design Principles Assessment |
|---|---|---|
| *Site works between the street boundary and street setback not more than 0.5m* | *The submitted plans indicate retaining to a height of 2.7m in lieu of 0.5m which is a* | *The proposed variation is assessed against the relevant Design Principles and is supported for the following reasons:* |

| | | |
|---|---|---|
| *and to comply with Table 4* | *variation to Clause 5.3.7 of the deemed-to-comply requirements of the Residential Design Codes* | • *The development responds to a natural slope on site.*<br>• *The retaining wall required on the neighbour's eastern boundary does not create any overlooking issues and the neighbour is the same landowner of the subject development therefore no consultation was deemed necessary for the variation.* |



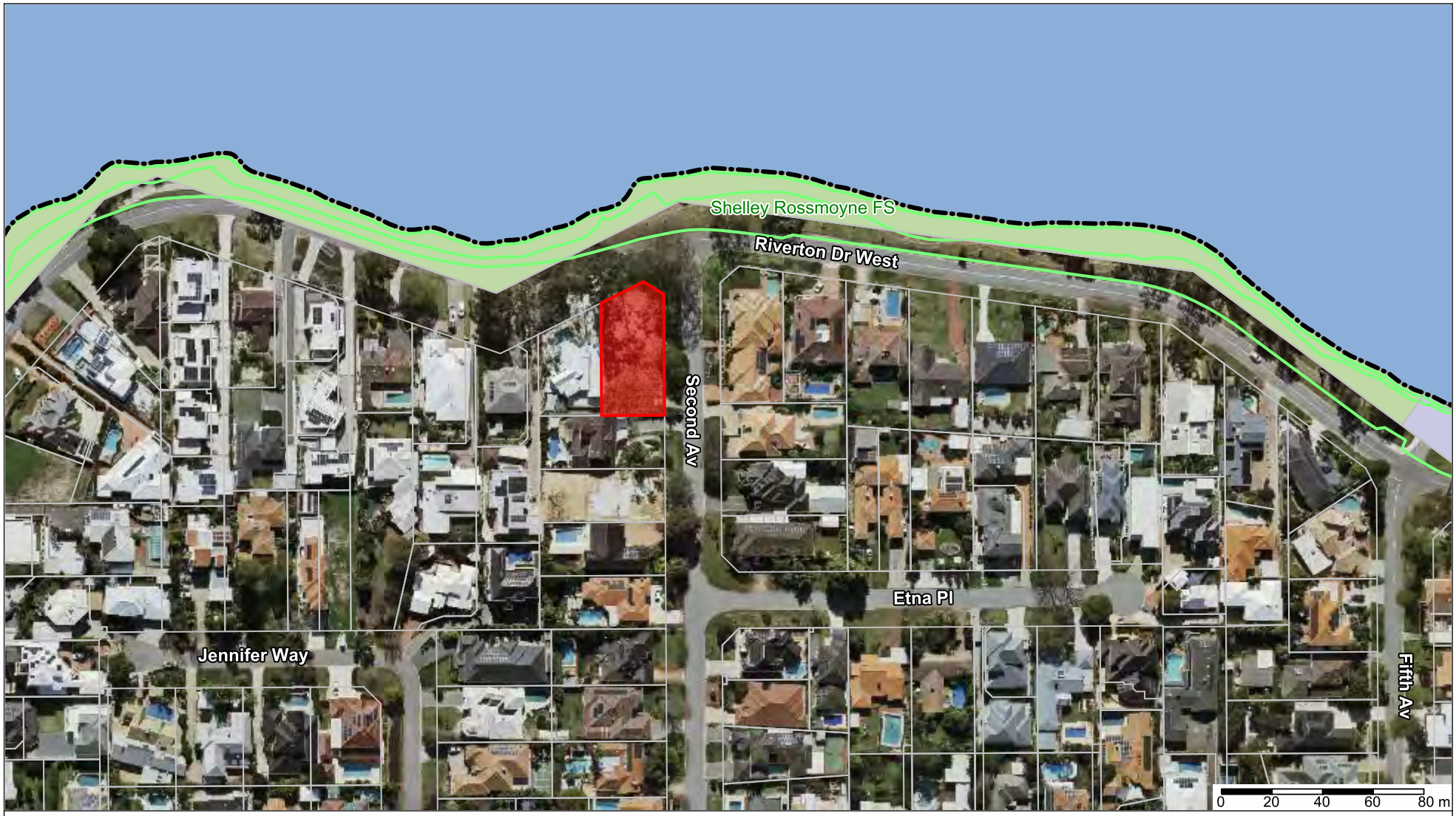

*Figure 12 – Proposed Site Works Variations along western boundary (Highlighted Purple)*

**Conclusion:**

The application has been assessed against the relevant aspects of the planning framework for the site. Where the proposal does not meet a deemed-to-comply development standard, it has been assessed in line with the applicable R-Codes Volume 1 Part B design principles and policy objectives.

The proposal for two (2) multiple dwellings does not align with the R-Codes or the City's planning framework. There are concerns regarding the proposal's deviation from the allowable number of dwellings on an R20 zoned residential lot. The proposal appears to represent an overdevelopment of the site, with minimal consideration given to the requirements of the State planning framework, as well as the potential impacts on the surrounding area.

As a result, the application is recommended for refusal based on the reasons outlined above.




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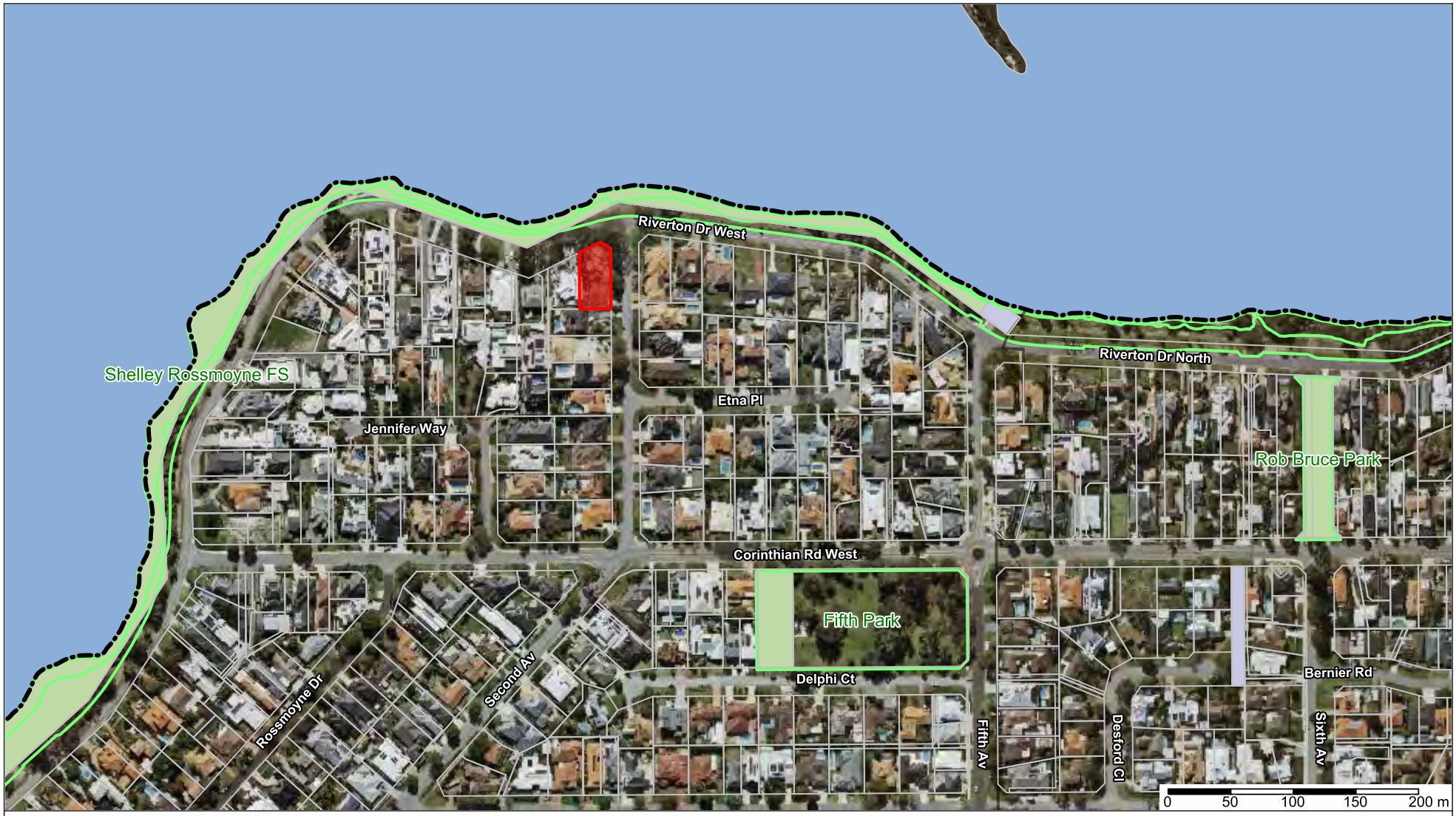
**Location Plan - DAP/25/02834**

**151 Riverton Drive, Rossmoyne, WA, 6148**

05/04/2025

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**Location Plan (Broader Context)**
**DAP/25/02834**
**151 Riveryon Drive, Rossmoyne, WA, 6148**

05/04/2025

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PROPOSED DEVELOPMENT VIEWED
FROM RIVERTON DRIVE

## DRAWING SCHEDULE


A.00 COVER PAGE (THIS DRAWING)
A.01 SITE & BASEMENT PLAN
A.02 SITE & GROUND FLOOR PLAN
A.03 FIRST FLOOR / ROOF PLAN
A.04 ELEVATIONS
A.05 SECTIONS

A.06 RENDERS
A.07 RENDERS


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|---|---|---|
| A-4 | ISSUED FOR REVIEW | 03.06.25 |
| A-3 | REISSUED FOR DEVELOPMENT APPLICATION | 27.03.25 |
| A-2 | DEVELOPMENT APPLICATION | 17.12.24 |
| A-1 | DEVELOPMENT APPLICATION | 16.12.24 |
| No. | REVISION | DATE |

151 RIVERTON DRIVE
ROSSMOYNE

DALE ALCOCK PROJECTS


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| DRAWN | HJA | A | 4 | A.00 |
| SCALE | 1: 100 @ A1 | | | |
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NEIGHBOURING RESIDENCE #149

SITE BOUNDARY

EXISTING BOUNDARY WALL
REMOVE EXISTING PIERS AND RENDER &
REINFORCEMENT ON INSIDE

40.25

EXISTING FENCE RETAINED - REINFORCE TO
SUIT NEW GROUND LEVEL

EXISTING BOUNDARY FENCE

22.53

3000
TO BOUNDARY

310
NOMINAL

BUILDING OVER

4500

4000

PUMP ROOM
EXHAUST

FIRE TANK 1
35 SQM

FIRE
TANK
HATCH

FIRE TANK 2
35 SQM

FIRE
TANK
HATCH

FIRE PUMP
5.2m x 5.2m

1020

1020

1610

COMMS CABINET

BIN STORE
6 X 240L BINS

LOUVERED

REVERSING BAY

1201

POOL
PLANT

POOL ABOVE

RETAINING WALL

6M SETBACK

TERRACE
ABOVE

600

1000

5080

REFER LANDSCAPE
ARCHITECTS
DOCUMENTATION

17.06

TREE PROTECTION ZONE

STRUCTURAL ROOT ZONE

EXISTING TREE
TO REMAIN

2.30

MULCH/PAPER REFER LANDSCAPE
DOCUMENTATION

LOW LEVEL RETAINING
TO SITE BOUNDARY

LETTERBOX

BIN PAD

MECHANICAL DUCT OVER

SHARED ZONE

LOUVERED

PEDESTRIAN ACCESS
DOOR

PEDESTRIAN PATH
BRICK PAVING

1200

RAMP UP
1:10 MAX

RIVERTON DRIVE WEST

STORE AREA

3895

CARPARK
EXHAUST

LIFT
2.6m x 2.3m

LINE MARKED PATH TO LIFT

GARAGE
CONC

6100

RL 1.95

RL 2.25

STEP RAMP

STEP RAMP & VEHICLE GATE

PERFORATED LOUVRED FENCE/ GATE

DRIVEWAY
PERMEABLE PAVING
MAX GRADE 1:40

CROSSOVER
PERMEABLE PAVING

600

RAMP UP
1:10 MAX

CONC

TERRACE RETAINING WALL

3M SETBACK

LOW LEVEL RETAINING
TO SITE BOUNDARY

RETAINING WALL

RL 1.90

PROVISION FOR
FUTURE EV CHARGING

8

7

6

5

2400

2400

2400

7200

300

6300

6000

2500mm HEIGHT CLEARANCE
OVER DISABLED BAYS (INC SHARED)

BOLLARD

350

3300

4m2 NET
STORE 1 & 2

820

STORE 1

STORE 2

820

5400

5400

SOFFIT STEP

SOFFIT STEP

4

DISABLED BAY

SHARED BAY

5

2

VISITOR

1

VISITOR

STORE AREA
(TERRACE
ABOVE)

MECHANICAL DUCT OVER

MECHANICAL DUCT OVER

PROVISION FOR
FUTURE EV CHARGING

RETAINING WALL

1500

1500

8.53

STRUCTURAL ROOT ZONE

EXISTING TREE
TO REMAIN

TREE PROTECTION ZONE

REFER LANDSCAPE
ARCHITECTS
DOCUMENTATION

SITE BOUNDARY

43.31

TREE PROTECTION ZONE

EXISTING TREE
TO BE RETAINED

STRUCTURAL ROOT ZONE

EXISTING TREE
TO REMAIN

STRUCTURAL ROOT ZONE

TREE PROTECTION ZONE

SECOND AVENUE

| | | |
|---|---|---|
| A-20 | ISSUED FOR REVIEW | 06.06.25 |
| A-19 | ISSUED FOR REVIEW | 05.06.25 |
| A-18 | ISSUED FOR REVIEW | 03.06.25 |
| A-17 | ISSUED FOR REVIEW | 30.05.25 |
| A-16 | ISSUED FOR REVIEW | 29.05.25 |
| A-15 | RE ISSUED FOR DEVELOPMENT APPLICATION | 27.03.25 |
| No. | REVISION | DATE |

151 RIVERTON DRIVE
ROSSMOYNE

DALE ALCOCK PROJECTS

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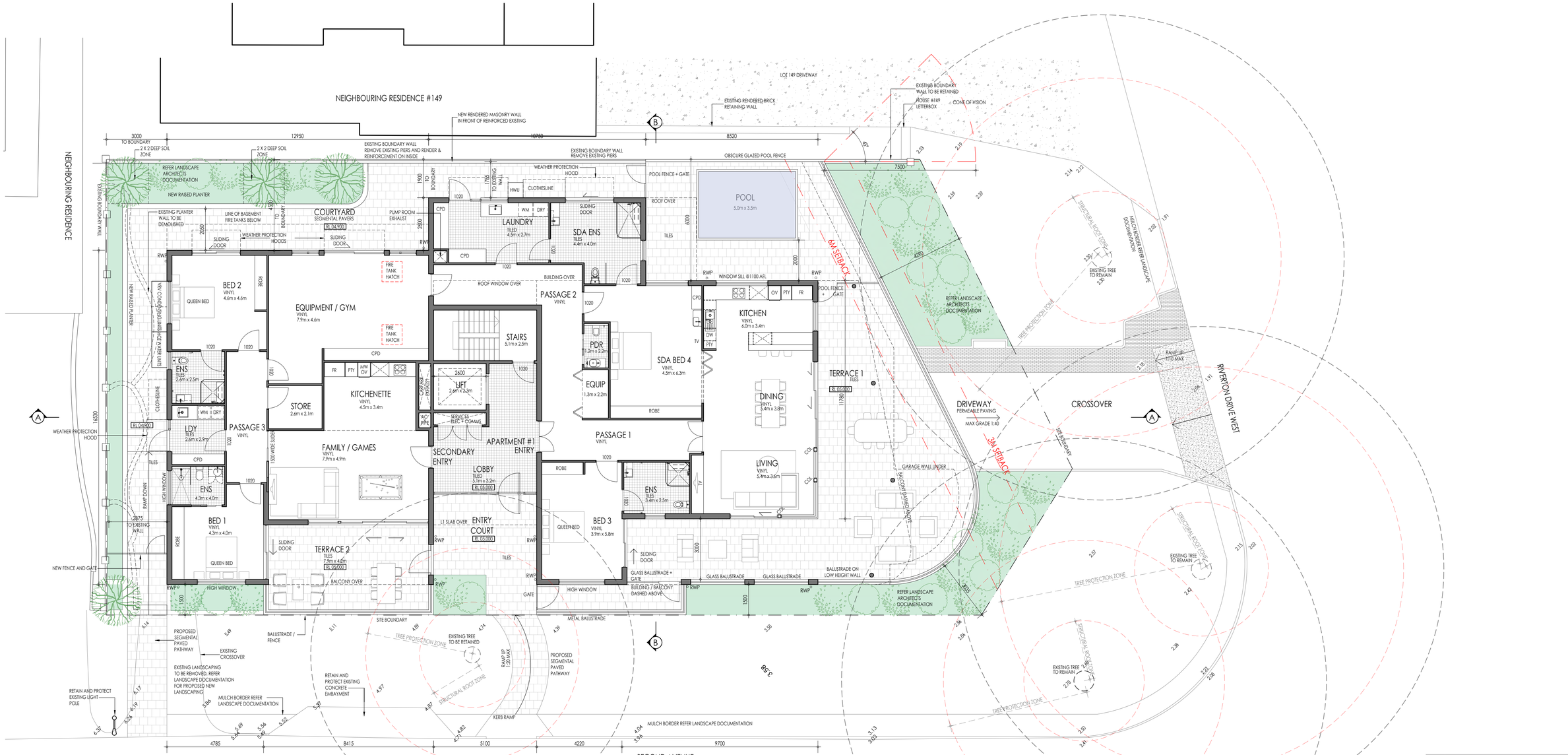
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# SITE PLAN & BASEMENT

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## SITE PLAN & GROUND FLOOR

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| A-20 | ISSUED FOR REVIEW | 06.06.25 |
| A-19 | ISSUED FOR REVIEW | 05.06.25 |
| A-18 | ISSUED FOR REVIEW | 03.06.25 |
| A-17 | ISSUED FOR REVIEW | 30.05.25 |
| A-16 | ISSUED FOR REVIEW | 29.05.25 |
| A-15 | PERMEABLE PAVING ADDED TO ENTRY PATH | 29.04.25 |
| No. | REVISION | DATE |

151 RIVERTON DRIVE
ROSSMOYNE

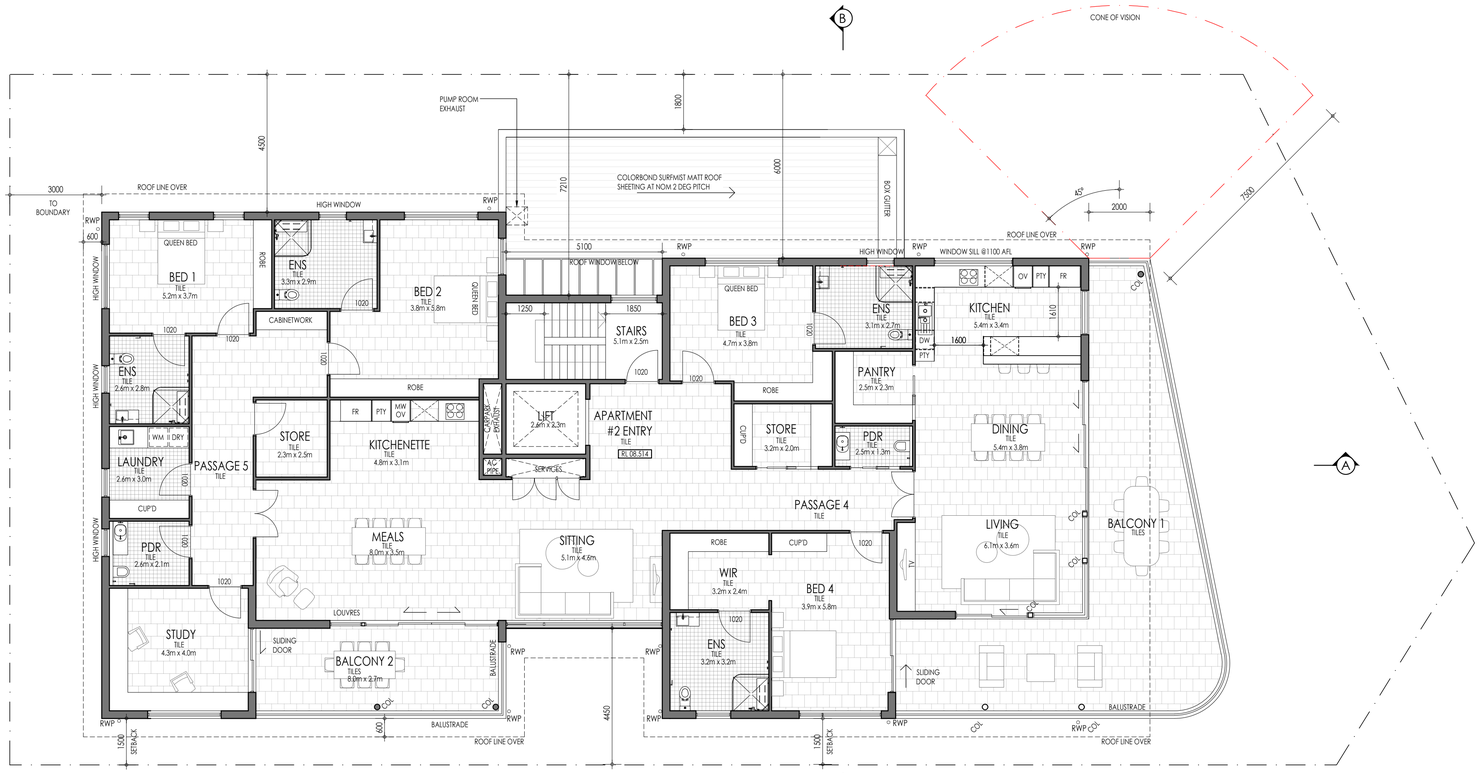
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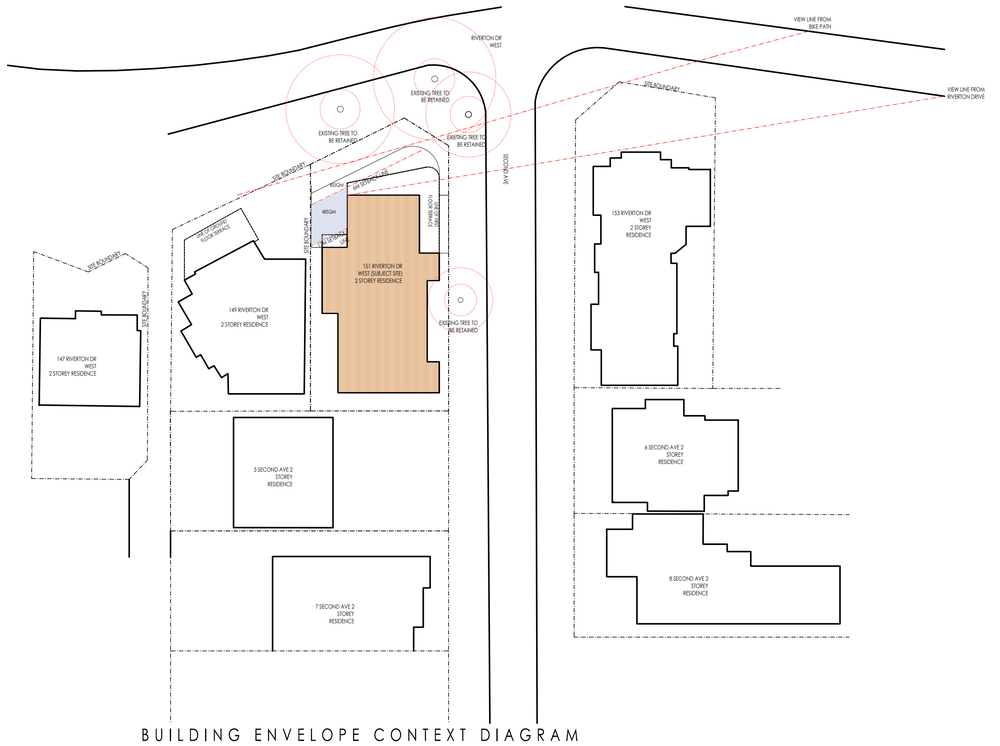

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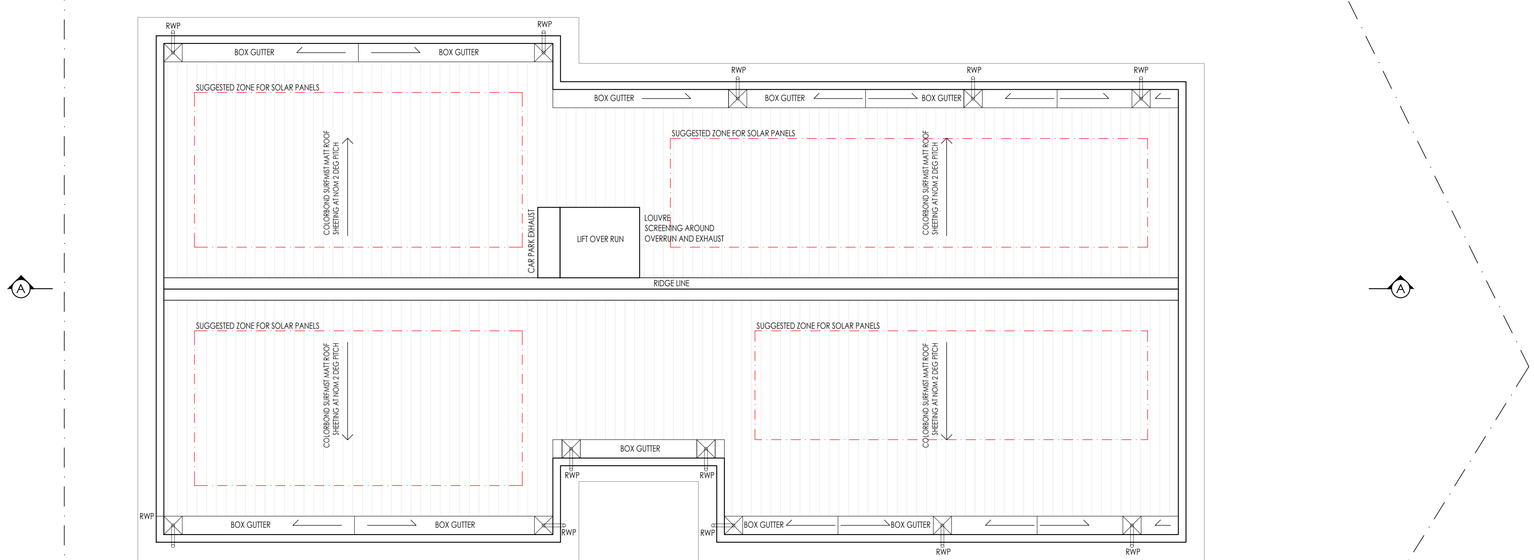
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FIRST FLOOR PLAN
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BUILDING ENVELOPE CONTEXT DIAGRAM
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ROOF PLAN
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| A-16 | ISSUED FOR REVIEW | 06.06.25 |
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151 RIVERTON DRIVE
ROSSMOYNE

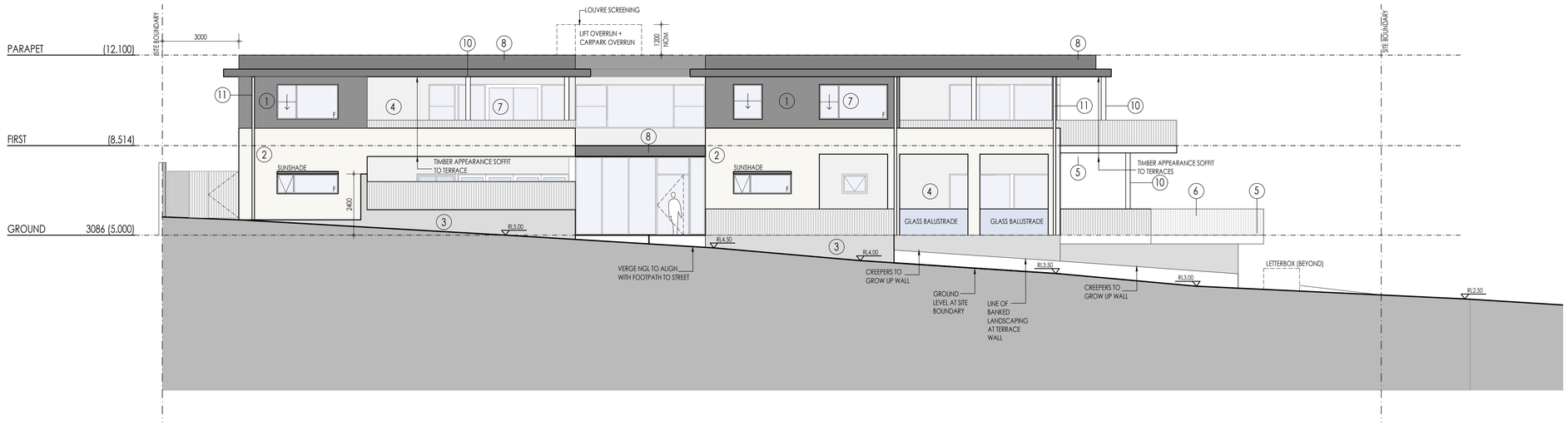
DALE ALCOCK PROJECTS


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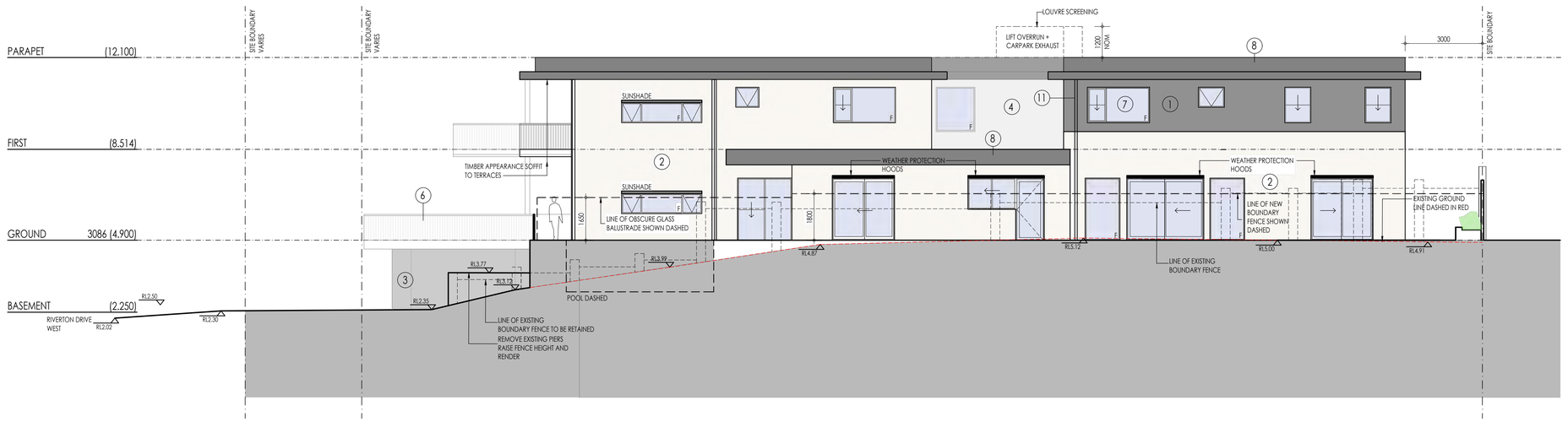

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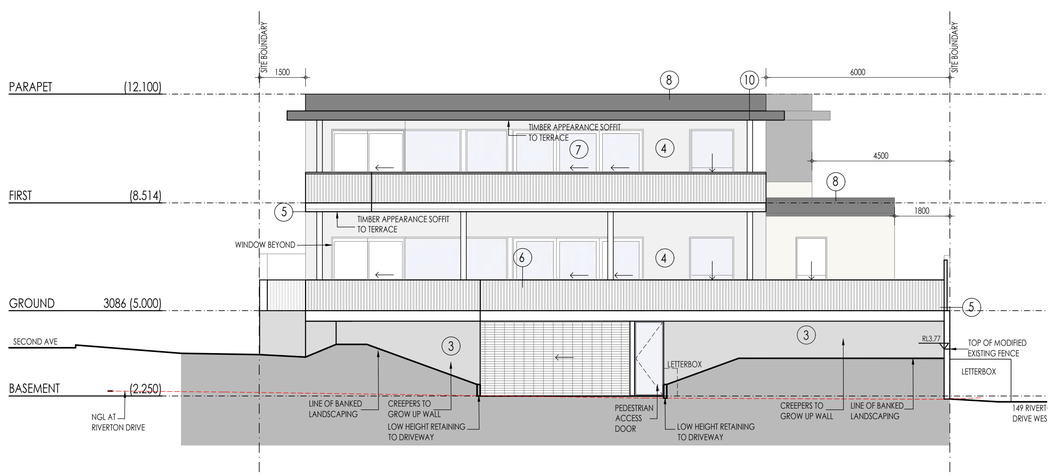

## EAST ELEVATION - SECOND AVENUE

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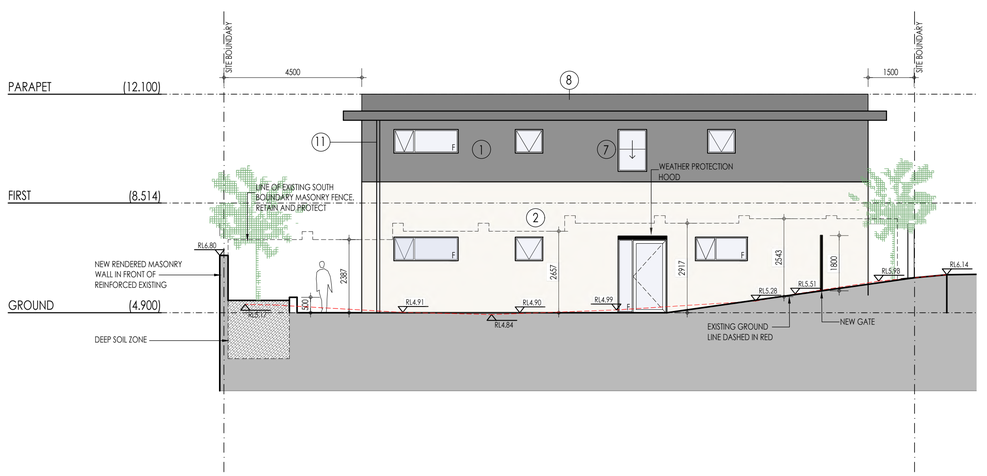

## WEST ELEVATION

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## NORTH ELEVATION - RIVERTON DRIVE

1 : 100




## SOUTH ELEVATION

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## FINISHES SCHEDULE

1. TEXTURED PAINT FINISH DULUX 'WAYWARD GREY'
2. TEXTURED PAINT FINISH DULUX 'SEED PEARL'
3. TEXTURED PAINT FINISH DULUX 'THE YOU YANGS'
4. TEXTURED PAINT FINISH DULUX 'EXCELSIOR'
5. SMOOTH PAINT FINISH DULUX 'NATURAL WHITE'
6. PAINTED METAL BALUSTRADE 'CHARCOAL'
7. POWDERCOATED ALUMINUM WINDOW FRAMES 'CHARCOAL'
8. ALUCOBOND PARAPET AND EAVES COLOUR TO MATCH 'WAYWARD GREY'
9. POWDERCOATED ALUMINUM FRESH AIR INTAKE LOUVER COLOUR TO MATCH ADJACENT WALL
10. PAINTED STEEL COLUMN 'WAYWARD GREY'
11. RWP 'GALV' FINISH

| No. | REVISION | DATE |
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| 8 | ISSUED FOR REVIEW | 05.06.25 |
| 7 | ISSUED FOR REVIEW | 03.06.25 |
| 6 | RE-ISSUED FOR DEVELOPMENT APPLICATION | 27.03.25 |
| 5 | ISSUED FOR CLIENT REVIEW | 21.03.25 |
| 4 | ISSUED FOR CLIENT REVIEW | 20.03.25 |
| 3 | DEVELOPMENT APPLICATION | 17.12.24 |
| 2 | DEVELOPMENT APPLICATION | 16.12.24 |
| 1 | PRELIMINARY DEVELOPMENT APPLICATION | 07.12.24 |
| 0 | DRAFT DEVELOPMENT APPLICATION | 21.11.24 |

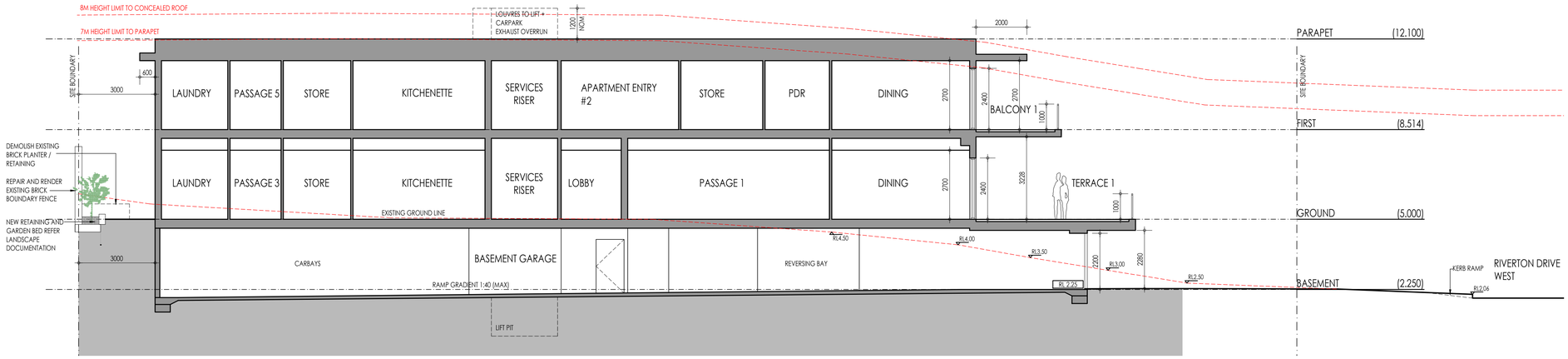
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ROSSMOYNE

DALE ALCOCK PROJECTS

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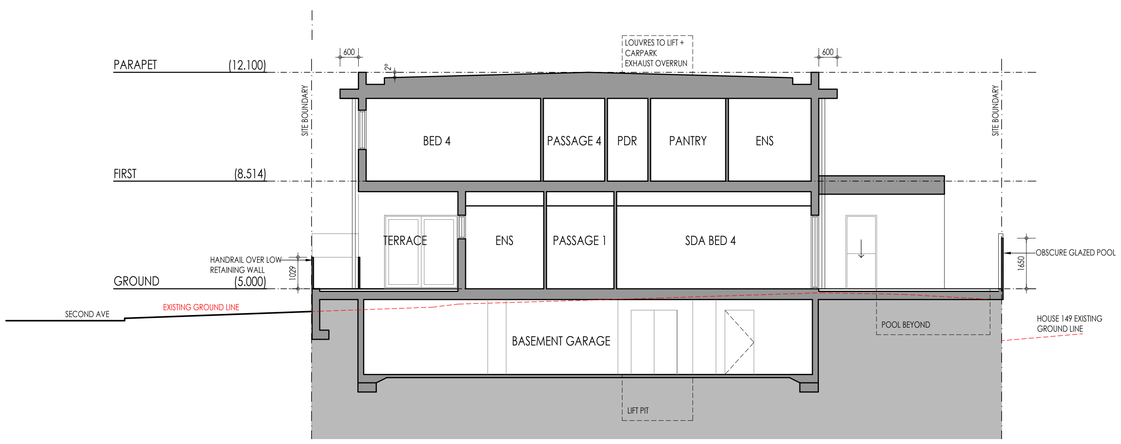
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SECTION A-A

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SECTION B-B

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| 6 | ISSUED FOR REVIEW | 03.06.25 |
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| 4 | RE-ISSUED DEVELOPMENT APPLICATION | 27.03.25 |
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# 151 RIVERTON DRIVE
# ROSSMOYNE

DALE ALCOCK PROJECTS


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151 RIVERTON DRIVE
ROSSMOYNE

DALE ALCOCK PROJECTS

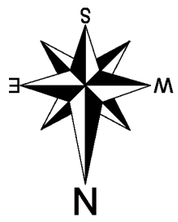

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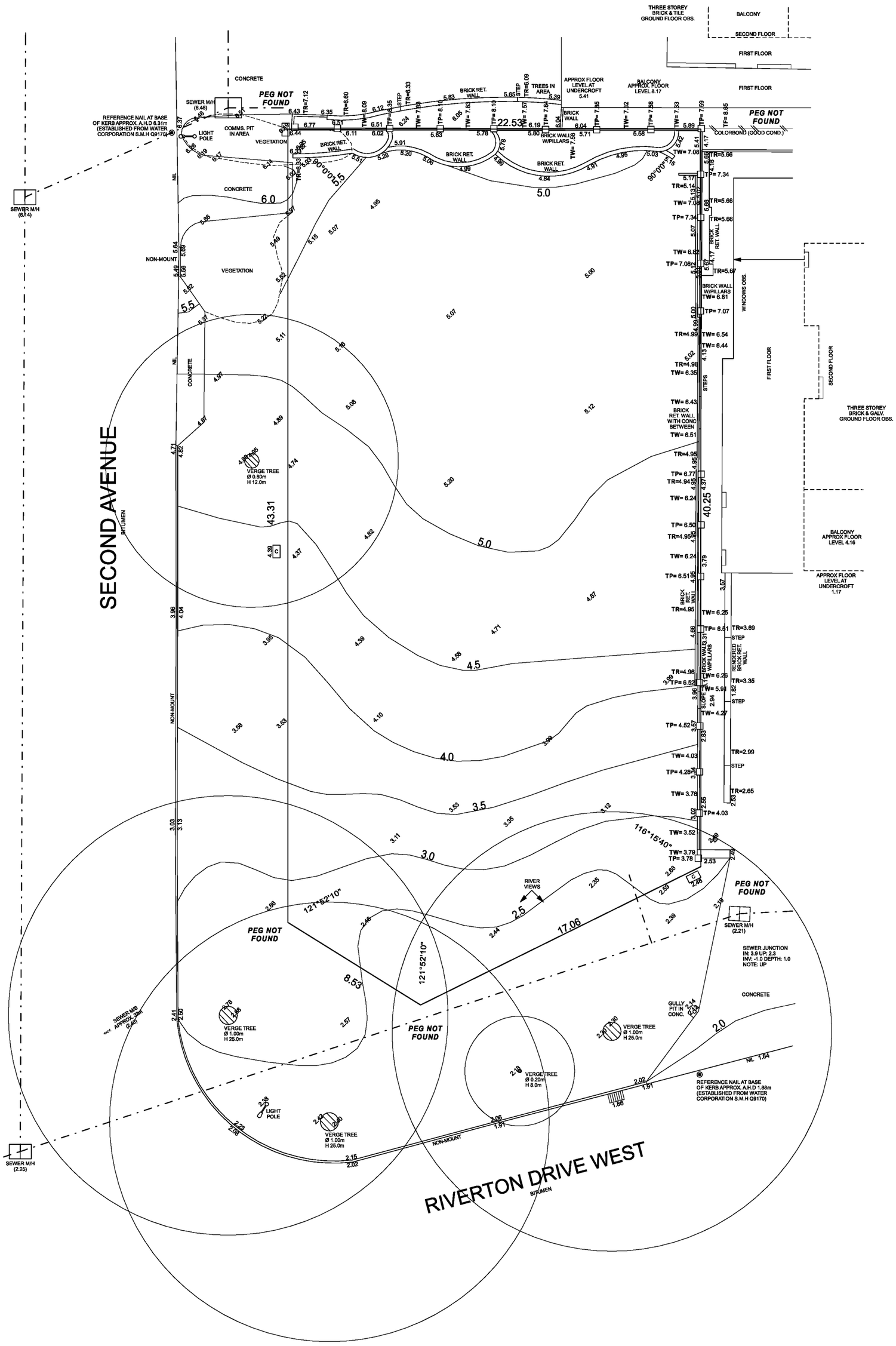
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| LEGEND | | |
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| | | POWER DOME |
| | | POWER POLE |
| | | PHONE PITS |
| | WM | WATER CONN. |
| | TP=10.00 | TOP PILLAR/POST |
| | TW=10.00 | TOP WALL |
| | TR=10.00 | TOP RETAINING |
| | TF=10.00 | TOP FENCE |




LOT MISCLOSE
0.020 m

**⚠ DISCLAIMER:**
Lot boundaries drawn on survey are based on landgate plan only. Survey does not include title search and as such may not show easements or other interests not shown on plan. Title should be checked to verify all lot details and for any easements or other interests which may affect building on the property.

**⚠ DISCLAIMER:**
Survey does not include verification of cadastral boundaries. All features and levels shown are based on orientation to existing pegs and fences only which may not be on correct cadastral alignment. Any designs based or dependent on the location of existing features should have those features' location verified in relation to the true boundary.

**⚠ DISCLAIMER:**
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**⚠ DISCLAIMER:**
Cottage & Engineering surveys accept no responsibility for any physical on site changes to the parcel or portion of the parcel of land shown on this survey including any adjoining neighbours levels and features that have occurred after the date on this survey. All Sewer details plotted from information supplied by Water Corporation.

⚠ BEWARE: POSSIBLE SERVICE RUN IN & COST

Scale 1:200
0 2 4 6 8

COTTAGE SURVEYS
LICENSED SURVEYORS

87-89 Guthrie Street
Osborne Park, WA 6017

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P: (08) 9446 7361
E: perth@cottage.com.au
W: www.cottage.com.au

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **JOB #** | 584128 | **GPS** | Lat: -32.031942 Long: 115.870345 | **ROADS** | Bitumen | **ELEC.** | U/Ground |
| **CLIENT** | Chris Catlow | **ORDER #** | 80094 | **KERBS** | Non-Mount / Nil | **COMMS.** | Yes |
| **ADDRESS** | #151 Riverton DRW | **LOT** | Lot 33 (Diag. 29340) | **FOOTPATH** | Nil | **WATER** | Yes |
| **SUBURB** | Rossmoyne | | | **SOIL** | Sand | **GAS** | Check Alinta |
| **LGA** | CITY OF CANNING | **AREA** | 1004m² **VOL.** 1276 **FOL.** 444 | **DRAINAGE** | Good | **SEWER** | Yes |
| **DRAWN** | M. Kouroulis | **DATE** | 13 Aug 24 **SSA** No | **VEGETATION** | Light Grass Cover | **COASTAL** | 50m To River (Approximate Only Confirm With Shire) |

Rise Urban

Two 'Multiple Dwellings'

151 Riverton Drive West, Rossmoyne

Dale Alcock Projects



RISEURBAN.COM.AU

# 151 Riverton Drive West, Rossmoyne

## Dale Alcock Projects

## Two 'Multiple Dwellings'

## Application for Development Approval – Planning Report

| | |
|---|---|
| **Prepared for:** | Dale Alcock Projects |
| **Prepared by:** | Rise Urban Pty Ltd<br>3/448 Roberts Road<br>Subiaco WA 6008<br>hello@riseurban.com.au |
| **Project Planner** | Nick Grindrod – Senior Planner |
| **Job Code:** | 1722024 |
| **Doc Reference:** | Rep02-1722024 |
| **Issue No:** | 1 – Lodgement |
| **Date:** | 17 December 2024 |

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## Appendices

1. Completed City of Canning application form, MRS and DAP Form 1;
2. Completed City of Canning Multiple Dwellings DA Checklist;
3. Current Certificate of Title;
4. Plan set (Harris Jenkins, December 2024);
5. 3D Perspectives (Harris Jenkins, December 2024);
6. Landscape Plan (Kelsie Davies Landscape Architecture, December 2024);
7. Tree Protection Report (Westworks Consultancy, October 2024);
8. Swept Path Analysis (Urbii, December 2024);
9. Waste Management Plan (Urbii, December 2024);
10. Geotechnical Investigation (Structerre, August 2024); and
11. Adjoining owner's comment proforma.

## 1.0 Introduction and Background

Rise Urban is assisting Dale Alcock Projects to seek development approval from the Metro Inner Development Assessment Panel (DAP) for two multiple dwellings at 151 Riverton Drive West, Rossmoyne ('the site').

This project is being funded by the neighbours of this site, who have a daughter that lives with functional impairments. They wish to give her the opportunity to live independently in functional accommodation that meets her high needs in a high-amenity location.

The design intent of the proposal focuses on achieving two critical outcomes: to meet the owners' daughter's high needs and to ensure that the bulk, scale and design quality of the development responds to the character of the locality. In this regard, the development has been designed to provide sufficient space and amenity for its future occupants, and achieves a well-considered aesthetic response to the site and surrounding context by fitting in with the large, luxurious houses that line the Canning River along Riverton Drive.

This report sets out detailed justification for this proposal and is supported by the following documentation and technical reporting:

- Appendix 1 – Completed City of Canning application form, MRS Form 1 and DAP Form 1;
- Appendix 2 – Completed City of Canning Multiple Dwellings DA Checklist;
- Appendix 3 – Current certificate of title;
- Appendix 4 – Plan set (Harris Jenkins, December 2024);
- Appendix 5 – 3D Perspectives (Harris Jenkins, December 2024);
- Appendix 6 – Landscape Plan (Kelsie Davies Landscape Architecture, December 2024);
- Appendix 7 – Tree Protection Report (Westworks Consultancy, October 2024);
- Appendix 8 – Swept Path Analysis (Urbii, December 2024);
- Appendix 9 – Waste Management Plan (Urbii, December 2024);
- Appendix 10 – Geotechnical Investigation (Structerre, August 2024); and
- Appendix 11 – Adjoining owner's comment proforma.

This report, the plans and supporting appendices demonstrate that this proposal meets the requirements of the applicable planning framework. In particular, the proposal meets the relevant requirements of the City of Canning Local Planning Scheme No. 42, R-Codes Volume 1 and the applicable State and Local Planning Policies. Discretion via the design principles pathway is sought in some instances, however in each case this report and the appendices provide strong planning justification that demonstrates how the exercise of discretion will result in good planning (and amenity and streetscape) outcomes.

Rise Urban conducted preliminary consultation with the City via two phone calls with duty officers on 1 August and 7 August 2024. The City's preliminary advice was that multiple dwellings in this location are capable of approval, the development should consider the water table, visual privacy would be a key consideration for a pool elevated over 0.5m above NGL, and minor building height exceedances can be considered via a design principles assessment. This development application submission addresses and justifies each of these matters.

## 2.0 Site Context

151 Riverton Drive West, Rossmoyne is a vacant block of land located in a predominantly residential area at the northern end of the suburb, opposite the Canning River and on the western corner of Second Avenue.

The table below lists the address, legal description and area of the site.

| Lot No / Address | Landowner | Diagram | Volume | Folio | Area |
|---|---|---|---|---|---|
| Lot 33 (No. 151) Riverton Drive West, Rossmoyne | Broadscope Pty Ltd | 29340 | 1276 | 444 | 1,003m$^2$ |

Broadscope Pty Ltd is itself owned by the owners of 149 Riverton Drive West, the adjoining site to the west.

The site is generally rectangular except for the corner truncation and angled front boundary facing Riverton Drive West, and is vacant and cleared. The site slopes upwards to the south, ranging between 2.5m AHD at the northern boundary and 5m AHD at the southern boundary. The rear of the site contains three curved terraces, approximately 1-2m high. Brick walls are located on both side boundaries, with heights varying due to the site topography.

The Riverton Drive West verge adjacent to the site contains three mature shade trees (lemon scented gums), which form part of a longer row of mature trees along this section of road. The foreshore across the road comprises a Principal Shared Path and a small beach.

The Second Avenue verge adjacent to the site comprises an exotic tree, overgrown shrub and disused crossover. Adjacent to the site to the south, west and east (across Second Avenue) are large double-storey single houses (149 Riverton Drive West, 5 Second Avenue and 153 Riverton Drive West respectively).

A context plan depicting the site and its immediate surrounds is shown at Figure 1 below.




*Figure 1 – Site Context Plan – 151 Riverton Drive West, Rossmoyne (source: Nearmap, 2024)*

## 3.0 Description of Proposed Development

This proposal comprises two multiple dwellings spread across a two-storey building, with a basement underneath for car parking, storage and building services.

### 3.1 Development Specifications

The development is described below:

- The ground floor will function as one single apartment with areas intended to be primarily used by the owners' daughter (the primary occupant) and her carers respectively:
  - The north area is for the primary occupant and contains two bedrooms and ensuites (one for the primary occupant and one as a spare bedroom) along with an open-plan living/dining/kitchen area, laundry and a large wrap-around terrace and pool area.
  - The south area is intended to be used by carers and contains two bedrooms and ensuites, an open plan multi-purpose area, kitchenette, laundry, equipment store and an east-facing terrace and west-facing courtyard.
  - An equipment / gym room and associated store are located in the centre of the apartment and will be used by the primary occupant and her carers to undertake therapy and otherwise meet her various needs.
- The ground floor also includes a covered porch, lobby, lift and emergency staircase.
- The upper floor will also function as one apartment and comprises four bedrooms and ensuites, two open-plan living/dining areas, one kitchen, one kitchenette, one laundry, two powder rooms, one study, two stores, one east-facing balcony and one larger north-facing balcony.
- The basement comprises eight car bays (including two sets of tandem bays, four wide bays, two ACROD bays and a shared space), a bin store, pool equipment room, two store rooms, two open storage areas, fire infrastructure and the lift and emergency staircase.
- Landscaping is provided around the lot boundaries within the site, including along the front boundary and in beds along the side and rear boundaries of the site. Landscaping of the verges are also proposed. Three trees are proposed in the front setback, three trees are proposed along the side site boundary and three trees are also proposed in the Second Avenue verge. Further details are provided on the Landscaping plan at Appendix 6.
- Site pedestrian access is provided from Second Avenue to the lobby and a footpath in the rear setback, while vehicular access is proposed to Riverton Drive West via a new crossover located to avoid impacting any of the verge trees.

This development application seeks for no section 70A notification to be placed on the certificate of title, and for a condition to this effect not to be applied to the approval. As the head of power for the s70A notification is located in an R-Codes deemed-to-comply requirement, it is open (and this application is seeking) for the City to apply the corresponding design principles instead. These design principles are addressed in greater detail in section 5.2.

Further details regarding waste management are provided in Appendix 9.

### 3.2 Operation of the Development

This development is primarily intended and has been designed to accommodate the owners' daughter, who lives with significant mental and functional impairments. She requires two full-time carers and a significant amount of equipment to live in a dignified way. For example, she uses five separate wheelchairs, a walking frame, standing frame, mobile hoist, tandem bicycle/rickshaw and various physical exercise and assistance machines regularly.

The ground floor apartment has been designed to accommodate a wrap-around person-centred support model, and has been designed quite differently to a typical house given her needs and lifestyle are quite different to a typical person. She will live in bedroom 4 on the ground floor,

while bedroom 3 will be available for guests, family, friends and the like. The southern area of the apartment is intended to accommodate her carers. The entire ground floor is intended to function as one apartment in perpetuity.

It is important to note in this regard that the equipment/gym room is the logical point to connect the quarters of the apartment, as the primary occupant will use that room quite regularly with the assistance of carers to meet her high needs.

The upper floor apartment has been designed to provide a balance between shared living and privacy, with two open-plan living areas, two balconies (terraces), a quiet study and large bedrooms provided to ensure that all occupants have opportunities to choose private or social settings in which to live their daily lives.

The basement has been designed with ample parking to accommodate the anticipated vehicle demand generated by the two apartments. A mix of bay sizes has been provided to meet R-Code and Australian Standard bay size requirements, while ensuring that carers or visitors do not inadvertently park in the most convenient bays for the specialised vehicles.

## 3.3 Number of Apartments

As the apartment layouts and facilities within are atypical due to the development's primary purpose being to accommodate the atypical needs of the owners' daughter (the primary occupant), determination of how many apartments are proposed must rely on the purpose of the dwellings. We have determined that each floor is one multiple dwelling, and therefore this application is for two multiple dwellings.

In determining this, reference has been given to the R-Code definition of "Dwelling" and the deliberations of the State Administrative Tribunal in *Corp and Town of Cambridge [2019] WASAT 65* (Corp).

The R-Codes "Dwelling" definition is as follows: "*a building or portion of a building being used, adapted, or designed or intended to be used for the purpose of human habitation on a permanent basis by a single person, a single family, or no more than six persons who do not comprise a single family.*"

The first and foremost consideration to make is whether the ground floor and upper floor apartments are separated internally. Neither are.

The purpose of the ground floor is to operate as one dwelling, with the primary occupant to live in the northern area of the dwelling and her two carers to live in the southern area, connected internally via the "equipment/gym" room and across the lobby. This is confirmed by the fact that one of the areas of the ground floor apartment would not be able to function for its intended purpose without the other. There would be no need for the southern area without the primary occupant's accommodation in the northern area, while the northern area does not have sufficient space or privacy to accommodate the two carers that will be accommodated in the southern area due to the northern area being reserved for the primary occupant. The two areas are inextricably linked due to this purpose and form one apartment on this basis.

Likewise, the upper floor is one single apartment as it has been designed to accommodate people in a shared living arrangement with one primary kitchen and one secondary kitchenette, one laundry and one study.

Also importantly, both the ground and upper floor apartments are specifically intended to accommodate "*no more than six persons who do not comprise a single family*". Each dwelling thereby meets the R-Codes "Dwelling" definition.

In the Corp decision, the SAT Tribunal determined that "*the question as to the proper characterisation of the proposed development is an evaluative judgment*" and "*each application will turn on its own facts*".

For this development, the proposed operation detailed above, which has driven the design, is the most important consideration to be made by the City when assessing the number of apartments provided in this development. It would therefore be consistent with the Corp decision for the City to treat this proposal as a two apartment development as described in this section.

## 4.0 Planning Context and Assessment

The key planning instruments relevant to the site and to this proposal are:

1. The *City of Canning Local Planning Scheme No. 2 (LPS 42)*, which provides a land use permissibility framework and codes;
2. *Residential Design Codes Volume 1, Part B* of which sets out the key residential development standards for multiple dwellings in low-density areas;
3. *State Planning Policy 2.10 – Swan-Canning River System*, which sets out considerations for development in close proximity to the Swan or Canning Rivers;
4. *City of Canning Local Planning Policy LP.01: Residential Development*, which augments the requirements of the R-Codes; and
5. *City of Canning Local Planning Policy LP.09: Tree Planting and Retention*, which sets out the City's expectations in relation to tree planting and removal on development sites and adjacent verges.

### 4.1 City of Canning Local Planning Scheme No. 42

The site is zoned 'Residential' and coded R20 by LPS 42.

Pursuant to Table 3 – Zoning Table of LPS 42, the 'Multiple Dwelling' land use is classified as 'D' (Discretionary) in the 'Residential' zone and is therefore capable of approval.

The development meets the 'Residential' zone objectives as:

- It provides a range of housing to meet the high needs of a community member with disabilities and of a typology that is in short supply in Rossmoyne. It will therefore increase the available range of housing in the area; and
- The development has been designed to a high quality that reflects the prestigious nature of much of the housing in the area, while responding to the site topography to deliver a positive addition to the streetscape that is similar to the nearby properties.

### 4.2 Residential Design Codes Volume 1 and City of Canning Local Planning Policy LP.01 – Residential Development

The apartment building meets most of the deemed-to-comply requirements of Part B of the R-Codes Volume 1 as they relate to the R20 code (as varied by LP.01), except for some requirements where the design principles have been met instead. For the deemed-to-comply requirements that have not been met, justification confirming that the design principle has been met is provided in the table overleaf.

On this basis, this development has sufficient merit for approval under the R-Codes.

| Cl. | Deemed-to-comply not met | Design Principle | Design Principles Assessment |
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| 5.1.3 | Upper floor balcony to bedroom 7 wall set back 6m from west boundary in lieu of 6.6m-7.7m due to varying NGL.<br><br>Upper floor bedroom 5 to bedroom 6 wall set back 4.5m in lieu of 6.6m. | P3.1 Buildings set back from lot boundaries or adjacent buildings on the same lot so as to:<br>• reduce impacts of building bulk on adjoining properties;<br>• provide adequate direct sun and ventilation to the building and open spaces on the site and adjoining properties; and<br>• minimise the extent of overlooking and resultant loss of privacy on adjoining properties. | Note that these walls are only noncompliant as the notes at Figures 4a-4c of the R-Codes require the length to be measured as the entire side of the building. If their length was measured individually, they would comply.<br>• The building is broken up by the ground floor protrusion, the recessed staircase in the middle and the different window treatments along this side of the building. In addition the proposed building bulk is similar to the neighbours' house and they support this element of the proposal.<br>• The 4.5m-6m setbacks provide sufficient space for afternoon sun and cooling summer breezes to enter the building, and will not unduly impact morning solar access to the owners' adjacent residence. There will be no winter solar access impacts given both sites are open to the north.<br>• The major openings on this side of the building meet the deemed-to-comply requirements of Part B, clause 5.4.1 – Visual privacy of the R-Codes. The front balcony requires a design principles assessment (provided further below) but will only overlook the front setback of the neighbouring property and is also supported by the neighbours. |
| 5.1.6 | Maximum parapet wall height of 7.8m at the north-west corner and 7.7m at the north-east corner, in lieu of 7m.<br><br>Maximum concealed roof height of 8.9m at the north-west corner and 8.7m at the north-east corner, in lieu of 8m. | P6 Building height that creates no adverse impact on the amenity of adjoining properties or the streetscape, including road reserves and public open space reserves; and where appropriate maintains<br>• adequate access to sunlight into buildings and appurtenant open spaces;<br>• adequate daylight to major openings into habitable rooms; and<br>• access to views of significance. | The proposed building height will not adversely impact the amenity of the streetscape on the basis that this portion of Riverton Drive West is lined with large and high dwellings that present more bulk and scale to the street than in typical residential areas. The building levels have been set by the level of Riverton Drive West, which the basement needs to align with to minimise the driveway gradient. The concealed roof will ensure that the maximum height of the building is lower than the pitched roofs of the nearby dwellings.<br>• The additional building height will optimise solar access into the building as it faces north, and will not impact solar access to open spaces or any adjacent dwellings as the additional height is minor (less than 1m).<br>• The additional building height will not restrict access to views of significance (the mature trees and river) as the building height is compliant at the rear of the site and the front of the building is sited so as not to impact the view of the landowners from their home next door. |

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| 5.3.1 | Ground floor terraces located within secondary street setback area. | P1.2 Multiple dwellings to be designed to have direct access to a balcony, courtyard or equivalent outdoor living area that: | Both multiple dwellings have access to multiple generous and multi-functional outdoor living areas, designed to meet the needs of the occupants. |
| | | • is of sufficient size to be used by the intended number of dwelling occupants; | • The rear ground floor terrace and courtyard will be able to be used by the carers, the front ground floor terrace and pool will be able to be used by the primary occupant and the two upstairs balconies/terraces provide flexible outdoor living options for the future residents. Without protruding into the secondary street setback, the two terraces would not meet this design principle as they would only be 2.7m and 3.25m wide. |
| | | • is sited, oriented and designed for occupant amenity, including consideration of solar access and natural ventilation appropriate to the climatic region; and | • All outdoor living areas are either north or east-facing, thereby optimising solar access. The two terraces have been located to take advantage of morning solar access. The rear courtyard and 'equipment/gym' room on the ground floor and the upper floor bedrooms will capture cooling south-westerly breezes to optimise natural ventilation during summer. |
| | | • is capable of being used in conjunction with the primary living space. | • The outdoor living areas are connected to the primary living spaces and are intended to be used in conjunction with them. |
| 5.3.2 | Tree planting area dimension is 1.3m in lieu of 2m. | P2 Landscaping of open spaces that: | |
| | | • contribute to the appearance and amenity of the development for the residents; | • The reduced planter bed depth will contribute to the functional amenity of the development as the additional paved area will improve accessibility and optimise the primary occupant's use of the space, while still providing visual amenity. The trees will also improve the visual amenity of the building as viewed from the two adjacent properties and the upper floor. |
| | | • contribute to the streetscape; | • N/A as the trees are in the rear corner of the site. Additional trees in the front setback meet this design principle. |
| | | • enhance security and safety for residents; | • The reduced planter depth is necessary to accommodate wider paths and the paved courtyard, which will enhance security and safety by providing an accessible footpath around the development and a quiet yet high-amenity outdoor retreat for the primary occupant and her carers. |
| | | • contribute to positive local microclimates, including provision of shade and solar access as appropriate; | • The trees will provide shade to the rear courtyard, which will optimise the local microclimate across the site given the front setback will also have a substantial tree canopy. Appropriate species have been chosen for the planter dimensions. |
| | | • retains existing trees and/or provides new trees to maintain and enhance the tree canopy and local sense of place. | • The new trees have been provided to enhance the dispersion of the tree canopy in the area and enhance the local leafy-green sense of place. |

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| 5.3.5 | Vehicular access provided to primary street in lieu of secondary street.<br><br>Driveway located closer than 6m to intersection kerb tangent point. | P5.1 Vehicular access provided for each development site to provide:<br><br>• vehicle access safety;<br><br>• reduced impact of access points on the streetscape;<br><br>• legible access;<br><br>• pedestrian safety;<br><br>• minimal crossovers; and<br>• high quality landscaping features. | The driveway has been proposed to the primary street due to the site topography, given a basement could not be accessed with a compliant ramp gradient from Second Ave and would compromise the functionality and accessibility of the development. The crossover will not impact the existing verge trees, as confirmed in the attached tree protection report.<br>• The crossover will maintain vehicle access safety as there are two trees between it and the street corner, thereby providing visual separation (without unduly impacting sight lines) between the corner and crossover.<br>• Only one crossover is proposed and is of a compliant width. The remainder of the frontage comprises mature trees and heavy landscaping within the site and verge to soften the appearance of the development.<br>• The purpose of the driveway is legible as it leads to a garage door and the adjacent mature trees will not block views of the driveway.<br>• Pedestrian access to the site is provided separately on Second Avenue. The crossover does not cross any footpaths.<br>• Only one crossover is provided.<br>• The crossover has specifically been located to retain the existing high-amenity mature trees, and will also enable three new trees to be planted in the Second Ave verge where a crossover might otherwise be located. |
| 5.3.7 | Excavation up to 2.75m deep proposed to be set back 1.5m in lieu of 3m from secondary street.<br><br>Note: Excavation up to 1.2m within the front setback complies as it is necessary to provide for universal and vehicular access to the site. | P7.1 Development that considers and responds to the natural features of the site and requires minimal excavation/fill.<br><br>P7.2 Where excavation/fill is necessary, all finished levels respecting the natural ground level at the lot boundary of the site and as viewed from the street.<br><br>P7.3 Retaining walls that result in land which can be effectively used for the benefit of residents and do not detrimentally affect adjoining properties and are designed, engineered and landscaped having due regard to clauses 5.3.7 and 5.4.1. | The basement needs to be wholly underground at the rear half of the site to provide a ground-level at-grade pedestrian access point at Second Avenue and a basement level at-grade access point at Riverton Drive West for the primary occupant, who requires at-grade access points due to her mobility needs. The development therefore responds to the sloped nature of the site and excavation has been minimised while still achieving at-grade access, which is required for the residents.<br><br>The underground retaining walls around the basement are necessary to provide a parking area sufficiently sized to enable the users of the site to park with enough manoeuvring space, and are also necessary to enable at-grade access to be provided along both street frontages as detailed above. |

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| 5.4.1 | Pool area elevated over 0.5m above NGL and provided with a nil boundary setback in lieu of 7.5m. Boundary fence height is 1.25m in lieu of 1.6m for the front portion.<br><br>West side of front balcony not screened and set back 6m from boundary in lieu of 7.5m. | P1.1 Minimal direct overlooking of active habitable spaces and outdoor living areas of adjacent dwellings achieved through:<br>• building layout and location;<br>• design of major openings;<br>• landscape screening of outdoor active habitable spaces; and/or<br>• location of screening devices.<br><br>P1.2 Maximum visual privacy to side and rear boundaries through measures such as:<br>• offsetting the location of ground and first floor windows so that viewing is oblique rather than direct;<br>• building to the boundary where appropriate;<br>• setting back the first floor from the side boundary;<br>• providing higher or opaque and fixed windows; and/or<br>• screen devices (including landscaping, fencing, obscure glazing, timber screens, external blinds, window hoods and shutters). | The pool area and west balcony will not overlook active habitable spaces due to the site layout orienting them close to the driveway of 149 Riverton Drive West. While the front balconies of that property (the landowner's residence) will be somewhat visible at an oblique angle from the west balcony, the setback between them is 17.5m, which is sufficient distance to prevent direct overlooking. The pool balustrade is proposed at a lesser height to maintain visibility between the front setbacks given members of the same family will live in the two affected dwellings, as evidenced by the attached proforma.<br><br>• As mentioned above, the balcony and pool area will only have oblique views to the front balconies of the adjacent property.<br>• N/A.<br>• The first floor balcony is set back 6m from the boundary and 17.5m from any active habitable spaces capable of being overlooked, which is sufficient distance to prevent direct overlooking as detailed above.<br>• N/A.<br>• N/A. |
| 5.5.2 | Apartment internal floor areas larger than 80m$^2$ and only two dwellings provided in lieu of five. | P2 Aged or dependent persons' dwellings for the housing of aged or dependent persons designed to meet the needs of aged or dependent persons; and<br>• reduces car dependence, i.e. is located in close proximity to public transport and services; | The development has been designed specifically to meet the needs of its intended residents.<br><br>• The primary occupant is not capable of taking public transport without the assistance of a carer, however the site is located opposite a Principal Shared Path that runs along the Canning River and will encourage wheeling, walking and/or cycling by residents, carers and visitors. |

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| | | • has due regard to the topography of the locality in which the site is located in respect to access and mobility;<br>• has due regard to the availability of community facilities including parks and open space;<br>• does not impinge upon neighbour amenity; and<br>• responds to a demand for aged or dependent persons' accommodation in the locality which is recognised in the local planning framework. | • As detailed above, the development has been designed to provide at-grade access to the site given its topography.<br>• The site is located directly across from the Canning River foreshore, and has been chosen as its proximity to open space of such high amenity will provide optimal health and lifestyle outcomes for the future residents. The owners' daughter already enjoys wheeling along the river footpath.<br>• As detailed throughout this assessment, the development will not impinge on neighbour amenity and the neighbours to the west have completed the City of Canning proforma confirming this. The development meets all R-Code and Local Planning Policy requirements with respect to the neighbours to the south and across Second Avenue to the east.<br>• This development provides housing diversity as per the LPS 42 Residential zone objectives, and will also assist to address the shortage of dependent persons dwellings across Perth.<br>The additional apartment size is necessary due to the significant additional space necessary to meet the needs of the primary occupant, and to allow for additional bedrooms to accommodate more residents, which addresses this need. There is no reason why dependent people should be limited to living in small dwellings, and there is no reason why dependent people should only live in complexes of 5 or more dwellings. Two larger dwellings will better meet the needs of the future residents by providing more efficient and effective living and care options, while adding dwelling diversity and affordable housing to the locality. |
| 5.5.2 | No condition requiring a section 70A notification to be placed on the title is requested. | See above design principles. | See above design principles justification. The R-Codes Explanatory Guidelines explain that the intent of this requirement is to prevent the one-third site area reduction from being applied to typical residential development, which is not relevant to this proposal as two apartments are permitted on this site irrespective of the ability or age of any residents. There is therefore no planning purpose for this requirement to be applied. In addition, the April 2024 R-Codes update deleted this requirement from Part C, which instead encourages dependent persons dwellings to be developed to an appropriate liveable standard, which this DA achieves. |

## 4.3 State Planning Policy 2.10 – Swan-Canning River System

This development meets the requirements of SPP 2.10 in relation to the Lower Canning by:

- maintaining the visual amenity of the riverpark through high-quality design and streetscape presentation;
- being of a scale and character that blends harmoniously with the suburban character by appearing similarly to the large riverfront houses that are common along riverfront roads adjacent to the Lower Canning; and
- retaining and protecting the leafy trees that add character and amenity to the locality, and planting two additional trees that will further contribute to the suburban leafy green character over time.

## 4.4 City of Canning Local Planning Policy LP.09 – Tree Planting and Retention

The City's LP.09 – Tree Planting and Retention is relevant to apply to this proposal as there are five trees within the verge adjacent to the site, two of which are proposed to be removed and replaced and three protected and retained. A Tree Protection Report by qualified arborists Westworks Consultancy is provided at Appendix 7 in support of this application.

LP.09 is currently under review by the City, and at the time of writing the City's website clarifies that final updated policy is anticipated to be considered by Council by the end of 2024. On this basis it is likely that the amended version of LP.09 will take effect prior to determination of this development application, and it is therefore reasonable to treat it as 'seriously entertained'.

This development meets the relevant requirements of the draft updated version of LP.09 as:

- The crossover is set back a minimum of 4m from the mature trees, double the minimum 2m requirement.

- The three trees to be retained (Trees 1, 3 and 4 – the mature lemon scented gums) will be protected throughout construction works through establishment of a Tree Protection Zone as per AS 4970-2009.

- The tree in the Riverton Drive West verge (referred to as Tree 2 in the Tree Protection Report) that is proposed to be removed to accommodate the crossover has been assessed by a qualified arborist and is in very poor condition with dead main structures. It is recommended for removal, and this would still be the case without the crossover.

- The Tree Protection Report identifies that Tree 5 (on the Second Avenue verge) is located so close to the property boundary that its Structural Root Zone would be impacted by any development on the site, and that its removal is justified for the following reasons:

    - "*Unavoidable excavation to level the block as there is a 1m variance in the SRZ and TPZ.*
    - *High likelihood of required canopy removal due to extension into the building envelope and proximity to the boundary.*
    - *High proportion of root removal required.*
    - *Soil level change may cause roots distress, which despite tree maturity, may lead to future property damage.*
    - *Tree species ULE is <40 years, and the individual is already mature and more than 20 years old.*"

    None of the design alternatives listed in LP.09 are available for this tree, and therefore this proposal meets and exceeds section 3.4e) of draft amended LP.09 and section 5.5 of the City's Policy ETS25 – Management of Trees in Streets, Thoroughfares and Public Open Space, by providing three native replacement trees that will grow to add more amenity and shade benefits than the current exotic tree provides.

## 5.0 Technical and Servicing

The following sections confirm that waste management/collection, the site soil profile and water management have been given consideration in the design and intended operation of the development.

### 5.1 Waste Management

A Waste Management Plan (WMP) is provided at Appendix 9 projecting volumes of waste to be generated by the development and methods of disposal. The WMP is based on the WALGA better practice waste management principles and uses WALGA waste generation rates.

The WMP calculates that 2 general, 2 recycling and 2 FOGO bins (240L each) will accommodate the waste that is projected to be generated by the residents, and will be stored in the communal bin store in the basement. The WMP confirms that sufficient clearance is provided in the bin store to accommodate the bins, and the bin store is easily accessible and will not cause amenity impacts.

It is intended that the City of Canning waste service will collect the bins from Riverton Drive West as per the usual schedule. Carers will be responsible for presenting the bins to the street on collection day and bringing them back in once the bins have been emptied.

### 5.2 Site Works and Water Management

A geotechnical investigation was carried out at the site in August 2024, the results of which are detailed in the report at Appendix 10. The site has been designed to enable the basement to remain above the Riverton Drive West level, thereby providing sufficient clearance from groundwater, which is approximately 3.0m below the site ground level.

The report concludes that remedial earthworks will need to be undertaken, which will be necessary anyway due to the proposed excavation for the basement. The report also concludes that the site is suitable for on-site drainage. In this regard a detailed stormwater plan and calculations will be developed at detailed design stage and provided post-approval.

## 6.0 Conclusion

This development proposes two large apartments that will accommodate the owners' daughter, add diversity to the housing stock in Rossmoyne and contribute to the streetscape quality and amenity. The development has been designed to fit neatly within the prestigious riverfront streetscape of Riverton Drive West and will complement the adjacent and nearby dwellings.

The development is driven by the owners' desire to provide functional, fit-for-purpose accommodation for their daughter, who lives with disabilities and has high needs to the extent that she requires two full-time carers. Her parents chose this site as it is adjacent to their residence and has very high amenity, having views of the majestic lemon-scented gums in the verge and Canning River across the road. She will live in this development for the rest of her life, and the quality of the site and development will enable her to live a fulfilling life with the support that she deserves.

The building itself has been designed to optimise functionality for the residents and carers, which has resulted in some R-Codes design principle assessments being required where corresponding deemed-to-comply requirements have not been met. This submission demonstrates that in each case this development meets the relevant design principles and/or deemed-to-comply requirements and is therefore worthy of approval. This includes our request for no condition to be applied requiring a section 70A notification to be applied to the title, which is reasonable and appropriate in this instance on the basis that a condition to this effect would not serve a planning purpose, given no site area concession is proposed or required.

The only nearby neighbours with potential to be impacted by this proposal are the owners of this site who live next door. The City's adjoining owner's comment proforma is attached confirming that they support this proposal.

This proposal also responds to the remainder of the planning framework, demonstrating that there is sound reasoning for replacement of two exotic verge trees with three native verge trees, that the three mature trees in the front verge will be retained and protected, and that the development responds to the desired riverfront character of the Lower Canning.

The justification provided in this report and the supporting appendices demonstrates that this development application is worthy of approval by the Development Assessment Panel. In this regard, we look forward to working with the City of Canning to progress this application towards a favourable recommendation to the DAP and subsequent approval.

Christopher & Helga Catlow
149 Riverton Drive West
ROSSMOYNE WA 6148

City of Canning
1317 Albany Highway
CANNINGTON WA 6107

Attention: Austin Donaghey, Manager City Planning

10 December 2024

**Development Application – Two Dwellings – 151 Riverton Drive West, Rossmoyne**

Dear Mr. Donaghey,

Please see the attached completed copy of the City of Canning 'Adjoining Owner's Comment Proforma Variation to the Residential Design Codes', confirming that we support the abovementioned development application.

We are also the owners of 151 Riverton Drive West and are proposing to develop the site with fit-for-purpose accommodation for our 35-year-old daughter Toni Catlow, who is disabled. Toni has cerebral palsy, epilepsy, is totally blind and non-verbal. Toni has lived at 149 Riverton Drive for over 30 years and is well known in the community. We have enclosed a photo of her.

Toni requires 24/7 support from 2 carers to attend to her personal care and daily living activities which involve regular hoist transfers. Toni has a wide variety of equipment including various wheelchairs appropriate for different activities, overhead and mobile hoists, walking and standing frames as well as exercise machines and an electric scooter and wheelchair bike used to take her for rides along the river foreshore. She gains benefit from various forms of in-home and outdoor therapy, such as physiotherapy, music therapy and water therapy.

Toni is often greeted by name when being wheeled along the riverside path, attends community events at the Shelley foreshore reserve and regularly visits the Rossmoyne Bowling Club for music concerts and dances. She is a Rossmoyne local and really enjoys living in our home by the Canning River listening to the abundant bird life. We are very proud to have the opportunity to build a custom house for her in this fantastic location and ensure that she continues to enjoy these benefits while remaining close to us.

We want Toni to be able to live independently in her own home, and we have ensured that the development is designed to achieve this. The need to provide space to meet Toni's needs, our desire to ensure that she lives in a home of the high standard that she deserves and the various design requirements that apply to housing for people with disabilities, mean that the apartments need to be much larger than usual. The site also needs to be developed such that each level is completely flat and has large paved areas so as not to compromise accessibility. While it has taken a lot of work to achieve this on a site that has a 3.5m fall from north to south, we will not compromise on Toni's ability to access and move around her own home.

These factors have driven the site and building layout, and has resulted in some variations to the R-Codes. These variations are set out in the accompanying Adjoining Owner's Comment Proforma, and we wish to confirm that we support all aspects of the development, including all variations listed on the proforma and in the development application submission.

We urge the City to accept the design principles justification provided with the development application and to provide its support to the DAP, so that we can provide our daughter with the best possible home for the rest of her life.

Yours sincerely

Christopher and Helga Catlow
Landowners and Occupants
149 Riverton Drive West, Rossmoyne



CITY OF CANNING

# ADJOINING OWNER'S COMMENT PROFORMA VARIATION TO THE RESIDENTIAL DESIGN CODES

PLEASE BE AWARE THAT YOU ARE UNDER NO OBLIGATION TO SIGN THIS PROFORMA?

Where a development does not meet the Acceptable Development standards prescribed under the Residential Design Codes the applicant must demonstrate to Council that the performance criteria can be met. In considering whether to support a variation to the Codes Council wishes to seek the views of adjacent neighbours, which may be affected by the development. Please take the time to view the applicant's plans in detail prior to either objecting or supporting the variation, and should you wish to provide additional comments please attach them to this form.
Should you wish to discuss the variation with Council prior to signing the form please contact the Council's Planning Department on 1300 422 664.

It should be advised that in determining the application for a variation under the Residential Design Codes your comments will be considered; however, Council is not obliged to support your views. Please also note that a three (3) day (working days) 'cooling off' period applies and should you wish to change your mind please contact the City within this period.

**ADJOINING PROPERTY OWNER DETAILS**

Name: .....

Lot No: 70 ..... Street No: 149 ..... Street Name: Riverton Drive West .....

Suburb: Rossmoyne ..... Post Code: 6148 .....

Residential Address (if different to above property address).....

.....

**LOCATION OF PROPOSED DEVELOPMENT**

Name: .....

Lot No: 33 ..... Street No: 151 ..... Street Name: Riverton Drive West .....

Suburb: Rossmoyne ..... Post Code: 6148 .....

DETAILS OF VARIATION TO WHICH COUNCIL DISCRETION IS REQUIRED

☑ Plan Attached

***(You must attach the proposed plan with signature and date signed specified or we cannot consider the comments received)***

The following to be completed by applicant and sighted by the adjoining owner:

What variation is being sought (e.g. side setback relaxation, overlooking)?
5.1.3, 5.1.6, 5.3.1, 5.3.2, 5.3.5, 5.3.7, 5.4.1 and 5.5.2

What is the extent of the variation being sought from the relevant acceptable development criteria?
Please refer to submitted planning report for detailed explanation.
None of these affect us and we fully support the application as lodged.

**If wish to obtain the Acceptable Development standard for the variation being sought, please contact the City on 1300 422 664 or lodge an enquiry through the City's Website:** canning.wa.gov.au.

ADJOINING OWNER'S COMMENTS

☑ I do not object

☐ I object for the following reasons:

Signed: ..... Date: 10/12/24 Phone: 0419 831 224

Signed: ..... Date: 10/12/24 Phone: 0414 354 582

**Submission Table – Two Multiple Dwellings – DA24/0342 (DAP25/02834) - 151 Riverton Drive, Shelley**

| Objections to Development Proposal | | | |
|---|---|---|---|
| **No.** | **Submission Content** | **Applicant's Response** | **City's Response** |
| 1. | The proposed dwelling exceeds BOTH the maximum roof and wall height permitted under the R-Codes. This non-compliance will directly obstruct my property's river view, impacting both the amenity and value of my home. This contravenes the planning standards designed to protect residents' amenity.<br><br>The proposed 1.5m setback falls well short of the 6m specified in the R-Codes, and this applies across the majority of the property's length. This drastic setback reduction will detract from the character of the streetscape, particularly as it approaches the river, an area valued by residents and visitors alike. As a resident on the same street, I am concerned that this will create a visually jarring and overbearing structure, out of character and not consistent with the existing streetscape; the open and spacious feel of the neighborhood. I believe this is a significant deviation that undermines the area's character and visual harmony.<br><br>The proposal for two(!) multiple-dwelling development is classified as a 'D' (Discretionary) use under Clause 3.3.2 of Local Planning Scheme No. 42 (LPS42), meaning it is | As articulated above, the deemed natural ground level and the resultant assessable building height result in a minor (17cm) departure from the deemed-to-comply height across the site. The development is compliant at the southern property boundary.<br>Overall, the proposed development is consistent with the design principles with regard to building height as outlined above and in the development application submission report.<br><br>The proposed setbacks are consistent with the established character of the area, and the most significant setback on the site is between the second storey and western boundary, which serves to maintain this resident's view. The wide verge areas along Second Avenue ensure that the viewscape to the river is maintained.<br><br>'Multiple Dwellings' are capable of approval and contemplated in R20 areas such as this by the R-Codes. The building presents as a single residence with similar bulk and scale to other houses in the street and in the | The proposed building height variation is considered minor. The portion exceeding the deemed-to-comply height of 8 m is limited to 0.9 metres and is confined to the front of the development (north), addressing Riverton Drive.<br><br>While the proposed dwelling may alter certain aspects of the existing view from neighbouring properties, the R-Codes and broader planning framework do not protect private views. Instead, they are designed to manage key planning considerations such as building bulk, scale, overshadowing, privacy, and the streetscape.<br><br>Figure 8 illustrates the sightlines (indicated by pink lines) within the 45-degree cone of vision that will be preserved from the upper floor windows of 7 Second Avenue, looking north toward the Canning River. 7 Second Avenue also has an ffl 3m higher than the subject site meaning the proposed building height variation will have little impact upon existing views from the property.<br><br>Furthermore, any views from 7 Second Avenue are already partially screened by mature vegetation and trees located within the front garden of 5 Second Avenue as shown in figure 3.<br><br>As defined under the R-Codes, a Primary Street is 'unless otherwise designated by the local government, the sole or principal public road that provides access to the major entry (front door) to the dwelling or building.' |

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| | not permitted unless the local government exercises its discretion. This development is entirely inconsistent with the single-residential character of the surrounding area. As a resident on the same street, this will negatively impact the general feel and streetscape of this significant part of the suburb, which is widely used by the broader community. The introduction of multiple dwellings risks altering the low-density, family-oriented nature of the area. Another significant deviation from the existing streetscape.<br><br>Question: Traffic and Pedestrian Safety Concerns Due to Reduced Visibility from wall height with reduced setback?<br><br>The proposed development raises concerns regarding traffic and pedestrian safety approaching the intersection. In particular, the combination of the building's height and significantly reduced setback could compromise visibility?<br><br>Notably, the submitted plan does not include a line-of-sight analysis towards the west side of Riverton Drive West, where the window of visibility may become shorter and narrower from their basement wall below the balcony. This concern is heightened by the fact that the street slopes downwards towards the junction, further affecting a driver's ability to see approaching vehicles, cyclists or pedestrians. As a vehicle approaches the intersection, the combination of the proposed structure at significantly reduced setback and the existing mature trees could significantly | broader area. The density of development is also consistent with the area, with a total of two dwellings on a large site.<br>The building is being developed by will be occupied by one family, and will not impact the family-oriented nature of the locality that is perceived by the submitter | The City's assessment, the City has designated Second Avenue as the primary street, as the main pedestrian entry court and building lobby are accessed from Second Avenue.<br><br>If, however, Riverton Drive were to be considered the primary street, Clause 5.1.2 of the R-Codes would apply, requiring an average setback of 6m from the primary street and a minimum setback of 1.5m from the secondary street (Second Avenue).<br><br>However, with the City designating Second Avenue as the primary street, this results in a variation to the 6m average primary street setback requirement.<br><br>The City also notes that, under the first scenario, the proposed 5.2m setback to the basement level does not provide sufficient compensating area to meet the required primary street setback standard.<br><br>The lot is zoned Residential (R20). Under the City's Local Planning Scheme No. 42 (LPS42), multiple dwellings are classed as a 'D' (Discretionary) use, subject to meeting relevant requirements. Further details and discussion is provided in the Planning Assessment under Density/Site Area. |

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| | restrict this critical view?<br><br>We respectfully request that the planning authority require a detailed traffic safety and sightline assessment before any approval is granted.<br><br>I respectfully urge the council and/or DAP to refuse this application due to its non-compliance with planning regulations, its detrimental impact on the streetscape, and its incompatibility with the established character of the neighborhood. I request that the DAP prioritize the interests of residents and preserve the unique qualities of this important surrounding space. | | |
| 2. | *We object to the proposed removal of the beautiful verge tree on 2nd Avenue which belongs to the City of Canning. This tree has flourished for over 30 years with its beautiful red flowers and is healthy and spectacular. It is definitely worthy of retention according to the City's Policy on Residential Development. It would be a sad loss to see it gone and no substitute tree would ever be able to replace its majestic splendour in our lifetimes. We accept that some pruning and shaping may be required, but in our opinion it should definitely be retained.*<br><br>*With regard to the proposed setback on 2nd Avenue, your letter states that the* | We have amended the design to take all possible measures to protect the verge tree, as detailed above.<br><br>Noted. As Riverton Drive West should be treated as the primary street, the proposed setbacks are consistent | The proposed building height variation is considered minor. The portion exceeding the deemed-to-comply height of 8 m is limited to 0.9 metres and is confined to the front of the development (north), addressing Riverton Drive.<br><br>While the proposed dwelling may alter certain aspects of the existing view from neighbouring properties, the R-Codes and broader planning framework do not protect private views. Instead, they are designed to manage key planning considerations such as building bulk, scale, overshadowing, privacy, and the streetscape.<br><br>Figure 8 illustrates the sightlines (indicated by pink lines) within the 45-degree cone of vision that will be preserved from the upper floor windows of 7 Second Avenue, |

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| | *"development proposes a …….setback of 1.5 m to the Primary Street (Second Avenue)." The other houses on Second Avenue are set back appropriately with Second Avenue being their primary street, and there is a clear streetscape observable along the road. However, the subject application is a corner site with Riverton Drive, and it is our contention that Riverton Drive should be the Primary Street with the standard setback , and that Second Avenue be regarded as the secondary street. It is not reasonable in our view to designate Riverton Drive as a secondary street as accompanying reduced setbacks could lead to buildings encroaching in a very unpleasant way on Rossmoyne's premier road which faces the river. However, in order to harmonize the streetscape along Second Avenue we recommend a compromise position be adopted and we propose a 2.5m setback on Second Avenue.* | with the deemed-tocomply requirements (except for the access path in front of bedroom 3). They are also consistent with the relevant R-Codes design principles and the character of the area.<br><br>The landowner reserves their right to propose 1.5m setbacks to the secondary street, as permitted by the R-Codes deemed-to-comply requirement | looking north toward the Canning River. 7 Second Avenue also has an ffl 3m higher than the subject site meaning the proposed building height variation will have little impact upon existing views from the property.<br><br>Furthermore, any views from 7 Second Avenue are already partially screened by mature vegetation and trees located within the front garden of 5 Second Avenue as shown in figure 3.<br><br>As defined under the R-Codes, a Primary Street is 'unless otherwise designated by the local government, the sole or principal public road that provides access to the major entry (front door) to the dwelling or building.'<br><br>The City's assessment, the City has designated Second Avenue as the primary street, as the main pedestrian entry court and building lobby are accessed from Second Avenue.<br><br>If, however, Riverton Drive were to be considered the primary street, Clause 5.1.2 of the R-Codes would apply, requiring an average setback of 6m from the primary street and a minimum setback of 1.5m from the secondary street (Second Avenue).<br><br>However, with the City designating Second Avenue as the primary street, this results in a variation to the 6m average primary street setback requirement.<br><br>The City also notes that, under the first scenario, the proposed 5.2m setback to the basement level does not provide sufficient compensating area to meet the required primary street setback standard.<br><br>The lot is zoned Residential (R20). Under the City's Local Planning Scheme No. 42 (LPS42), multiple dwellings are |

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| | | | classed as a 'D' (Discretionary) use, subject to meeting relevant requirements. Further details and discussion is provided in the Planning Assessment under Density/Site Area. |
| 3. | *Street setback – important to comply with the 6m requirement.*<br><br>*Building height – initially there was a proposal for a 1 storey building. Historically this was always a 1 storey house.* | Late submission, no response obtained on these comments. | As noted above.<br><br>The Residential R20 zoning of the lot allows for development of up to two storeys. The development proposes a concealed roof. Under the deemed-to-comply provisions of the R-Codes, a maximum building height of 8 metres is permitted for a concealed roof design.<br><br>The development proposes a building height of 8.9 metres, representing a 0.9m variation. Refer to Figure 10.<br><br>This variation may be supported under the design principles of Clause 5.1.6 of the R-Codes, as the proposal maintains adequate solar access and appropriately addresses views of significance.<br><br>Further discussion is provided in the Planning Assessment section of the Report. |

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| **Design review report and recommendations (Part 1/3)**<br><br>*This report is prepared by the panel coordinator and checked by the design review Chair. To maintain the integrity and independence of the design review process, this report should be attached, unedited, to Council reports and (if applicable) the Development Assessment Panel Responsible Authority Report.* | | |
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| Local government | City of Canning | |
| Item 4.2 | Two Multiple Dwellings – 151 Riverton Drive (Lot 33 D29340), Rossmoyne (City ref: DRP25/0002) | |
| Date | Tuesday, 18 February 2025 | |
| Time | 11.05 am | |
| Location | Committee Room at the City of Canning Administration Offices<br>1317 Albany Highway, Cannington | |
| Panel members | Brett Wood-Gush<br>Simon Kilbane<br>Simon Venturi | Chair (Bachelor-Architecture/Urban Designer)<br>Member (Landscape Architect/Urban Designer)<br>Member (Architect) |
| Local government officers | Shakeel Maqbool<br>Petronella Thandroyen<br>Barbara Rankin | Coordinator Statutory Planning<br>Senior Planning Officer<br>DRP Coordinator/Executive Assistant, Planning & Development |
| Proponent/s Group | Nick Grindrod<br>Rhys Jenkins<br>Chris Catlow | Senior Planner, Rise Urban<br>Architect/Director, Harris Jenkins Architects<br>Landowner |
| Observer/s | David Chandler<br>Toni Catlow<br>Helga Catlow | Design Manager, Dale Alcock Projects<br>Future Resident Ground Floor<br>Landowner |
| Briefings | | |
| Development assessment overview | Petronella Thandroyen | Senior Planning Officer, City of Canning |

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| Technical issues | • Site Coverage<br>• Street Setbacks<br>• Lot boundary setbacks<br>• Open Space<br>• Street walls & fences<br>• Landscaping<br>• Parking<br>• Vehicular Access<br>• Site Works<br>• Storm Water management<br>• Visual Privacy<br>• Aged & Dependant Persons Dwellings |
| **Design review** | |
| Proposed development | Two Multiple Dwellings |
| Property address | 151 Riverton Drive (Lot 33 D29340), Rossmoyne |
| Background | Local Context<br>The subject development site is located on the corner of Riverton Drive and Second Avenue. It is currently undeveloped.<br><br>The adjoining lot and surrounding existing developments are predominantly low-density single houses.<br><br>Local Planning Scheme No. 42<br>The land is zoned Residential R20 under the City of Canning Local Planning Scheme No. 42 (LPS 42).<br><br>A copy of the LPS 42 text and map are available on the City's website at LPS42.<br><br>On 2 January 2025, the City accepted a DAP application for the subject proposal.<br><br>Given the nature of the development in its surrounding context, the City believes that the proposed development will benefit from a design assessment by the DRP. Accordingly, the City has advised the applicant to submit for a DRP Review. |
| Proposal | The development proposes two (2) multiple dwellings comprising:<br><br>Under Croft Car Parking<br>Parking for eight (8) vehicles;<br>bin store & additional stores located in the under-croft area<br><br>Ground Floor<br>North of the lift is an integrated Specialist disability accommodation (SDA)Unit with two bedrooms and full services (kitchens, bathrooms). To the south of the lift is another area that could be an apartment but is connected to the SDA unit area, with an open foyer and shared equipment/gym room. |

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| | <u>Upper Floor</u><br>The upper floor is identified as one large apartment. While the design appears to provide full services for two dwellings, the areas north and south of the lift are connected and stated to be one dwelling.<br><br>The application is for two multiple dwellings while the design appears easily modifiable to four. Two dwellings can be accommodated under the R-20 coding but not three or four. |
| Applicant/representative address to the design review panel | Chris Catlow, provided an outline of the reasoning for the development special design configuration. The proposal has been designed to accommodate Toni Catlow's needs, including high-level support, as well as the Chis and Helga.<br>Rhys Jenkins, Architect/Director of Harris Jenkins Architects, gave a brief design statement, aspects, and key drivers.<br>Nick Grindrod, Senior Planner, Rise Urban, addressed the permissibility from a Statutory Planning perspective.<br>The chair thanked the applicant for the background and highlighted in-principal support for special needs and housing diversity. |
| Key issues/recommendations | • The extent of the built form creates a lot of bulk on the street and on the western boundary<br>• Front setbacks. These are important but compromised.<br>• Landscaping is limited and unconvincing. The verge landscape is supported but not a substitute for on-site landscape.<br>• The crossover width is excessive and could be safer, especially if this is a defacto pedestrian access.<br>• The internal layout appears inefficient. It is as if the proposal is focused on enabling conversion to four units rather than usability. While depictions of kitchens may be the owner's prerogative, the impact is greater than supportive.<br>• The under-croft parking is overly dominant.<br>• The ESD aspect should be supported with further initiatives.<br>• Streetscape presentation. The design has strengths, but streetscape interactivity is limited and the streetscape interface can be softened.<br>• The Panel can support Riverton as the Primary Street, but only if the setbacks are compliant and the presentation to Second Avenue is upgraded. |
| Chair signature |  <br>**Brett Wood-Gush – Chair** |

## Item 4.2 - Two Multiple Dwellings – 151 Riverton Drive (Lot 33 D29340), Rossmoyne (City ref: DRP25/0002)

| Design review report and recommendations (Part 2/3) | | | |
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| **Design quality evaluation** | | | |
| **Item 4.2: Two Multiple Dwellings – 151 Riverton Drive (Lot 33 D29340), Rossmoyne (City ref: DRP25/0002)** | | | |
| | | *Supported* | |
| | | *Pending further attention* | |
| | | *Not supported* | |
| | | *Insufficient detail to assess – more detail is needed* | |
| Principle 1 - **Context and character** | | *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.* | |
| | | 1a. | While the proposal has a range of attractive design features, it does not respond to the area's leafy green R20 context. Setbacks and planters are too narrow to provide effective softening and tree canopy. Softening the interfaces to the street and adjoining property will enable the proposal to better relate to this context. |
| | | 1b. | The view down Second Avenue is important, and it could be argued that the setback should be 6m as it could be seen as the primary street. The Panel agreed that Second Avenue could be seen as a side street if Riverton Drive reads more like a frontage. Riverton Drive currently looks like a car entry with an inactive streetscape interface. |
| | | 1c. | The site coverage and extent of the terrace are a concern. The potential for a hot glary development is a concern. |
| | | 1d. | The podium and cross-over on Riverton Drive are vast and harsh. Soften these features and consider materiality and scale of elements to facilitate transition to street. |
| Principle 2 - **Landscape quality** | | *Good design recognises that landscape and buildings operate as an integrated and sustainable system within a broader ecological context.* | |
| | | 2a. | The Panel commended engaging in a Landscape Architect and the inclusion of a Landscape Plan. |
| | | 2b. | The proposal provides minimal landscaping on the site; most of the landscaping is on the verge. This is hard to support in an R20-coded area that is a leafy suburb. |

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| | | 2c. | Deep soil zones are not capitalising on generating canopy coverage, and there is no provision for larger trees. An appropriate setback to Riverton Drive is needed to protect the verge trees and/or support new trees on the site. The west and south side planters could be increased in width to support additional planting and canopy coverage to improve landscaping metrics and establish a buffer to the adjoining properties, perhaps with terracing to reduce bulk and scale. |
| | | 2d. | The Riverton Drive verge trees must be retained. Given the non-compliant site coverage the design also needs to protect the tree on Second Avenue. |
| | | 2e. | Further, develop the species selection narrative—considered sense of place and endemic planting. |
| Principle 3 – **Built form and scale** | | *Good design ensures that the massing and height of development are appropriate to their setting and successfully negotiate between the existing built form and the intended future character of the local area.* | |
| | | 3a. | The Panel notes the applicant's preference for the proposal to be assessed as an SDA multiple dwelling rather than a multi-generational single residence to provide greater flexibility of use in the future. From a planning perspective, this triggers the requirement for items such as visitor parking, sprinklers, etc. |
| | | 3b. | Significant parking is hard to support given the number of blank concrete and rendered walls at lower level generating an inactive streetscape interface for the majority of the development. Cars should be located in a basement, not a podium visible from the public realm and the lot to the west. |
| | | 3c. | Terraced planters on the ground-level streetscape façades could visually reduce the height of the walls and soften the street interface, as well as potential screening planting. |
| | | 3d. | The timber roof soffit is a crucial feature. Ensure it is included in the materials palette. |
| | | 3e. | The neighbours next door look down on the roof and have views towards the river, making the lift overrun more visible. Improve the design and soften/screen the lift over-run. |
| Principle 4 - **Functionality and build quality** | | *Good design efficiently and effectively meets users' needs, balancing functional requirements to perform well and deliver optimum benefit over the entire lifecycle.* | |
| | | 4a. | The internal function appears convoluted, inefficient and duplicates facilities. The design appears to be planned for four dwellings in the future, which generates aspects that do not align with the R-20 zoning in a leafy green context by establishing an extensive footprint, an inactive streetscape interface and bulk. |

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| Principle 5 - **Sustainability** | | *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.* | |
| | | 5a. | A proposal of this scale, which is assessed as a multiple dwelling, requires strengthening of the ESD aspect.<br>More information is needed on the size of the PV solar system.<br>Encourage further initiatives, such as EV Charging, a Heat Pump Hot Water System, double glazing, energy monitoring, white roof etc. |
| | | 5b. | Demonstrate which windows are openable on the elevations for cross ventilation. |
| | | 5c. | Various living and dining areas are all orientated with a north or east aspect. This is helpful, however, there are few windows with direct access to winter solar gain. Most east-facing windows are well-shaded, whereas the west windows are exposed. Consider additional passive shading to exposed east and west windows. |
| | | 5d. | The applicant confirmed that water is captured in the basement. This is a good feature. Ensure proper reuse planning. |
| Principle 6 – **Amenity** | | *Good design optimises internal and external amenities for occupants, visitors, and neighbours, providing comfortable, productive, and healthy environments.* | |
| | | 6a. | The Panel commented on the lower-level area and how it benefits from the outlook. |
| | | 6b. | The large terraces provide a good alfresco space for occupants. |
| | | 6c. | Amenity for the SDA room and the careers is better than usual. |
| | | 6d. | The extent of duplicated areas creates a busy and, at times, confusing outcome. |
| Principle 7 – **Legibility** | | *Good design results in legible buildings and places, with clear connections and easily identifiable elements to help people find their way around.* | |
| | | 7a. | Improve the legibility of the pedestrian access from Riverton Drive. |
| Principle 8 – **Safety** | | *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.* | |
| | | 8a. | The Panel questioned the safety of a door from the SDA bedroom to the pool. Does this comply, and is it optimal? Obtain input from a NCC BCA certification consultant. |
| | | 8b. | The crossover is close to the lot truncation. Consider angling it off towards the street to give it more separation from the corner and shorten the driveway's length.<br>Detail required for balustrading/treatment to outdoor area facing river. What is proposed exactly? |

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| Principle 9 - **Community** | | *Good design responds to local community needs and the wider social context, providing environments that support a diverse range of people and facilitate social interaction.* | |
| | | 9a. | The commitment to providing a development that supports intergenerational and inclusive living is highly commended. |
| Principle 10 **Aesthetics** | | *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.* | |
| | | 10a. | The materiality of the carpark wall at ground level which is currently blank render could be softened by introducing greater diversity of materiality in the form of a textural material such as face brick or stone to soften the streetscape interface. |

| **Design review report and recommendations (Part 3/3)** | | | |
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| **Design review progress** | | | |
| | *Supported* | | |
| | *Pending further attention* | | |
| | *Not supported* | | |
| | *Insufficient detail to assess – more detail is needed* | | |
| | *DR1 - 18.02.2025* | *DR2 - DD.MM.YEAR* | *DR3 - DD.MM.YEAR* |
| Principle 1 - **Context and character** | | | |
| Principle 2 - **Landscape quality** | | | |
| Principle 3 - **Built form and scale** | | | |
| Principle 4 - **Functionality and build quality** | | | |
| Principle 5 - **Sustainability** | | | |
| Principle 6 - **Amenity** | | | |
| Principle 7 - **Legibility** | | | |
| Principle 8 - **Safety** | | | |
| Principle 9 - **Community** | | | |
| Principle 10 - **Aesthetics** | | | |

CITY OF CANNING

## Design review report and recommendations (Part 1/3)

*This report is prepared by the panel coordinator and checked by the design review Chair. To maintain the integrity and independence of the design review process this report should be attached, unedited to Council reports and (if applicable) the Development Assessment Panel Responsible Authority Report.*

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| Local government | City of Canning | |
| Item 4.1 | Two Multiple Dwellings – 151 Riverton Drive (Lot 33 D29340), Rossmoyne (City ref: DA24/0342) | |
| Date | Tuesday, 13 May 2025 | |
| Time | 9.00am | |
| Location | Committee Room at the City of Canning Administration Offices<br>1317 Albany Highway, Cannington | |
| Panel members | Brett Wood-Gush<br>Simon Kilbane<br>Simon Venturi | Chair (Bach. Architecture/Urban Designer)<br>Member (Landscape Architect/Urban Designer)<br>Member (Architect – Public Art Knowledge) |
| Local government officers | Shakeel Maqbool<br>Petronella Thandroyen<br>Barbara Rankin | Coordinator Statutory Planning<br>Senior Planning Officer<br>DRP Coordinator/Executive Assistant, Planning & Development |
| Proponent/s Group | Nick Grindrod<br>David Chandler<br>Samuel Grimes<br>Chris Catlow | Senior Planner, Rise Urban<br>Design Manager, Dale Alcock Projects<br>Designer, Dale Alcock Projects<br>Landowner |
| Observer/s | Helga Catlow | Landowner |
| **Briefings** | | |
| Development assessment overview | Petronella Thandroyen | Senior Planning Officer |
| Technical issues | • Site Area.<br>• Street setback.<br>• Lot boundary setback.<br>• Open Space.<br>• Street walls & fences.<br>• Landscaping.<br>• Parking.<br>• Vehicular Access. | |

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| | • Site Works.<br>• Storm Water management.<br>• Visual Privacy.<br>• Aged & Dependant Persons Dwellings. |
| **Design review** | |
| Proposed development | Two Multiple Dwellings – 151 Riverton Drive (Lot 33 D29340), Rossmoyne (City ref: DA24/0342) |
| Property address | 151 Riverton Drive (Lot 33 D29340), Rossmoyne |
| Background | Local Context<br>The subject development site is on the corner of Riverton Drive and Second Avenue with the lot being of a regular shape.<br><br>The site is currently vacant.<br><br>The adjoining lot and surrounding existing developments are predominantly low-density single dwellings.<br><br>Local Planning Scheme No. 42<br>The land is zoned Residential R20 under the City of Canning Local Planning Scheme No. 42 (LPS 42).<br><br>A copy of the LPS 42 text and map are available on the City's website at LPS42.<br><br>The City presented the item to DRP at a previous meeting held on 18 February 2025. Following that review, together with comments from DRP and the City's request for further information, the current plans and attached responses were prepared and forwarded to the City for further review and assessment. |
| Proposal | The development proposes two (2) multiple dwellings comprising of:<br>• Under croft car parking –<br>for parking of eight (8) vehicles;<br>bin store & additional stores located in the under-croft area.<br><br>• Ground Floor –<br>An SDA unit on the northern side, with a living area for two 24 hours carers on the southern wing. The two (2) wings are interconnected by an equipment/gym room.<br><br>• Upper floor proposes –<br>One large apartment for use by the parents of the disabled person living on the ground floor, alternatively to be used as a shared living arrangement; and<br>• Landscaping. |
| Applicant/representative address to the design review panel | David Chandler, Dale Alcock Projects and Nick Grindrod, Senior Planner Rise Urban presented and highlighted minor amendments on most recent plans received. |

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| Key issues/recommendations | • The site appears overdeveloped and the building bulky in places.<br>• Street Setback is an issue and little to no changes made to initial plans.<br>• Lot boundary setback requires variation along east and west boundary.<br>• Open Space limited and appears non-compliant.<br>• Street walls & terraces encroach into Riverton Drive setback.<br>• Landscaping is limited on site. Additional landscaping is required.<br>• Visual Privacy is non-compliant.<br>• Poor ESD commitments for a building that is effectively a small apartment building. |
| Chair signature |  <br>**Brett Wood-Gush**<br>**Chair** |

## Item 4.1 - Two Multiple Dwellings – 151 Riverton Drive (Lot 33 D29340), Rossmoyne (City ref: DA24/0342)

| Design review report and recommendations (Part 2/3) | | | |
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| **Design quality evaluation** | | | |
| **Item 4.1: Two Multiple Dwellings – 151 Riverton Drive (Lot 33 D29340), Rossmoyne (City ref: DA24/0342)** | | | |
| Apply the applicable colour to each Design Principle | | *Supported* | |
| | | *Pending further attention* | |
| | | *Not supported* | |
| | | *Insufficient detail to assess – more detail is needed* | |
| Principle 1 - **Context and character** | | *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.* | |
| | | 1a. | The DRP is of the view that the proposal as presented is overdevelopment of the site. This is unacceptable as the impact is exacerbated by the exposed corner site. |
| | | 1b. | The DRP can support the consideration of Riverton Drive as the primary street but only if the proposal then properly respects the setback for all substantial built for components. |
| | | 1c. | Pool to be relocated to lower level reducing bulk. |
| Principle 2 - **Landscape quality** | | *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.* | |
| | | 2a. | Retention of significant tree in Second Avenue is important. If the arborist is of the view the building will impact the roots then setting the building back to the required setbacks or more to improve the opportunity for tree survival. |
| | | 2b. | There is a lack of sufficient landscaping (and detail provided such as species) within the property. The development is relying on existing significant vegetation around the site while not making a significant contribution. |
| | | 2c. | Paving adjacent to tree not supported. |
| | | 2d. | The reliance on creeper plants rather than terraced planters or higher quality materials integrated with the landscaping is not supported. |
| | | 2e. | The bin pad Riverton Drive is not supported especially as it may affects existing street trees. |

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| Principle 3 – **Built form and scale** | | *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.* | |
| | | 3a. | The DRP are concerned that the open space minimum requirements are not being met on an R20 site as almost all the building is two storey and the impact is very substantial. |
| | | 3b. | More needs to be done on the Second Ave to reduce secondary street encroachment into the setbacks. |
| | | 3c. | Secondary street (Riverton Drive) terraces compromising built form. The removal of the roofs over these is a step forward. |
| Principle 4 - **Functionality and build quality** | | *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.* | |
| | | 4a. | Basement area should be redesigned for a better outcome for the significant tree in Second Avenue, especially as there is limited panting on site. |
| | | 4b. | Functionality of the floor plans still questionable. |
| Principle 5 - **Sustainability** | | *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.* | |
| | | 5a. | Applicant should engage with an ESD professional to establish stronger ESD narrative and commit to integrating active ESD initiatives in the proposal. |
| | | 5b. | Shade canopies have been added over east and west facing openings which is positive. |
| | | 5c. | Potential for re-use of site fill to good effect regarding terracing of garage/undercroft bulk. |
| Principle 6 – **Amenity** | | *Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.* | |
| | | 6a. | Public realm interface to be improved. |
| | | 6b. | There are many aspects of the design that are high amenity. There are also areas that appear very inefficient as noted in previous Minutes. |
| Principle 7 – **Legibility** | | *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.* | |
| | | 7a. | The legibility of the pedestrian access from Riverton Drive is improved. |
| Principle 8 – **Safety** | | *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.* | |
| | | 8a. | Door from SDA bedroom to the pool has been changed to a window which should improve safety. |

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| Principle 9 - **Community** | | *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.* | |
| | | 9a. | The focus on SDA provision is supported. |
| Principle 10 **Aesthetics** | | *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.* | |
| | | 10a. | Presentation of blank walls not sufficiently addressed relying on creepers that may not be effective or longlasting. Of the shelf industrial aesthetic grilles may seem unsightly from street and could be reworked. |
| | | 10b. | The underside of the canopies is noted timber cladding which is supported, however real timber cannot be used on a multiple dwelling. The applicant is encouraged to investigate the composite options for this as some options appears much more authentic than others. |
| | | 10c. | The lift overrun will be highly visible from properties at the rear. Manipulate the form of the roof or appropriately screen this element as noted on previous Minutes. |

| **Design review report and recommendations (Part 3/3)** | | | |
|---|---|---|---|
| **Design review progress** | | | |
| | *Supported* | | |
| | *Pending further attention* | | |
| | *Not supported* | | |
| | *Insufficient detail to assess – more detail is needed* | | |
| | *DR1 - 18.02.2025* | *DR2 - 13.05.2025* | *DR3 - DD.MM.YEAR* |
| Principle 1 - **Context and character** | | | |
| Principle 2 - **Landscape quality** | | | |
| Principle 3 - **Built form and scale** | | | |
| Principle 4 - **Functionality and build quality** | | | |
| Principle 5 - **Sustainability** | | | |
| Principle 6 - **Amenity** | | | |
| Principle 7 - **Legibility** | | | |
| Principle 8 - **Safety** | | | |
| Principle 9 - **Community** | | | |
| Principle 10 - **Aesthetics** | | | |

CITY OF CANNING

## Design review report and recommendations (Part 1/3)

*This report is prepared by the panel coordinator and checked by the design review Chair. To maintain the integrity and independence of the design review process this report should be attached, unedited to Council reports and (if applicable) the Development Assessment Panel Responsible Authority Report.*

| | | |
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| Local government | City of Canning | |
| Item 4.1 | Two Multiple Dwellings – 151 Riverton Drive (Lot 33 D29340), Rossmoyne (City ref: DA24/0342) | |
| Chair Review | Brett Wood-Gush – 2025-06-18 | |
| Details of Last DRP | | |
| Date | Tuesday, 13 May 2025 | |
| Time | 9.00am | |
| Location | Committee Room at the City of Canning Administration Offices<br>1317 Albany Highway, Cannington | |
| Panel members | Brett Wood-Gush<br>Simon Kilbane<br>Simon Venturi | Chair (Bach. Architecture/Urban Designer)<br>Member (Landscape Architect/Urban Designer)<br>Member (Architect – Public Art Knowledge) |
| Local government officers | Shakeel Maqbool<br>Petronella Thandroyen<br>Barbara Rankin | Coordinator Statutory Planning<br>Senior Planning Officer<br>DRP Coordinator/Executive Assistant, Planning & Development |
| Proponent/s Group | Nick Grindrod<br>David Chandler<br>Samuel Grimes<br>Chris Catlow | Senior Planner, Rise Urban<br>Design Manager, Dale Alcock Projects<br>Designer, Dale Alcock Projects<br>Landowner |
| Observer/s | Helga Catlow | Landowner |
| **Briefings** | | |
| Development assessment overview | Petronella Thandroyen | Senior Planning Officer |
| Technical issues - – last DRP | • Site Area.<br>• Street setback.<br>• Lot boundary setback.<br>• Open Space.<br>• Street walls & fences.<br>• Landscaping. | |

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| | • Parking.<br>• Vehicular Access.<br>• Site Works.<br>• Storm Water management.<br>• Visual Privacy.<br>• Aged & Dependant Persons Dwellings. |
| **Design review** Last DRP | |
| Proposed development | Two Multiple Dwellings – 151 Riverton Drive (Lot 33 D29340), Rossmoyne (City ref: DA24/0342) |
| Property address | 151 Riverton Drive (Lot 33 D29340), Rossmoyne |
| Background | Local Context<br>The subject development site is on the corner of Riverton Drive and Second Avenue with the lot being of a regular shape.<br><br>The site is currently vacant.<br><br>The adjoining lot and surrounding existing developments are predominantly low-density single dwellings.<br><br>Local Planning Scheme No. 42<br>The land is zoned Residential R20 under the City of Canning Local Planning Scheme No. 42 (LPS 42).<br><br>A copy of the LPS 42 text and map are available on the City's website at LPS42.<br><br>The City presented the item to DRP at a previous meeting held on 18 February 2025. Following that review, together with comments from the DRP and the City's request for further information, the current plans and attached responses were prepared and forwarded to the City for further review and assessment. |
| Proposal | The development proposes two (2) multiple dwellings comprising of:<br>• Under croft car parking –<br>for parking of eight (8) vehicles;<br>bin store & additional stores located in the under-croft area.<br><br>• Ground Floor –<br>An SDA unit on the northern side, with a living area for two 24 hours carers on the southern wing. The two (2) wings are interconnected by an equipment/gym room.<br><br>• Upper floor proposes –<br>One large apartment for use by the parents of the disabled person living on the ground floor, alternatively to be used as a shared living arrangement; and<br>• Landscaping. |
| Applicant/representative address to the design review | David Chandler, Dale Alcock Projects and Nick Grindrod, Senior Planner Rise Urban presented and highlighted minor amendments on most recent plans received. |

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| panel | |
| Key issues/recommendations<br>Raised at last DRP | • The site appears overdeveloped and the building bulky in places.<br>• Street Setback is an issue and little to no changes made to initial plans.<br>• Lot boundary setback requires variation along east and west boundary.<br>• Open Space limited and appears non-compliant.<br>• Street walls & terraces encroach into Riverton Drive setback.<br>• Landscaping is limited on site. Additional landscaping is required.<br>• Visual Privacy is non-compliant.<br>• Poor ESD commitments for a building that is effectively a small apartment building.<br><br>Chair Review Comment – There have been range improvement since last DRP -See assessment below.<br><br>There are still concerns that the internal layout is more aligned to apartments creating efficiency and bulk.<br><br>There are areas for improvement that can be addressed but some issues are built into the design approach. Hence, the proposal is not supported. – 2025/06/18 |
| Chair signature |  <br>**Brett Wood-Gush**<br>**Chair** |

## Item 4.1 - Two Multiple Dwellings – 151 Riverton Drive (Lot 33 D29340), Rossmoyne (City ref: DA24/0342)

| Design review report and recommendations (Part 2/3) | | | |
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| **Design quality evaluation** | | | |
| **Item 4.1: Two Multiple Dwellings – 151 Riverton Drive (Lot 33 D29340), Rossmoyne (City ref: DA24/0342)** | | | |
| Apply the applicable colour to each Design Principle | | *Supported* | |
| | | *Pending further attention* | |
| | | *Not supported* | |
| | | *Insufficient detail to assess – more detail is needed* | |
| Principle 1 - **Context and character** | | *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.* | |
| | | 1a. | The DRP is of the view that the proposal as presented is overdevelopment of the site. This is unacceptable as the impact is exacerbated by the exposed corner site.<br>*Chair Review 2025/06/18–* incremental improvements over the design review process have resulted in an adequate outcome. |
| | | 1b. | The DRP can support the consideration of Riverton Drive as the primary street but only if the proposal then properly respects the setback for all substantial built for components.<br>*Chair Review 2025/06/18. The 6m setback to Riverton Drive and other improvements are a significant improvement but the setback needs to be applied to the truncation.* |
| | | 1c. | Pool to be relocated to lower level reducing bulk.<br>*Chair Review 2025/06/18– As the pool terrace is behind the setback the main concern is the appearance of the privacy screening and the height of the wall re compliance with the R-Codes.*<br>*There is a comment that placing the pool at ground level results in degrading access is a concern. This is the primary access for the disabled occupant. If the proponents feel the basement access is degrading the DRP would not support the access arrangement.* |
| Principle 2 - **Landscape quality** | | *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.* | |
| | | 2a. | Retention of significant tree in Second Avenue is important. If the arborist is of the view the building will impact the roots then setting the building back to the required setbacks or more to improve the opportunity for tree survival.<br>*Chair Review 2025/06/18– Significant improvements made to assist in the tree retention.* |
| | | 2b. | There is a lack of sufficient landscaping (and detail provided such as species) within the property. The development is relying on existing significant vegetation around the site while not making a significant contribution.<br>*Chair Review 2025/06/18– the setback improvements assist the outcome, and the* |

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| | | | *landscape plan has been provided.* |
| | | 2c. | Paving adjacent to tree not supported.<br>*Chair Review 2025/06/18– Sufficiently addressed.* |
| | | 2d. | The reliance on creeper plants rather than terraced planters or higher quality materials integrated with the landscaping is not supported.<br>*Chair Review 2025/06/18– Progress improvements in detail design.* |
| | | 2e. | The bin pad Riverton Drive is not supported especially as it may affects existing street trees.<br>*Chair Review 2025/06/18– Sufficiently addressed.* |
| Principle 3 – **Built form and scale** | | *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.* | |
| | | 3a. | The DRP are concerned that the open space minimum requirements are not being met on an R20 site as almost all the building is two storey and the impact is very substantial.<br>*Chair Review 2025/06/18– There have been improvements and truncating the corner would assist significantly.* |
| | | 3b. | More needs to be done on the Second Ave to reduce secondary street encroachment into the setbacks.<br>*Chair Review 2025/06/18– There have been improvements, but the form still appears square boxed to the upper levels.* |
| | | 3c. | Secondary street (Riverton Drive) terraces compromising built form. The removal of the roofs over these is a step forward.<br>*Chair Review 2025/06/18– There has been improvement and lighter more transparent roofs upper floor areas would assist.* |
| Principle 4 - **Functionality and build quality** | | *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.* | |
| | | 4a. | Basement area should be redesigned for a better outcome for the significant tree in Second Avenue, especially as there is limited panting on site.<br>*Chair Review 2025/06/18– Well addressed.* |
| | | 4b. | Functionality of the floor plans still questionable.<br>*Chair Review 2025/06/18– The plans remain highly inefficient other than if the intent is to convert the development to apartments.* |
| Principle 5 - **Sustainability** | | *Good design optimises the sustainability of the built environment, delivering positive environmental, social, and economic outcomes.* | |
| | | 5a. | Applicant should engage with an ESD professional to establish stronger ESD narrative |

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| | | | and commit to integrating active ESD initiatives in the proposal.<br>*Chair Review 2025/06/18– The ESD report provide general reads as a guide to useful initiatives rather than commitments. The comment to 7 star is noted but the plan layout does not optimize solar access, cross ventilation, or efficient use of material e.g., there are four kitchens in a two-unit dwelling.* |
| | | 5b. | Shade canopies have been added over east and west facing openings which is positive.<br>*Chair Review 2025/06/18– A operable pergola of the upper floor terrace would appear to provide a better outcome in terms of solar access than a solid roof.* |
| | | 5c. | Potential for re-use of site fill to good effect regarding terracing of garage/under croft bulk.<br>*Chair Review 2025/06/18 – Note only.* |
| Principle 6 – **Amenity** | | *Good design optimises internal and external amenity for occupants, visitors, and neighbours, providing environments that are comfortable, productive and healthy.* | |
| | | 6a. | Public realm interface to be improved.<br>*Chair Review 2025/06/18. The 6m setback to Riverton Drive and other improvements are a significant improvement but the setback needs to be applied to the truncation.* |
| | | 6b. | There are many aspects of the design that are high amenity. There are also areas that appear very inefficient as noted in previous Minutes.<br>*Chair Review 2025/06/18. See the note above. It is noted that the Africans have applied an extensive information outlining importance of the design approach to the amenity and quality of life of the primary occupant. The DRP have commended the quality of design in relation to the needs of the primary occupant.* |
| Principle 7 – **Legibility** | | *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.* | |
| | | 7a. | The legibility of the pedestrian access from Riverton Drive is improved.<br>*Chair Review 2025/06/18 – Positives retained.* |
| Principle 8 – **Safety** | | *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.* | |
| | | 8a. | Door from SDA bedroom to the pool has been changed to a window which should improve safety.<br>*Chair Review 2025/06/18 – Positives retained.* |

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| Principle 9 - **Community** | | *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.* | |
| | | 9a. | The focus on SDA provision is supported.<br>*Chair Review 2025/06/18 – Positives retained.* |
| Principle 10 **Aesthetics** | | *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.* | |
| | | 10a. | Presentation of blank walls not sufficiently addressed relying on creepers that may not be effective or long lasting. Of the shelf industrial aesthetic grilles may seem unsightly from street and could be reworked.<br>*Chair Review 2025/06/18 – Improve setback reduces concern however the presentation is still overbearing and monotonous along the street. The grey-on-grey render and grey roof do not provide sufficient aesthetic interest.* |
| | | 10b. | The underside of the canopies is noted timber cladding, which is supported, however real timber cannot be used on a multiple dwelling. The applicant is encouraged to investigate the composite options for this as some options appears much more authentic than others.<br>*Chair Review 2025/06/18 – Consider more lightness and transparency.* |
| | | 10c. | The lift overrun will be highly visible from properties at the rear. Manipulate the form of the roof or appropriately screen this element as noted on previous Minutes.<br>*Chair Review 2025/06/18 – Consider in detail design.* |

| **Design review report and recommendations (Part 3/3)** | | | |
|---|---|---|---|
| **Design review progress** | | | |
| | *Supported* | | |
| | *Pending further attention* | | |
| | *Not supported* | | |
| | *Insufficient detail to assess – more detail is needed* | | |
| | *DR1 - 18.02.2025* | *DR2 - 13.05.2025* | *Chair - 18.06.2025* |
| 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** | | | |

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| Principle 8 - **Safety** | | | |
| Principle 9 - **Community** | | | |
| Principle 10 - **Aesthetics** | | | |

| Design Review Comment | Response |
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| *Principle 1 – Context and character* | |
| 1a. The DRP is of the view that the proposal as presented is overdevelopment of the site. This is unacceptable as the impact is exacerbated by the exposed corner site. | Disagree. Open space and setbacks meet R-Codes deemed-to-comply requirements as per our correspondence to the City that this document is attached to. Notwithstanding, the design has been amended to increase the setback of the front terrace and cantilever it over the retaining wall. This will reduce the perception of bulk from Riverton Drive West by hiding the retaining wall under the terrace. |
| 1b. The DRP can support the consideration of Riverton Drive as the primary street but only if the proposal then properly respects the setback for all substantial built for components. | We thank the DRP for its pragmatism in this comment. As we believe Riverton Drive West should be treated as the primary street, we believe that we have achieved this. All street setbacks meet the deemed-to-comply requirements except for the path outside bedroom 3, which is not a substantial built form component. |
| 1c. Pool to be relocated to lower level reducing bulk. | This would result in the pool being unusable by the resident as only being able to access their pool via a pool lift would be degrading and not meet their needs. They use the pool at least once per day, not occasionally. The intent of this comment has been achieved by setting the terrace back and cantilevering it. |
| *Principle 2 – Landscape quality* | |
| 2a. Retention of significant tree in Second Avenue is important. If the arborist is of the view the building will impact the roots then setting the building back to the required setbacks or more to improve the opportunity for tree survival. | We are proposing to retain the tree and have amended the design to do all that we can support its retention. |
| 2b. There is a lack of sufficient landscaping (and detail provided such as species) within the property. The development is relying on existing significant vegetation around the site while not making a significant contribution. | We have increased the area of landscaping provided in the front setback and reiterate that the landscaping around most dwellings in this area of Rossmoyne is on the verge, with some (but not a lot of) landscaping on site. We believe that the amount of on-site landscaping provided is consistent with that typically provided on-site around other dwellings in the area. We would be happy to engage with the City at detailed design stage to ensure that the landscape design (within the landscape areas proposed) is suitable and would accept a condition to this effect.<br><br>We reiterate that landscaping provision on sites accommodating dependant people is more difficult than usual as they require flat, wide paths and turning circles that eat into areas that would otherwise be landscaped. We are seeking for the social benefit of this proposal (ie. it meets the high needs of the landowners' daughter) to be given greater weight than the DRP's desire for more landscaping than is typically provided in the locality, to be provided on this site. |

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| 2c. Paving adjacent to tree not supported. | We are proposing to retain the tree and have amended the design to do all that we can support its retention. This includes setting the basement wall back, deleting a raised planter and setting the entrance path back from the tree as much as possible. The footpath has been narrowed and cannot be moved any further as a suitable gradient needs to be provided to ensure accessibility to the entrance. We would prefer to provide permeable paving and believe that it is a better option to support the tree. |
| 2d. The reliance on creeper plants rather than terraced planters or higher quality materials integrated with the landscaping is not supported. | We have addressed this by pushing the basement back and cantilevering the terrace over it. |
| 2e. The bin pad Riverton Drive is not supported especially as it may affects existing street trees. | This development requires a bin pad to avoid bins blocking the driveway and therefore blocking carers and support workers from driving into the driveway when it would be blocked. We have reduced the size of the bin pad to avoid the Structural Root Zone of the tree. |
| *Principle 3 – Built form and scale* | |
| 3a. The DRP are concerned that the open space minimum requirements are not being met on an R20 site as almost all the building is two storey and the impact is very substantial. | We believe this comment is due to incorrect application of the R-Codes by the City. Please refer to the attached Open Space diagram. |
| 3b. More needs to be done on the Second Ave to reduce secondary street encroachment into the setbacks. | We have achieved this by removing the terrace projection towards Second Avenue and replaced it with a pathway at a level that is closer to NGL (1.1m maximum) to provide access to the terrace. |
| 3c. Secondary street (Riverton Drive) terraces compromising built form. The removal of the roofs over these is a step forward. | We believe that Riverton Drive should be treated as the primary street as per comment 1b.<br>We have pulled the terrace back and cantilevered it to address the DRP's built form concern. |
| *Principle 4 – Functionality and build quality* | |
| 4a. Basement area should be redesigned for a better outcome for the significant tree in Second Avenue, especially as there is limited panting on site. | We have actioned this comment. |

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| 4b. Functionality of the floor plans still questionable. | Refer to our comments in previous correspondence. The development has been custom designed to be fit-for-purpose for the occupants. |
| *Principle 5 – Sustainability* | |
| 5a. Applicant should engage with an ESD professional to establish stronger ESD narrative and commit to integrating active ESD initiatives in the proposal. | The scale of this proposal is consistent with the large luxurious houses along Riverton Drive West, and in our view the fact that it is proposed as two dwellings instead of one single house does not generate any logical nexus that causes this development to be required to deliver stronger ESD than required by the NCC. That being said, we have provided a Sustainability Statement to better articulate the sustainability initiatives that are being considered for this development. |
| 5b. Shade canopies have been added over east and west facing openings which is positive. | We thank the Panel for this positive comment. |
| 5c. Potential for re-use of site fill to good effect regarding terracing of garage/undercroft bulk. | We have instead pulled the front terrace back to reduce the amount of fill necessary. |
| *Principle 6 – Amenity* | |
| 6a. Public realm interface to be improved. | We have done so by pulling the front retaining wall back and cantilevering the terrace over it. |
| 6b. There are many aspects of the design that are high amenity. There are also areas that appear very inefficient as noted in previous Minutes. | Refer to our comments in previous correspondence. The development has been custom designed to be fit-for-purpose for the occupants. |
| *Principle 7 – Legibility* | |
| 7a. The legibility of the pedestrian access from Riverton Drive is improved. | We thank the Panel for this positive comment. |
| *Principle 8 – Safety* | |
| 8a. Door from SDA bedroom to the pool has been changed to a window which should improve safety. | We thank the Panel for this positive comment. |
| *Principle 9 – Community* | |

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| 9a. The focus on SDA provision is supported. | We thank the Panel for this positive comment. |
| *Principle 10 – Aesthetics* | |
| 10a. Presentation of blank walls not sufficiently addressed relying on creepers that may not be effective or longlasting. Of the shelf industrial aesthetic grilles may seem unsightly from street and could be reworked. | We have addressed this by pushing the basement back and cantilevering the terrace over it. The grilles have been deleted. |
| 10b. The underside of the canopies is noted timber cladding which is supported, however real timber cannot be used on a multiple dwelling. The applicant is encouraged to investigate the composite options for this as some options appears much more authentic than others. | We will do so at detailed design stage. |
| 10c. The lift overrun will be highly visible from properties at the rear. Manipulate the form of the roof or appropriately screen this element as noted on previous Minutes. | We will appropriately screen the lift overrun at detailed design stage. |
| *Key Issues/recommendations* | |
| The site appears overdeveloped and the building bulky in places. | Refer to our response at item 3a. |
| Street Setback is an issue and little to no changes made to initial plans. | Refer to our responses at item 1a, 1b and 3b. The proposed building bulk is a fundamental element of this development application as it is consistent with the character of the area and is necessary to meet the high needs of the future occupants. We believe that we have already meaningfully compromised by increasing the street setbacks on multiple occasions. |
| Lot boundary setback requires variation along east and west boundary. | Refer to our responses at item 1a, 1b and 3b. |

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| Open Space limited and appears non-compliant. | Refer to our response at item 3a. |
| Street walls & terraces encroach into Riverton Drive setback. | We believe the setback is compliant if Riverton Drive is treated as the primary street, which we have provided extensive justification for in previous correspondence. |
| Landscaping is limited on site. Additional landscaping is required. | Refer to our response at item 2b. |
| Visual Privacy is non-compliant. | We are proposing two minor cone of vision encroachments, which meet the applicable design principles as detailed in our development application submission. The impacted property will only be impacted at the driveway and is owned by the owners of this site. |
| Poor ESD commitments for a building that is effectively a small apartment building. | Refer to our response at item 5a. |

Rise Urban.

Our reference: Ltr09-1722024
Enquiries: Nick Grindrod

6 June 2025

Ms Petronella Thandroyen
Senior Planning Officer
City of Canning
1317 Albany Highway
CANNINGTON WA 6107

Dear Petronella

**RE: RESPONSE TO CITY OF CANNING SECOND REQUEST FOR INFORMATION – TWO 'MULTIPLE DWELLINGS' – 151 RIVERTON DRIVE WEST, ROSSMOYNE**

On behalf of the landowner, the project team comprising Dale Alcock Projects, Harris-Jenkins Architects and Rise Urban are pleased to submit revised plans, additional justification and responses to the City and Design Review Panel's comments for the abovementioned proposal. These are attached to this letter.

We trust the attached information appropriately addresses the City's remaining concerns regarding the project and allows for a positive recommendation. On this basis, we request that the City progresses with its RAR on the basis of this information.

Should you require any further advice or information in relation to this matter, please contact Nick Grindrod of this office on 0424 365 276 or via email at nick@riseurban.com.au.

Yours sincerely



Cameron Leckey
Director
**Rise Urban Pty Ltd**

Att: Response to City Comments, Response to DRP Comments, Revised Plans, Open Space Plan

| City Comment | | Response |
|---|---|---|
| Cl. 5.1.1 – Site Area | Application is being made for 2 multiple dwellings. The subject lot is zoned Residential R20 with a lot area of 1004sqm.As per the City's previous comments dated 24 February 2025, the design of the development appears to be for at least three (3), potentially four (4) multiple dwellings. The City reiterates the land area and zoning does not permit more than 2 dwellings on site. Considering this the applicant is to review and re-design their proposal accordingly. | Disagree. No change made.<br><br>Through previous correspondence, we have extensively articulated the rationale and intent associated with the design of the development and its configuration. This rationale and intent are consistent with the functional use of the development as two multiple dwellings.<br><br>The City has provided no reasonable basis or justification for not accepting the stated intent and explanation of how the dwellings will function. |
| Cl. 5.1.2 – Street setback | The City identifies Second Avenue as being the Primary Street setback.<br><br>C2.1 - The development provides a nil to 1.5m setback to the Primary Street (Second Ave) in lieu of 6m average of 3m, given the major entry door to the development is off Second Ave.<br><br>The applicant's supporting documentation and plans show Riverton Drive as the primary street.<br><br>The 'front door' to Riverton Drive isn't accessible and cannot be clearly seen by the general public.<br><br>The access to Riverton Dr maybe used by the owners due to gradients off Second Ave which isn't suitable for a person with disability, but majority of persons will not have issues accessing the development from Second Ave. | Disagree. No change made. Please refer to the design principles justification that we provided in our previous correspondence.<br><br>The location of a primary pedestrian and vehicular access as well as the orientation of the building, all clearly identify Riverton Drive West as the primary street. Further, the larger setback to Riverton Drive West and the smaller setback to Second Avenue are consistent with the property opposite at 153 Riverton Drive West and the majority of similar corner properties on the street.<br><br>The major entry to Riverton Drive West is accessible and clearly delineated by an architectural break in the building as well as the pedestrian path.<br><br>The ability of the general public to access the Second Avenue entry is irrelevant as the people accessing the dwelling most often will be the actual inhabitants, and therefore, their practical needs should take precedence. The functional needs of the inhabitants, the design of the building and its intended operation all form a strong basis for Riverton Drive West to be accepted as the primary street. |
| | C2.2 - Secondary Street Setbacks<br>A minimum setback of 1.5m is required. | We have set back the Second Avenue terrace to 1.5m.<br><br>If the City's position regarding the designation of Second Avenue as the primary street was correct, the proposed setbacks to both |

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| The development proposes a boundary wall along the western boundary side within the street setback. A setback of 0.3m is proposed. Height of the boundary wall 2.7m<br><br>The City's Local Planning Policy LP.01 C4.4 states, 'For sites on street corners, street fences or walls within the secondary street setback area are to be designed in accordance with C4.1 and C4.2 for a minimum 50 per cent of the street boundary behind the primary street setback (refer Part C Figure 3.6d).<br>The west elevation still does not clearly show this wall. Please address accordingly. | Riverton Drive West and Second Avenue are consistent with the design principles under P2.1, as detailed in our previous correspondence.<br><br>The proposed building is consistent with the established character of the area, particularly along Riverton Drive West. Riverton Drive West is lined with dwellings with an outlook toward the river, with the substantial setback being from the Riverton Drive West boundary.<br><br>153 Riverton Drive West, opposite, is an example of this. Other similar corner sites nearby where the same approach has been taken include:<br><br>• 225 Riverton Drive North, Shelley<br>• 229 Riverton Drive North, Shelley<br>• 217 Riverton Drive North, Shelley<br>• 215 Riverton Drive North, Shelley<br>• 93a Riverton Drive West, Rossmoyne<br>• 75 Riverton Drive West, Rossmoyne<br>• 49 Riverton Drive West, Rossmoyne<br><br>The proposal is consistent with the established character of the area no matter which street is designated as the primary or secondary street. The development is clearly consistent with the design principles as detailed in our previous correspondence.<br><br>The wall in the front setback along the western boundary has been deleted from the proposal. The wall shown on the site plan and west elevation is the existing wall. Very minor (270mm) masonry infill is now proposed between the front two piers for aesthetic purposes. No landowner consent is required as both properties are owned by the same people. |
| C2.4 - Porches, Verandahs and Balconies may project forward of the primary street setback line up to half the required primary street setback. | As above, we believe that Second Avenue is the secondary street and this comment is therefore not valid. Terrace 2 is not captured by this requirement as it is at NGL and the path in front of bedroom 3 meets the applicable design principles. |

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| | The terrace/balconies project more than half (3m) of the primary street setback which forms part of the overall primary street setback variation. The applicant has not amended the plans accordingly. Please address the variation. | We have set back the Second Avenue terrace to 1.5m as per the secondary street setback requirement. |
| Cl. 5.1.3 – Lot boundary setback | C 3.2 Behind the street setback line<br><br>The western elevation is still not depicted correctly. The 'site boundary' line as shown is not the actual site boundary, this line represents the verge boundary. Please review and annotate/draw the elevations correctly. An amended elevations is required. | Noted. Amended plans are provided showing the variability of the site boundary. |
| Cl. 5.1.4 – Open Space | The applicant has amended the site plan which shows the roof line over the entry court to be repositioned. However, the roof plan has not been amended accordingly, the roof line needs to align with the gate of terrace 2, please review and amend.<br><br>Table B permits 50% open space.<br><br>The City's recalculation of site cover 518m$^2$ (dwellings) + 82.2m$^2$ (portion of terrace 1) = 600.2sqm<br>Which results in an Open space provision of 403.8sqm (40.2%).<br>Considering this equates to a variation of 9.8%, the City considers this to be an overdevelopment of the site. The building footprint is to be reduced in size, this has also been raised by the City's Design Review Panel. | The roof line in the amended plans is accurate.<br><br>Please see the attached open space plan demonstrating that 51.09% of the site has been provided as open space and it is therefore compliant. In the scenario that the City does not agree with this, the proposed open space is consistent with the design principles under P4 anyway and warrants approval.<br><br>This is as:<br>• The proposal is consistent with the established pattern of development in the area in terms of site coverage, as articulated previously.<br>• The development is north-facing and has been provided with sufficient major openings to provide access to sunlight for the dwelling. The window treatments are supported by the DRP.<br>• The development reduces building bulk to a reasonable extent while balancing the high needs to the future ground floor occupant and the character of the area, which features many large, bulky, luxurious houses. |

| | | |
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| | | • Suitable landscaping has been provided at the front and rear of the site. The landscaping in the Riverton Drive setback and both verges reflects the character of the area and provides and attractive setting for the building.<br>• The proposal provides for functional open space suitable for the unique needs of the intended residents, which necessitate wide, level areas across the site.<br>• More space than usual is required inside this building for utilities and essential facilities.<br><br>The City's comments regarding overdevelopment of the site appear to ignore the unique requirements of the intended residents, both in terms of the design of the building itself and the need to ensure that the open space is usable. |
| Clause 5.1.6 Building Height | The proposed dwelling has a maximum wall height of 8.9m and roof height of 8.9m in lieu of 7m wall height and roof height.<br><br>This is to be reviewed as part of any amended proposal. | The proposed building height is consistent with the design principles outlined under P6 as detailed in the development application submission.<br><br>The proposed building height does not materially impact the access to sunlight into buildings or open spaces, it supports the provision of adequate sunlight to major openings and habitable rooms, and does not materially impact any significant views.<br><br>The greatest extent of the building height is located toward the northern portion of the site due to the slope of the site. Due to the accessibility requirements of the residents, there is no ability to step the building down the slope. The height of the proposed building adjacent to the southern boundary is 7.2m. The height of the building along most of the western boundary (except at the front) is also 7.2m. As such the measurement of the height from natural ground level should utilise the 'deemed natural ground level' rather than the actual, as set out under section 4.4 of the R-Codes Explanatory Guidelines.<br><br>The site survey demonstrates that the majority of the site – and the entire building footprint – sits at or near 5.0 m AHD, with only the northern street boundary falling to 2.5 m AHD. In line with the R- |

| | | |
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| | | Codes and accepted survey practice, we have recalculated the average natural ground level for building height assessment by averaging the spot levels at each perimeter point of the building footprint. This results in an average NGL of approximately 3.93m, which accurately reflects the topography and avoids artificially lowering the NGL due to a small area of lower ground at the street boundary. This approach yields an assessable overall building height of 8.17m in lieu of the deemed-to-comply 8m.<br><br>This represents a minor departure from the deemed-to-comply requirements under Table 3 and reinforces the consistency of the proposal with the design principles. |
| Cl. 5.2.4 – Street walls & fences | C4.1 Fencing within front setback visually permeable above 1.2m<br><br>The East elevation (Primary Street) proposes a variation, as it does not address the requirement of 1.2m solid then visually permeable fencing up to a height of 1.8m. Amend the plans accordingly. | Disagree.<br><br>The proposed fences to the Second Avenue frontage are not considered front fences as Second Avenue should be treated as the secondary street, not the primary street. However, we have amended the plans to ensure that all walls within the secondary street setback are solid to a maximum 1.2m.<br><br>Notwithstanding the above, the proposed fences are consistent with the design principles under P4.<br><br>These fences do not preclude passive surveillance of the street from the proposed dwelling, as the finished floor level adjacent to these areas is higher than the street level. This allows users of these areas to overlook the street.<br><br>These fences are required for the safety of users of the terrace area and to preserve the privacy of these outdoor living areas. The proposed landscape also softens and mitigates the visual prominence of these fences. |
| Cl. 5.3.2 – Landscaping | *C2.2 (ii) landscaping of the street setback area, with not more than 50 per cent of this area to consist of impervious surfaces.* | Given our position that Riverton Drive West is the primary street, 53m$^2$ out of the 104m$^2$ setback area (to the 6m setback line) is landscaped, thereby achieving compliance. This is due to the newly |

| | | |
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| | The applicant is to demonstrate compliance/provide on the site plan, in square meters, how this requirement is being met.<br><br>Additionally, please review the City's Parks Services comments below and address them accordingly. | proposed cantilevered balcony providing landscaping space underneath. The driveway will also be provided with permeable paving, further increasing the green ground cover within this setback.<br><br>Even if the landscaping was less than 50%, the proposed development is consistent with the design principles under P2.<br><br>As articulated earlier, the intended resident of the proposed ground floor dwelling has unique accessibility needs, and impervious surfaces are required to ensure usability. In this way, the proposed landscaping contributes to the amenity of the development for the residents.<br><br>The inclusion of these impervious areas does not materially impact the appearance of the dwelling from the street. The provision of soft landscaping directly adjacent to the street serves to break up the building bulk and provide an attractive setting for the proposed building. |
| Parks comments | The City's Greening Dept. has advised that removal of the Poinciana tree, or approval of works that could damage the tree and require its removal is not supported. | Noted. We have amended the footpath, deleted the raised planter adjacent to the entry and set the basement well beyond the Structural Root Zone and mostly outside the Tree Protection Zone to give it the best chance of survival. |
| | The path into the property is to be a minimum 2 metres from the trunk of the street tree (VT55080, *Poinciana*) in accordance with Clause 10. (1) of Policy ET525.<br><br>Changes in the soil levels in the verge for the ramp (1:20 slope) is not approved as the raised levels would be a potential trip hazard. Mounding the soil levels in the verge on either side of the ramp is also not approved, as it would alter the depth of the soil over the Poinciana's root zone, which can be detrimental to a tree's health.<br><br>The proposed permeable pavers would require excavation of 250mm deep to install. This would not protect the tree's root zone as the majority of the fine feeding roots of a tree are | We have achieved a minimum setback of 1.5m, which we believe is a reasonable compromise as the footpath would be inaccessible due to the verge topography if its alignment was changed any further.<br><br>The permeable pavers have been deleted. |

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| | generally in the top 300mm of soil. Installing permeable pavers within the proposed proximity to the tree's trunk will damage the tree's root system and are not appropriate and are not supported. | |
| | Significant Tree Register trees VT52989, VT52990, VT52988 and VT52989:<br><br>The bin pads and paving at the front boundary are to be deleted as they would adversely impact on the Tree Protection Zone of the nearby Significant Tree (VT52989, *Corymbia citriodora*). | Noted.<br><br>The plans have been amended to reduce bin pad size and avoid protrusion into the Structural Root Zone. |
| Public Comments | The proposed dwelling exceeds BOTH the maximum roof and wall height permitted under the R-Codes. This non-compliance will directly obstruct my property's river view, impacting both the amenity and value of my home. This contravenes the planning standards designed to protect residents' amenity.<br><br>The proposed 1.5m setback falls well short of the 6m specified in the R-Codes, and this applies across the majority of the property's length. This drastic setback reduction will detract from the character of the streetscape, particularly as it approaches the river, an area valued by residents and visitors alike. As a resident on the same street, I am concerned that this will create a visually jarring and overbearing structure, out of character and not consistent with the existing streetscape; the open and spacious feel of the neighborhood. I believe this is a significant deviation that undermines the area's character and visual harmony.<br><br>The proposal for two(!) multiple-dwelling development is classified as a 'D' (Discretionary) use under Clause 3.3.2 of Local Planning Scheme No. 42 (LPS42), meaning it is not permitted unless the local government exercises its discretion. This development is entirely inconsistent with the | Noted.<br><br>As articulated above, the deemed natural ground level and the resultant assessable building height result in a minor (17cm) departure from the deemed-to-comply height across the site. The development is compliant at the southern property boundary.<br><br>Overall, the proposed development is consistent with the design principles with regard to building height as outlined above and in the development application submission report.<br><br>The proposed setbacks are consistent with the established character of the area, and the most significant setback on the site is between the second storey and western boundary, which serves to maintain this resident's view. The wide verge areas along Second Avenue ensure that the viewscape to the river is maintained.<br><br>'Multiple Dwellings' are capable of approval and contemplated in R20 areas such as this by the R-Codes. The building presents as a single residence with similar bulk and scale to other houses in the street and in the broader area. The density of development is also consistent with the area, with a total of two dwellings on a large site. |

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| single-residential character of the surrounding area. As a resident on the same street, this will negatively impact the general feel and streetscape of this significant part of the suburb, which is widely used by the broader community. The introduction of multiple dwellings risks altering the low-density, family-oriented nature of the area. Another significant deviation from the existing streetscape. | The building is being developed by will be occupied by one family, and will not impact the family-oriented nature of the locality that is perceived by the submitter. |
| We object to the proposed removal of the beautiful verge tree on 2nd Avenue which belongs to the City of Canning. This tree has flourished for over 30 years with its beautiful red flowers and is healthy and spectacular. It is definitely worthy of retention according to the City's Policy on Residential Development. It would be a sad loss to see it gone and no substitute tree would ever be able to replace its majestic splendour in our lifetimes. We accept that some pruning and shaping may be required, but in our opinion, it should definitely be retained. | Noted. We have amended the design to take all possible measures to protect the verge tree, as detailed above. |
| With regard to the proposed setback on 2nd Avenue, your letter states that the "development proposes a ……. setback of 1.5 m to the Primary Street (Second Avenue)." The other houses on Second Avenue are set back appropriately with Second Avenue being their primary street, and there is a clear streetscape observable along the road. However, the subject application is a corner site with Riverton Drive, and it is our contention that Riverton Drive should be the Primary Street with the standard setback, and that Second Avenue be regarded as the secondary street. It is not reasonable in our view to designate Riverton Drive as a secondary street as accompanying reduced setbacks could lead to buildings encroaching in a very unpleasant way on Rossmoyne's premier road which faces the river. However, in order to harmonize the streetscape along Second Avenue we recommend a compromise position be adopted and we propose a 2.5m setback on Second Avenue. | Noted. As Riverton Drive West should be treated as the primary street, the proposed setbacks are consistent with the deemed-to-comply requirements (except for the access path in front of bedroom 3). They are also consistent with the relevant R-Codes design principles and the character of the area.<br><br>The landowner reserves their right to propose 1.5m setbacks to the secondary street, as permitted by the R-Codes deemed-to-comply requirement. |



# PROPOSED DEVELOPMENT

151 RIVERTON DRIVE WEST - **ROSSMOYNE**

20th January 2025


Harris — Jenkins Architects

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w. harrisjenkins.com
a. Level 1 Atwell Buildings, Fremantle WA 6160



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COMMUNITY
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# BRIEF

The proposed development includes the following:

- 2 Dwellings.
  - Dwelling 1 = 4 en-suited bedrooms
  - Dwelling 2 = 4 en-suited bedrooms
  - 8 Car bays

The proposed development has been designed to meet the specific accessibility needs of the client and their living circumstances.

The ground floor apartment will accommodate the landowners daughter (Toni) in one wing and her carers in the other wing. The wings are interconnected via the equipment / gym that will only be used by Toni and the carers.

The upper floor apartment will be occupied by the landowners who propose to downsize from their current house at 149 Riverton Drive in order to remain available to their daughter.

This is a prestigious area with a high proportion of large luxurious houses, and this development has been designed to provide the luxury that the market expects in this area. Further this has manifested in generous internal and external living spaces.







The project is located in a prestigious residential area comprising luxury single and double storey dwellings. The site is on a prominent corner and has unobstructed views of the Swan River.

The proposed typology and scale is reflective of the overall area. A mixture of old and contemporary housing stock gives the street-scape an eclectic sensibility. However, irrespective of age, all homes capitalize on this extraordinary riverside location in terms of both its northern orientation and river views.

The site has good access to the Leach Hwy and the Mount Henry Bridge. There is a local bus service and Bull Creek bus and train station is the closest public transport hub. These are not typically used by the landowners given their circumstances.

The area is family friendly and the site is within an immediate proximity to a cycle path, river, recreational parks and the Rossmoyne bowling club.

# SECTION 1 | CONTEXT AND CHARACTER

## LOCAL SITE CONTEXT

Setbacks along the street are consistent and roof forms vary from flat to pitched or a mixture of both. A reading of this local context coupled with the clients specific client functional and aesthetic requirements has informed the design approach.

Further, the site levels and the clients accessibility criteria resulted in the following key design decisions:

1. Vehicle access is not possible from Second Avenue.

2. Vehicle access from Riverton Drive needed to avoid impacting the existing trees.

3. The driveway had to maintain a maximum gradient of 1:40.

4. The pedestrian access off Second Avenue was to be limited to a maximum gradient of 1:20.

The need for accessible access from both Riverton Drive and Second Avenue coupled with the sloping nature of the site has defined the basement lift location. In turn these same parameters have resulted in a centralised entry and lift configuration from Second Ave.

## SITE & SURROUNDING AREA



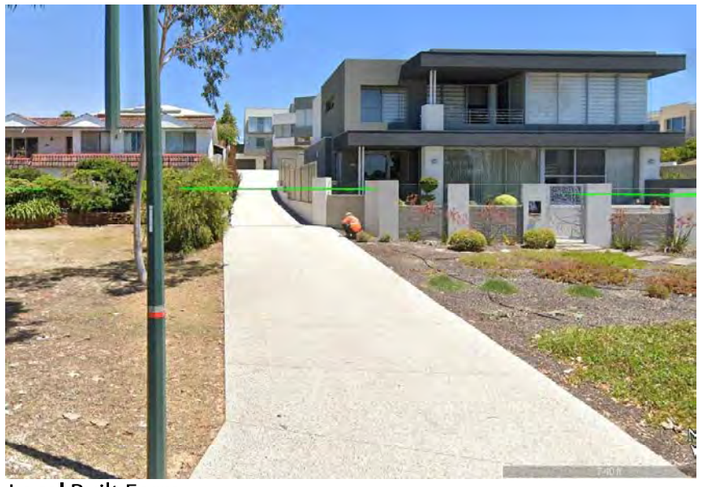
Subject Site





River and Bike Path from Subject Site

## SURROUNDING SITE CONTEXT



Local Built Form



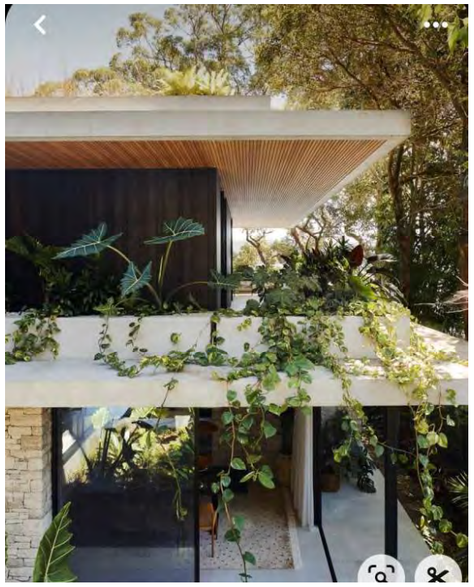

Adjacent lot #149

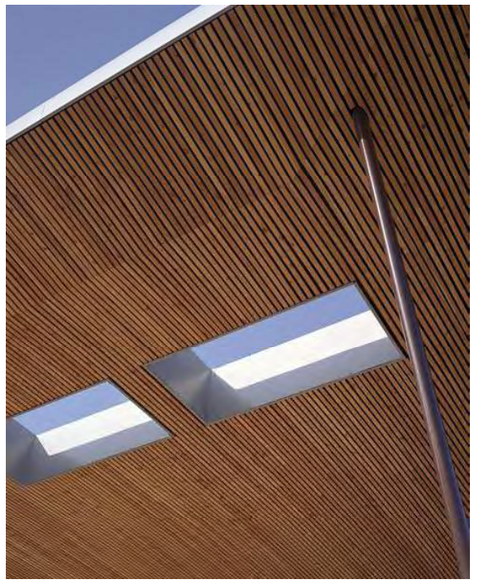


Adjacent lot #153

## PRECEDENTS AND OUR DESIGN PROCESS







We feel there is strength in simple articulated building forms and a subtle use of quality tactile materials.

## HARRIS JENKINS ARCHITECTS PROJECTS OF A SIMILAR SCALE



Nailsworth St, Cottesloe



Clune Ave, West Leederville



Napier St, Cottesloe (under construction)

## BUILT FORM AND SCALE

The building's height, bulk, and scale are complementary of Riverton Drive's fabric and Rossmoyne in general.

The external material palette is contemporary / durable and in keeping with the clients desire to have low maintenance facade. The generously sized balconies balance occupant privacy, maximizing views to the river and providing a welcoming, human-scaled connection to the street.

The overall form maintains natural daylight access for neighboring properties.

The built form particularly along the Second Avenue elevation is broken via the pedestrian entry creating distinct elements and visual appeal.










Existing Built Form along Riverton Drive




PERSPECTIVE VIEW OF PROPOSED DEVELOPMENT FROM RIVERTON DRIVE

The extended northern setback educes the building bulk on Riverton Drive and the open ground floor terrace and upper level balcony further mediate the interface.

H — J A

## MATERIALS PALETTE

1.) TEXTURED PAINT FINISH DULUX 'WAYWARD GREY

2.) TEXTURED PAINT FINISH DULUX 'SEED PEARL

3.) TEXTURED PAINT FINISH DULUX 'THE YOU YANGS'

4.) TEXTURED PAINT FINISH DULUX 'EXCELSIOR'

5.) SMOOTH PAINT FINISH DULUX 'NATURAL WHITE'

6.) PAINTED METAL BALUSTRADE 'CHARCOAL'

7.) POWDERCOATED ALUMINIUM WINDOW FRAMES 'CHARCOAL'

8.) PAINTED FIBRE CEMENT PARAPET AND EAVES DULUX 'WAYWARD GREY'

9.) POWDERCOATED ALUMINIUM FRESH AIR INTAKE LOUVER COLOUR TO MATCH ADJACENT WALL

10.) PAINTED STEEL COLUMN 'WAYWARD GREY'

11.) RWP 'GALV' FINISH

12.) GLASS BALUSTRADE




PERSPECTIVE VIEW OF PROPOSED DEVELOPMENT FROM SECOND AVENUE

Form and material selections are guided by the local precinct. An active facade is produced Engaging with the street and is in keeping withe area.

H — J A

## MATERIALS PALETTE

1.) TEXTURED PAINT FINISH DULUX 'WAYWARD GREY

2.) TEXTURED PAINT FINISH DULUX 'SEED PEARL

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10.) PAINTED STEEL COLUMN 'WAYWARD GREY'

11.) RWP 'GALV' FINISH

12.) GLASS BALUSTRADE




ELEVATION VIEW - EAST

The building height was deliberately limited to avoid an overt bulk that would be inappropriate in the context. The building form, specifically the split between the south and north wings, was developed to also reduce the scale and to reflect a single house typology.

H — J A

## MATERIALS PALETTE

1.) TEXTURED PAINT FINISH DULUX 'WAYWARD GREY

2.) TEXTURED PAINT FINISH DULUX 'SEED PEARL

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11.) RWP 'GALV' FINISH

12.) GLASS BALUSTRADE




ELEVATION VIEW - NORTH

Burying the garage and increasing its setback reduces the effect on the streetscape and the extensive verge landscaping and permeable driveway paving further mitigate the impact.

H — J A

## MATERIALS PALETTE

1.) TEXTURED PAINT FINISH DULUX 'WAYWARD GREY

2.) TEXTURED PAINT FINISH DULUX 'SEED PEARL

3.) TEXTURED PAINT FINISH DULUX 'THE YOU YANGS'

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10.) PAINTED STEEL COLUMN 'WAYWARD GREY'

11.) RWP 'GALV' FINISH

12.) GLASS BALUSTRADE




ELEVATION VIEW - WEST

The design outcome reflects a modern, distinctive aesthetic

## MATERIALS PALETTE

1.) TEXTURED PAINT FINISH DULUX 'WAYWARD GREY

2.) TEXTURED PAINT FINISH DULUX 'SEED PEARL

3.) TEXTURED PAINT FINISH DULUX 'THE YOU YANGS'

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11.) RWP 'GALV' FINISH

12.) GLASS BALUSTRADE



PERSPECTIVE VIEW OF NORTH

The flat roof form has an articulated fascia, large amounts of glazing is on the northern facade which sit behind a finer grain metal balustrade. The building design presents as a single home to the Riverton Drive elevation.

H — J A

## MATERIALS PALETTE

1.) TEXTURED PAINT FINISH DULUX 'WAYWARD GREY

2.) TEXTURED PAINT FINISH DULUX 'SEED PEARL

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11.) RWP 'GALV' FINISH

12.) GLASS BALUSTRADE



ELEVATION VIEW - LOOKING DOWN SECOND AVENUE TOWARD THE RIVER

## MATERIALS PALETTE

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11.) RWP 'GALV' FINISH

12.) GLASS BALUSTRADE

## SAFETY

The building design promotes passive surveillance to Riverton Drive (including the bike path) and Second Avenue. Additionally, the dwelling entrance is overlooked by internal living spaces.

Step free thresholds are provided from outside to inside to cater to the clients accessibility requirements. Pedestrian and driveway gradients and 1:20 and 1:40 respectively meet accessible criteria.

## PEDESTRIAN ACCESS + ENTRIES

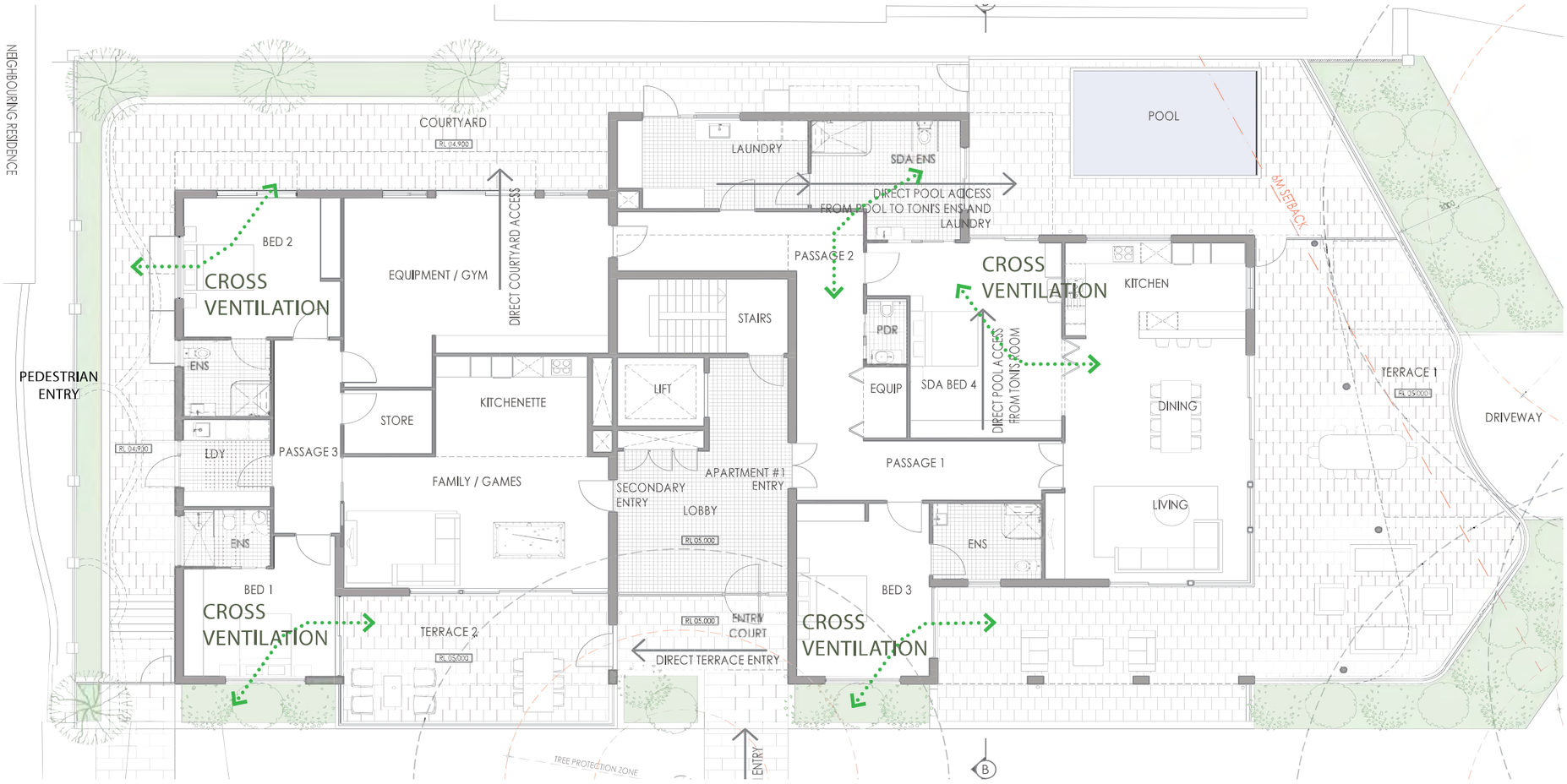
Pedestrian and Vehicle site access points are separated and clearly identified.

## AMENITY

Both bedrooms and living spaces have the ability to be opened up to cross ventilation. Multiple ensuite bathrooms and flexible living spaces reflect the dynamics of modern family living including inter-generational homes and the demand for accommodation that supports aging - in - place.

Accessibility has been an overriding design criteria - for all internal and external spaces. It has been critical to get all of Toni's accommodation and support needs on a single accessible level.

In addition; generously sized rooms and outdoor areas that support a flexible, highly functional layout and something which (for this area) meets market expectations.



## SUSTAINABILITY

The project aims to achieve a 7 star Nathers rating. LED light fittings will be used and a lighting control system will monitor lighting use and automatically switch off un-used lights.

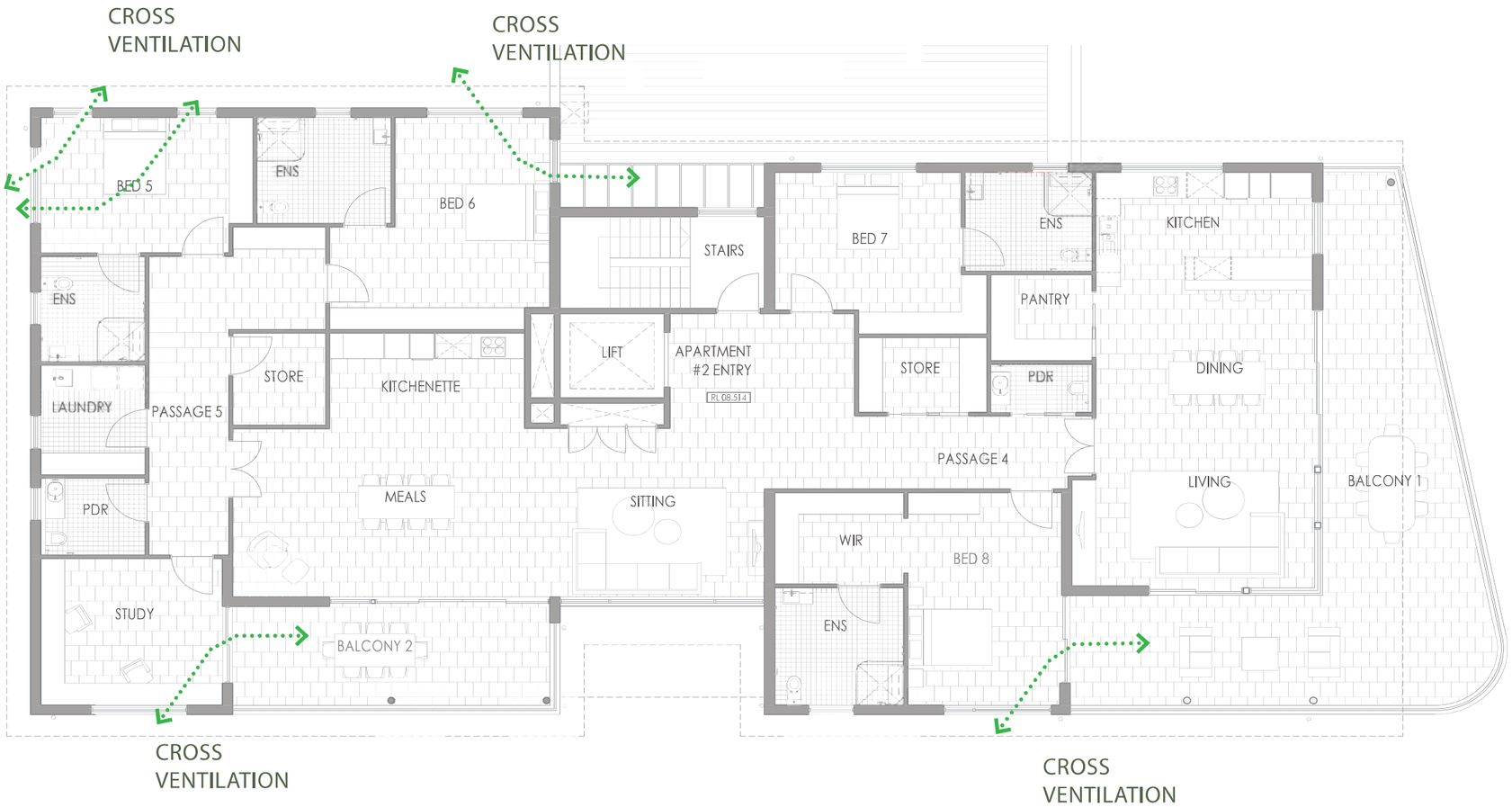
Hydraulic fixtures will achieve a 6 star WELS rating.

Some rooftop space will be taken up with solar panels. Provision for EV charging will be provided in the car park. Kitchens will be designed to accommodate a 3 bin system allowing for food waste to be separated.

Overall the home will be Energy efficient and low maintenance an outcome that supports a long term strategy of value.

## LANDSCAPE QUALITY

Refer to attached landscaped drawings at the end of this document



# THANK YOU.

PLEASE REFER TO ATTACHED ARCHITECTURAL AND LANDSCAPE DRAWING SET



PROPOSED DEVELOPMENT VIEWED
FROM RIVERTON DRIVE

## DRAWING SCHEDULE


A.00 COVER PAGE (THIS DRAWING)
A.01 SITE & BASEMENT PLAN
A.02 SITE & GROUND FLOOR PLAN
A.03 FIRST FLOOR / ROOF PLAN
A.04 ELEVATIONS
A.05 SECTIONS

A.06 RENDERS
A.07 RENDERS


| | | |
|---|---|---|
| A-2 | DEVELOPMENT APPLICATION | 17.12.24 |
| A-1 | DEVELOPMENT APPLICATION | 16.12.24 |
| No. | REVISION | DATE |

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ROSSMOYNE

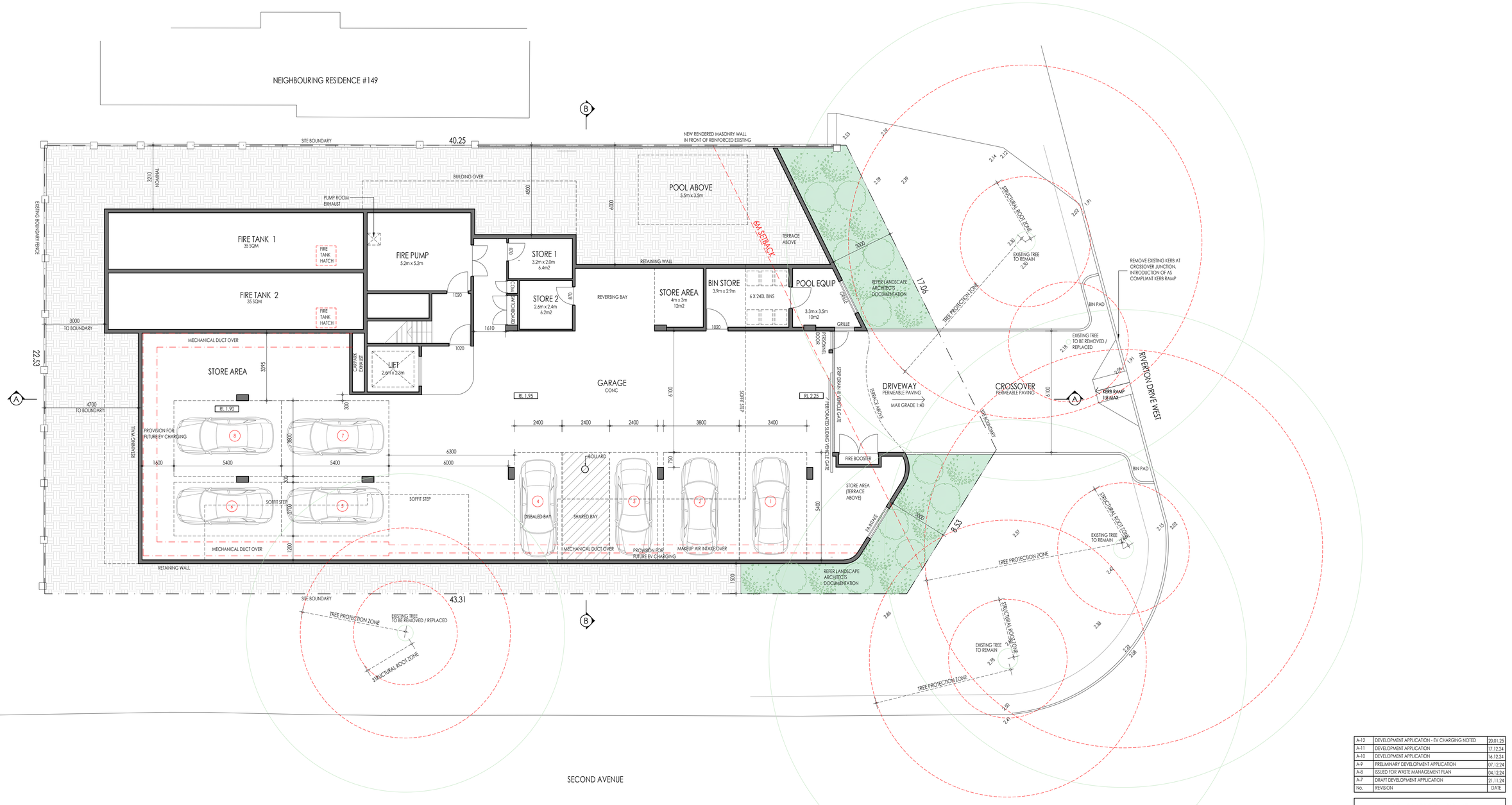
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## SITE PLAN & BASEMENT

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1 : 100

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| A-11 | DEVELOPMENT APPLICATION | 17.12.24 |
| A-10 | DEVELOPMENT APPLICATION | 16.12.24 |
| A-9 | PRELIMINARY DEVELOPMENT APPLICATION | 07.12.24 |
| A-8 | ISSUED FOR WASTE MANAGEMENT PLAN | 04.12.24 |
| A-7 | DRAFT DEVELOPMENT APPLICATION | 21.11.24 |
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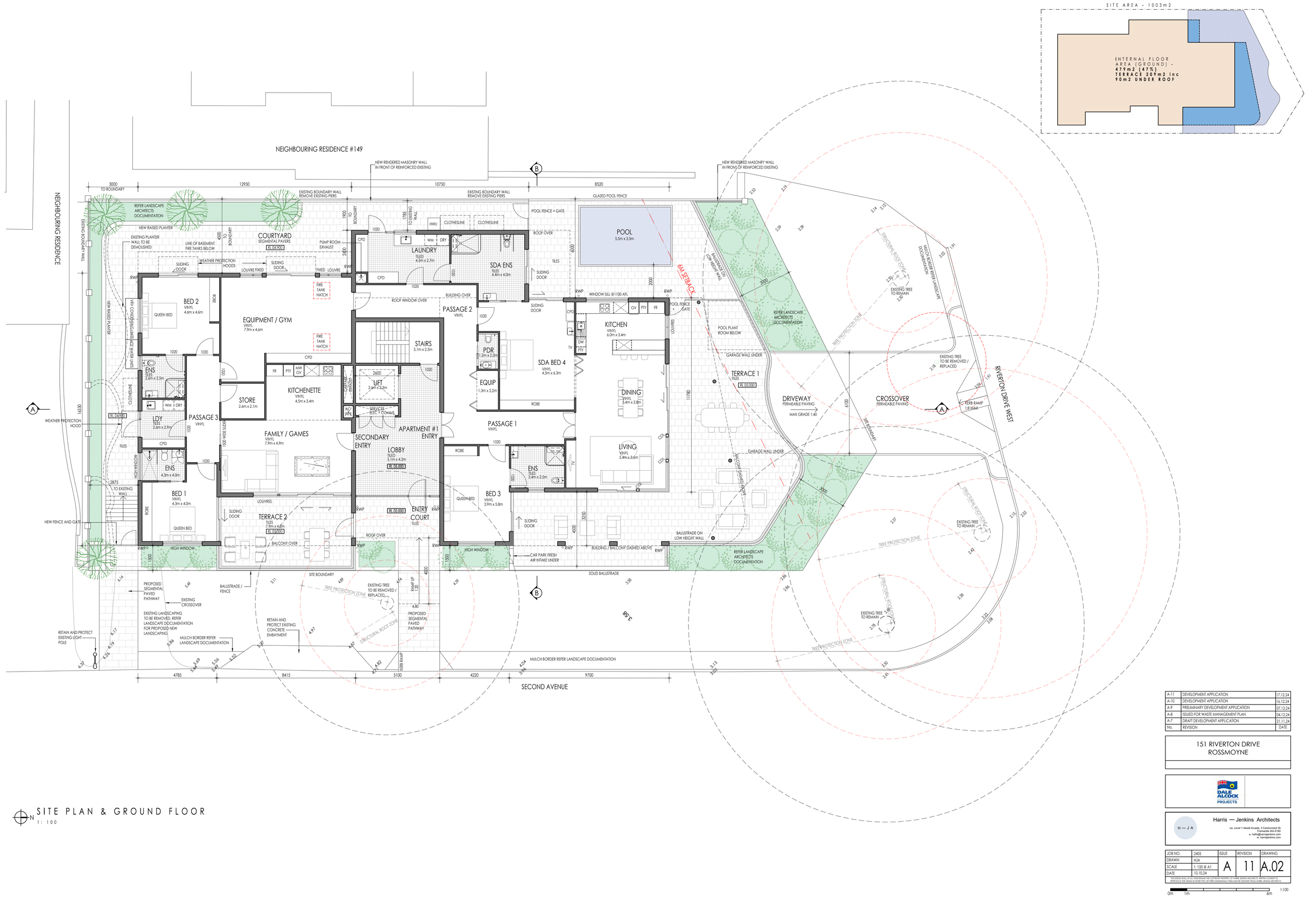
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## SITE PLAN & GROUND FLOOR

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| A-11 | DEVELOPMENT APPLICATION | 17.12.24 |
| A-10 | DEVELOPMENT APPLICATION | 16.12.24 |
| A-9 | PRELIMINARY DEVELOPMENT APPLICATION | 07.12.24 |
| A-8 | ISSUED FOR WASTE MANAGEMENT PLAN | 04.12.24 |
| A-7 | DRAFT DEVELOPMENT APPLICATION | 21.11.24 |
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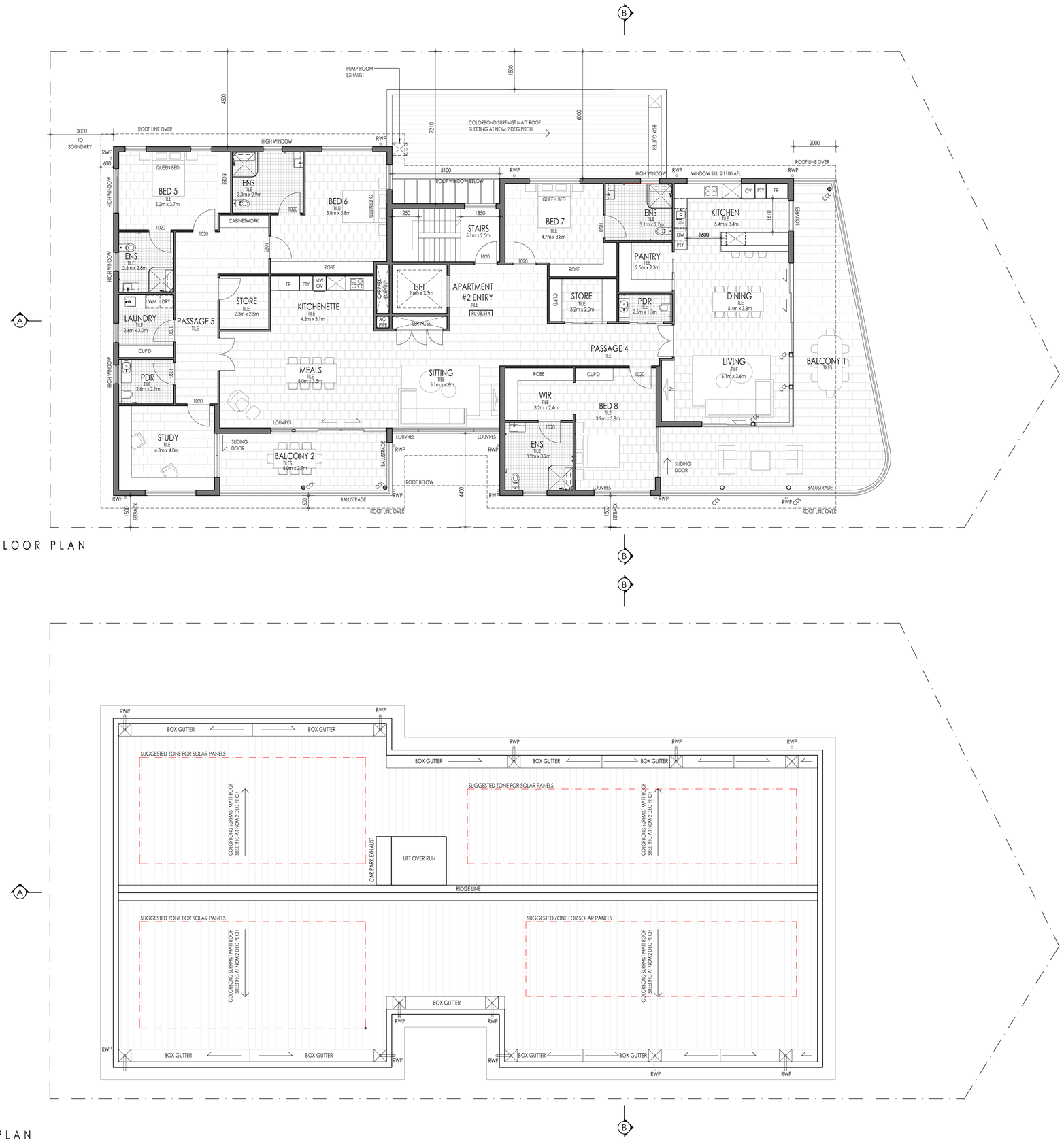
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FIRST FLOOR PLAN
1: 100




ROOF PLAN
1: 100

| | | |
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| A-12 | DEVELOPMENT APPLICATION - SUGGESTED PV SHOWN | 20.01.25 |
| A-11 | DEVELOPMENT APPLICATION | 17.12.24 |
| A-10 | DEVELOPMENT APPLICATION | 16.12.24 |
| A-9 | PRELIMINARY DEVELOPMENT APPLICATION | 07.12.24 |
| A-8 | ISSUED FOR WASTE MANAGEMENT PLAN | 04.12.24 |
| A-7 | DRAFT DEVELOPMENT APPLICATION | 21.11.24 |
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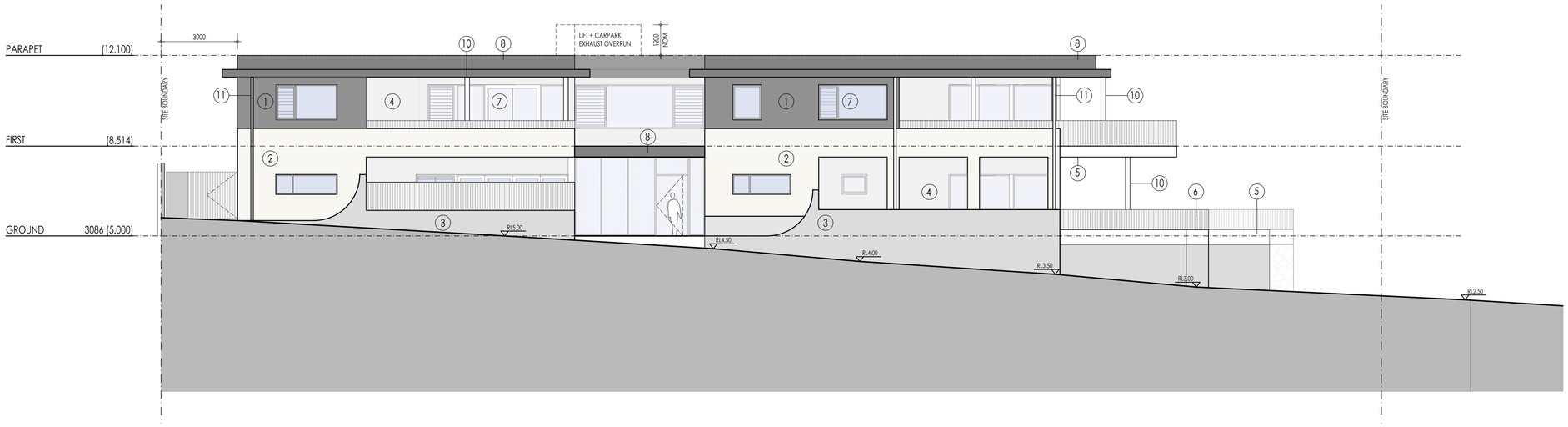
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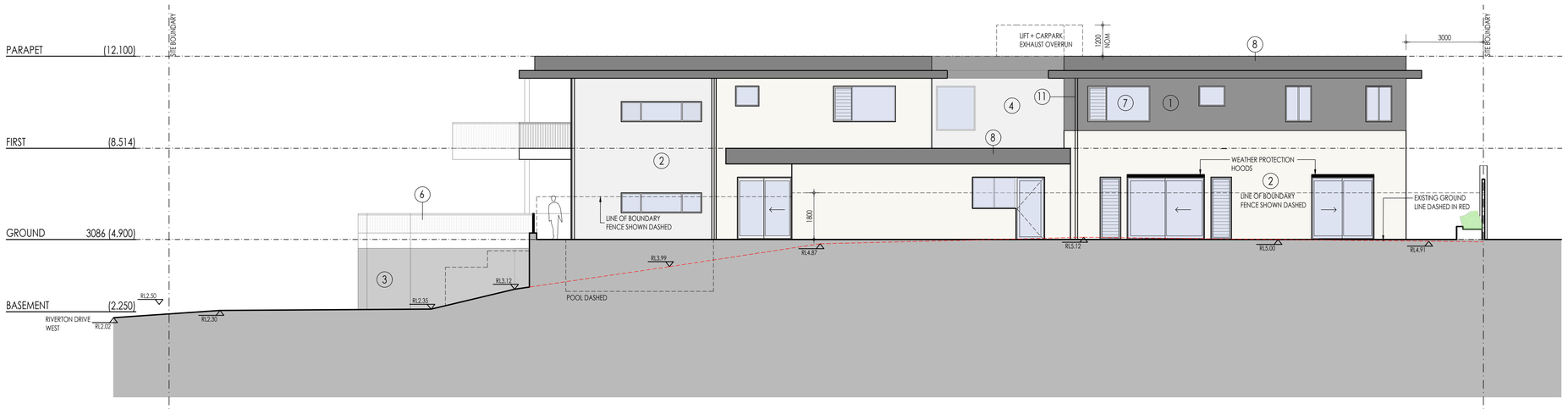



## FINISHES SCHEDULE

1. TEXTURED PAINT FINISH DULUX 'WAYWARD GREY'
2. TEXTURED PAINT FINISH DULUX 'SEED PEARL'
3. TEXTURED PAINT FINISH DULUX 'THE YOU YANGS'
4. TEXTURED PAINT FINISH DULUX 'EXCELSIOR'
5. SMOOTH PAINT FINISH DULUX 'NATURAL WHITE'
6. PAINTED METAL BALUSTRADE 'CHARCOAL'
7. POWDERCOATED ALUMINUM WINDOW FRAMES 'CHARCOAL'
8. PAINTED FIBRE CEMENT PARAPET AND EAVES DULUX ' WAYWARD GREY'
9. POWDERCOATED ALUMINUM FRESH AIR INTAKE LOUVER COLOUR TO MATCH ADJACENT WALL
10. PAINTED STEEL COLUMN 'WAYWARD GREY'
11. RWP 'GALV' FINISH

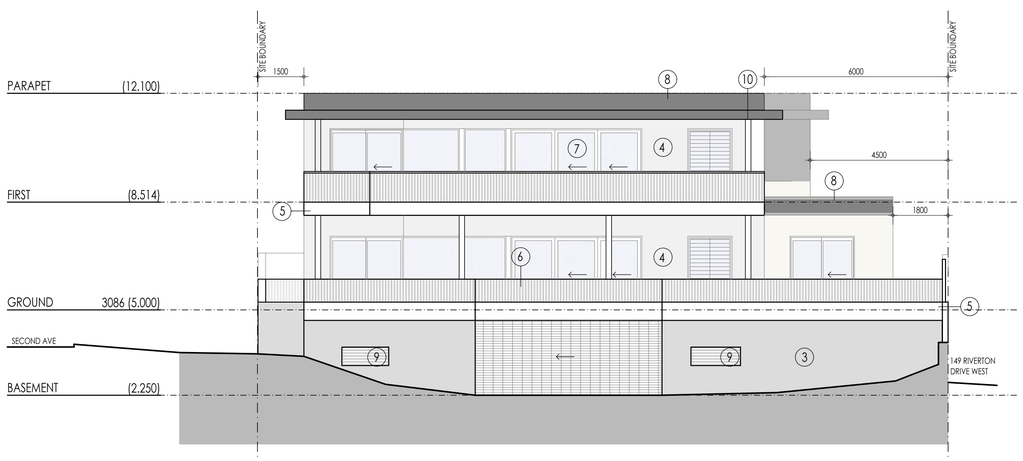
## EAST ELEVATION - SECOND AVENUE

1 : 100



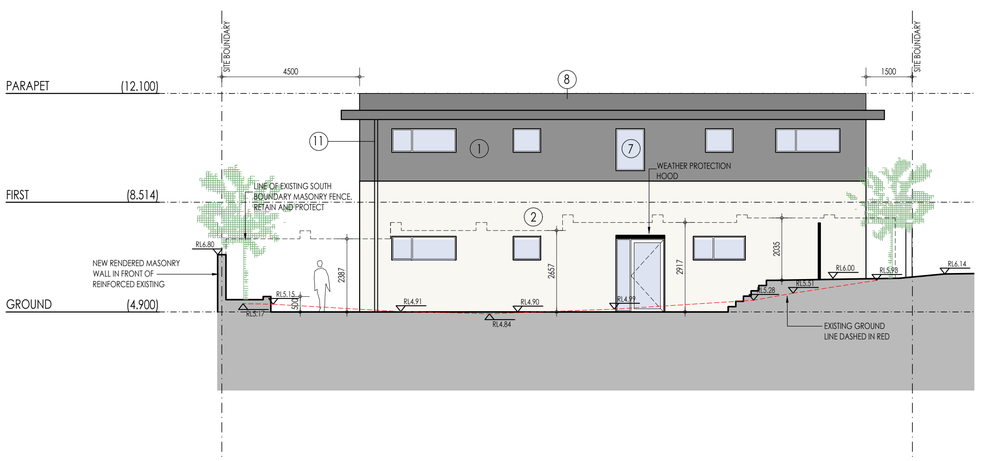

## WEST ELEVATION

1 : 100




## NORTH ELEVATION - RIVERTON DRIVE

1 : 100




## SOUTH ELEVATION

1 : 100

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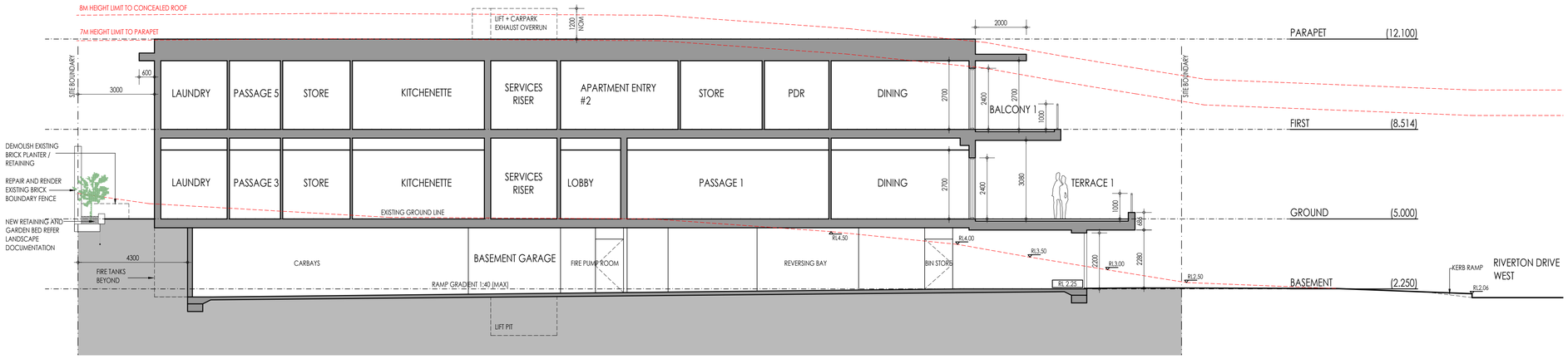
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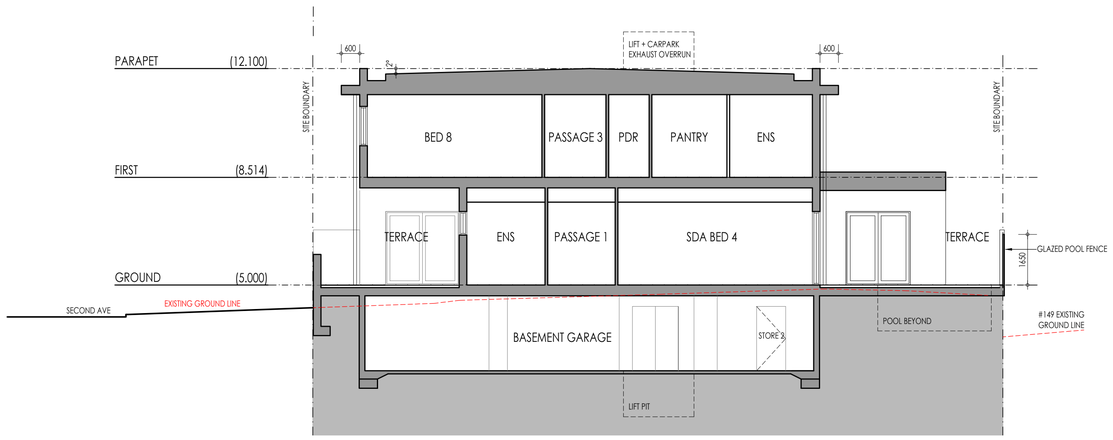

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SECTION A-A

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SECTION B-B

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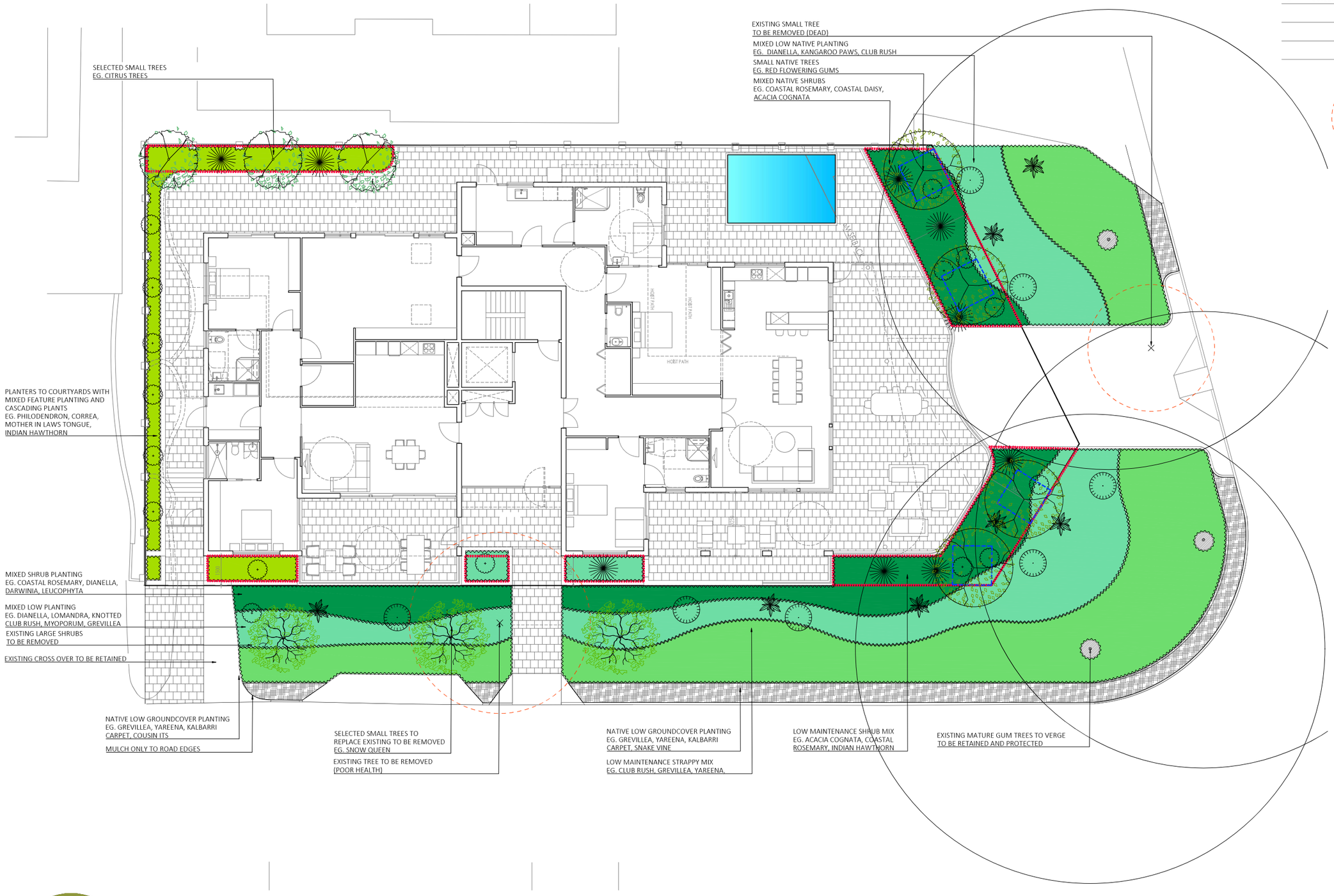
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2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.

| REV | DATE | DWN | APP | DESCRIPTION |
|---|---|---|---|---|
| A | 06.12.24 | ALC | KD | LANDSCAPE CONCEPT PLAN |
| B | 06.12.24 | KD | KD | LANDSCAPE CONCEPT PLAN |




## LEGEND

### TREES

EXISTING TREES TO BE REMOVED

EXISTING TREES TO BE RETAINED

SELECTED SMALL TREES
EG. RED FLOWERING GUM
CANOPY: 4m

SELECTED SMALL TREES
EG. SNOW QUEEN
CANOPY: 4m

SELECTED SMALL TREES
EG. CITRUS SPECIES
CANOPY: 3m

### FEATURE PLANTS

SELECTED FEATURE PLANTING

### PLANTING

PLANTING TYPE 01
GROUNDCOVERS

PLANTING TYPE 02
SHRUBS

PLANTING TYPE 03
STRAPPY/MIXED

PLANTING TYPE 04
SHADE PLANTING

### MISC

DEEP SOIL AREAS (DSA)

2x2m TREE PLANTING AREAS
TO COUNCIL REQUIREMENTS

ORGANIC MULCH

**LANDSCAPE AREA CALCULATIONS**

SITE AREA
Total site area = 1003m2

LANDSCAPE AREAS
Total Landscape areas = 107.5m2 (10.7% of site)

DEEP SOIL AREAS (DSA)
Ground Floor (into natural earth)= 95m2
Total = 95.5m2 (9.5% of site)

SEE PAGE 102 FOR PLANTING PALETTE, SCHEDULE AND NOTES

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mob: 0450 965 569
email: kelsie@kdla.com.au

DEVELOPMENT APPROVAL

JOB No. 0485 PAGE 101 REV B

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SCALE 1:100 @A1

# RIVERTON DRIVE RESIDENTIAL
## LANDSCAPE CONCEPT PLAN

DALE ALCOCK
151 RIVERTON DRIVE WEST, ROSSMOYNE

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|---|---|---|---|---|
| A | 06.12.24 | ALC | KD | CONCEPT PLANTING IMAGERY |
| B | 06.12.24 | KD | KD | CONCEPT PLANTING IMAGERY |

## PLANTING IMAGES– TREES


LAGaco


EUCvic


CITlat


CITret


CITlim

## PLANTING IMAGES- SHRUBS


ACAcog


CORalb


RHAori


OLEaxi


WESgre

## PLANTING IMAGES- STRAPPY


LOMtan


DIArev


LIRjus


FICnod


CONcan


ANIfla

## PLANTING IMAGES- GROUNDCOVERS


CAScou


SCAhum


ADEcun


HIBsca


GREgin


EREblu


MYOpar

## PLANTING IMAGES- SHADE


PHIxan


DICrep


OPHjap


SANtri


CORdus


DIAsil

## PLANTING SCHEDULE

| Symbol | Species | Common Name | Quantities | Size |
|---|---|---|---|---|
| **Trees:** | | | | |
| CORfil | Corymbia ficifolia | Red Flowering Gum | As Shown | 100L |
| CITlat | Citrus latifolia | Lime Tree | As Shown | 100L |
| CITlim | Citrus limon | Lemon Tree | As Shown | 100L |
| CITret | Citrus reticulata | Mandarine Tree | As Shown | 100L |
| EUCvic | Eucalyptus victrix | Little Ghost Gum | As Shown | 100L |
| LAGaco | Lagerstroemia Acoma | White Crepe Myrtle | As Shown | 100L |
| LAGIND | Lagerstroemia indica x fauriei 'Tonto' | Pink Crepe Myrtle | As Shown | 100L |
| OLEeur | Olea europaea | Bambino Olive | As Shown | 100L |
| **Groundcovers:** | | | | |
| ADEcun | Adenanthos cuneatus | Coral Carpet | 2/m2 | 140mm |
| CAScou | Casuarina glauca 'Cousin It' | Cousin It | 2/m2 | 140mm |
| CORfir | Correa 'Fire Bells | Fire Bells | 2/m2 | 140mm |
| EREblu | Eremophila 'Blue Horizon' | Blue Horizon | 2/m2 | 140mm |
| GREgin | Grevillea 'Gin Gin Gem' | Gin Gin Gem | 2/m2 | 140mm |
| HIBsca | Hibbertia scandens | Snake Vine | 2/m2 | 140mm |
| MYOpar | Myoporum parvifolium 'Yareena' | Yareena | 2/m2 | 140mm |
| ROSoff | Rosmarinus officinalis 'Prostratus' | Creeping Rosemary | 2/m2 | 140mm |
| SCAhum | Scaevola humilis 'Purple Fusion' | Fan Flower | 2/m2 | 140mm |
| **Strappy:** | | | | |
| CONcan | Conostylis candicans | Grey Cottonheads | 3/m2 | 140mm |
| DIAeme | Dianella tasmanica 'Emerald Arch' | Emerald Arch | 3/m2 | 140mm |
| DIArev | Dianella Revoluta | Dianella Revoluta | 3/m2 | 140mm |
| FICnod | Ficinia nodosa | Knobby Club Rush | 3/m2 | 140mm |
| LOMtan | Lomandra 'Tanika' | Tanika | 3/m2 | 200mm |
| LOMnya | Lomandra 'Nyalla' | Nyalla | 3/m2 | 200mm |
| **Shrubs:** | | | | |
| ACAcog | Acacia cognata 'Limelight' | River Wattle | 1m2 | 140mm |
| LEUbro | Leucophyta brownii | Silver Cushion Bush | 3/m2 | 140mm |
| OLEaxi | Olearia axillaris | Coastal Daisy | 3/m2 | 200mm |
| PIMfer | Pimelea ferruginea | Rice Flower | 3/m2 | 200mm |
| PITmis | Pittosporum tobira 'Miss Muffet' | Miss Muffet | 3/m2 | 200mm |
| RHAori | Rhapiolepsis 'Oriental Pearl' | Dwarf Indian Hawthorn | 2/m2 | 200mm |
| SYZora | Syzigium 'Orange Twist' | Lilly Pilly | 2/m2 | 200mm |
| WESaus | Westringia 'Aussie Box' | Aussie Box | 3/m2 | 200mm |
| WESgre | Westringia 'Grey Box' | Grey Box | 3/m2 | 200mm |
| **Shade Planting** | | | | |
| AJUrep | Ajuga reptans | Bungle weed | 3/m2 | 140mm |
| CLImin | Clivia miniata | Bush Lily | 3/m2 | 200mm |
| CORdus | Correa 'Dusky Bells' | Dusky Bells | 3/m2 | 140mm |
| DICrep | Dicondra repens | Kidney plant | 3/m2 | 140mm |
| DICsil | Dichondra 'Silver Falls' | Silver Falls | 2/m2 | 140mm |
| LIRjus | Liriope 'Just Right' | Just Right | 3/m2 | 140mm |
| OPHjap | Ophiopogon japanicus | Mondo Grass | 3/m2 | 140mm |
| PHIxan | Philodendron Xanadu | Xanadu | 3/m2 | 200mm |
| SANtri | Sansevieria trifasciata laurentii | Mother-in-law's Tongue | 3/m2 | 200mm |

## NOTES

### 1. GENERAL

1.1 DRAINAGE FROM THE RAISED PLANTER AREAS AND POTS TO BE PROVIDED BY BUILDER
1.2 ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
1.3 THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS REVISED '0' ISSUED FOR CONSTRUCTION AND SIGNED AND APPROVED BY PROJECT MANAGER/SUPERINTENDENT.
1.4 PLANTING SETOUT SHOULD BE CHECKED BY SUPERINTENDENT BEFORE INSTALLATION BEGINS.

### 2. SOIL PREPARATION

2.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
2.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.
2.3 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
2.4 RAISED PLANTER AREAS AND POTS SHALL BE INSTALLED WITH APPROPRIATE DRAINAGE CELL, AGGREGATE AND GEOTEXTILE MEMBRANE BELOW SOIL.
2.5 FILL SOIL TO RAISED PLANTER AREAS AND POTS TO BE APPROVED LIGHTWEIGHT LANDSCAPE MIX.
2.6 ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.

### 3. PLANTING

3.1 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC (WOODCHIP) MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
3.2 ADVANCED TREES SHALL BE STAKED W/ 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES W/ RUBBER TIES IN FIGURE 8.
3.3 TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
3.4 FINAL PLANTING SHALL BE SELECTED FROM PLANTING PALETTE SCHEDULE.
3.5 PLANTS TO BE SET OUT IN EVEN SPACING TO FILL THE DESIGNATED AREAS.
3.6 IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPINGS OF 2 OR 3.
3.7 PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.

### 4. IRRIGATION

4.1 PLANTING TO GROUND LEVEL TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
4.2 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30L/pm AT 300KPA FROM THE WATER CONNECTION POINT (OR AS STIPULATED).
4.3 CONTROLLER TO BE LOCATED IN SERVICE ROOM (OR AS SHOWN ON IRRIGATION DETAILS).
4.4 SLEEVES BENEATH PAVED SURFACES AND TO RAISED PLANTING AREAS TO BE PROVIDED BY OTHERS.
4.5 IRRIGATION TO GARDEN BEDS TO BE NETAFIM TECHLINE, SUB SURFACE IRRIGATION. INSTALLED TO MANUFACTURERS SPECIFICATION. IRRIGATION TO TURF TO BE POP UP SPRINKLERS; MP ROTATORS OR SIMILAR. IRRIGATION TO TREES TO BE BE BUBBLERS; TORO FLOOD BUBBLERS OR SIMILAR.
4.6 ASCON DRAWINGS, MANUALS AND 12 MONTH WARRANTY SHALL BE SUPPLIED BY THE IRRIGATION CONTRACTOR TO THE CLIENT UPON PRACTICAL COMPLETION.
4.7 PLEASE REFER TO IRRIGATION DRAWING SET FOR FINAL LAYOUT AND SCHEDULE (TO FUTURE DETAIL).

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DEVELOPMENT APPROVAL

JOB No. 0485 PAGE 102 REV B

# RIVERTON DRIVE RESIDENTIAL
## LANDSCAPE CONCEPT - PLANTING PALETTE

DALE ALCOCK
151 RIVERTON DRIVE WEST, ROSSMOYNE

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H:\Shared drives\KDLA Design\0485 Riverton Dr Rossmoyne_Dale Alcock\01. CAD Design\0485-RIV-LR_C.dwg

**Sustainability Statement – 2 Multiple Dwellings – 151 Riverton Drive West, Rossmoyne – June 2025**

The sustainability characteristics and initiatives that will be delivered by this development are listed below:

**1. Energy Efficiency**

- **Solar Power:** Install a rooftop solar panel system.
- **Energy-Efficient Appliances:** Use energy-efficient appliances, including LED lighting, heat pumps to heat water, ceiling fans, high efficiency reverse cycle air conditioning and appliances with high star ratings.
- **Scope Two Sustainability:** The development will be all electric (no gas).
- **Roof Colour:** Use a light roof colour to reflect sunlight and minimise energy use to cool the development.
- **Insulation:** Insulation ratings will be above industry standard and include slab on-grade insulation, brick cavity insulation, soffit insulation to the basement and between the ground and first floors, plus high-specification ceiling insulation.
- **Glazing:** High-performance and double glazing will be provided for all windows.
- **Pool Heating:** An efficient heat pump system and integrated pool blanket are included to reduce heat loss and water contamination.
- **Smart Energy Monitoring:** Implement a smart energy system to monitor and control electricity usage across the apartments.

**2. Water Efficiency**

- **Water-Efficient Fixtures:** Install low-flow shower heads, taps and 4 star WELS rated toilets.
- **Water-Efficient Landscaping:** Use drought-tolerant plants and a water-efficient irrigation system.

**3. Waste Management**

- **Recycling Facilities:** Kitchens and the basement bin store will have sufficient space to accommodate separate bins for general waste, recycling and FOGO.
- **Construction Waste Management**: Implement practices to minimise and separate construction waste during building.

**4. Sustainable Materials**

- **Sustainable Materials:** Choose sustainable materials as far as practical.
- **Locally Sourced Building Materials:** Use locally sourced materials to reduce carbon emissions associated with transportation.
- **Durable Materials**: Use durable materials that will withstand wear and tear over a long period of time and are unlikely to require replacement.

**5. Transportation & Mobility**

- **Electric Vehicle (EV) Charging Points:** Include provision for future electric vehicle charging infrastructure to support future growth in electric vehicle adoption.
- **Bike Storage and Facilities:** Provide secure bike storage in the basement.

**6. Green Spaces & Biodiversity**

- **Native Landscaping:** Use native and drought-tolerant plants to create an attractive, low-maintenance landscape that is well suited to Perth's climate.
- **Tree Canopy:** Design the development to preserve and protect existing verge canopy trees and provide additional trees to increase the site canopy cover and greenery.

Rise Urban.

**7. Passive Design Principles and Indoor Comfort**

- **Orientation:** Orient the building (and major openings to habitable rooms in particular) to take advantage of natural light and ventilation, reducing the need for artificial lighting and air conditioning.
- **Cross-Ventilation:** Use openable windows to promote cross-ventilation for cooling and air quality.
- **Shading:** Use architectural shading elements to reduce heat gain during summer months.
- **Low-VOC Products:** Use low-VOC paints, sealants and materials to improve indoor air quality.

**8. Community and Social Sustainability**

- **Accessible Design:** Ensure that apartments are designed to be accessible to all, including people with disabilities, by providing level outdoor areas, wide ramps, wide doorways and accessibility via lift.

**9. Environmental Impact Monitoring**

- **NatHERS:** The project will achieve a minimum 7 star NatHERS rating.
- **Post-Occupancy Evaluation:** Conduct a post-occupancy evaluation to assess how the building performs in terms of energy efficiency, comfort and overall sustainability.

**10. Climate Resilience**

- **Heat Resilience:** Use design strategies that help the building cope with heatwaves and increasing temperatures, such as heat-reflective materials, shading devices, natural ventilation and use of tree canopy as shading.
- **Flood Mitigation:** Design the site to manage stormwater effectively and reduce flood risk, with substantial soakwells provided within the basement car park.

Urbii

Reduce. Reuse. Recycle

# 151 Riverton Drive West, Rossmoyne

## Proposed Residential Development

## Waste Management Plan



Prepared for:

**Dale Alcock Projects**

December 2024

# 151 Riverton Drive West, Rossmoyne

Prepared for: Dale Alcock Projects
Prepared by: Paul Ghantous
Date: 8 December 2024
Project number: U24.120

## Version control

| Version No. | Date | Prepared by | Revision description | Issued to |
|---|---|---|---|---|
| U24.120.r01 | 07/12/24 | PG | DRAFT | Dale Alcock Projects |
| U24.120.r01a | 08/12/24 | PG | FINAL | Dale Alcock Projects |
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# 1 Introduction

**This Waste Management Plan has been prepared by Urbii on behalf of Dale Alcock Projects with regards to the proposed residential development, located at 151 Riverton Drive West, Rossmoyne.**

The subject site is situated on the south west corner of Riverton Drive West and Second Avenue, as shown in Figure 1. The site is presently vacant and is surrounded by residential land uses.

It is proposed to develop the site into a residential development, delivering 2 apartment units.

The key issues that will be addressed in this WMP include calculation of the waste generation of the site, assessment of waste storage provisions and documentation of the waste collection arrangements.




**Figure 1: Subject site**

# 2 Objectives

The objectives of this WMP are adapted from WALGA:

- Ensure that the long-term waste management needs for the development are met in an efficient and sustainable manner.
- Minimise the impact of waste services and facilities on the streetscape and surrounds, in relation to both the footpath/public realm and the frontage of the development.
- Reduce the impact of waste collection services and facilities on the amenity of the locality particularly in terms of noise and odour.
- Maximise safety for both waste collection staff and the public.
- Minimise traffic and footpath obstruction.

# 3 Referenced documents

**The documents referenced in preparing this WMP may include, but are not limited to:**

- City of Melbourne *Guidelines for Waste Management Plans* 2021;
- City of Perth *Waste Guidelines for all Developments* 2019;
- WALGA *Multiple Dwelling Waste Management Plan Guidelines*;
- WALGA *Subdivision Waste Management Plan Guidelines*; and,
- Waste Authority WA *Waste Avoidance and Resource Recovery Strategy for 2030*.

# 4 Guiding concepts

**Urbii adopts the guiding concepts of the State's Waste Strategy and encourages these concepts to be considered in all developments to the furthest extent feasible.**

## 4.1 Waste hierarchy

The *Waste Avoidance and Resource Recovery Strategy 2030* applies the waste hierarchy (Figure 2), which is a widely accepted decision-making tool. The waste hierarchy ranks waste management options in order of their general environmental desirability. Waste avoidance is the most preferred option in the hierarchy.

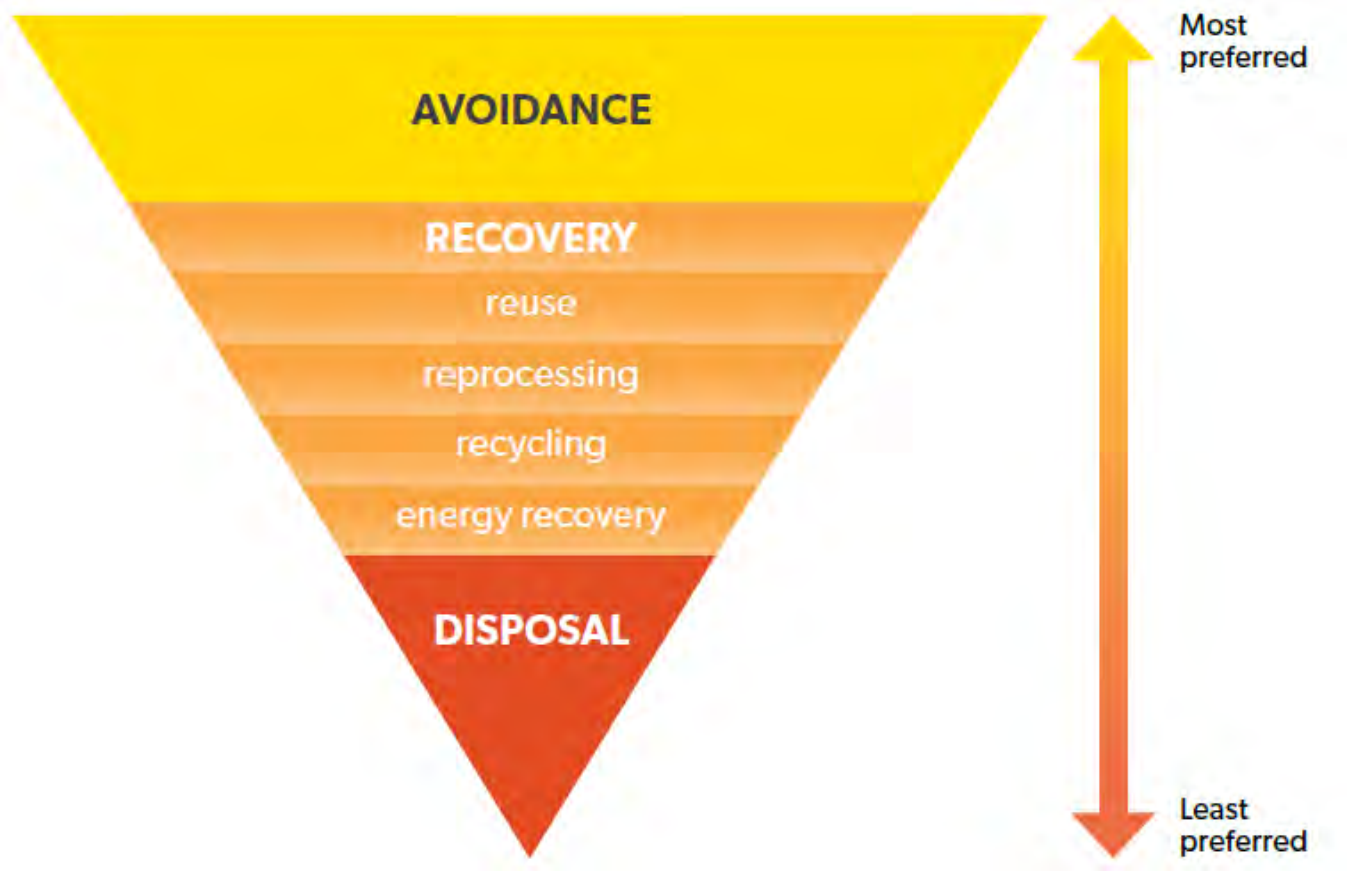



**Figure 2: Waste hierarchy**

Source: Waste Authority WA *Waste Avoidance and Resource Recovery Strategy for 2030.*

Resource recovery options recover value from materials, thereby offsetting the environmental impacts of extracting and processing raw materials. Energy recovery is the least preferred recovery option. Disposal is the least preferred option. Disposal generally recovers the least value from materials and delivers the least environmental benefit.

## 4.2 Circular economy

A circular economy (Figure 3) makes use of established sustainability concepts, including life cycle thinking and resource efficiency. A circular economy should consider the flow of both materials and energy. It moves away from the linear 'take, make, use and dispose' model, to one which keeps materials and energy circulating in the economy for as long as possible.

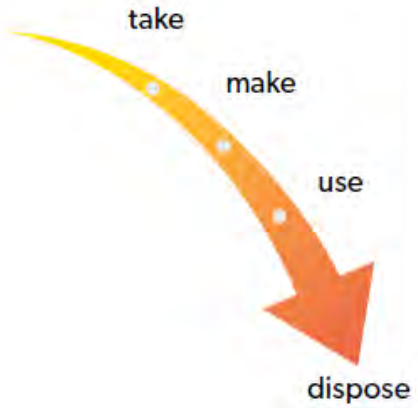
| Current approach | Circular economy |
|---|---|
|  |  |
| Linear flow of materials – 'take, make, use and dispose' model. | Circular flow of materials – materials sorted and retained in the economy for as long as possible. |
| Limited use of renewable materials and energy. | Preference for renewable materials and energy. |
| Significant volumes of materials disposed of and lost to the economy. Loss of embodied materials, energy and water. | Materials recovered as high up the waste hierarchy as possible. Embodied materials, energy and water retained in the economy.<br>Organic materials re-enter and regenerate the environment safely (for example, as compost). |
| Materials managed locally and globally. | Preference to manage materials locally to reduce the costs and impacts of transport, and to provide local employment and investment opportunities. |
| Economic value of materials, employment and investment not fully accounted for. | Economic value of materials, employment and investment accounted for. |
| Limited focus on life cycle thinking. | Products designed and manufactured to minimise environmental impact through whole of life. |

**Figure 3: Transitioning to a circular economy**

# 5 Proposed development

**The proposal for the subject site is for a multiple dwelling residential development, comprising:**

- 2 residential dwellings configured as apartment units (one on each level);
- 8 car parking bays; and,
- Communal bin store on the basement level.

Vehicle access to the site is proposed via one crossover on Riverton Drive West. Bins will be wheeled out from the communal bin store for kerbside waste collection from Riverton Drive West.

People walking and cycling will access the development from the external path network abutting the site.

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

# 6 Waste generation

## 6.1 Waste generation rates

No waste generation calculations were applied to the development. Due to the size of the apartments, a full set of 3 bins will be provided for each apartment (6 x 240L bins in total).

# 7 Waste systems

## 7.1 Internal waste storage

Designers should aim to incorporate sufficient space within the kitchen, laundry room or other convenient location within each dwelling for the temporary storage of accumulated waste and recycling. Space should be sufficient to allow for the separate storage of recyclables and general waste. Possible ways to encourage recycling and minimise contamination include:

- Provision of adequate internal storage space within dwellings (kitchen or laundry) to accommodate the temporary storage of at least 2 days' worth of general waste, organics (where applicable) and recycling. This should comprise:
  - A minimum 30L general waste bin
  - A minimum 30L comingled recyclables bin
- Provision of reusable, robust containers to residents to assist them in transporting recyclable materials from their dwelling to recycling bins without resorting to plastic garbage bags e.g., reusable, washable tote-bags.
- Posting signage in public areas of the building (including the bin store) to educate residents/tenants about the location and use of the waste management system, including what materials are suitable for recycling and composting.
- Providing information in Strata and/or sales documents, to educate residents/tenants about the location and use of the waste management system, including what materials are suitable for recycling and general waste.

## 7.2 External bin storage areas

Bin storage areas at this development must be adequate to contain all waste and recycled material generated on the premises for the proposed waste collection frequency.

### 7.2.1 Bin size, quantity and colour

It is proposed to provide the following bins in a centralised bin store:

- 2 x 240L General waste (red lid bin).
- 2 x 240L Co-mingled recycling (yellow lid bin).
- 2 x 240L FOGO (green lid bin).

### 7.2.2 Bin storage area size

As detailed in Table 1, each 240L bin has a footprint area of 0.43m$^2$. A 50mm gap is allowed between the bins to allow easy pull movement, and suitable clearance allowed between opposite bins and in walkways to maintain convenient walking access. The proposed bin storage area size is sufficient to accommodate the required bins. An indicative bin layout plan is shown in Appendix B.

**Table 1: Standard Mobile Garbage Bin (MGB) dimensions**

| Bin capacity | 80L | 120L | 140L | 240L | 360L |
|---|---|---|---|---|---|
| Height (mm) | 870 | 940 | 1065 | 1080 | 1100 |
| Depth (mm) | 530 | 560 | 540 | 735 | 885 |
| Width (mm) | 450 | 485 | 500 | 580 | 600 |
| Approximate footprint (m$^2$) | 0.24 | 0.27 | 0.27 | 0.43 | 0.53 |

Source: WALGA

### 7.2.3 Bin storage area design

Urbii has checked the proposed bin storage location and confirmed that required clearances are provided. A bin storage plan is included in Appendix B. The following is a list of generic advice offered for consideration at subsequent detailed design stages of the project:

- **Ventilation and odour:** For enclosed storage and service areas, the air flowing from any storage areas should not exit close to residences. Ventilation openings should be protected against flies and vermin and located as near the ceiling and floor as possible, but away from the windows of dwellings. If a forced ventilation or air conditioning system is used (for enclosed storage areas), It should be in accordance with the ventilation requirements of the Building Code of Australia and *Australian Standard AS 1668.2 The use of Ventilation and Air Conditioning in Buildings.* It should not be connected to the same ventilation system supplying air to the units.
- **Lighting:** Artificial light controlled by switches should be located near the bin store entrance.
- **Noise:** Bins will be collected from the waste collection presentation point on the road.
- **Aesthetics:** The bin store should be consistent with the overall aesthetics of the development.
- **Vermin:** Self-closing doors can be considered to eliminate access to vermin. Doors will be able to be locked open when required.
- **Washing bins and waste storage area:** The internal bin store will have bin-washing facilities including an adequate supply of hot and cold water mixed through a centralised mixing valve with hose cock and have floor drainage installed. The building caretaker will be responsible for washing bins (or contracting a provider to wash bins) and for maintenance of the bin store.

## 7.3 Access to bins

Residents will access the bin store through an access door from the car park. The site caretaker or responsible resident(s) will access the bin store to wheel bins to the Riverton Drive West verge on waste collection days.

# 8 Waste collection

## 8.1 Waste vehicle types

Waste collection will be serviced by the City of Canning. A side loader waste truck will be used to collect waste from the Riverton Drive West verge on scheduled waste collection days.

## 8.2 Waste collection frequency

The proposed collection frequency is once weekly for FOGO collection and once per fortnight for recycling and general waste collections (collected on alternative weeks).

## 8.3 Waste collection method and presentation points

Bins are proposed to be wheeled out from the bin store to bin presentation pads on the Riverton Drive West verge, on scheduled collection days. The bin pads are indicated on the DA drawings, with the final dimensions subject to detailed design. At the detailed design stage, each bin pad will accommodate 2 x 240L bins, with a 500mm spacing between the bins.

A preliminary bin presentation plan is included in Appendix B.

## 8.4 Vehicle access and maneuvering

Waste collection will be facilitated on-street from the Riverton Drive West verge. Therefore, no internal waste truck access or circulation needs to be allowed for.

# 9 Additional waste requirements

## 9.1 Bulk waste

Bulk waste can be temporarily stored in individual store rooms until it is removed by either private service or the City of Canning.

The City provides on demand skip bin and other services for the removal of bulk waste, mattresses and white goods.

## 9.2 E-Waste

Storage space for E-waste will be accommodated in storage areas or individual dwellings. E-waste will be disposed of in a suitable manner, such as bulk drop-off to the tip or using public battery recycling boxes.

## 9.3 Garden organics

The site caretaker will manage garden organic waste associated with landscape maintenance. Garden waste can be placed in bins if there is space or can be removed by trailer to be disposed offsite in a suitable location.

# 10 Waste management

The building caretakers, residents or contracted staff will be responsible for:

- Arranging for the bins to be cleaned and sanitised;
- Coordinating the cleaning of the bins and bin storage areas every two (2) to three (3) weeks;
- Dealing promptly with any issues or complaints relating to hygiene, noise, odour or other inconvenience; and,
- Providing adequate training for relevant staff regarding waste management.

Residents should comply with the City's waste sorting requirements and only place permitted waste in each respective bin type. Waste that does not belong in any bin should be disposed of through on-demand services or another appropriate method.

A copy of the Waste Management Plan will be maintained within the premises and strata plan for reference and records.

# 11 Signage and education

Ongoing education, to support the waste management service, is one of the most important factors in encouraging residents to continue to utilise services and systems as originally intended. The following recommendations have been adapted from the WALGA Guidelines.

*"Educational signage should:*

- *Clearly identify what items are and are not accepted in the general waste and recycling systems. If signage within the bin store is not possible due to space or other restrictions, bin stickers may be appropriate.*
- *Outline appropriate waste management behaviour i.e. placing refuse/recyclables inside as opposed to adjacent to bins, placing mixed recyclables into the bin loose (not in a plastic bag), closing bin lids etc.*
- *Where the strata body/building management holds tenants' induction schemes, these should include the use of waste and recycling facilities. The strata body/building management, in conjunction with the Local Government, should issue a leaflet on the correct use of the waste and recycling facilities and the materials recycled. Tenants' handbooks should include a section on the correct use of general waste and recycling facilities.*
- *Ensuring education is 'ongoing' is beneficial because it tackles the transient nature of residents and differences between different Local Government services. All waste and recycling bins or receptacles should be clearly and correctly labelled and signage should be erected in bin storage areas to instructing residents as to the correct separation of recyclables from general waste.*
- *Any hazards or potential dangers associated with the waste facilities, including those from the use of any waste handling equipment, should also be clearly identified. It is recommended that building managers post information in communal areas which clearly identified the relevant points of contact regarding recycling and/or other services within the development. As part of the ongoing education program, welcome packs should be produced and provided to all new residents. These packs should contain information outlining the developments waste management system, required actions and appropriate waste management behaviours."*

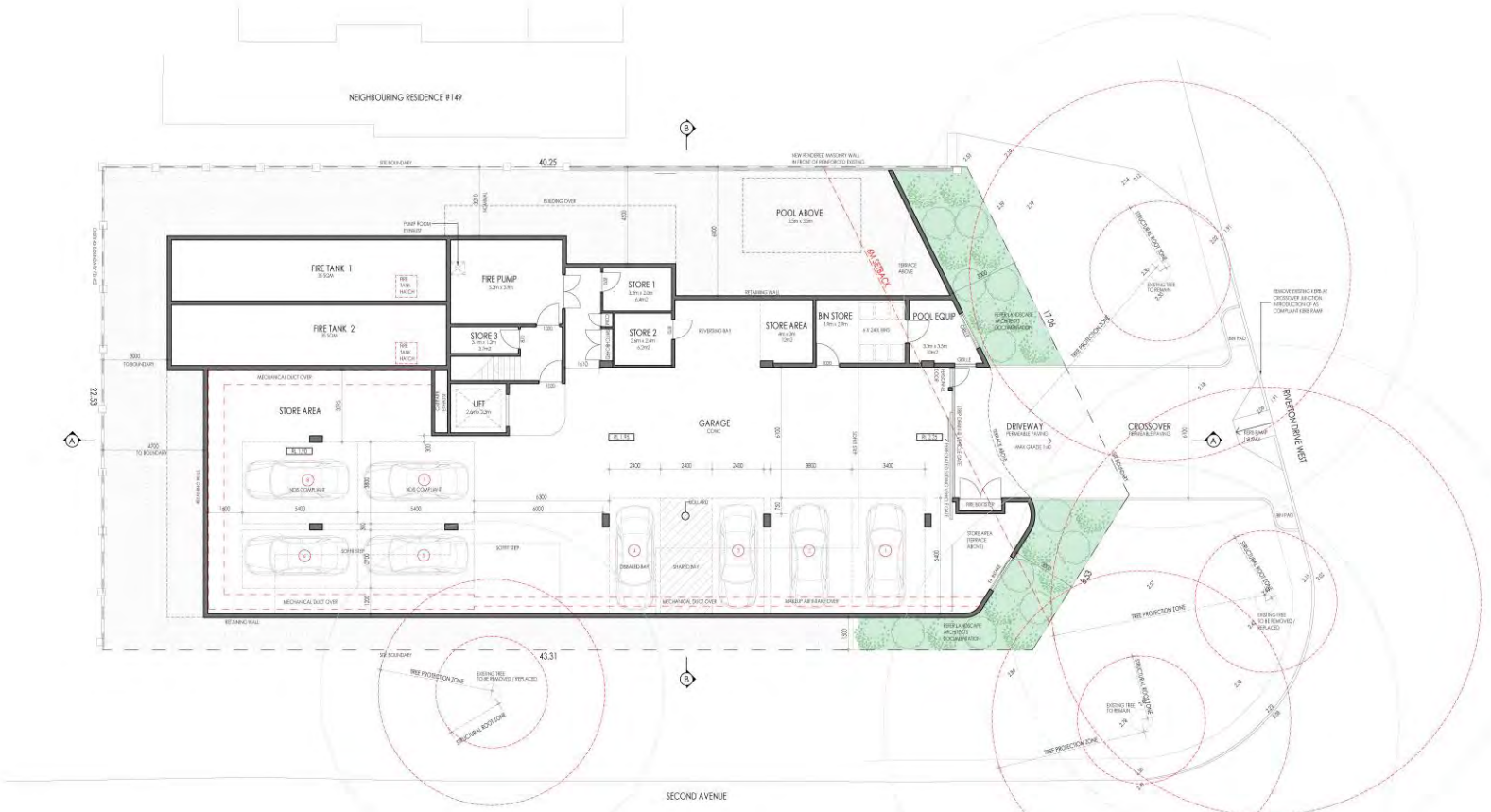
# 12 Conclusion

As demonstrated within this Waste Management Plan, the proposed residential development provides sufficient bin storage and adequate bins to service the site for general waste and recyclables.

Furthermore, the servicing of the bins by the City of Canning can be adequately achieved without having an adverse impact on the site and the local street network.

# Appendices

## Appendix A: Proposed development plans




SITE PLAN & BASEMENT
1 : 100

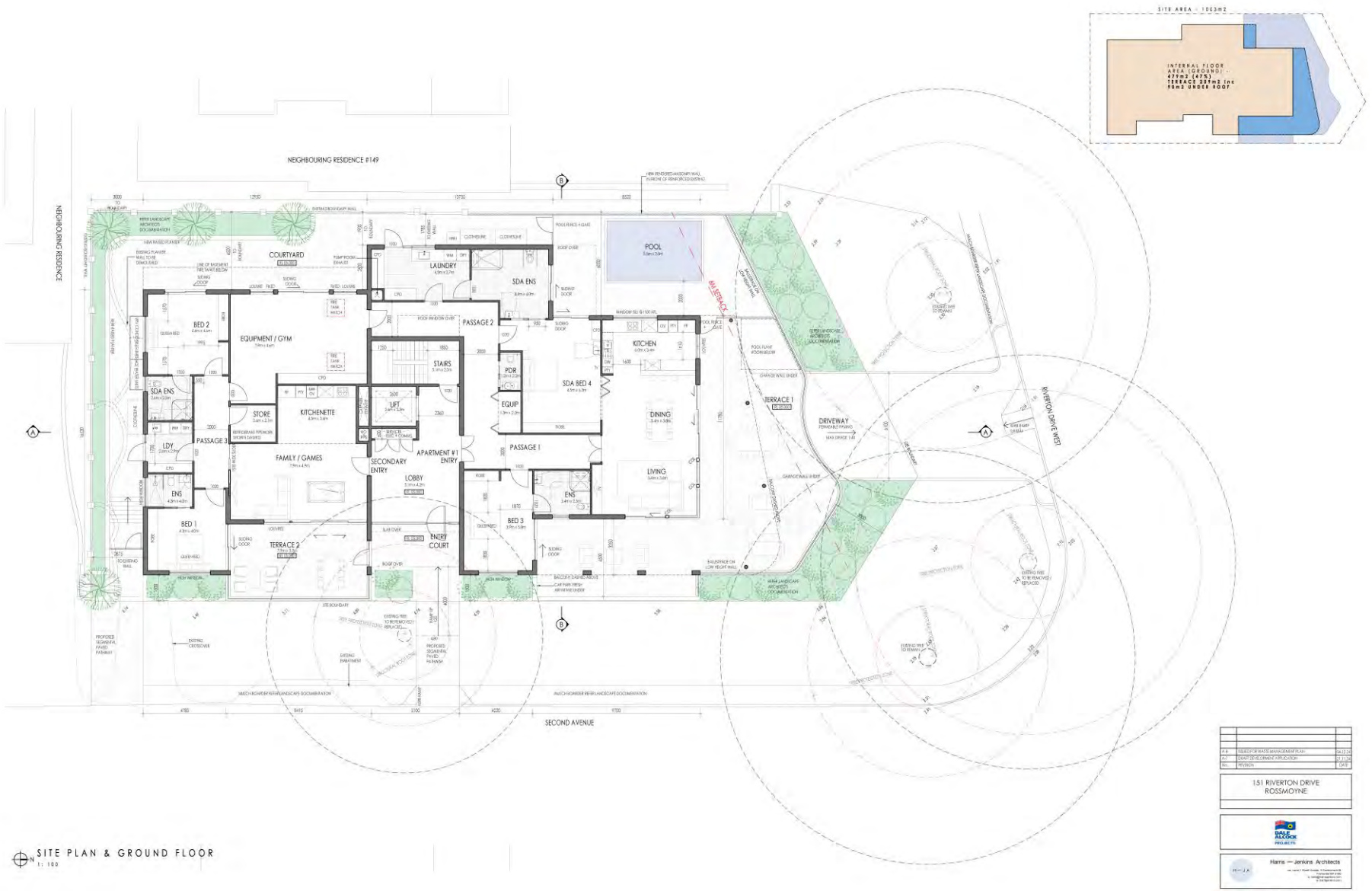
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| A.7 | DRAFT DEVELOPMENT APPLICATION | 21.11.24 |
| No. | REVISION | DATE |

151 RIVERTON DRIVE
ROSSMOYNE

DALE ALCOCK PROJECTS

Harris — Jenkins Architects

| JOB NO. | 2408 | ISSUE | REVISION | DRAWING |
|---|---|---|---|---|
| DRAWN | RJA | A | 8 | A.01 |
| SCALE | 1:100 @ A1 | | | |
| DATE | 30.11.24 | | | |




SITE PLAN & GROUND FLOOR
1:100




| | | |
|---|---|---|
| A-B | ISSUED FOR WASTE MANAGEMENT PLAN | 04.12.24 |
| A-7 | DRAFT DEVELOPMENT APPLICATION | 01.11.24 |
| No. | REVISION | DATE |

151 RIVERTON DRIVE
ROSSMOYNE

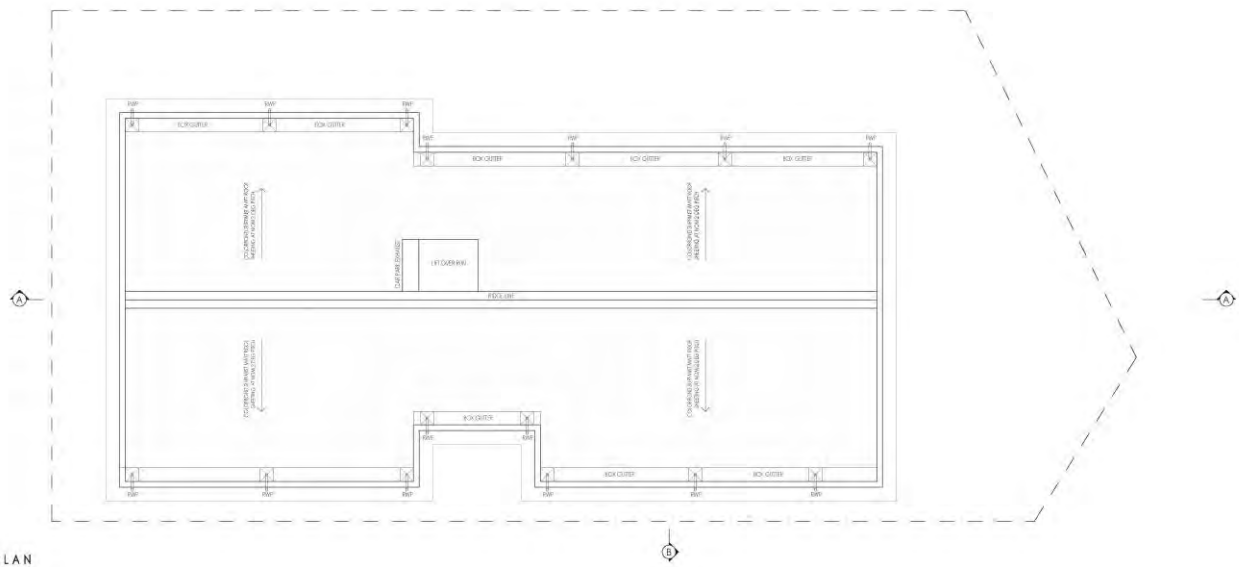
DALE ALCOCK PROJECTS

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| JOB NO. | 2403 | ISSUE | REVISION | DRAWING |
|---|---|---|---|---|
| DRAWN | RVA | | | |
| SCALE | 1:100 @ A1 | A | 8 | A.02 |
| DATE | 12.11.24 | | | |




FIRST FLOOR PLAN
1 : 100



ROOF PLAN
1 : 100

| | | | |
|---|---|---|---|
| A.5 | EXHIBITION WASTE MANAGEMENT PLAN | | 04.12.24 |
| A.7 | DRAFT DEVELOPMENT APPLICATION | | 01.11.24 |
| NO. | REVISION | | DATE |

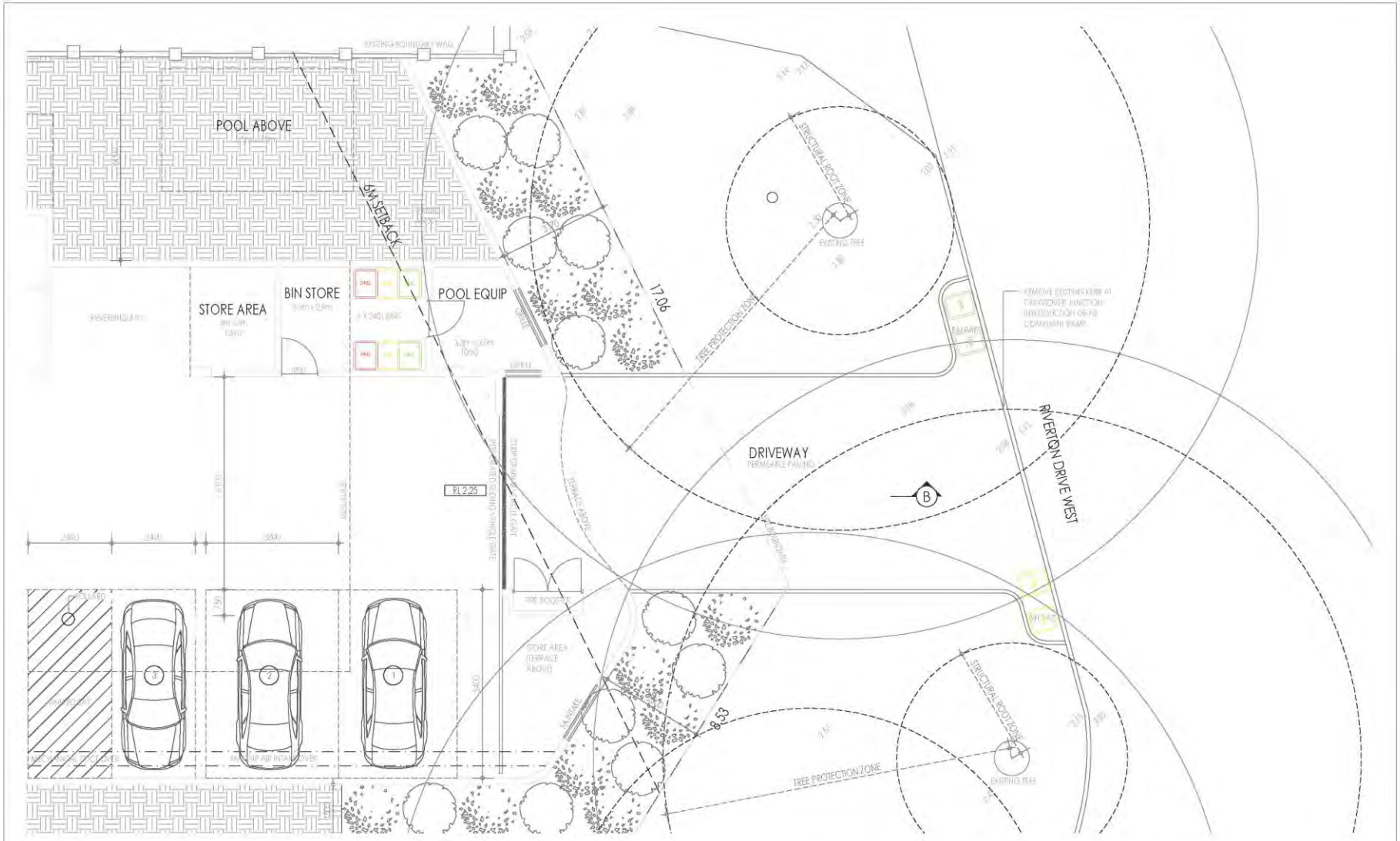
151 RIVERTON DRIVE
ROSSMOYNE

DALE ALCOCK HOMES PROJECTS

Harris — Jenkins Architects

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|---|---|---|---|---|
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| DRAWN | | A1 | A | 8 A.03 |
| SCALE | 1:100 @ A1 | | | |
| DATE | 12.10.24 | | | |

## Appendix B: Bin storage and presentation plans




**Revision notes:**

| Rev: | Date: | Notes: |
|---|---|---|
| 1 | 07/12/2024 | |

**Drawn by:** Paul Gharitous

**Client:** Dale Alcock Projects

**Project:** U24 120 - 151 Riverton Drive West, Rossmoyne
Proposed Residential Development

**Drawing Title:** Bin Storage and Presentation Plan

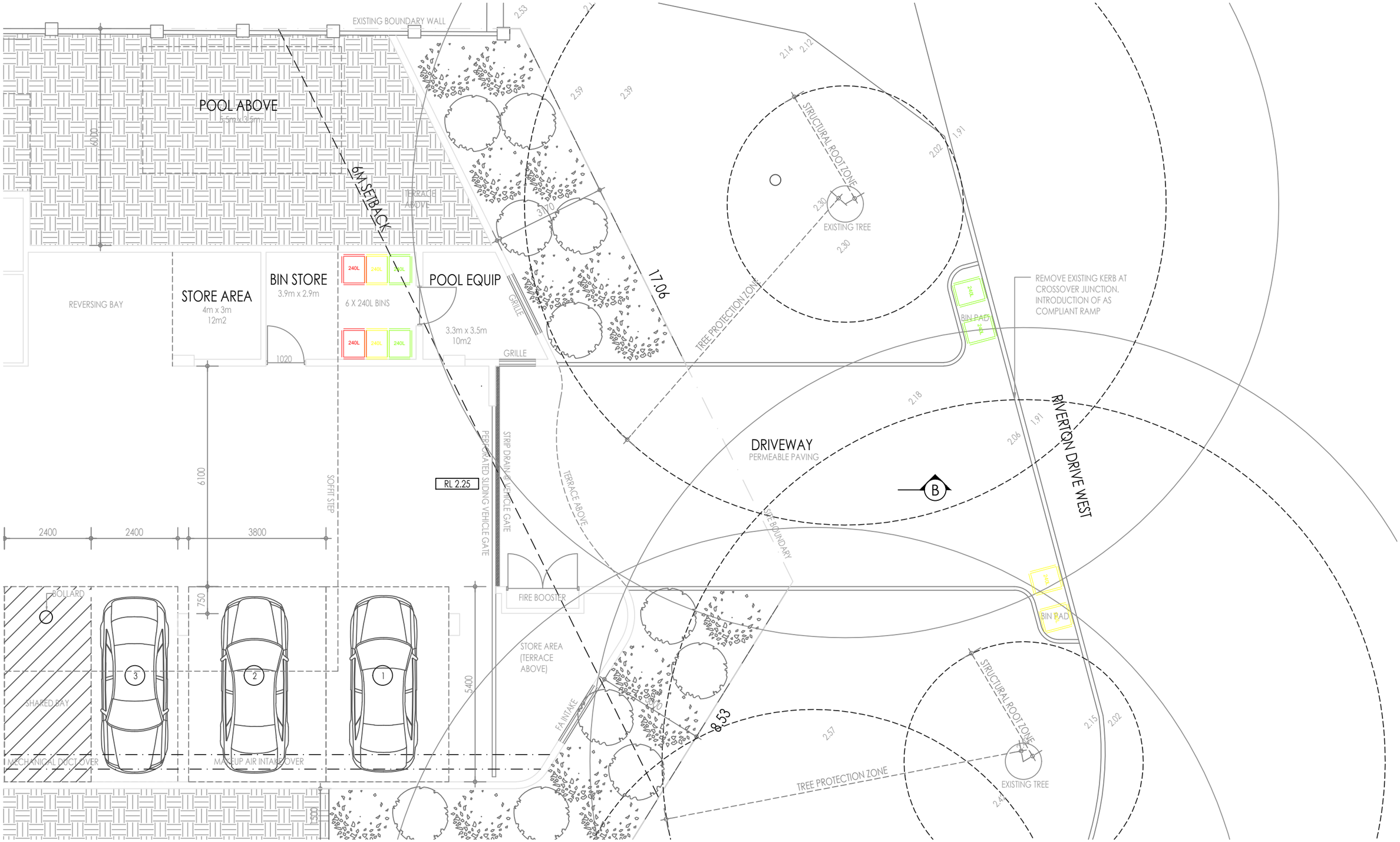
**Date:** 07/12/2024

**Scale @ A3:** 1:100

**Revision:** 02

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**Revision notes:**

| Rev: | Date: | Notes: |
|---|---|---|
| 1 | 07/12/2024 | |

**Drawn by:** Paul Ghantous

**Client:** Dale Alcock Projects

**Project:** U24.120 - 151 Riverton Drive West, Rossmoyne
Proposed Residential Development

**Drawing Title:** Bin Storage and Presentation Plan

**Date:** 07/12/2024

**Scale @ A3:** 1:100

**Revision:** sk02

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Doc: GE2.1.1

# GEOTECHNICAL INVESTIGATION

**For:** Dale Alcock Homes

**Project Address:** #151 Riverton Drive West, Rossmoyne WA

**Project Number:** D342621

**Job Number:** J463268

**Revision Number:** 0

**Date:** 16/8/2024

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1 Erindale Road, Balcatta WA 6021
wageotecheng@structerre.com.au
www.structerre.com.au

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ABN 71 349 772 837 Zemla Pty Ltd ACN 008 966 283 as trustee for the Young Purich and Higham Unit Trust trading as Structerre Consulting Engineers

# 1. PROJECT DETAILS

## 1.1. Introduction

At the request of Dale Alcock Homes, Structerre Consulting (Structerre) have conducted a Geotechnical Investigation at #151 Riverton Drive West, Rossmoyne. The purpose of the investigation was to provide the following for residential purposes:

- An assessment of subsurface soil profile and groundwater conditions across the proposed area of development;
- Site classification in accordance with AS 2870-2011 Residential Slabs and Footings;
- Wind Classification in accordance with AS 4055-2012 Wind Loads for Housing;
- Recommendations for stormwater drainage design;
- Recommendations on earthworks and site preparation; and
- Provision of a footing detail considering anticipated surface movement and sand pad thickness.

Terms of reference for this investigation were presented in a Structerre Consulting proposal reference Q107742 (dated 12 July 2024), which was submitted to and accepted by Dale Alcock Homes.

## 1.2. Site Description

The site is located at #151 Riverton Drive West, Rossmoyne, City of Canning. Riverton Drive West lies to the north of the site, Second Avenue to the east and residential properties to the south and west.

The site slopes up towards the rear section. At the time of the field investigation, the site was vacant.

## 1.3. Field Investigation – Scope of Works

The field investigation was carried out on 9 August 2024 and comprised:

- 3 x Sample Retrieval Probes (SRP) to a depth of 3.5m over the site for material assessment and soil profiling;
- 2 x In-situ percolation tests to determine the permeability of the materials within the upper 0.5m; and
- 3 x Perth Sand Penetrometer (PSP) tests in accordance with AS 1289.6.3.3-1997 to a depth of 1.0m for evaluation of relative densities of the upper layers.

The borehole test locations are shown on the attached site plan in Appendix 1.

Suitably qualified geotechnical personnel from Structerre supervised the fieldwork and all fieldwork, interpretation and terminology used in this report are in accordance with the guidelines presented in AS1726-2017 Geotechnical Site Investigations.

# 2. DESK STUDY

## 2.1. Geological Setting

The Fremantle 1: 50,000 Environmental Geology Series Sheet (Parts 2033 1 and 2033 1V, 1983) prepared by the Geological Survey of Western Australia, indicates that the following geological units underlie the site:

- SAND (S7) – pale and olive yellow, medium to coarse-grained, sub-angular to sub-rounded quartz, trace of feldspar, moderately sorted of residual origin (Sand derived from Tamala Limestone Qts), underlain by
- LIMESTONE (LS1) – light, yellowish brown, fine to coarse-grained, sub-angular to well rounded, quartz, trace of feldspar, shell debris, variably lithified, surface kankar, of eolian origin (Tamala Limestone Qtl).

## 2.2. Ground Surface and Groundwater Level

The Perth Groundwater Atlas (Waters & Rivers Commission) indicates the ground surface level at this site was approximately 2.5m to 5.0m Australian Height Datum (AHD).

The 2019 groundwater level at the site was approximately 0.5m AHD and the historical maximum was indicated to be approximately 0.5m. It should be noted that the groundwater levels can vary significantly due to seasonal variation and the data from the recorded maximum levels should be used only as a guide.

## 2.3. Earthquake Coefficient

In accordance with AS 1170.4-2007 Structural Design Actions the site is located within an area with an earthquake acceleration coefficient of 0.09.

## 2.4. Wind Classification

In accordance with AS 4055-2012 Wind Loads for Housing, wind classification of this site falls within the non-cyclonic “N3” category.

# 3. RESULTS OF THE INVESTIGATION

## 3.1. Subsurface Soil Profile

The subsurface soil profile presented below was determined from the ground conditions encountered within the boreholes and through the interpretation of the PSP test results:

**Table 1 – Subsurface Soil Profile**

| Depth to Base of Strata (m) | Material Description |
|---|---|
| 0.1 | Topsoil |
| Not Penetrated (>3.5m) | FILL: SAND (fine to medium grained), non-plastic, very loose grading to very dense |

The soils encountered are consistent with the expected site conditions as predicted from the Environmental Geology Map. It is important to note that there may be pockets of fill on site that are deeper than that encountered by the investigation boreholes. The subsurface soil conditions encountered are presented in the bore logs, within Appendix 3.

## 3.2. Groundwater

Groundwater was noted in BH3 approximately 3.0m below the ground level.

## 3.3. Percolation Testing

Percolation testing of the in-situ soils was undertaken in two locations. Results of the testing are summarised below:

**Table 2 – In Situ Percolation Test Results**

| Test Location | Testing Depth | Soil Type | Permeability |
|---|---|---|---|
| BH1 | 0 – 0.5m | SAND | 19.8m/day |
| BH3 | 0 – 0.5m | SAND | 12.5m/day |

# 4. GEOTECHNICAL CONSTRUCTION CONSIDERATIONS

## 4.1. Site Classification

AS 2870-2011 Residential Slabs and Footings provides guidance on site classification for residential slabs and footing design based on the expected ground surface movement and depth of expected moisture changes.

**Table 3 – Classification Based on Site Reactivity**

| AS 2870-2011 Residential Slabs and Footings - Clause 2.1.2 Table 2.1 | |
|---|---|
| **Class** | **Foundation** |
| A | Most sand and rock sites with little or no ground movement from moisture changes |
| S | Slightly reactive clay sites, which may experience only slight ground movement from moisture changes (0<ys≤20mm) |
| M | Moderately reactive clay or silt sites, which may experience moderate ground movement from moisture changes (20<ys≤40mm) |
| H1 | Highly reactive clay sites, which may experience high ground movement from moisture changes (40<ys≤60mm) |
| H2 | Highly reactive clay sites, which may experience very high ground movement from moisture changes (60<ys≤75mm) |
| E | Extremely reactive sites, which may experience extreme ground movement from moisture changes (ys>75mm) |
| **Clause 2.1.3 Classification of other Sites** | |
| P | Sites which include soft or unstable foundations such as soft clay or silt or loose sands, landslip, mine subsidence, collapsing soils and soils subject to erosion, reactive sites subject to abnormal moisture conditions and site that cannot be classified in accordance to Table 2.1 |

The site in its current condition is classified as Class “P” due to the very loose to loose material encountered across the site. Based on results of this investigation the site can be upgraded to a Class “A” in accordance with AS 2870-2011 provided that all unsuitable materials are removed and replaced with engineer-controlled sand fill materials in accordance with the earthwork recommendations outlined in Section 4.3 of this report.

The standard lightweight footing and slab detail are not suitable for this site.

## 4.2. Drainage

The site is suitable for on-site disposal of stormwater runoff subject to the proposed development. For on-site disposal of stormwater runoff, soakwells of sufficient sizes are required, and should be positioned a minimum of 1.2m or the depth of soakwell (whichever is greater) from any proposed or existing foundations (including those beyond the boundaries of the site) to reduce the risk of differential settlement.

To aid with the design of on-site stormwater drainage, groundwater levels and field permeability results are presented in Section 3 of this report.

## 4.3. Earthworks

All earthworks shall be undertaken in accordance with AS 3798-2007 Guidelines on earthworks for commercial and residential developments and are to include the following:

- All unsuitable materials to be stripped and removed from the site. Unsuitable materials include topsoil, uncontrolled fill, deleterious and organic materials.
- It is considered that the near surface sand materials require improvement. Therefore, it is proposed to rake to a depth of approximately 0.5m to ensure potentially unsuitable materials are removed, and the surface compacted. Any surplus material can be stockpiled for reuse, provided it is dry, free from clay/silt (i.e. <5%), organic and deleterious materials.
- Proof compact the exposed base. The compaction requirements are set out in the table below, as per AS 3798-2007:

**Table 4 – Compaction Requirements**

| Item | Application | Minimum relative compaction, % | |
|---|---|---|---|
| | | Minimum density ratio (Standard Compaction Effort) (Cohesive soils) | Minimum density index (Cohesionless soils) |
| 1 | Residential - lot, fill, house, sites | 95 | 70 |

- After raking and proof compaction, the exposed surface is to be inspected and approved by a representative from this office prior to backfilling. At this stage it can be assessed whether any further materials need to be removed or whether further compaction of the base is required.
- The ground level should be built up to design levels with the stockpiled sand FILL and imported fill, if required. The imported fill should consist of free draining sand with not more than 5% passing a 75µm sieve and be free of organic matter and other deleterious materials. The fill materials should be placed in layers not exceeding 300mm loose thickness and compacted to achieve a minimum 8 PSP blows over the interval 150 – 450mm, 9 PSP blows over the interval 450 – 750mm and 11 PSP blows over the interval 750 -1050mm.

- After remedial earthworks have been completed, the earthworks should be inspected and approved by a representative from this office.

## 5. CONCLUSIONS

A site investigation has been carried out at the site of the proposed residential development to assess the geotechnical conditions. Parameter and design recommendations are incorporated in the body of the report. The following conclusions have been drawn from the site investigation:

- The average subsurface soil profile encountered comprised topsoil to 0.1m and underlain by sand FILL to the investigated depth of 3.5m.
- Groundwater was noted in BH3 approximately 3.0m below the ground level
- It is considered that the site is suitable for on-site drainage.
- The site can be classified as Class “A” in accordance with AS 2870-2011 provided that the recommended earthworks are undertaken.
- The full scope of the recommended earthworks is presented in Section 4.3, but generally comprises:
    - Stripping of topsoil and unsuitable materials
    - Proof compaction of the base
    - Placement of sand fill to required level
    - Compaction to final level

## 6. LIMITATION OF FIELD INVESTIGATIONS

This report has been prepared in accordance with generally accepted consulting practice for Dale Alcock Homes using information supplied at the time and for the project specific requirements as understood by Structerre. To the best of our knowledge the information contained in this report is accurate at the date of issue, however it should be emphasised that any changes to ground conditions and/or the proposed structures may invalidate the recommendations given herein.

The conclusions and recommendations in this report are based on the site conditions revealed through selective point sampling, representing the conditions of the site in total, although the area investigated represents only a small portion of the site. The actual characteristics may vary significantly between successive test locations and sample intervals other than where observations, explorations and investigations have been made.

The materials and their geotechnical properties presented in this report may not represent the full range of materials and strengths that actually exist on site and the recommendations should be regarded as preliminary in nature. Allowances should be made for variability in ground conditions and any consequent impact on the development. Structerre accepts no responsibility and shall not be liable for any consequence of variations in ground conditions.

If ground conditions encountered during construction are different to that described in this report, this office should be notified immediately.

For and behalf of

STRUCTERRE CONSULTING

Margie Mortera
Geotechnical Assistant

Authorised By: David Harding
Employee Title: Geotechnical Supervisor

Disclaimer
This report is at the request of the addressee and no liability is accepted by Structerre Consulting to any third person reading or relying upon the report, not withstanding any rule of law and/or equity to the contrary and that this report is strictly confidential and intended to be read and relied upon only be the addressee.

| Job # | Revision | Authored | Checked | Authorised |
|---|---|---|---|---|
| J463268 | 0 | MM | DH | DH |
| | | | | |

## 7. REFERENCES

Department of Water – Perth Groundwater Atlas

Geological Survey of Western Australia 1:50,000 Environmental Geology Series

AS 1170.4-2007 Structural design actions – Earthquake actions in Australia

AS 1289.6.3.3-1997 Methods of testing soils for engineering purposes – Soil strength and consolidation tests – Determination of the penetration resistance of a soil – Perth sand penetrometer test

AS 1726-2017 Geotechnical Site Investigation

AS 2870-2011 Residential Slabs And Footings

AS 3798-2007 Guidelines On Earthworks For Commercial And Residential Developments

AS 4055-2012 Wind Loads For Housing

# APPENDIX 1 – SITE LOCATION MAP




Note: Showing approximate test locations only

## LEGEND

BH Borehole

| | | |
|---|---|---|
| STRUCterre consulting | PROJECT: #151 Riverton Drive West, Rossmoyne | |
| | PROJECT #: D342621 | CLIENT: **Dale Alcock Homes** |
| | JOB #: J463268 | |
| Zemla Pty Ltd (ABN 71 349 772 837) ATF the Young Purich and Higham Unit Trust trading as Structerre Consulting<br>1 ERINDALE ROAD, BALCATTA, WA 6021<br>TEL 9205 4500 FAX 9205 4501 EMAIL: wageotecheng@structerre.com.au | SCALE: NTS | TITLE: Geotechnical Investigation Site Plan |
| | DATE: 09 Aug '24 | DRAWN BY: MM / CHECKED BY: DH |

DOC: GE:3.001

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# APPENDIX 2 – SITE PHOTOS



PHOTO 1 - Facing north from south



PHOTO 2 - Facing south from north


STRUCterre consulting

Zemla Pty Ltd (ABN 71 349 772 837) ATF the Young Purich and Higham Unit Trust trading as Structerre Consulting

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TEL 9205 4500 FAX 9205 4501 EMAIL: wageotecheng@structerre.com.au


| | |
|---|---|
| PROJECT: | #151 Riverton Drive West, Rossmoyne |
| PROJECT #: | D342621 |
| JOB #: | J463268 |
| CLIENT: | **Dale Alcock Homes** |
| SCALE: | NTS |
| TITLE: | Site Photographs |
| DATE: | 09 Aug '24 |
| DRAWN BY: | MM |
| CHECKED BY: | DH |

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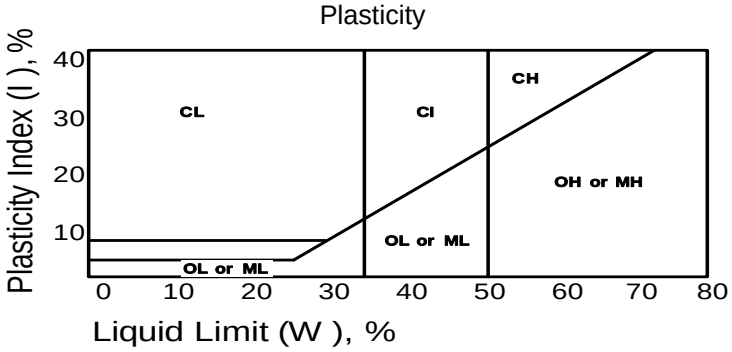
# APPENDIX 3 – BORELOGS AND BORELOG TERMINOLOGY

# BORELOG TERMINOLOGY

## Particle Size Distribution

| Major Division | Subdivision | Size |
|---|---|---|
| Boulders | | >200mm |
| Cobbles | | 200 - 63mm |
| Gravel | Coarse | 63 - 20mm |
| | Medium | 20- 6mm |
| | Fine | 6 - 2.36mm |
| Sand | Coarse | 2.36 - 0.6mm |
| | Medium | 0.6 - 0.2mm |
| | Fine | 0.2 - 0.075mm |

## Plasticity




## Consistency of Cohesive Soils

| Term | Undrained Strength Su (kPa) | Field Guide |
|---|---|---|
| Very Soft | < 12 | Exudes between the fingers when squeezed in hand |
| Soft | 12 - 25 | Can be moulded by light finger pressure |
| Firm | 25 - 50 | Can be moulded by strong finger pressure |
| Stiff | 50 - 100 | Cannot be moulded by Fingers. Can be indented by thumb. |
| Very Stiff | 100 - 200 | Can be indented by thumb nail |
| Hard | > 200 | Can be indented with difficulty by thumb nail. |
| Friable | - | Crumbles or powders when scraped by thumbnail |

## Consistency/Density of Non-Cohesive Soils

| Term | Density Index (%) | SPT "N" Value Comparison |
|---|---|---|
| Very Loose | < 15 | 0 - 4 |
| Loose | 15 - 35 | 4 - 10 |
| Medium Dense | 35 - 65 | 10 - 30 |
| Dense | 65 - 85 | 30 - 50 |
| Very Dense | > 85 | > 50 |

## Moisture Content

| | |
|---|---|
| D | Dry |
| M | Moist |
| W | Wet |
| S | Saturated |

## Minor Components

| Term | Assessment Guide | Proportion of Minor Component In: |
|---|---|---|
| Trace | Presence just detectable by feel or eye, but soil properties little or no different to general properties of primary component | Coarse grained soils: < 5 %<br>Fine grained soils: <15% |
| With | Presence easily detected by feel or eye, soil properties little different to general properties of primary component | Coarse grained soils: 5 - 12 %<br>Fine grained soils: 15 - 30% |

## Soil Legend

| | | | |
|---|---|---|---|
| FILL | CLAY | GRAVEL | CONCRETE |
| TOPSOIL | SILT | LIMESTONE | COMBINATIONS |
| PEAT | SAND | BEDROCK | eg: Clay, Silty, Sandy |

## USCS

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| GW | Well graded gravel | SC | Clayey sand | OL | Organic low plasticity silt | CL | Low plasticity clay |
| GP | Poorly graded gravel | SM | Silty sand | ML | Low plasticity silt | CI | Intermediate plasticity clay |
| SW | Well graded sand | | | MH | High plasticity silt | CH | High plasticity clay |
| SP | Poorly graded sand | | | OH | Organic high plasticity silt | PT | Peat |

DOC:GE:3.003

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STRUCterre consulting engineers

**Project** #151 Riverton Drive West, Rossmoyne

**Client** Dale Alcock Homes

Test No.

**BH01**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Project No.** | D342621 | **Logged By** | Emmanuel Musekiwa | **Machine** | Soil Retrieval Probe | **Easting** | 393352 |
| **Job No.** | J463268 | **Date** | 09/08/2024 | **Hole Dia.** | 65mm | **Northing** | 6455452 |

| Depth | Graphic | Stratum Description | Consistency | PSP Blows/300mm (4 8 12 16) | Samples Depth | Samples Type | Moisture | Water Level |
|---|---|---|---|---|---|---|---|---|
| 0 | | Topsoil: | | | | | | |
| | | SP: SAND: fine to medium grained, non-plastic, grey/brown (FILL) | VL - L | | | | D to M | |
| 1 | | | | | | | | |
| 2 | | | | | | | | |
| | | Terminated at 2.50 m | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |

**Remarks**

1. Termination reason: Target depth
2. Hole stability: Hole stable
3. Samples taken: None
4. Co-ordinate system: WGS 84

STRUCterre consulting engineers

**Project** #151 Riverton Drive West, Rossmoyne

**Client** Dale Alcock Homes

Test No.

**BH02**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Project No.** | D342621 | **Logged By** | Emmanuel Musekiwa | **Machine** | Soil Retrieval Probe | **Easting** | 393322 |
| **Job No.** | J463268 | **Date** | 09/08/2024 | **Hole Dia.** | 65mm | **Northing** | 6455485 |

| Depth | Graphic | Stratum Description | Consistency | PSP Blows/300mm (4 8 12 16) | Samples Depth | Samples Type | Moisture | Water Level |
|---|---|---|---|---|---|---|---|---|
| 0 | | Topsoil: | | | | | | |
| | | SP: SAND: fine to medium grained, non-plastic, grey/brown (FILL) | L | | | | D to M | |
| | | | D - VD | | | | | |
| 1 | | | | | | | | |
| 2 | | | | | | | | |
| | | Terminated at 2.50 m | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |

**Remarks**

1. Termination reason: Target depth
2. Hole stability: Hole stable
3. Samples taken: None
4. Co-ordinate system: WGS 84

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STRUCterre consulting engineers

**Project** #151 Riverton Drive West, Rossmoyne

**Client** Dale Alcock Homes

Test No. **BH03**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Project No.** | D342621 | **Logged By** | Emmanuel Musekiwa | **Machine** | Soil Retrieval Probe | **Easting** | 393332 |
| **Job No.** | J463268 | **Date** | 09/08/2024 | **Hole Dia.** | 65mm | **Northing** | 6455488 |

| Depth | Graphic | Stratum Description | Consistency | PSP Blows/300mm (4 8 12 16) | Samples Depth | Samples Type | Moisture | Water Level |
|---|---|---|---|---|---|---|---|---|
| 0 | | Topsoil: | | | | | | |
| | | SP: SAND: fine to medium grained, non-plastic, grey/brown (FILL) | VL - L | | | | D to M | |
| 1 | | | | | | | | |
| 2 | | | | | | | | |
| 3 | | | | | | | S | |
| | | Terminated at 3.50 m | | | | | | |
| 4 | | | | | | | | |

**Remarks**

1. Termination reason: Target depth
2. Hole stability:
3. Samples taken: None
4. Co-ordinate system: WGS 84

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# APPENDIX 4 – GEOTECHNICAL INVESTIGATION SUMMARY SHEET

STRUCterre consulting engineers

Residential Geotechnical Commercial

Inspect & Investigate Energy Assessment Building & Land Surveying

# Geotechnical Investigation Summary Sheet

| | |
|---|---|
| *Doc ID No.* | |
| *Geotechnical Consultant* | Structerre Consulting |
| *WAPC No* | |
| *Geotechnical Ref No* | J463268 |
| *Date of Investigation* | 9-Aug-24 |
| *Subdivision* | N/A |
| *Stage No* | N/A |
| *Lot No* | |
| *Street Name* | Riverton Drive West |
| *Street No* | 151 |
| *Suburb* | Rossmoyne |

*Remedial Earthworks*

1 Remove all unsuitable materials from the site and replace with clean sand fill.
2 Rake, stockpile and compact the base with a medium sized plate compactor with a minimum of 6 passes to achieve at least 7 (PSP) blows for 300mm penetration for the upper 450mm.
3 Backfill with clean sand in 300mm layers to final ground levels, and compact to achieve at least 7PSP blows, 9, and 11 blows over 150-450mm, 450mm-750mm, and 750-1050mm.
4 Earthworks should be carried out in accordance with AS 3798:2007.

| | | | |
|---|---|---|---|
| *Initial Site Classification* | P | *Site Classification After Reworking* | A |
| *Existing Surface Level (AHD) (from Groundwater Atlas)* | ~5.0m | *Recommended Surface Level (AHD)* | ~5.0m (ie to match surrounding properties) |

| | | | | | |
|---|---|---|---|---|---|
| *Deleterious Material* | NO | *Uncontrolled Fill* | YES | *Peat* | NO |
| *Sand* | YES | *Clayey/Silty Sand* | NO | *Clay* | NO |
| *Coffee Rock* | NO | *Acid Sulphide Soils* | * | *Contaminated Site* | * |

| | |
|---|---|
| *Other* | * No visual indications were noted during this investigation. |
| *Maximum Groundwater Level (AHD)* | 0.5m (Historical Max) |
| *Annual Average Max Groundwater Level (AHD)* | 0.5m (2019) |
| *Recommmended Stormwater Disposal Method* | Onsite disposal via soakwells |
| *Certification by Geotech Consultant* | Structerre Consulting |

WESTWORKS
CONSULTANCY

# Tree Protection Report

**Location:** 151 Riverton Drive West

**Report Prepared for:** Dale Alcock

**Date:** 18 October 2024

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# 1.0 Introduction

An assessment was undertaken on five trees located on the verge of the building envelope addressed to 151 Riverton Drive West on the 17th of October 2024, to provide advice on the measures required to protect the subject trees from the negative effects of construction.

The subject area requested for survey is planned for the development of a residential property set approximately 5m back from the roadside.

A Tree Protection Report outlines the requirements for protecting trees identified for retention in accordance with the Australian Standard AS4970:2009-Protection of Trees on Development Sites and provides an overview of the health, structure, dimensions and tree protection zones for each individual tree.

This report follows the on-site assessment of all nominated trees. The data collected provides Westworks Consultancy with the information needed to produce a list of appropriate works and restrictions to best protect the trees.

# 2.0 Methodology

This tree assessment consisted of a ground based basic tree assessment utilising the principals of Visual Tree Assessment (VTA) as outlined by Mattheck and Breloer (1994) and Lonsdale's approach (1999) and methods as per The Australian Standard for Protection of Trees on Development Sites (AS 4970- 2009)

This assessment also included the following:

- Collecting details of the Protections zone for the whole tree and Structural Root Zone
- Careful consideration of each tree's requirements in conjunction with the client's limitations to produce recommendations to best protect and work around each tree as required

The trees were assessed against the following areas, using the following tools.

- Acoustic hammer.
- Forestry Workers Measuring Tape.
- Camera.
- Probing tools

*Please note:* an aerial assessment, PiCUS sonic tomograph and soil or tissue sampling was not undertaken during this assessment, however, each are an available option for an additional assessment should the results of this investigation deem it appropriate.

## 2.1 Species Identification.

This consultant and associates have a combined over 20 years' experience working with Western Australian tree species, with key proficiency identifying those which are endemic and native to the local Perth regions. Additionally, there are resources to the disposal of Westworks Consultancy to assist in tree species identification including, but not limited to, peer reviewed books and journals, outsourced associates with particular expertise and access to the Western Australian Herbarium (Department of Biodiversity, Conservation and Attractions).

## 2.2 Tree Measurements

- The height of the tree is an approximate height taken in meters (m)
- The canopy spread gives an indication of the general spread of the canopy in meters.
- The diameter of the trunk (DBH) is measured at 1.4m above ground level.
- The diameter of the root flare (DRF) is measured as low to the ground as possible.

## 2.3 Methodology – Tree Health

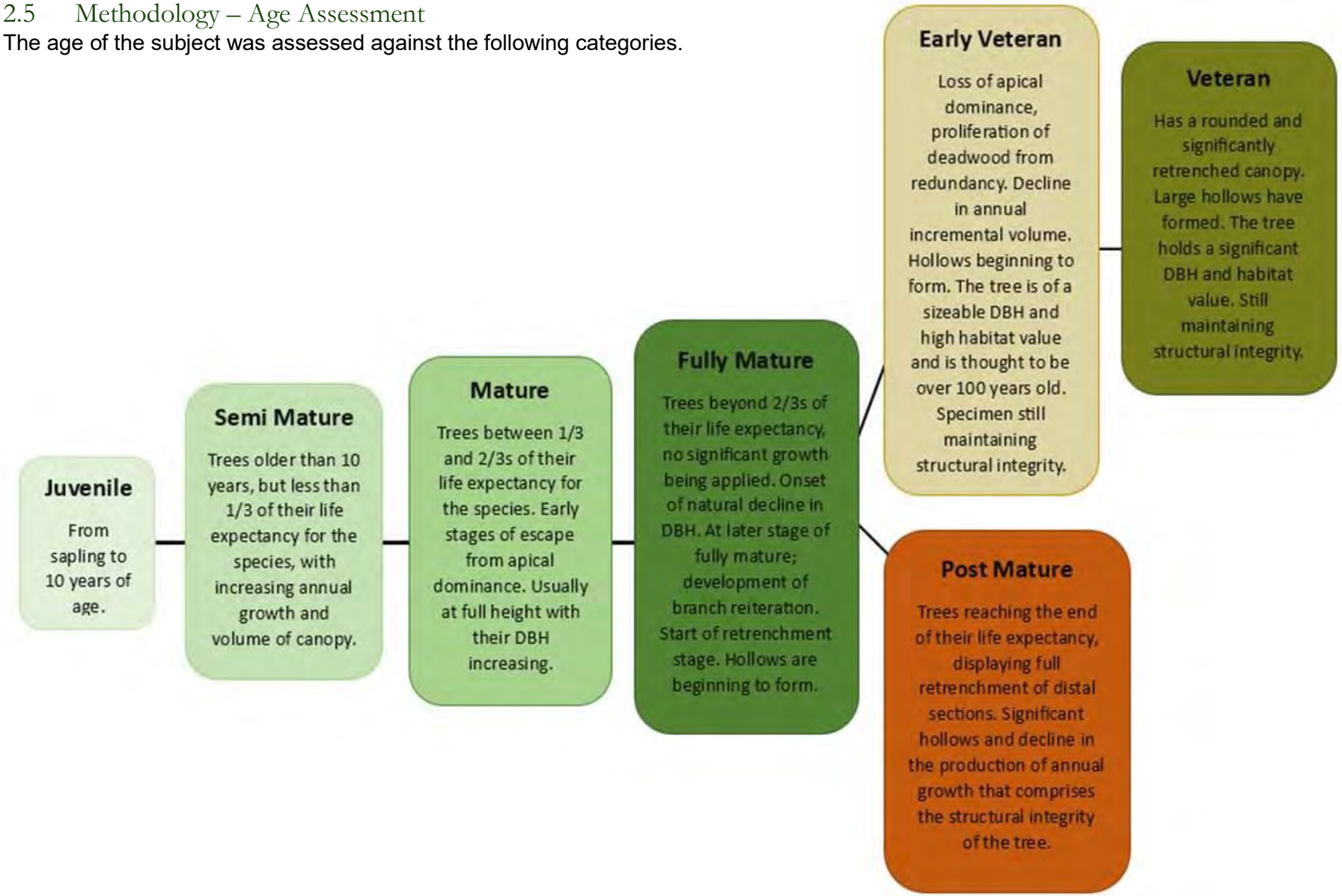
- **Good:** The tree will show good to excellent vigour throughout the tree for the species. The tree will exhibit a full and healthy canopy of foliage with only minimal pest or diseases evident.
- **Fair:** The tree is growing in a reasonable condition and shape with adequate canopy foliage for the species. Minor dead wood may be present throughout the crown, with reasonable colour and density when compared to a typical healthy specimen of that species.
- **Poor:** The tree appears stunted and not growing to its full capability with the canopy potentially visibly showing signs of openness and thinning with excessive amounts of dead or dying limbs. Evidence of established pest and disease issues will be evident or symptoms of stress indicating the tree is in decline.
- **Very poor:** The tree is in a state of decline with the canopy visibly open with considerable deadwood with pest and diseases being present throughout the tree as it enters the final stages of senescing.
- **Dead:** No more living tissue evident.

## 2.4 Methodology - Structure

- **Good:** The tree will have optimum spacings of first order branches, with open angles of attachment and no inclusions, the trunk is applying very visible signs of annualised response growth. There are no observable defects. This is a high-quality specimen for the species.
- **Fair:** The tree is displaying evenly spaced first order branches, with structurally sound unions, the trunk is applying annualised wood to maintain optimum structural integrity. There may be some minor defects, yet the tree is managing these appropriately. This is a “normal” specimen for the species.
- **Poor:** Minor structural defects observed, there may be damage to the cambium, included bark, which reduces the structural integrity of a union, and/or the tree may have been lopped, which has significantly altered its form.
- **Very poor:** The tree is in a state of decline with poor branch spacings and attachment. Major structural defects have been observed.
- **Has Failed:** The tree is of a significantly poor structural integrity to the point where A failure event was observed to have occurred.

## 2.5 Methodology – Age Assessment

The age of the subject was assessed against the following categories.



## 2.6 Useful Life Expectancy

- **Very Long** (Greater than 40 + years)

  Very high quality and high value, these trees would hold such a condition that make them a valuable part of the environment/ landscape, would be considered to hold a Useful Life Expectancy (ULE) of greater than 40 years, thus allowing them to make a substantial contribution for a long period of time.

- **Long** (Greater than 20 to 40 years)

  High quality and high value, these trees would hold such a condition that make them a valuable part of the environment/ landscape, would be considered to hold a Useful Life Expectancy (ULE) of 40 years of greater, thus allowing them to make a substantial contribution.

- **Medium** (Between 11 and 20 years)

  Medium quality and medium value, trees of this category are thought of as making a significant contribution to the area they dwell in and would be considered to hold a ULE of a minimum of 20 years.

- **Short** (Between 6 and 10 years)

  Low quality and low value. These trees would be regarded as being in an adequate condition that would see them being retained for a period that would allow new plantings to establish. They would be considered as having a ULE of 5 to 10 years.

- **Transient** (Less than 5 years)

  Very Low quality and very low value, these trees would be regarded as having a poor form, displaying a low vitality, and may be exhibiting initial signs of structural decline. They would be considered to have a ULE of less than 5 years and are to be included in a plan for replacement.

- **Dead or hazardous** (no remaining ULE).

  Trees in this category would be considered to hold such a condition that would potentially hold no value or in their current state it would be reasonable to undertake their removal for reasons of sound Arboricultural management, due to a high level of risk.

## 2.7 Origin of species

- **Endemic** – A species of plant indigenous to the subject location, not found outside this region (South-West Province).
- **Native** – A species of plant indigenous to Australia.
- **Exotic** – A species of plant introduced to Australia via anthropogenic activities.

## 2.8 Habitat (Nesting) Value

- **High** – Trees with a DBH ≥500mm, with hollows of an estimated diameter ≥150mm.
- **Medium** Trees with a DBH ≥300mm to ≤500mm with hollows of any size up to an estimated 140mm in diameter. Trees with one or more nests throughout the canopy.
- **Low** – Trees without hollows, but with nests, or the potential for either and with the presence of one or more beehives.
- **Future Value** – Trees with size or spread suitable for potential habitat formation or selection, or young trees of suitable species for future habitat value.
- **No Value** – Tree is not suitable for hollows, nesting, or hives.
- **Roosting Value** – Tree is dead or near-dead, but suitable for habitat or perching.

## 2.9 Quantified Tree Risk Assessment Explained

The Quantified Tree Risk Assessment (QTRA) system, developed by Mike Ellison at Cheshire Woodlands, applies established and accepted risk management principles to tree safety management. QTRA quantifies the risk of significant harm from tree failure in a way that considers the benefits conferred by trees and the monetary cost of management.

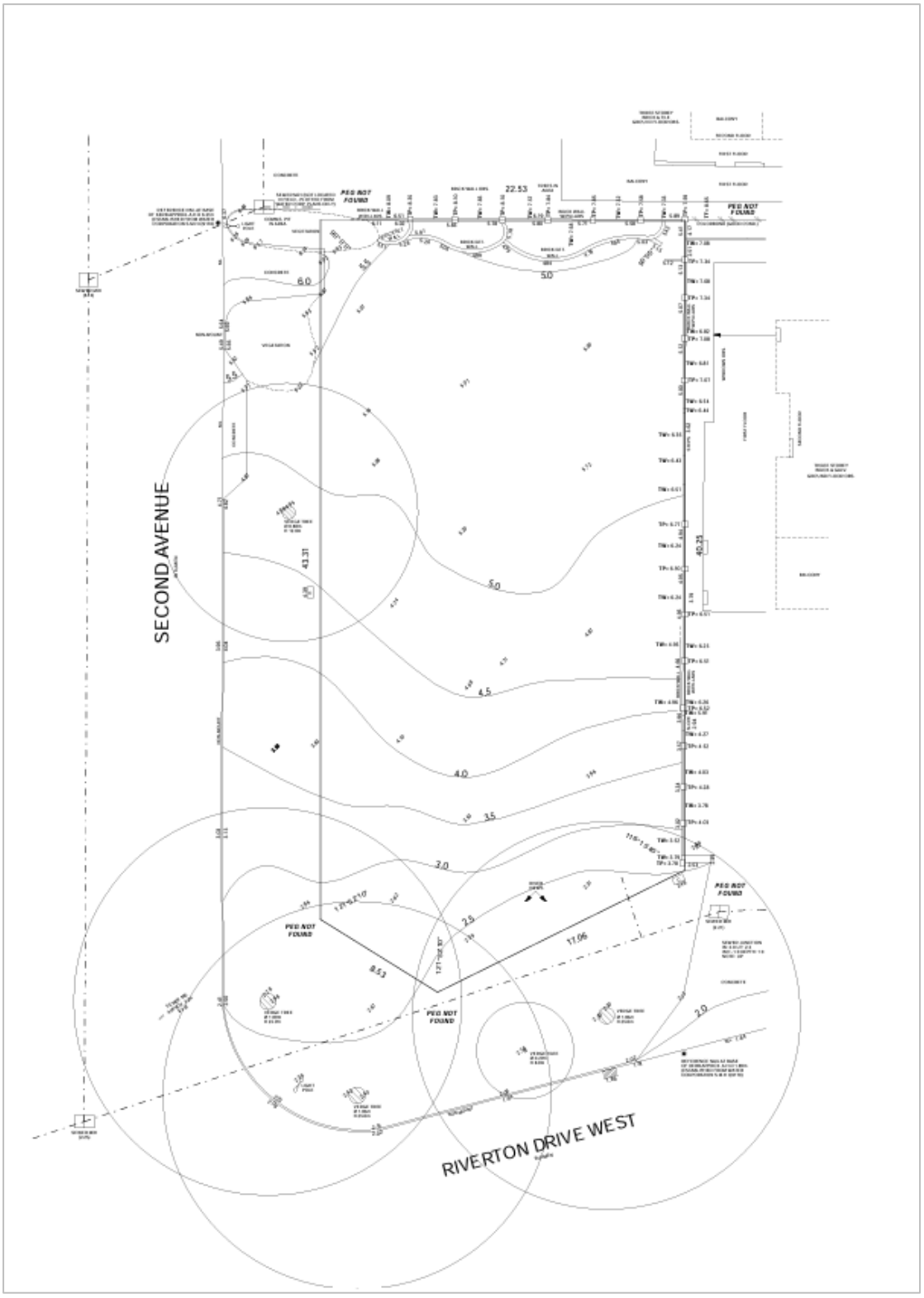
Though it may seem counterintuitive, the first step in this assessment is not the condition of the tree, but the usage of the land (Target) on which the tree stands. By valuing the target first, the tree owner and risk assessor can determine whether or not, and by what degree of rigour, further inspection or management is required. Where necessary, the tree is then evaluated in terms of its size and Probability of Failure (PoF). Ranges of value for target size, and PoF are entered into a QTRA calculator which generates a colour-coded Risk of Harm (RoH).

This system moves the judgment of tree safety away from the labelling of trees as either ‘safe’ or ‘unsafe’, to a quantifiable probability, with predetermined limits of tolerable or acceptable risk.

- Trees with an RoH less than 1/1,000,000 are ‘Broadly Acceptable’. The risks in this category are described as being As Low As Reasonably Practicable (ALARP) and only require review by the owner or stakeholder.
- Trees with an RoH from 1/10,000 up to 1/1,000,000 are ‘Tolerable’. The risks in this category are considered tolerable where imposed on others, provided they are ALARP.
- Trees with an RoH from 1/1,000 up to 1/10,000 are ‘Tolerable by Agreement’ or ‘Unacceptable’. Orange tolerable trees are only tolerable if all those exposed to the risk agree to it. Orange unacceptable trees will not be tolerated when risks are imposed on others, the risk must be controlled.
- Trees with an RoH greater than 1/1,000 up to 1/1 are ‘Unacceptable’ and must have the risk removed.

In the event of a 'tolerable' or 'acceptable’ risk being realised, the shareholder is in a position to demonstrate the risk has been managed reasonably and proportionately.

## 3.0 Map of the Building Envelope



## 4.0 Location of Subject Tree(s)

Subject trees are marked with coloured dots, correlating to their species name in the legend provided.



## 5.0 Tree Assessment

Each of the five subject trees collected in the subject area is allotted a single page summary report, produced using an arborist specific GIS software.

All observations presented in this report are true for the date of assessment (17 October 2024).

Details include:

- Descriptions of the subject trees' health and structure
- The measurements for the TPZ and the SRZ
- Any works recommended to improve the health and structural integrity of the tree.
- The latitude & longitude of the trees' location within the grounds, &
- A photo of the whole tree.

Summary reports are on the following pages.

## Lemon-scented Gum Tree ID #1

### Tree Details

| | |
|---|---|
| Latin Name: | Corymbia citriodora |
| Common Name: | Lemon-scented Gum |
| Tree Age: | Mature |
| Health: | Fair |
| Structure: | Fair |
| Tree Height (Estimated) [m]: | 25 |
| Canopy Spread [m]: | 15 |
| DBH [cm]: | 74 |
| DBH Range: | 60-75cm |
| Diameter at Root Flare (DRF) [cm]: | 0.97 |
| Tree Protection Zone (TPZ) [m]: | 8.88 |
| Structural Root Zone (SRZ) [m]: | 3.27 |
| Useful Life Expectancy: | 40+ years |
| Observations-Structural Issues: | Included Bark, Impermeable surface over root plate, Bifurcated union |
| Retention Category: | Retain |
| Work Requirements: | No Action Required |
| Observation Comments: | |

### Tree Location

| | |
|---|---|
| Longitude: | 115.870247 |
| Latitude: | -32.031646 |

### Photos | Street View | Map View



image.jpg
17/10/2024

## Poinsiana Tree ID #2

### Tree Details

| | |
|---|---|
| Latin Name: | Delonix regia |
| Common Name: | Poinsiana |
| Tree Age: | Mature |
| Health: | Very Poor |
| Structure: | Poor |
| Tree Height (Estimated) [m]: | 6 |
| Canopy Spread [m]: | 4 |
| DBH [cm]: | 17 |
| DBH Range: | 16-30cm |
| Diameter at Root Flare (DRF) [cm]: | 0.24 |
| Tree Protection Zone (TPZ) [m]: | 2.04 |
| Structural Root Zone (SRZ) [m]: | 1.82 |
| Useful Life Expectancy: | 1-5 years |
| Observations-Structural Issues: | Included Bark, Deadwood, Crack, Canopy decline, Weak attachments, Bifurcated union |
| Retention Category: | Remove |
| Work Requirements: | Remove to ground level - Full stump grind |
| Observation Comments: | Much of canopy structure is dead, tree is not worth retention |

### Tree Location

| | |
|---|---|
| Longitude: | 115.870330 |
| Latitude: | -32.031649 |

### Photos Street View Map View



image.jpg
17/10/2024

## Lemon-scented Gum Tree ID #3

### Tree Details

| | |
|---|---|
| Latin Name: | Corymbia citriodora |
| Common Name: | Lemon-scented Gum |
| Tree Age: | Mature |
| Health: | Fair |
| Structure: | Fair |
| Tree Height (Estimated) [m]: | 22 |
| Canopy Spread [m]: | 14 |
| DBH [cm]: | 84 |
| DBH Range: | >75cm |
| Diameter at Root Flare (DRF) [cm]: | 1 |
| Tree Protection Zone (TPZ) [m]: | 10.08 |
| Structural Root Zone (SRZ) [m]: | 3.31 |
| Useful Life Expectancy: | 40+ years |
| Observations-Structural Issues: | Included Bark, Impermeable surface over root plate, Bifurcated union |
| Retention Category: | Retain |
| Work Requirements: | No Action Required |
| Observation Comments: | |

### Tree Location

| | |
|---|---|
| Longitude: | 115.870436 |
| Latitude: | -32.031643 |

Photos Street View Map View



image.jpg
17/10/2024

## Lemon-scented Gum Tree ID #4

### Tree Details

| | |
|---|---|
| Latin Name: | Corymbia citriodora |
| Common Name: | Lemon-scented Gum |
| Tree Age: | Mature |
| Health: | Fair |
| Structure: | Fair |
| Tree Height (Estimated) [m]: | 22 |
| Canopy Spread [m]: | 12 |
| DBH [cm]: | 58 |
| DBH Range: | 46-60cm |
| Diameter at Root Flare (DRF) [cm]: | 0.78 |
| Tree Protection Zone (TPZ) [m]: | 6.96 |
| Structural Root Zone (SRZ) [m]: | 2.98 |
| Useful Life Expectancy: | 40+ years |
| Observations-Structural Issues: | Included Bark, Missing bark in union(s), Impermeable surface over root plate, Bifurcated union |
| Retention Category: | Retain |
| Work Requirements: | Aerial Assessment required, See Comments |
| Observation Comments: | Birds have caused damage to the main leader union removing bark and cambium. An aerial inspection should be carried out to assess severity of damage and conduct a Risk assessment. Assuming retention of both leaders, mesh should be installed to prevent further damage. |

### Tree Location

| | |
|---|---|
| Longitude: | 115.870467 |
| Latitude: | -32.031716 |

### Photos | Street View | Map View



image.jpg
17/10/2024

## Poinsiana Tree ID #5

### Tree Details

| | |
|---|---|
| Latin Name: | Delonix regia |
| Common Name: | Poinsiana |
| Tree Age: | Mature |
| Health: | Fair |
| Structure: | Fair |
| Tree Height (Estimated) [m]: | 7 |
| Canopy Spread [m]: | 11 |
| DBH [cm]: | 44 |
| DBH Range: | 30-45cm |
| Diameter at Root Flare (DRF) [cm]: | 0.57 |
| Tree Protection Zone (TPZ) [m]: | 5.28 |
| Structural Root Zone (SRZ) [m]: | 2.61 |
| Useful Life Expectancy: | 11-20 years |
| Observations-Structural Issues: | Co-dominant Limbs, Included Bark, Bifurcated union |
| Retention Category: | Retain |
| Work Requirements: | No Action Required |
| Observation Comments: | ULE reflective of species standard ULE of <40 years, not reflective of individual health. This individual was in maturity approximately 15 years ago. |

### Tree Location

| | |
|---|---|
| Longitude: | 115.870479 |
| Latitude: | -32.031974 |

### Photos | Street View | Map View



image.jpg
17/10/2024

# 6.0 Tree Protection Information

## TPZ and SRZ.

The Australian standard for Protection of trees on development sites, AS 4970 – 2009, serves to set out protection measures for trees throughout the period of construction and is comprised of two zones (Diagram 1).

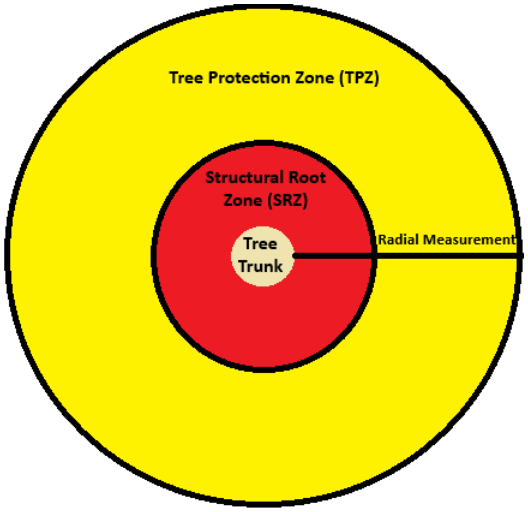



Diagram 1. Order of the Tree Protection Zone (TPZ) and the Structural Root Zone (SRZ).

The first is the Tree Protection Zone (TPZ) which considers protection of both the canopy and roots. For this protection zone to be most effective, it is ideal that no plant, equipment of building materials enter or be stored in this area throughout the duration of excavation or construction without guidance from an Arborist.

The Tree Protection Zone should ideally be the primary consideration during the design process, with designers looking to keep all works outside of the TPZ. Where encroachment is necessary, A Consulting Arborist can guide how this can proceed and what measures need to be implemented to ensure the longevity of the tree(s)

Where designs have progressed and plans are in place, A Consulting Arborist can provide advice to amend the on-ground Tree Protection Zones, that will be implemented , using temporary fencing. This will be dependant upon a number of factors for the tree(s):

- Species
- Size
- Health and condition
- Environmental conditions
- Available space (particularly verges)
- Time of year

As such, this report will provide details on the placement of temporary fencing as required for the site to provide the best outcome for the subject Tree(s) and ensure that roads and footpaths are not blocked...

The second, is the Structural Root Zone (SRZ). For many years it has been believed to be the ultimate 'No Dig Zone' for construction. However, minor excavation can be undertaken provided there is a qualified Consulting Arborist present for the duration of all works within the SRZ. However, encroachment into this zone cannot total anymore than 10% of its total area. *Please note*, the root system of any tree extends considerably further than the canopy line, as depicted above. As such, it is imperative the radial pattern for mechanical equipment be followed. Digging across the root plate (diagram 2) leads to damage along the root, possibly fracturing at the root crown, where the root joins onto the base of the tree. This can lead to death of the root and possible decline or even death of the tree.

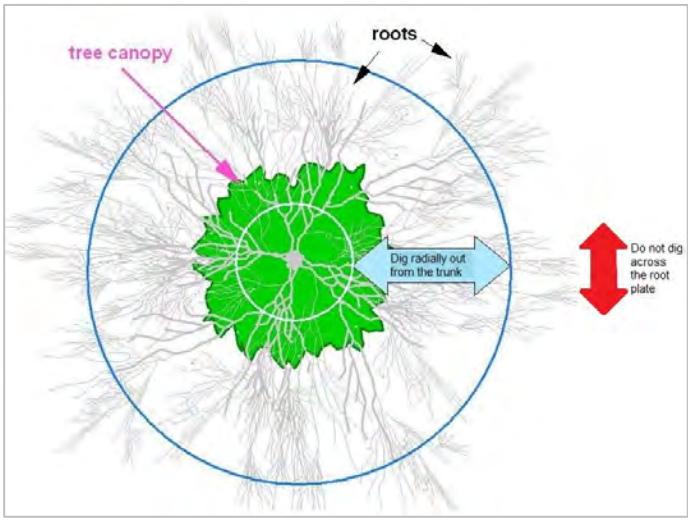



Diagram 2. Depiction of the root spread beyond the canopy line. Blue arrow indicates the approved radial pattern for necessary excavation. The red arrow shows the prohibited direction.

## Excavation and root cutting within the zones.

The process of excavation with mechanical equipment (within the TPZ) starts by scraping radially along the surface to gradually expose roots, allowing them to be cut cleanly (Diagram 2). This reduces the possibility of significant damage occurring and will help to maintain the good condition of the trees into the future.

All staff and contractors undertaking any form of excavation would be required to follow this process and may only cut roots found outside the TPZ that are smaller than 50mm in diameter. Any requirement to cut roots larger than this or cut any roots within the TPZ should be referred to the Project Arborist (Consulting Arborist) for advice.

Where pruning of roots is undertaken, a sharp saw, or bypass secateurs must be used (dependent upon size). All cutting implements must be cleaned with Methylated spirits or a 2% bleach solution before and after pruning to eliminate the possibility of contamination with diseases of fungal pathogens.

Roots are not to be torn, pulled, or cut with an axe. Once a root is cut appropriately, the remainder of it leading away from the tree can be pulled out.

This report provides Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) measurements (SRZ) for all trees collected in the subject area. Westworks Consultancy will always advise to avoid works within this zone wherever possible. However, Westworks Consultancy is aware of the limitations and complications often associated with construction developments and aims to provide the client with appropriate advice that will result in tree retention to maintain a sustainable level of health and structural integrity.

Any excavation within the SRZ can only be undertaken under the supervision of the Project Arborist.

Where excavation is being undertaken within the TPZ during spring and summer periods, it is recommended to apply supplemental water to each of the trees to prevent unnecessary stress. See section 7.7 ‘Maintaining Tree Health’ for details.

# 7.0 Tree Protection Measures within TPZ and SRZ

Within the Tree Protection Zones (TPZ) for each tree, site workers and contractors are NOT to allow the following to occur.

- Mechanical excavation including trenching without consulting the site Arborist.
- Excavation for silt fencing.
- Cultivation.
- Storage.
- Preparation of chemicals, including preparation of cement products.
- Parking of vehicles and plant.
- Refuelling.
- Dumping of waste.
- Placement of fill.
- Lighting of fires.
- Soil level changes.
- Temporary or permanent installation of utilities and signs.
- Physical damage to the tree.

## 7.1 TPZ control measures

- Always where possible, establish and work outside the TPZ, fencing off the TPZ boundary (see 7.3) to avoid physical damage to the tree and root plate.
- Where practical, always trench outside the TPZ. Impacting more than 10% of the TPZ can affect the long-term health of the tree.
- Where it is not possible to work outside the TPZ and an encroachment of more than 10% is required, the site Arborist must be contacted prior to further works being completed.
- Within the TPZ, minimise the extent impacted and for significant encroachments, under bore/directional drill at least 600 mm beneath the ground surface, or if excavating, hand dig or use an air knife.

## 7.2 Activity Outside the Tree Protection Zone

Planning of site operations should take sufficient account of wide loads, tall loads and plant with booms, jibs, and counterweights (including piling rigs), in order to operate without coming into contact with retained trees. Such contact can result in serious damage to the trees and may compromise their safe retention or make their retention impossible. Consequently, any transit or traverse of plant in proximity to trees should be conducted under supervision with a spotter, to ensure that adequate clearance from trees is maintained at all times.

Additional precautions outside the exclusion zone - Materials whose accidental spillage would cause damage to a tree should be stored and handled well away from the outer edge of its TPZ.

## 7.3 Tree Protection Fencing

An exclusion zone should be established along the TPZ perimeter (or as nominated) of retained trees and cordoned off with a physical barrier of a ridged chain mesh fence, 1.8m in height, which is securely anchored (Diagram 3). The fence should be identified with a TPZ sign to inform workers of the restricted access. The role of these fences is to prevent any damage to the complete tree including root system (SRZ & TPZ), stem and branch structure as well as the canopy.

The Project Arborist must be consulted at any time entry into a TPZ of the retained tree(s) is required. No routing of services, parking of vehicles, stacking of builder's materials, equipment etc. is to occur within the TPZ of retained tree/s, nor disposal of fuels, paints, chemicals etc. within the protected TPZ area which could otherwise cause injury and/or adversely affect the health of a retained tree.




Diagram 3. Fencing must be installed along the perimeter of the TPZ to protect the entire tree structure from damage.

## 7.4 Installation of Underground Services Within the TPZ

All services should be routed outside the TPZ. If underground services must be routed within the TPZ, they should be installed by directional drilling, the directional drilling bore should be at least 600 mm deep.

For manual excavation of trenches the Project Arborist should advise on roots to be retained and should monitor the works. Manual excavation may include the use of pneumatic and hydraulic tools to tunnel beneath important structural roots.

## 7.5 Avoiding Physical Damage to Roots

To avoid damage to tree roots, existing ground levels should be retained within the TPZ. Intrusion into soil (other than for piling) within the TPZ is generally not acceptable, and topsoil within it should be retained *in situ*. Limited manual excavation within the TPZ might be acceptable, subject to justification. However, such excavation should be undertaken carefully, using hand-held tools and preferably by compressed air soil displacement.

Exposed roots should immediately be wrapped, or covered with hessian, to prevent desiccation and to protect them from rapid temperature changes. Any wrapping should be removed prior to backfilling, which should take place as soon as possible with a maximum of 8hrs exposure.

Roots with a diameter smaller than 25mm may be pruned back, making a clean cut with a suitable sharp tool (e.g., secateurs or handsaw), except where they occur in clumps. Roots occurring in clumps, or with diameter 25 mm and over, should be severed only following consultation with the project Arborist, as roots may be essential to the tree's health and stability. As mentioned in '6.0 Tree Protection Information', all tools used to prune roots must be cleaned with Methylated spirits or a 2% bleach solution before and after pruning to eliminate the possibility of contamination.

Prior to backfilling, retained roots should be surrounded with topsoil or uncompacted sharp sand. Alternatively, other loose inert granular fill should be applied before soil or other suitable material is replaced. This material should be free of contaminants and other foreign objects potentially injurious to tree roots.

*Please note:* builders' sand should not be used as it has a high salt content which is toxic to tree roots.

## 7.7 Maintaining Tree Health

Where excavation is being undertaken within the TPZ, it is recommended to apply supplemental water to each of the trees to prevent unnecessary stress.

Watering needs to start at least 2 months before construction starts. With water being applied, especially, to the side where there will not be any excavation. This is to encourage the trees to produce new roots to replace those that may be lost during excavation works and is why the tables guide watering throughout the whole year. Watering should continue throughout the construction period and for one summer after construction has finished.

The below watering guides are the standard volumes and rates for trees in an optimum environment to maintain optimum condition. However, as these trees are positioned verge side and therefore have a reduced area of soil space for roots to access water, the volume should be reduced to fit the site.

With these amendments in mind, if construction occurs during Spring or summer, the absolute minimum for trees 1, 3 and 4 is 750L of water every second day, and the minimum for tree 5 is 200L every second day.

General Watering Guide trees represented by subject trees 1, 3 and 4.

| Watering Regime for trees 20m and taller | | |
|---|---|---|
| **Time period** | **Volume** | **Frequency** |
| 15 Oct to 30 April | 1500 L | every second day |
| 1 May to 30 June | 800 L | every second day |
| 1 July to 15 Sept | 200 L | every third day - do not water on days of heavy rain fall |
| 16 Sept to 15 Oct | 800 | Every second day |

General Watering Guide trees represented by subject tree 5.

| Watering Regime for trees 5 to 15m | | |
|---|---|---|
| **Time period** | **Volume** | **Frequency** |
| 15 Oct to 1 May | 500 L | every second day |
| 2 May to 1 July | 250 L | every second day |
| 2 July to 15 Sept | 100 L | every third day - do not water on days of heavy rain fall |
| 16 Sept to 15 Oct | 250 | every second day |

## 8.0 Discussion

The on-site assessment of five trees found one to not be suitable for retention, this is Tree number 2 (*Delonix regia*), which was found to be in very poor health with a declining canopy, dead main structures and a Useful Life Expectancy (ULE) of 1-5 years. This tree is not in a suitable condition to withstand soil disturbance and construction, and does not hold the environmental, social or economical value to justify efforts that would likely be futile in improving its condition.

As per the City of Cannings policy "Management of Trees in Streets, Thoroughfares and Public Open Space", the removal recommendation for tree 2 meets the criteria as described in section 7.5.b: 'Removal of Live Trees'.

*"Trees will be removed when no further remedial techniques such as pruning will resolve a problem. Such problems include trees that are severely diseased, trees that are in terminal decline and trees that are structurally unsound."*

If the city wishes to follow the process of the *"Tree Retention Hierarchy: d) remediate; e) manage*", the tree will require a detailed Visual Tree Assessment with a Tree Management Plan included. Observations of this assessment anticipate these efforts would be futile as too much of the main structure is dead and the shaded position of the tree will slow and inhibit remedial efforts.

Trees 1, 3, and 4 (*Corymbia citriodora*) and tree 5 (*Delonix regia*) are all in suitable condition for retention with little works required in preparation.

The three *Corymbia citriodora's* at this address are all registered with the City of Canning's 'Significant Tree Register' No.37. These trees hold local significance and are an occasional food source for the Black Cockatoos.

Tree 4 was found to have damage at the union of two main leaders which appears to be caused by birds foraging. The activity has caused the loss of bark and cambium, and due to ground-level limitations this union will require an aerial inspection to thoroughly assess the level of damage and thus to inform decisions regarding pruning works that may be required. Should removal of a leader not be required, this union should have a mesh covering installed over the wound to prevent further damage. This can be carried out during the assessment provided removal is not recommended.

There are no works or preparations required for trees 1, 3 and 5, however, as shown on the following page, the building envelope encroaches into the SRZ of tree 5.

The encroachment into tree 5's SRZ and TPZ will require consideration of its removal. This is subject to approval by the City of Canning and would need to be offset as detailed in the City's Tree Policy.

Justification for removal of tree 5 includes:

- Unavoidable excavation to level the block as there is a 1m variance in the SRZ and TPZ
- High likelihood of required canopy removal due to extension into the building envelope and proximity to the boundary
- High proportion of root removal required.
- Soil level change may cause roots distress, which despite tree maturity, may lead to future property damage.

- Tree species ULE is <40 years, and the individual is already mature and more than 20 years old.

As per the City of Cannings Policy "Management of Trees in Streets, Thoroughfares and Public Open Space", Section 5.5: Tree Planting, "*Where an existing tree is removed a minimum of two replacement trees of appropriate species will be planted at or near the same location.".*

The Tree Protection Zone for each tree exceeds the set back of the house and cannot be completely avoided due to the size of the building envelope and the position of the crossover. However, this is to be expected in small building envelopes such as residential developments. As each tree is in fair condition, the primary focus of protection will be to keep all access, including excavation, out of the SRZ, with a buffer threshold into the TPZ where possible. As the crossover is outside the SRZ of trees 1 and 3, there are no changes to design required.

| Tree Id | Latin Name | Health | Height (m) | DBH (m) | DRF (m) | TPZ (m) | SRZ (m) |
|---|---|---|---|---|---|---|---|
| 1 | *Corymbia citriodora* | Fair | 25 | 0.74 | 0.97 | 8.88 | 3.27 |
| 3 | *Corymbia citriodora* | Fair | 22 | 0.84 | 1 | 10.08 | 3.31 |
| 4 | *Corymbia citriodora* | Fair | 22 | 0.58 | 0.78 | 6.96 | 2.98 |
| 5 | *Jacaranda mimosifolia* | Fair | 7 | 0.44 | 0.57 | 5.28 | 2.61 |

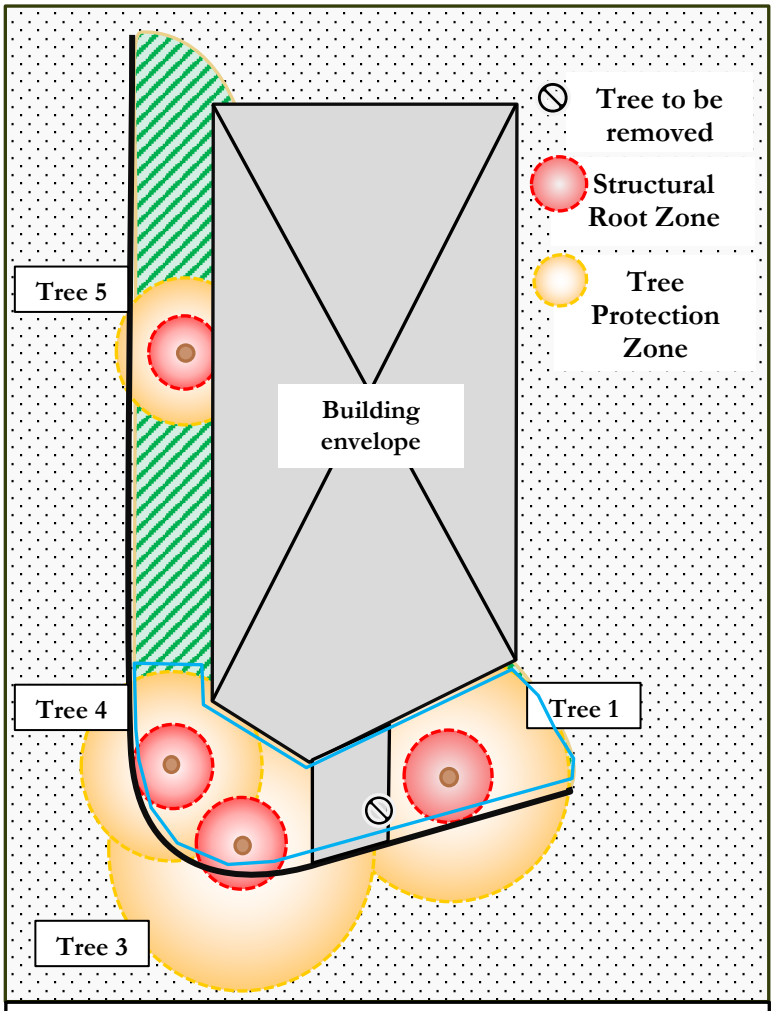



Diagram 4 – Tree Protection Zones

It is recognised that Tree Protection Fencing installed as per the table above will cause obstruction to traffic and prevent construction activities on the site.

As such a modified TPZ is recommended to be implemented that follows the blue lines in the adjacent diagram.

Where fencing is adjacent the cadastral boundary, it can be placed 1m into the verge.

Adjacent the road, it can be placed 500mm in from the kerb line.

## 8.1 Required Actions

1. Root pruning should be undertaken along the cadastral boundary prior to works starting on site, this will allow all building works to proceed with minimal disruption thereafter.

2. Watering should begin for all trees as per the watering tables on page 22

3. Tree Protection fencing (1.8m steel mesh fencing) should be installed as per diagram 4 prior to any further works on site

4. TPZ signage must be installed on all sides of the fencing at a distance of 5m apart (minimum one sign per side) (ref pg. 34)

5. Once all construction is nearing completion within the private property, and the crossover is ready to be installed, the TPZ fencing can be moved and excavation undertaken under the supervision of the Project Arborist.

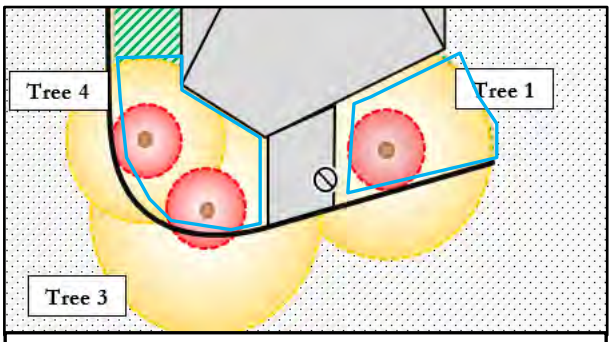



Diagram 5 – Tree Protection Fence, relocated for crossover installation

6. Once all construction works are complete, fencing can be removed and landscaping of the verge can be undertaken- it is recommended to create a 3m mulch area around each tree.
    a. Any excavation for landscaping works must be carried out as per the excavation methodology. No roots can be cut for landscaping or installation of irrigation without consulting this Arborist.

## 9.0 Conclusion

Five verge trees were assessed for the building envelope addressed to 151 Riverton Drive West. Trees 1, 3 and 4 are large *Corymbia citriodora's* which are number 37 on the City of Canning Significant Tree Register. These trees maintaining a fair level of health and condition for the respective species and are positioned on the verge as such that their SRZ is outside the building envelope. This will allow for the proposed construction to proceed, without negatively impacting the trees longevity, on the provision that the protection measures identified in this report are implemented.

Tree 4 was observed to have damage at the union of the two main leaders as a result of bird foraging. This union will require an aerial inspection to thoroughly assess the structural integrity of this union and to carry out a risk assessment. Following this inspection, the wound should have a mesh covering installed to prevent further damage.

Trees 2 and 5 are both individuals of the exotic species *Delonix regia*. Tree 2 is in very poor condition with a ULE of 1-5 years and therefore has been recommended for removal. Tree 5 is in fair condition and of a large mature size. This tree is positioned closer to the boundary of the building envelope which appears to be within the SRZ.

Retaining tree 5 will require consideration in the property design to avoid excavation in the SRZ, however, it is possible that levelling of this site will cause significant damage to the root system. Following further designs and approvals, this tree may require a management plan if it is to be retained.

All retained trees should be protected as described in this report.

# 10.0 Recommendations

## 10.1 Tree Management

- Remove tree 2 (pending approval from application)
- Aerial assessment required for tree 4 and mesh covering installation at the union.

## 10.2 Tree Protection Requirements

- It is imperative that Tree Protection fencing is installed around all retained trees along the boundary of the individual tree's modified TPZ's.
- TPZ fencing and other measures must be fixed so that they cannot be moved either by accidental physical impact or other inadvertent means. The fencing should be 1.8m steel mesh style fencing.
- There should be no entry within any Tree Protection Fencing by any construction crew or other persons during the construction phase without authorisation and/or attendance of the Project Arborist.
- The purpose of the TPZ is to be included as part of the site induction for all contractors and sub-contractors working on the site.
- An irrigation system or scheduled should be implemented to ensure all trees receive the recommended volume and rate of watering throughout the development.
- Removal of any topsoil within the TPZ is to be carried out with a batter bucket with the machinery operated in a backward direction toward the extremity. Due care must be taken to ensure that TPZs of adjacent trees are isolated and protected from vehicular entry and therefore soil compaction within the protected root zone (of retained trees).
- Addition of new soil and replanting must be carried out with due care.
- There shall be no use of strip style excavation within the TPZ of any retained tree, e.g., for removal of topsoil, installation of boundary fencing, future foundations, installation of services, kerb/roadside guttering etc without identifying roots over 50mm in diameter and pruning them first.
- Irrigation should be installed to provide water to these trees for two summers following all works

# 11.0 Glossary of Arboricultural Terminology

**Abscission** - The shedding of a leaf or other short-lived part of a woody plant, involving the formation of a corky layer across its base; in some tree species twigs can be shed in this way.

**Abiotic** - Pertaining to non-living agents, e.g., environmental factors.

**Absorptive roots** - non-woody, short-lived roots, generally having a diameter of less than one millimetre, the primary function of which is uptake of water and nutrients.

**Adaptive growth** - In tree biomechanics, the process whereby the rate of wood formation in the cambial zone, as well as wood quality, responds to gravity and other forces acting on the cambium. This helps to maintain a uniform distribution of mechanical stress.

**Adaptive roots** - The adaptive growth of existing roots; or the production of new roots in response to damage, decay or altered mechanical loading.

**Adventitious shoots** - Shoots that develop other than from apical, axillary, or dormant buds; see also 'epicormic'

**Anchorage** - The system whereby a tree is fixed within the soil, involving cohesion between roots and soil and the development of a branched system of roots which withstands wind and gravitational forces transmitted from the aerial parts of the tree.

**Axil** - The place where a bud is borne between a leaf and its parent shoot.

**Bacteria** - Microscopic single-celled organisms, many species of which break down dead organic matter, and some of which cause diseases in other organisms.

**Bark** - A term usually applied to all the tissues of a woody plant lying outside the vascular cambium, thus including the phloem, cortex, and periderm; occasionally applied only to the periderm or the phellem.

**Basidiomycotina (Basidiomycetes)** - One of the major taxonomic groups of fungi.

**Bolling** - A term sometimes used to describe pollard heads.

**Bottle-butt** - A broadening of the stem base and buttresses of a tree, in excess of normal and sometimes denoting a growth response to weakening in that region, especially due to decay.

**Bracing** - The use of rods or cables to restrain the movement between parts of a tree.

**Branch:**

- **Primary** - A first order branch arising from a trunk or stem
- **Lateral** - A second order branch, subordinate to a primary branch
- **Sub-lateral** - A third order branch, originating from lateral branch

**Branch bark ridge** - The raised arc of bark tissues that forms within the acute angle between a branch and its parent stem.

**Branch-collar** - A visible swelling formed at the base of a branch.

**Brown-rot** - A type of wood decay in which cellulose is degraded, while lignin is only modified.

**Buckling** - An irreversible deformation of a structure subjected to a bending load.

**Buttress zone** - The region at the base of a tree where the major lateral roots join the stem, with buttress-like formations on the upper side of the junctions.

**Cambium** - Layer of dividing cells producing xylem (woody) tissue internally and phloem (bark) tissue externally.

**Canker** - A persistent lesion formed by the death of bark and cambium due to colonisation by fungi or bacteria.

**Canopy species** - Tree species that mature to form a closed forest canopy.

**Cleaning out** - The removal of dead, crossing, weak, and damaged branches, where this will not damage or spoil the overall appearance of the tree.

**Compartmentalisation** - The chemical confinement of disease, decay, or other dysfunction within a trees tissue, due to passive and/or active defences operating at the boundaries of the affected region.

**Compression fork** - An acute angled fork that is mechanically optimised for the growth pressure that two or more adjacent stems exert on each other.

**Compression strength** - The ability of a material or structure to resist failure when subjected to compressive loading, measurable in trees with special drilling devices.

**Compressive loading** - Mechanical loading which exerts a positive pressure, the opposite to tensile loading.

**Tree Protection Zone** - Area from which access is prohibited for the duration of the project to prevent damage to a tree.

**Crown/Canopy** - The main foliage bearing section of the tree.

**Crown lifting** - The removal of limbs and small branches to a specified height above ground level.

**Crown thinning** - The removal of a proportion of secondary branch growth throughout the crown to produce an even density of foliage around a well-balanced branch structure.

**Crown reduction/shaping** - A specified reduction in crown size whilst preserving, as far as possible, the natural tree shape.

**Crown reduction/thinning** - Reduction of the canopy volume by thinning to remove selected branches whilst preserving the natural tree shape.

**Deadwood** - Branch or stem wood bearing no live tissues.

**Decurrent** - A system of branching in which the crown is borne on a number of major widely spreading limbs of similar size.

**Defect** - In relation to tree hazards, any feature of a tree which detracts from the uniform distribution of mechanical stress, or which makes the tree mechanically unsuited to its environment.

**Delamination** - The separation of wood layers along their length, visible as longitudinal splitting.

**Dieback** - The death of parts of a woody plant, starting at shoot-tips or root-tips.

**Disease** - A malfunction in or destruction of tissues within a living organism, usually excluding mechanical damage; in trees, usually caused pathogens.

**Distal** - In the direction away from the main body of a tree or subject organism (cf. proximal)

**Dominance** - In trees, the tendency for a leading shoot to grow faster or more vigorously than the lateral shoots; also, the tendency of a tree to maintain a taller crown than its neighbours.

**Dormant bud** - An axial bud which does not develop into a shoot until after the formation of two or more annual wood increments; many such buds persist through the life of a tree and develop only if stimulated to do so.

**Dysfunction** - In woody tissues, the loss of physiological function, especially water conduction, in sapwood.

**DBH (Diameter at Breast Height)** - Stem diameter measured at a height of 1.4 metres or the nearest measurable point. Where measurement at a height of 1.4 metres is not possible, another height may be specified.

**Endophytes** - Micro-organisms that live inside plant tissues without causing overt disease, but in some cases capable of causing disease if the tissues become physiologically stressed.

**Epicormic shoot** - A shoot having developed from a dormant or adventitious bud and not having developed from a first-year shoot.

**Excrescence** - Any abnormal outgrowth on the surface of tree or other organism.

**Excurren**t - In trees, a system of branching in which there is a well-defined central main stem, bearing branches which are limited in their length, diameter, and secondary branching (cf. decurrent).

**Fastigiate** - Having upright, often clustered branches.

**Flush cut** - A pruning cut which removes part of the branch bark ridge and or branch-collar.

**Girdling root** - A root which circles and constricts the stem or roots possibly causing death of phloem and/or cambial tissue.

**Habit** - The overall growth characteristics, shape of the tree and branch structure.

**Haloing** - Removing or pruning trees from around the crown of another (usually mature or post-mature) tree to prevent it becoming supressed.

**Hazard beam** - An upwardly curved part of a tree in which strong internal stresses may occur without being reduced by adaptive growth, prone to longitudinal splitting.

**Heartwood/false-heartwood** - The dead central wood that has become dysfunctional as part of the aging processes and being distinct from the sapwood.

**Heave** - The lifting of pavements and other structures by root diameter expansion; also, the lifting of one side of a wind-rocked root-plate.

**High canopy tree species** - Tree species having potential to contribute to the closed canopy of a mature forest.

**Incipient failure** - In wood tissues, a mechanical failure which results only in deformation or cracking, and not in the fall or detachment of the affected part.

**Included bark (ingrown bark)** - Bark of adjacent parts of a tree (usually forks, acutely joined branches or basal flutes) which is in face-to-face contact.

**Infection** - The establishment of a parasitic micro-organism in the tissues of a tree or other organism.

**Internode** - The part of a stem between two nodes; not to be confused with a length of stem which bear nodes but no branches.

**Lever arm** - A mechanical term denoting the length of the lever represented by a structure that is free to move at one end, such as a tree or individual branch.

**Lignin** - The hard, cement-like constituent of wood cells; deposition of lignin within the matrix of cellulose microfibrils in the cell wall is termed Lignification.

**Lions tailing** - When a branch of a tree that has few if any side branches except at its end and is thus liable to snap due to end-loading.

**Loading** - A mechanical term describing the force acting on a structure from a particular source, e.g., the weight of the structure itself or wind pressure.

**Longitudinal** - Along the length (of a stem, root, or branch).

**Lopping** - A term often used to describe the removal of large branches from a tree, but also used to describe other forms of cutting

**Minor deadwood** - Deadwood of a diameter less than 25mm and or unlikely to cause significant harm or damage upon impact with a target.

**Mulch** - Material laid down over the rooting area of plants to help conserve moisture; mulch may consist of organic matter, or artificial material.

**Mycelium** - The body of a fungus, consisting of branched filaments (hyphae).

**Occlusion** - The process whereby a wound is progressively closed by the formation of new wood and bark around it.

**Pathogen** - A micro-organism which causes disease in another organism.

**Photosynthesis** - The process whereby plants use light energy to split hydrogen from water molecules and combine it with carbon dioxide to form the molecular building blocks for synthesizing carbohydrates and other biochemical products.

**Phytotoxic** - Toxic to plants.

**Pollarding** - The removal of the tree canopy, back to the stem or primary branches, usually to a point just outside that of the previous cutting.

**Primary branch** - A major branch, generally having a basal diameter greater than 0.25 x stem diameter.

**Probability** - A statistical measure of the likelihood that a particular event might occur.

**Pruning** - The removal or cutting back tree parts to growth points.

**Rams-horn** - In connection with wounds on trees, a roll of occluding tissues which has a spiral structure as seen in cross section.

**Reactive Growth/Reaction Wood** - Production of woody tissue in response to altered mechanical or external loading.

**Residual wall** - The amount of non-decayed wood remaining following decay of internal wood

**Rib** - A ridge of wood that has usually developed because of locally increased mechanical loading. Often associated with internal cracking in the wood of the stem, branch, or root.

**Ringbarking (girdling**) - The removal of a ring of bark and phloem around the circumference of a stem or branch, normally resulting in an inability to transport photosynthetic assimilates above or below the area of damage.

**Ripewood** - The older central wood of those tree species in which sapwood gradually ages without being converted to heartwood.

**Root-collar** - The transitional area between the stem/s and roots.

**Root zone** - Area of soils containing absorptive roots of the tree/s described. The Primary root zone is that which we consider of primary importance to the physiological well-being of the tree.

**Sapwood** - Living xylem tissues.

**Selective delignification** - A kind of wood decay (white-rot) in which lignin is degraded faster than cellulose.

**Shedding** - In woody plants, the normal abscission, rotting off or sloughing of leaves, floral parts, twigs, fine roots, and bark scales.

**Shrub species** - Woody perennial species forming the lowest level of woody plants in a forest or garden and not normally considered to be trees.

**Simultaneous white rot** - A kind of wood decay in which lignin and cellulose are degraded at about the same rate.

**Soft-rot** - A kind of wood decay in which a fungus degrades cellulose within the cells,

**Spores** - Propagules of fungi; most spores are microscopic and dispersed in air or water.

**Sporophore** - The spore bearing structure of fungi.

**Stem/s** - Principle above-ground structural component(s) of a tree that supports its branches.

**Stress** - In plant physiology, a condition under which one or more physiological functions are not operating within their optimum range, for example due to lack of water, inadequate nutrition, or extremes of temperature: In mechanics, the application of an external force to an object.

**Stringy white-rot** - The kind of wood decay produced by selective delignification.

**Structural roots** - Roots, generally having a diameter greater than 50 millimetres, and contributing significantly to the structural support and stability of the tree.

**Structural root zone (ZRZ)** - The zone of the root plate most likely to contain roots that are critical for anchorage and the stability of the tree.

**Subsidence** - In relation to soil or structures resting in or on soil, a sinking due to shrinkage when certain types of clay soil dry out, sometimes due to extraction of moisture by tree roots.

**Subsidence** - In relation to branches of trees, a term that can be used to describe a progressive downward bending due to increasing weight.

**Taper** - In stems and branches, the degree of change in girth along a given length.

**Targets** - In tree risk assessment persons or property or other things of value which might be harmed or damaged by falling parts of a tree

**Topping/ Lopping** - In arboriculture, the removal of the crown of a tree, or of a major proportion of it.

**Torsional stress** - Mechanical stress applied by a twisting force.

**Translocation** - Plant physiology, the movement of water and dissolved materials through the body of the plant.

**Transpiration** - The evaporation of moisture from the surface of a plant, especially via the stomata of leaves; it exerts a suction which draws water up from the roots and through the intervening xylem cells.

**Tree Protection Zone (TRZ)** - This is an area left around a tree to ensure protection of the above and below ground parts of the tree during construction works. It will usually include the SRZ and is usually recommended to be fenced off for the period of the works.

**Understorey** - This layer consists of younger individuals of the dominant trees, together with smaller trees and shrubs which are adapted to grow under lower light conditions.

**Understorey tree species** - Tree species not having potential to attain a size at which they can contribute to the closed high canopy of a forest or garden.

**Vascular wilt** - A type of plant disease in which water-conducting cells become dysfunctional.

**Vessels** - Water-conducting cells in plants, usually wide and long for hydraulic efficiency; generally, not present in coniferous trees.

**Vigour** - The expression of carbohydrate expenditure to growth (in trees).

**Vitality** - A measure of physiological condition.

**White-rot** - A range of kinds of wood decay in which lignin, usually together with cellulose and other wood constituents, is degraded.

**Wind exposure** - The degree to which a tree or other object is exposed to wind, both in terms of duration and velocity.

**Windthrow** - The blowing over of a tree at its roots.

**Woundwood** - Wood with atypical anatomical features, formed in the vicinity of a wound.

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# 13.0 Appendices

## 13.1 Appendix 1 - TPZ Sign



## 13.2 Appendix 2 - Soil compaction

Due to the relationship between soil profiles and tree physiology, soil compaction is recognised as a primary cause for tree health decline. This is why the installation of a physical Tree Protection Zone is important in ensuring the longevity of the subject trees.

Soil compaction is common in isolated planting areas such as: narrow medians, raised planters & small tree pits located in areas surrounded by concrete, bitumen or other impermeable surfaces. It is often caused by heavy vehicular traffic during construction, frequent foot traffic, erosion and dense garden beds causing further restriction & competition by other vegetation (i.e., weeds, grass & over companion planting). These conditions cause a weak soil profile which will continue to require review and maintenance.

Soil compaction and Impermeable surfaces over the root plate of trees will:

- Reduce the physical space available for tree root movement.
- Reduce aeration by compressing the macropores in the soil. This in turn restricts or inhibits metabolic functions.
- Prevents water from reaching the soil, reducing water availability.
- Inhibits organic detritus processes; therefore, reducing nutritional composition and microbe abundance & diversity in the soil.
- The compression of macropores, can cause poor drainage leading to water logging and root rot.
- Soil can become hygroscopic and hydrophobic.
- Heavy and repeated surface activity can damage and break roots.
- Lead to property or infrastructure damage as roots seek path of least resistance.

An industry standard for the measurement of soil compaction for woody plant growth (i.e., Dicotyledon trees) is by resistance to penetration (psi) as determined with a penetrometer. A psi less than 90 is indicative of soil with few root growth impediments, with very minor constraints. Non-compacted soil should not exceed 250psi, reaching this resistance at a depth of 50cm.

While critical soil compaction limits can vary among species, research suggests the critical soil strength limit for trees is approximately 300psi. This level of compaction reduces the root growth by 60%.

Soil compaction can be alleviated by many ways. The level of intrusion and financial burden is dependent on the severity of the compaction.

**Soil Compaction Limits for Trees (Dicotyledons)**

| Penetration Resitance (psi) | Acceptability | Root Response |
|---|---|---|
| 1-100 | Good | Few root growth impediments |
| 100-200 | Fair | Root penetration reduced to 80% |
| 300 | Average Action recommended | Soil compaction limit. Root penetration reduced to 60% strength |
| 300-450 | Poor Action Required | Root movement less than 5% strength |
| 500+ | Very Poor Action Required | Root Movement inhibited |
| 700+ | Unacceptable Intervention Required | Roots likley to cause damage to bitumen and concrete |

## 13.3 Appendix 3 – City of Canning Significant Tree Register

CITY OF CANNING

**SIGNIFICANT TREE REGISTER (2022)**

**PART 1 - TREES ON PRIVATE LAND, PARKS AND RESERVES**

| No. | Street Tree name and Tree ID | Address and coordinates | Reason for entry - Criteria | Physical description | Level of significance |
|---|---|---|---|---|---|
| T37 | *Corymbia citriodora* Lemon-scented Gum (Group of 5)<br><br>ST13961<br><br>ST13962<br><br>ST13882<br><br>ST13881<br><br>ST13883 | 149 Riverton Drive West, Rossmoyne<br><br>MGA94 393305.1mE 6455490.2mN<br><br>MGA94 393297.6mE 6455490mN<br><br>MGA94 393311.8mE 6455490.6mN<br><br>MGA94 393314.7mE 6455492.7mN<br><br>MGA94 393315.3mE 6455491mN | 4.1 Important contribution to landscape | A stand of mature trees in an urban context which can be viewed from afar. Five trees growing adjacent to 149 Riverton Drive, three trees at 151 Riverton Drive and five trees at 147 Riverton Drive.<br>  <br>Lemon-scented Gums are an occasional food source for Black Cockatoos. | 4. Local significance |

# 14.0 Disclaimer and Limitations

a. References in this report to the "Consultant" means listed on the cover page as an employee of Westworks Consultancy. References in this report to Westworks Consultancy means Westworks Group Pty Ltd as trustee for Ussheridan Trust trading as Westworks Consultancy (ACN 156 131 010 ABN 23 100 208 057).

b. In this report a reference to a group of persons includes a reference to all of them collectively, any two or more collectively and each of them individually.

c. The releases and limitations in this report apply to the Arborist, Westworks Consultancy and any employees, directors, contractors, and agents of the Arborist and/or Westworks Consultancy.

d. This report only covers identifiable defects present at the time of inspection. The Arborist and Westworks Consultancy accept no responsibility and cannot be held liable for any structural defect or unforeseen event/situation that may occur after the time of inspection.

e. The Arborist and Westworks Consultancy cannot and do not guarantee trees contained within this report will be structurally sound under all circumstances and cannot and do not guarantee that the recommendations made will categorically result in the tree being made "safe." Unless specifically mentioned this report will only be concerned with above ground inspections, that will be undertaken visually from ground level.

f. Trees are living organisms and as such cannot be classified as "safe" under any circumstances.

g. Failure events can occur for any number of reasons at any time and cannot always reasonably be foreseen, as any number of circumstances can come about at any time before or after an inspection that the Arborist and Westworks Consultancy may not be aware of.

h. All recommendations are made based on what can be reasonably identified at the time of inspection therefore the author accepts no liability for any recommendations made.

i. Care has been taken to obtain all information from reliable sources. All data has been verified or as much as possible; however, the Arborist and Westworks Consultancy can neither guarantee nor be responsible for the accuracy of information provided by others.

j. Booking of re-assessment after the prescribed period is the responsibility of the land manager/owner only. The Arborist and Westworks Consultancy are not responsible for providing reminders or notification that re assessment may be due and will not be held responsible to reinspect the listed trees until requested.

k. The Arborist and Westworks Consultancy make no express warranties under this report.

l. Except as the report specifically states, or as contained in any express warranty provided in relation to any goods or services provided or to be provided, the report does not include by implication any other term, condition or warranty in respect of the quality, merchantability, acceptability, fitness for purpose, condition, description, assembly, manufacture, design or performance of the goods or services or any contractual remedy for their failure.

m. If the client is a consumer nothing in the Repot restricts, limits, or modifies the client's rights or remedies against Westworks Consultancy for failure of a statutory guarantee under the ACL save to the extent lawfully permissible.

n. To the greatest extent permitted under law the Arborist and Westworks Consultancy are not liable to the client or any third party in any way under or in connection with the Report or in connection with the goods or services provided by them to the client or any third party.

o. To the greatest extent permitted under law the Arborist and Westworks Consultancy are not liable for any indirect or consequential losses or expenses suffered by the client or any third party, howsoever caused, including but not limited to loss of turnover, profits, business or goodwill or any liability to any other party.

p. The client expressly acknowledges and agrees that:

   i. it has not relied upon, any service involving skill and judgement, or on any advice, recommendation, information, or assistance given by the Arborist or Westworks Consultancy, their agents, contractors, or employees in relation to any goods or services or their use or purpose.

   ii. it has not made known, whether expressly or by implication, to the Arborist and Westworks Consultancy any purpose for which it requires the goods or services and it has the sole responsibility of satisfying itself that any goods or services as suitable for the use of the client.

   iii. nothing in this Report is to be interpreted as excluding, restricting, or modifying the application of any non-excludable State or Federal legislation applicable to the sale of goods or supply of service.

   iv. Any reinspection is the responsibility of the tree owner to arrange as required.

# PART D – OTHER BUSINESS

**1. State Administrative Tribunal Applications and Supreme Court Appeals**

**2. Meeting Closure**