



Metro Outer Development Assessment Panel Related Information

Meeting Date and Time: Thursday, 1 May 2025; 1:00pm
Meeting Number: MODAP/77

PART C – SHIRE OF MUNDARING

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 Lot 505 (No.1) Amherst Avenue, Darlington – Proposed Child Care Premises – DAP/24/02773
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations



Attendance

Officers/Technical Advisors in attendance

Andrew Bratley (Shire of Mundaring)

Applicants and Submitters

Alan Stewart (Lateral Planning)

Marina Kleyweg (Premise)

Daniel Panickar (Eco Logical)

Trish Byrne (Briscola Pty Ltd)

Cassandra Hughes

Chris Arnold

Craig Jackson

Jennifer Woods

Karen Gray

Michael Smith

Raymond Leclizio

Trea Wiltshire

Ursula Sharman

Genevieve Warriner



PART C – SHIRE OF MUNDARING

1. Declarations of Due Consideration

2. Disclosure of Interests

Please note a standing declaration of interest, if the items on this agenda have been considered at the relevant local government council meeting, the local government DAP members acknowledge that in accordance with section 2.4.9 of the DAP Code of Conduct 2024 they have declared that they had participated in a prior Council meeting in relation an item being determined at this meeting. However, under section 2.1.2 of the DAP Code of Conduct 2024, they acknowledged that they are not bound by any previous decision or resolution of the local government and undertakes to exercise independent judgment in relation to any DAP application before them, which will be considered on its planning merits.

Member	Item	Nature of Interest
Cr Luke Ellery	3.1	Impartiality Interest – Cr Ellery participated in the Council meeting where this item was considered.
Cr Prapti Mehta	3.1	Impartiality Interest – Cr Mehta participated in the Council meeting where this item was considered.

3. Form 1 DAP Applications

3.1 Lot 505 (No.1) Amherst Avenue, Darlington – Proposed Child Care Premises – DAP/24/02773

3.1.1 Deputations and Presentations

Cassandra Hughes presenting in support of the recommendation for the application at Item 3.1. The presentation will address the amenity of the adjoining and nearby properties and the bushfire rating and plan.

Chris Arnold presenting in support of the recommendation for the application at Item 3.1. The presentation will address visual amenity and risk to child safety at the entrance of the facility.

Craig Jackson presenting in support of the recommendation for the application at Item 3.1. The presentation will address traffic congestion.

Jennifer Woods presenting in support of the recommendation for the application at Item 3.1. The presentation will address the fire evacuation plan.

Karen Gray presenting in support of the recommendation for the application at Item 3.1. The presentation will address concerns relating to the BAL rating, bushfire management plan and bushfire evacuation plan.



Michael Smith presenting in support of the recommendation for the application at Item 3.1. The presentation will address the potential risks due to increased traffic.

Raymond Leclezio presenting in support of the recommendation for the application at Item 3.1. The presentation will address built form and design, traffic, and childcare demand.

Trea Wiltshire presenting in support of the recommendation for the application at Item 3.1. The presentation will address heritage, character and amenity.

Ursula Sharman presenting in support of the recommendation for the application at Item 3.1. The presentation will address bushfire risk, unsafe access, character, and amenity.

Alan Stewart (Lateral Planning) presenting against the recommendation for the application at Item 3.1. The presentation will address the reasons for refusal, with a request that the DAP grant approval in accordance with the Officer Recommendation in the RAR.

Daniel Panickar (Eco Logical) presenting against the recommendation for the application at Item 3.1. The presentation will address bushfire planning.

Marina Kleyweg (Premise) presenting against the recommendation for the application at Item 3.1. The presentation will address reasons 2 and 3 of the recommendation for refusal.

A Written submission in support of the recommendation for the application at Item 3.1 was received from Genvieve Warriner.

The Shire of Mundaring may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

3.1.2 Additional Information

Nil.

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.



Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2024 cl. 3.6

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

Presentation Request Guidelines

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Presentations are not to exceed **3 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

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

Presenter Details

Name	Cassandra Hughes
Company (if applicable)	N/A
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer Development Assessment Panel
Meeting Date	1 May 2025
DAP Application Number	DAP/77
Property Location	Proposed Child Care Premises - 1 Amherst Avenue, Darlington
Agenda Item Number	3.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content <u>will be published as part of the Agenda</u> :	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>) <i>Confusing question</i> <i>I support the Council recommendation to Refuse</i> <i>I am against the Shire recommendation to Approve.</i>	SUPPORT <input checked="" type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>



Will the presentation require power-point facilities?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please attach
Will you be attending in person or via electronic means	In person <input type="checkbox"/> Online <input checked="" type="checkbox"/>

Presentation Content*

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

Brief sentence summary for inclusion in the Additional Information as part of the agenda	<i>The presentation will address:</i> The amenity of the adjoining and nearby properties would be adversely affected by noise, traffic movement, insufficient parking and pedestrian safety; and the bushfire rating and plan
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In accordance with Clause 3.6.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document setting out the substance of the submission. If the presentation references documents that are contained within the responsible authority attachments, please consider referencing the attachment and not including a duplication of documents.

Please attach detailed content of presentation or provide below:-

Good afternoon DAP members.

I am here as a concerned Amherst Ave/Darlington resident and mother who once relied heavily upon daycare and understand it's importance. We also understand the impacts of the choice to live opposite a school, having done so three times.

I believe that this development will be at the cost of community safety through increased traffic, reduced pedestrian safety and poor bushfire management and property egress and access.

1. Traffic / Pedestrian Safety

The proposed location for a daycare at 1 Amherst Avenue is on a dangerous intersection and Amherst Ave is a location with compromised parking, traffic congestion and insufficient and unsafe pedestrian access.

The Amherst/Glen Road intersection has blind corners in both directions, with speeding traffic and poor visibility. I've personally experienced two near misses here in the last 2 years. Adding 200 plus car movements a day and a driveway close to the intersection - is not a minor impact—it's a major risk.

Amherst Avenue is already under daily strain from school traffic. The Glen Road / Amherst intersection is significantly affected during school times, with the daily chaos of cars, buses, and pedestrians. Road verges in Amherst are typically, steep, rocky or narrow, reducing parking capacities, and leading to dangerous parking choices. Those parking on Amherst on the side of the Day Care have to cross the road to get to school, with parents and children regularly darting between vehicles.



Residents are regularly prevented from accessing driveways due to queues of traffic blocking them, are unable to leave their properties between 8.20-9.00am and 2.50-3.30pm, the driveway to the Childcare will be no different it will also become blocked preventing entry and exit, further increasing the agitation and frustration of drivers dropping off/or picking up children. Our driveway regularly has parents parked across it, prevent access or egress from our property. This will be compounded in an emergency situation, increasing risk to lives.

A parent that will use both Day Care and School won't be able to park in the day care whilst dropping their child at school, or if they do, they will be occupying a bay for much longer than the applicant stated. If they move, this is additional traffic movements in Amherst. All compounding the issues.

Pedestrians using both facilities will cross Amherst right at the intersection, a location of immense risk of impatient drivers, large vehicles, and poor sight lines.

2. Bushfire

The Bushfire Management Plan is very concerning. As Darlington is one of the WA's most bushfire-prone and indefensible areas, the proposed BAL rating of 12.5 is highly questionable when neighbouring properties—and our local schools—are rated BAL 29 to BAL 40. 2 Houses from the Day Care, my property is listed on the application as BAL40. This isn't just about compliance on paper. In a real fire, real access and evacuation from a dead-end road like Amherst is incredibly limited.

The proposed shelter-in-place strategy appears to be dangerously inadequate and not comparable to what schools in the area provide.

The evacuation plan is also terribly flawed.

The idea that we would get 5 hours notice for a fire, is terribly optimistic. If a fire starts in the nature reserve or hillside between the Helena river and Darlington, we will have little if any notice.

- Is there a bus company that can actually meet all of the requirements and in time.
- How would these compete with the traffic – with parents and residents in chaos, and fear
- How much time would be needed and to realistically load 80 babies and toddler on to a bus with 12 staff.

This application shows a cookie-cutter approach—not one tailored to the Darlington community and its risks. Today a school would never be constructed in the location it is, to construct yet another facility, that will put children at risk, and increase the difficulty of evacuation for local residents, is unacceptable.

It shows no consideration for the impact on residents of Amherst Avenue and surrounding streets impacted visually or by traffic and pedestrian concerns.

In closing, I respectfully ask you to reject the construction of a Day Care in this proposed location at 1 Amherst. Not because we don't support childcare—but because this location endangers lives, ignores real traffic hazards, increased pedestrian movements across Amherst and underestimates bushfire risk.



Presentation Request Form

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

Presenter Details

Name	Chris Arnold
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Proposed Child Care Premises
Meeting Date	1 May 2025
DAP Application Number	DAP/24/02773
Property Location	Lot 505 (No.1) Amherst Avenue, Darlington
Agenda Item Number	No 77 – Part C

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content <u>will be published</u> as part of the Agenda:	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u>)? (<i>contained within the Agenda</i>)	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Will the presentation require power-point facilities?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> If yes, please attach
Will you be attending in person or via electronic means	In person <input checked="" type="checkbox"/> Online <input type="checkbox"/>



Presentation Content*

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Brief sentence summary for inclusion in the Additional Information as part of the agenda	<i>The presentation will address:</i> Visual amenity – scale of building as viewed from adjacent distributor road. Risk to child safety at the entrance to the facility
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Please attach detailed content of presentation or provide below:-

Commentary to accompany PowerPoint presentation.

This presentation will provide graphical support for two items from the Responsible Authority Recommendation.

Item 4: Impact on amenity and character of the locality

The PowerPoint slide shows a photograph taken from the distributor road, Glen Road, viewed towards the eastern boundary of 1 Amherst Avenue. Overlain, to scale, on the photo is the architectural drawing of the eastern elevation of the facility and retaining walls. The retaining walls are necessary to compensate for the marked topographical slope.

The overlay is intended to illustrate the substantial building scale of the facility, as viewed by regular road and foot passers-by. Such a prominent scale is incompatible with the typical discrete and vegetation-screened residential building profiles characteristic of Darlington, particularly so close to the village precinct.

The DAP panel is requested to consider this slide in relation to negative impacts on amenity and character of the locality.

Item 3: Pedestrian safety

The PowerPoint slide shows the single entry and exit to the childcare facility.

Although the proponent's specifications for the number of parking bays, the bay dimensions, and the access aisle are considered to be compliant with planning regulations, the simple scenario presented on this slide demonstrates that the parking and drop-off area is a risk to child safety – specifically considering that the children will be five years old or younger.



The scenario envisages a parent from the blue vehicle removing items from the boot. The children are standing in the aisle, since a vehicle has been parked in the adjacent bay.

The departing grey vehicle reverses into the aisle, potentially without a proper view of any children. This impedes the pink vehicle at the entry ramp, which then stops and prevents the yellow vehicle from properly advancing off Amherst Avenue, within metres of a pedestrian crossing point during school drop-off congestion conditions.

The DAP panel will appreciate that this single scenario is just one of many conceivable alternatives that could each constitute serious risks to child safety at the single entrance to and within the parking area.

Thank you

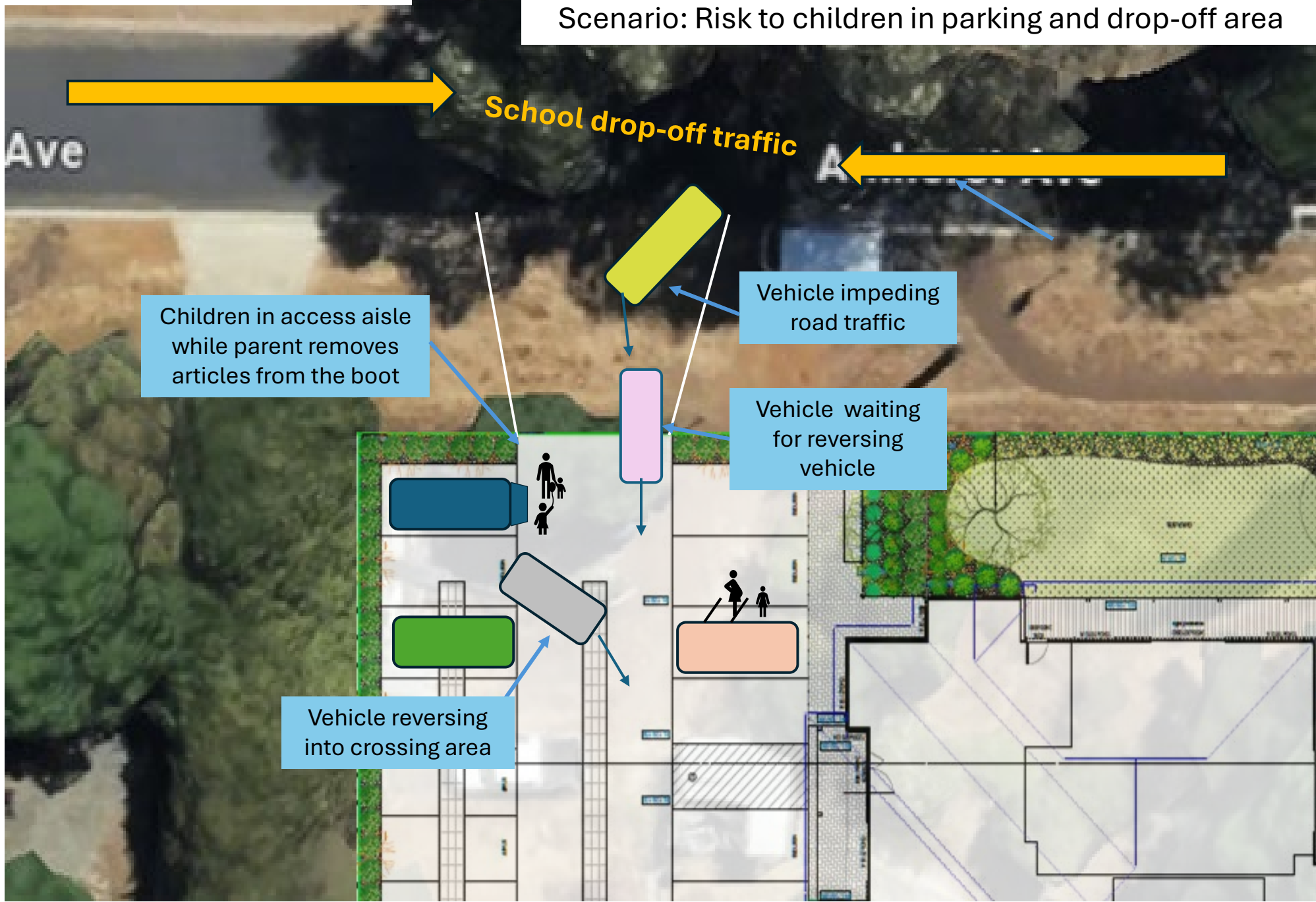
Item 4: Impact on amenity and character of the locality



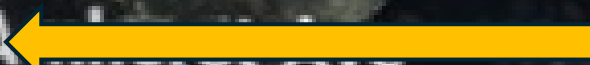
Item 3: Pedestrian safety

Single entrance / exit

Scenario: Risk to children in parking and drop-off area



School drop-off traffic



Ave

Ave

Children in access aisle while parent removes articles from the boot

Vehicle impeding road traffic

Vehicle waiting for reversing vehicle

Vehicle reversing into crossing area



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Presenter Details

Name	Craig Jackson
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Mundaring Shire Child Care
Meeting Date	1/5/2025
DAP Application Number	DAP/ 77 C Mundaring Shire
Property Location	1 Amherst Ave Darlington
Agenda Item Number	Click or tap here to enter text.

Presentation Details

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Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Will the presentation require power-point facilities?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> If yes, please attach
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Presentation Content*

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Brief sentence summary for inclusion in the Additional Information as part of the agenda	<i>The presentation will address:</i> Traffic congestion
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Please attach detailed content of presentation or provide below:-

Please find attached a PowerPoint presentation with 6 slides showing traffic congestion, Information on my current presentation, and my previous deposition to Mundaring Shire

**PROPOSED DEVELOPMENT OF CHILD CARE CENTRE AT
1 AMHERST ROAD, DARLINGTON BY BRISCOLA PTY LTD.**

I am speaking regarding the proposed development of a childcare centre at No 1 Amherst Ave in Darlington. This location is not appropriate for a commercial development.

First and foremost, I would like to state that I am not opposed to childcare, I just feel that this is the wrong location for this development.

As we will be having several Depositions today, I will be focusing on Traffic congestion:

1. I am a long-term resident of Glen Road, and I have watched the amount of traffic increase since my family moved to 425 Glen Road 25 years ago.
2. Amhurst Ave is a no through road that dead ends. Large vehicles such as trucks and busses must back out. As for cars, the primary school has a loop which allows cars to turn around and children to be collected.
- 3.

All the slides were taken on the 7/April/25 at around 3pm

- 1: Slide 1 is looking West down Amherst Ave showing the congestion at the Entry/Exit to No1 Amhurst Ave in the red circle.
- 2: Slide 2 is also looking West Down Amhurst Ave.
- 3: Slide 3 is looking West from the other side of Glen Rd down Amhurst Ave.
- 4: Slide 4 is looking East along Amhurst Ave towards Glen Rd.
- 5: Slide 5 is looking down Glen Rd from the North, showing traffic turning right from Amhurst Ave on to Glen Rd and queueing to continue down Glen Rd.
- 6: Slide 6 is another example of turning onto Glen Rd from Amhurst Ave.

**PROPOSED DEVELOPMENT OF CHILD CARE CENTRE AT
1 AMHERST ROAD, DARLINGTON BY BRISCOLA PTY LTD.**

I am writing in regard to the proposed development of a childcare centre at No 1 Amherst Street in Darlington. This location is not appropriate for a commercial development.

First and foremost, I would like to state that I am opposed to this development.

I am opposed to this development for the following reasons:

1. Parking and traffic issues: I am a long term resident of Glen Road, and I have watched the amount of traffic increase since my family moved to 425 Glen Road 25 years ago.

- The confluence of two intersections very close together: Amherst and Glen Road, and Glen and Leithdale Roads is already one of the busiest intersections in Darlington.
- An increasing number of people are using Leithdale and Glen Roads as an alternative to using the Great Eastern Highway to travel east to west.
- The amount of traffic around the intersection of Glen, Leithdale and Amherst Roads is already at capacity with parents either dropping off children in the morning, or picking up children from Darlington Primary School in the afternoon.
- The traffic has also increased with parents either picking up, or dropping of their children at the Hills out of School Care Association (HOSCA) in Glen Road.
- A childcare centre at 1 Amherst Street, Darlington will only increase the amount of traffic using the busing intersection of Leithdale and Glen Roads, and nearby Amherst.
- The extra proposed 80 cars used by parents with children at the child care centre, will only increase the need for parking,
- There are insufficient parking bays in the proposed childcare development plan, which will result in *more* parents parking on verges and in resident's driveways which already occurs.

2. Safety issues – children crossing Glen Road

Children who walk to Darlington Primary school on the western footpath of Glen Road, currently have to contend with watching traffic entering/leaving Amherst on three points: cars turning left into Amherst from the south; cars turning right into Amherst from the north of Glen Road, and cars travelling east on Amherst turning left or right into Glen Road.

- The proposed develop will add to the traffic entering and leaving Amherst, as children will also need to keep an eye on parents leaving the proposed child care centre, i.e. they will be watching for four points where cars are entering or leaving Amherst St.
- Parents dropping off or picking up infants to children at the proposed childcare centre will have very little chance of turning right to Glen Road at peak time, and will most likely have to turn left on Amherst St., and turn around further down Amherst in order to exit at Glen Road.

3. Bushfire risks: Because of the topography of the Perth Hills, The Shire of Mundaring, in its entirety, is the fifth most dangerous area in Australia in terms of bushfire risk. Darlington is the *most* dangerous area in the Shire of Mundaring and the second most dangerous in Western Australia. Removing infants and children by bus in the event of a need to evacuate has its flaws as a fire can start anywhere at very short notice, and negate the proposed plan by the proposed developers.

- In case of a fire, residents are generally not permitted by the WA Police, to return to their homes due the professional and volunteer firefighters moving heavy vehicles along roads to quickly get to a fire. The situation may arise, that it isn't feasible for buses to enter Darlington to pick up infants and children from this proposed childcare centre.
- Darlington Primary School has a large building in which children can shelter in the event of a fire, and the school would have a designated fire truck for added protection.
- HOSCA already have several buses in situ to remove children to a safe place in the event of a fire, and an alternate building in which to shelter, in the event of not being able to leave.
- The proposed developers of the childcare centre at 1 Amherst Road, do not have a sound plan to protect children in their proposed care. They would need a sprinkler system and water tanks to safely protect children in the event they could not be evacuated.

4. Rezoning a block from residential to commercial:

- Rezoning a residential block to 'commercial' status may set a precedent for other developers in the future to put forward proposals for other developments in Darlington. Residents in Darlington have made it quite clear further development would spoil the 'village' feel that already exists.
- In a housing crisis, rezoning a residential block in Darlington to 'commercial' status is out-of-step with the need to residential land on which to build.

In conclusion, I am not against a childcare centre in Darlington, however, the location at 1 Amherst Street, is not a suitable location for the points discussed above.

0 5 10 m

Slide No 1

Darlington Primary

You are here



AMHERST AVE



Access

No 1 Amherst

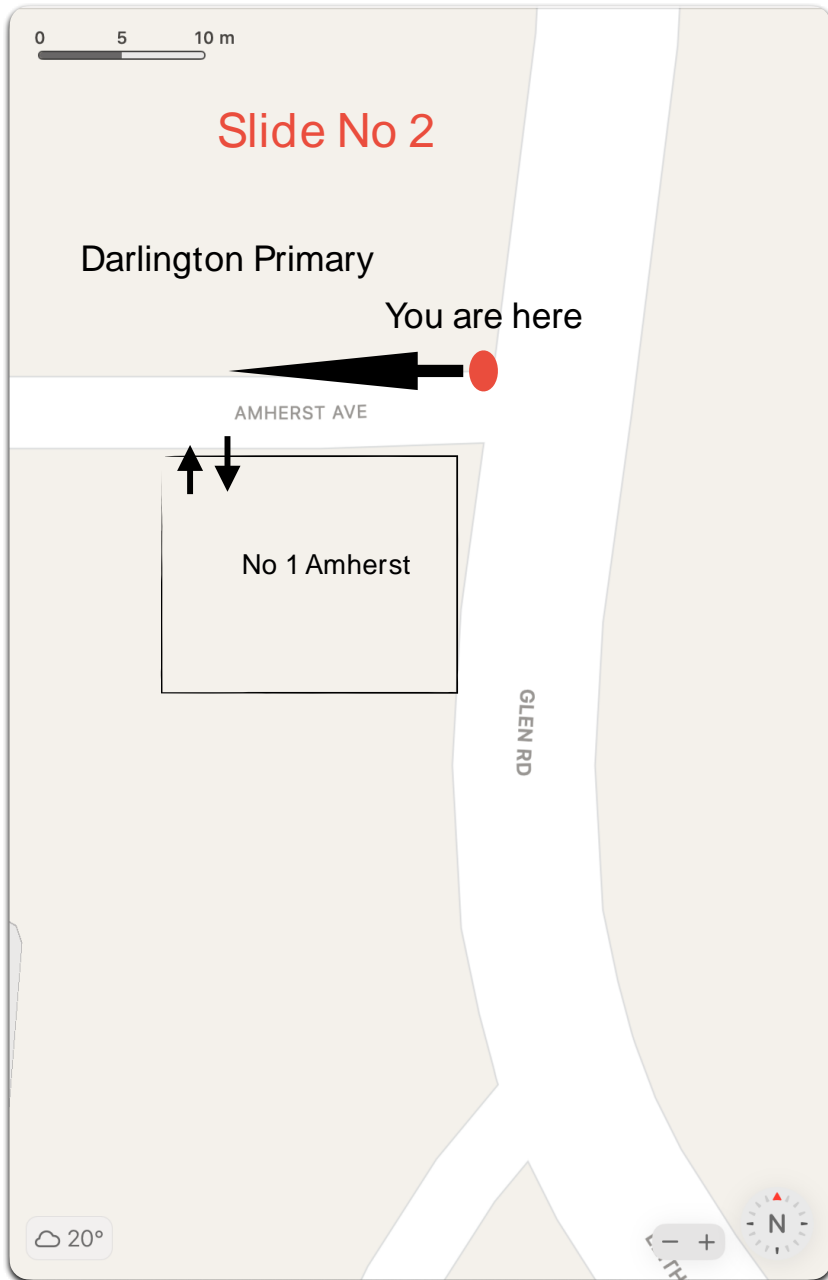
GLEN RD

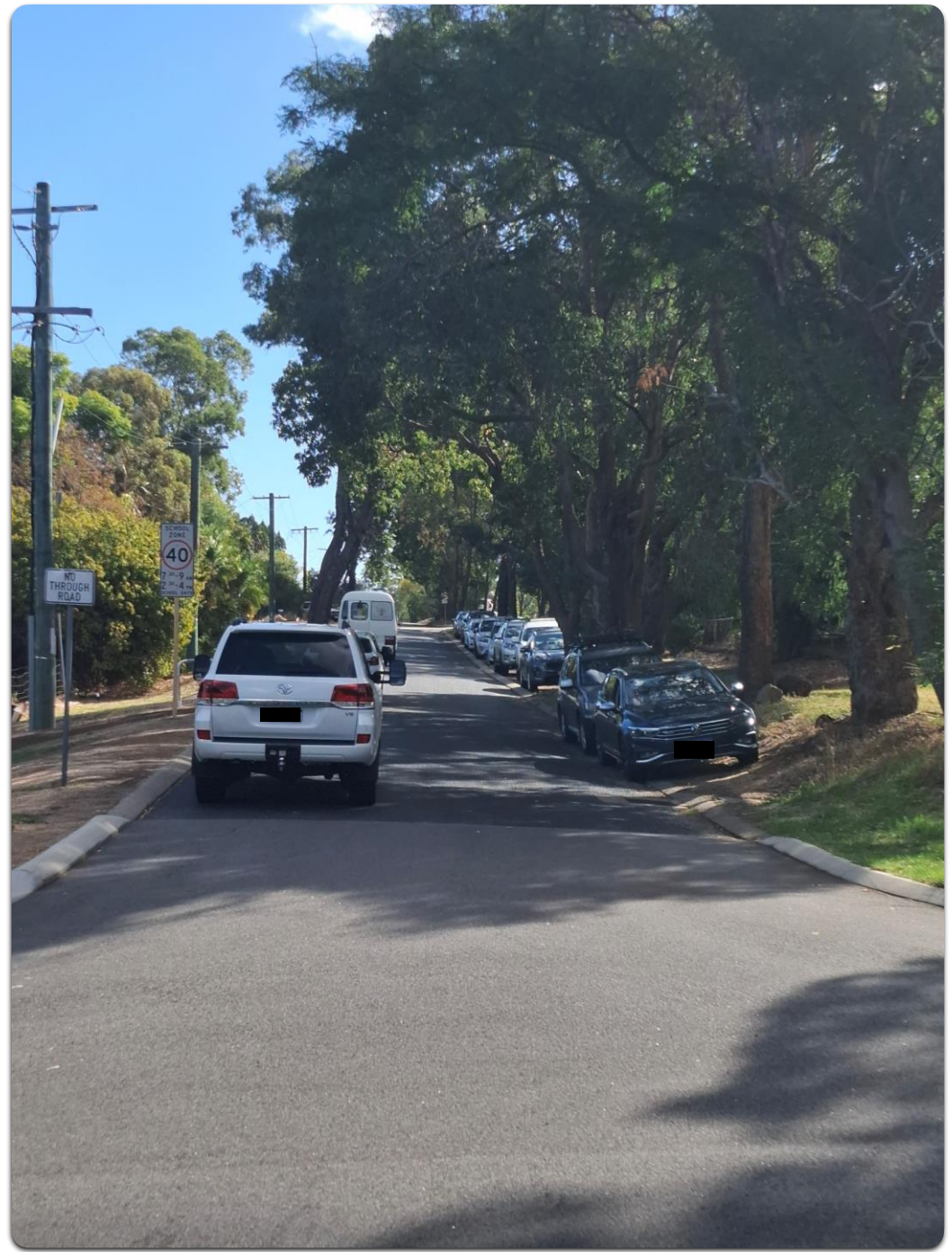
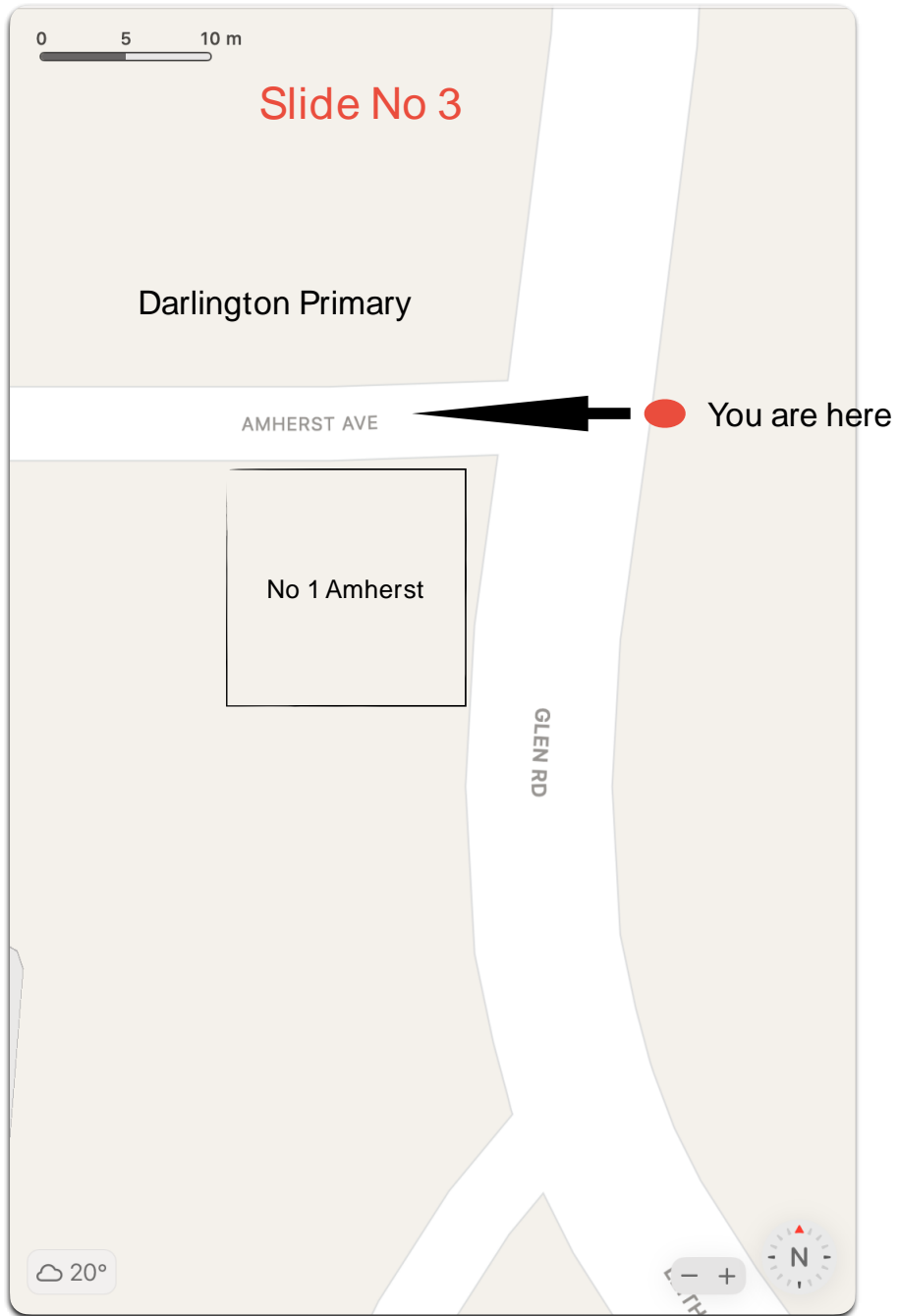
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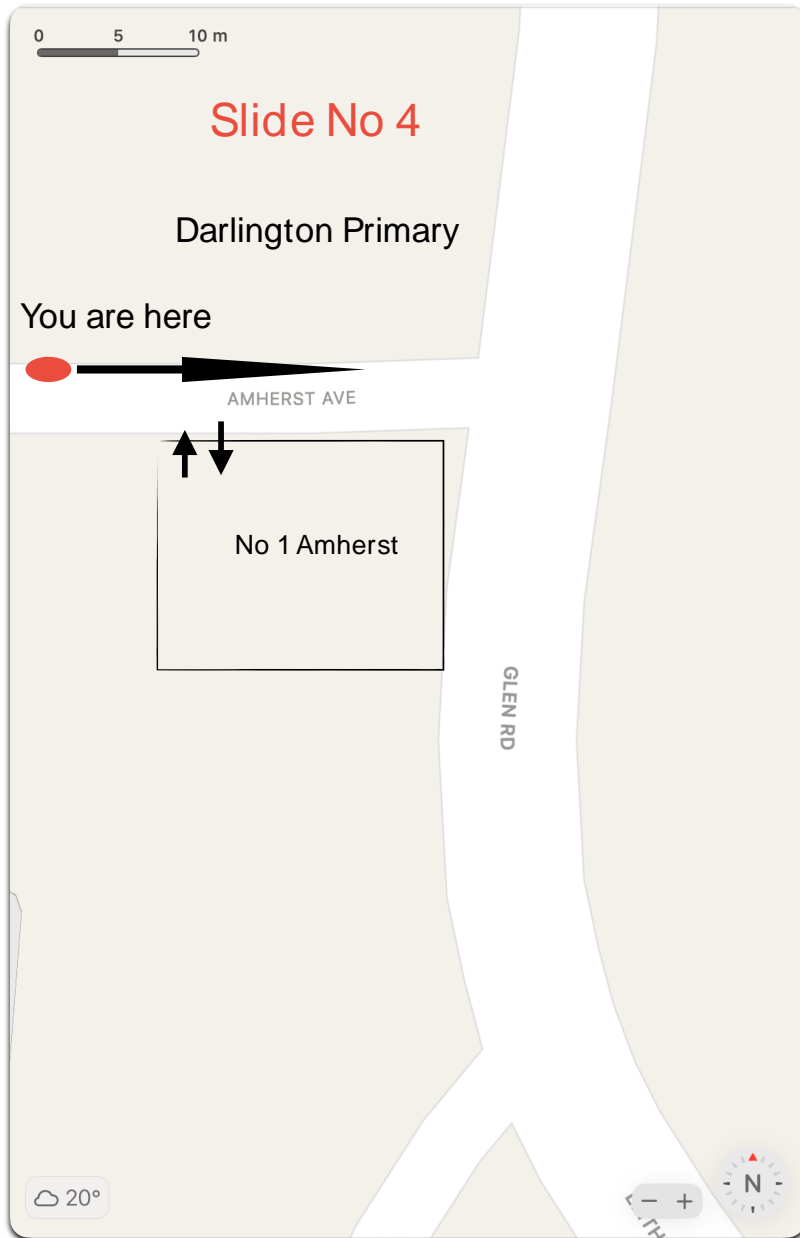


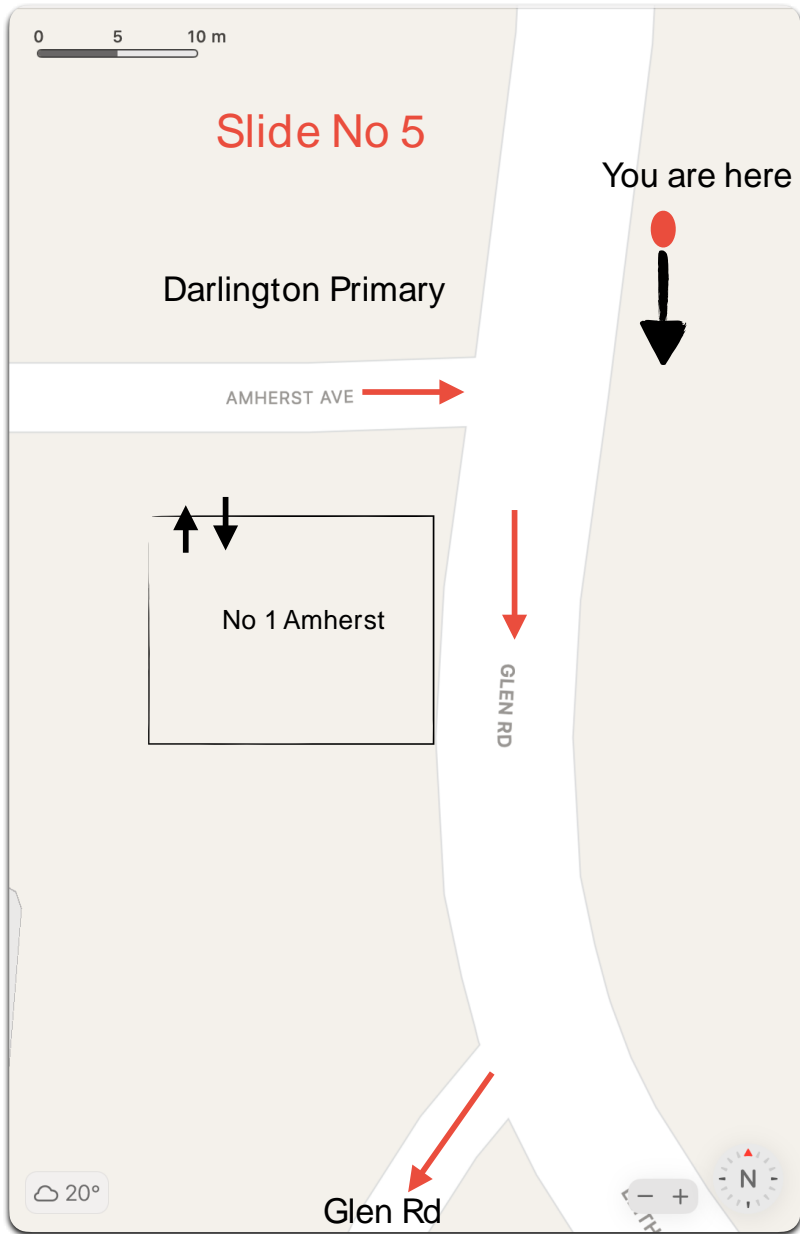
access to No1 Amherst

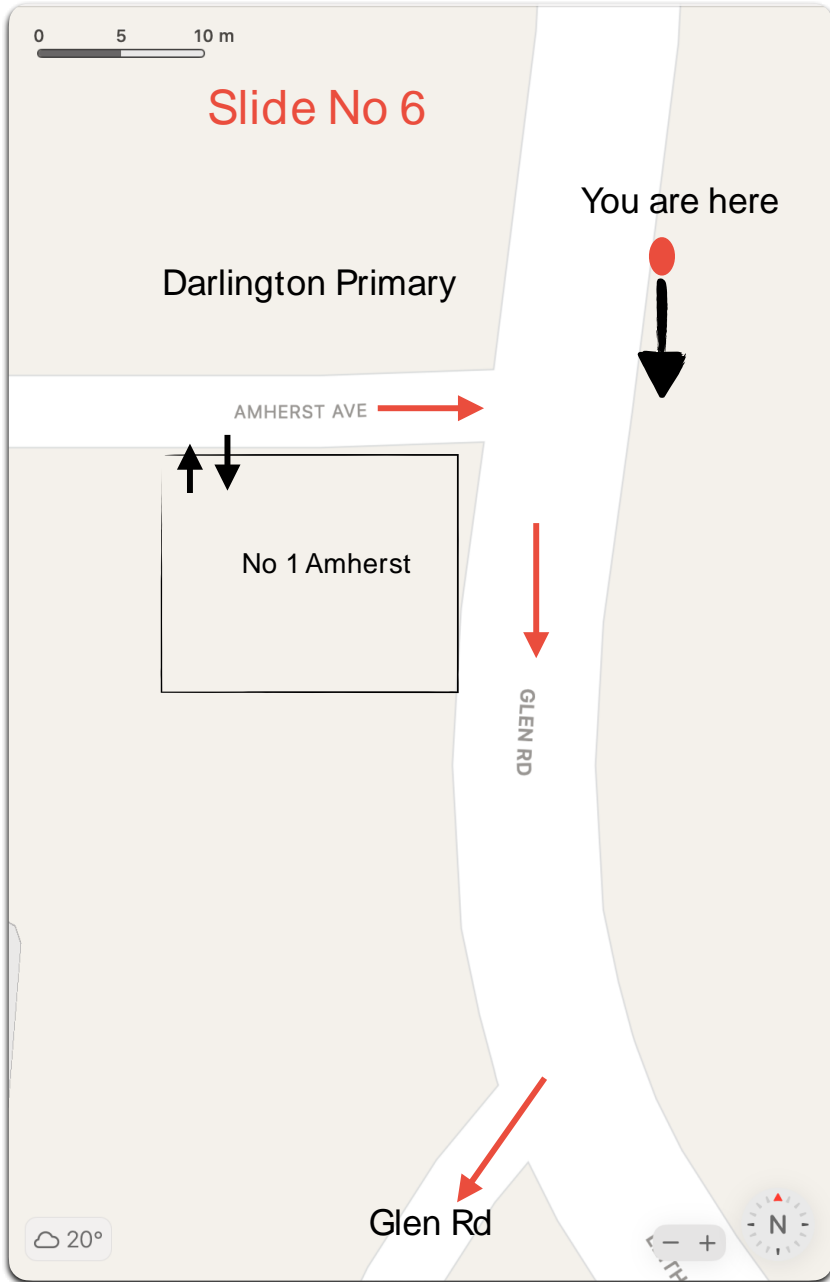
Taken 7/4/25 @15:00













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Presenter Details

Name	Jennifer Woods
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	01 May 2025 - No 77 - City of Wanneroo - Shire of Mundaring
Meeting Date	01/05/2025
DAP Application Number	DAP/24/02773
Property Location	Lot 505 (No.1) Amherst Avenue, Darlington
Agenda Item Number	Part C 3.1

Presentation Details

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Is the presentation in support of or against the <u>report recommendation</u>)? (<i>contained within the Agenda</i>)	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Will the presentation require power-point facilities?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please attach
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Please attach detailed content of presentation or provide below:-

Click or tap here to enter text.

Response to the Proposed Development of a Childcare Centre – 1 Amherst Avenue, Darlington

We, Jennifer Woods and my household, are opposed to the submission for the development of a childcare premises on the vacant block located at 1 Amherst Avenue, Darlington.

We note that in some cases we have provided personal accounts to circumstances and events and ask that such accounts be given the same credibility as afforded to similar information provided by the applicant in their submission.

Our family, consisting of myself, my husband and adult daughter, have lived on the corner of Glen Road and Leithdale for 32 years. I have also been a teacher at Darlington Primary School for 18 years and so I am in a unique position to provide insight into this proposal.

On the issue of both parking and traffic

1 Amherst Avenue is located opposite Darlington Primary School and my house. The Amherst Avenue and Glen Road intersection has always been an extremely busy thoroughfare, in all the years that I have lived in the area, particularly at the peak times of school drop off and pick-up.

Refer Fig 1.

Having a day care centre's traffic also included into this would exacerbate an already busy and dangerous situation. Darlington Primary's main child pick up via car, is on Amherst and is known as the Loop. Having been on duty as a teacher on the Loop on many occasions, I have witnessed firsthand how traffic is completely gridlocked and cars can't pass to drive down Amherst, if you are a resident, or needing access the Early Learning Centre.

The Mundaring Shire's *Child Care Premises and Family Day Care Document 3.2 subsection 5.5^{Ref 1}* states that, "*there is to be adequate on-site queuing space available to avoid any queuing vehicles having a significant impact on local traffic flow, and the safety of other road users and/or pedestrians.*" I fail to see how with this much traffic already in situ this will be avoided. This section states that safety of pedestrians is also of concern. Crossing Amherst Avenue at any time of day is dangerous as it has a blind corner, and it is even worse at peak times.

Darlington Primary School was built in 1913 and has a proud history in the heart of Darlington. However, according to *Operational Policy 2.4 – Planning for school sites^{Ref 2}* written by the Western Australian Planning Commission, the school would not have been built on this site today. According to policy 3.5.1- "*All new school sites must be designed with at least three road frontages. For a primary school, at least one frontage shall be a neighbourhood connector and one frontage shall be a lesser order road. Cul-de-sacs or laneways are not acceptable roads adjacent to school sites.*"

These policy statements have been stated for good reason. Darlington Primary School is woefully inadequate with concern to parent, staff, visitor parking and access to the school in general. The Operational Policy also states that 3.7.4 "*Where long day-care is proposed within a school site or co-located adjacent to, provision must be made for additional parking bays based on the requirements of any relevant Scheme; reciprocal use of school site and long day-care parking and drop off areas are not appropriate.*" This proposal would add to the stress of the road system that The Department of Education and Planning Commission deem unacceptable.

Figures 2, 3 shows the already illegal parking on Amherst Ave

Bushfire risk and Bushfire Evacuation

1 Amherst Ave is in a high bushfire risk area and according with the Shire of Mundaring's *Planning Policy 3.2 for Child Care Premises and Family Day Care*, the application is a 'vulnerable land use'. The Briscola's application does include a Bushfire Management and separate Evacuation Plan in accordance with the Shire of Mundaring's *Child Care Premises and Family Day Care Policy 5.9a and c*. However, there are major underlaying faults in the plan itself.

The aim of the Bushfire Emergency Plan is to outline the Centre's building and surroundings in relation to fire standards set out by various authorities which it constantly does but, to minimum requirements. The application states that the roads-

"surrounding the development are bitumen with estimated width of the sealed surface achieving a minimum width of 6 m and therefore consider the existing road network would provide suitable access and egress for the community and emergency services personnel in the event of a bushfire."

Also

"application and the proposed development will be accessed via the surrounding existing public road network. The subject site will be accessed via Amherst Avenue which is an existing no through road, however, is located within approximately 50 m of Glen Road which provides access/egress in north and south directions."

As previously stated, there are already major issues with traffic management along Amherst Ave and to add another potential unknown number of vehicles including buses to a volatile situation, such as a major bush fire evacuation. This would be leaving 80 children, 12 staff and the 44 plus residents of Amherst Ave potentially stuck in Amherst while leaving. This would be adding unacceptable risk to all involved.

Briscola's Bushfire Emergency Evacuation Plan calls for *"The primary action to follow in a bushfire emergency is evacuate off-site (only if time to bushfire arrival is greater than 85 minutes or as otherwise advised by emergency services)."*

This calls for the transportation of approximately 80 children and 12 adults. They are assuming that buses are always on standby and from experience at Darlington Primary School this is not the case. Buses are involved in school drop off and pick up between 7:30-9:00 and 2:30-4:00 are not available at quick notice or at all. Also, if there are smoke and emergency vehicles working in the area the buses will not be permitted into the front of the centre.

The plan also states that:

Assume buses will arrive by the time all children and staff are mobilised;

Time for notification of an approaching bushfire and that evacuation is required – 15 minutes;

I do not understand how this would play out in real time as the closest major location that buses could be found would be Midland or Mundaring, which are both a 15-minute drive which leaves no time for any mobilisation of drivers.

When the buses do arrive at the Centre, it is assumed that the children will be loaded in 10 minutes. I have worked with 6-year-olds getting on and off buses for 40 years and I find this calculation very unlikely and according to *Stephen Burton, Engineers Australia's Society of Fire Safety* - "*Children take 10 times longer than adults to evacuate a building.*"

Some staff will need to stay in the centre to look after the children under one years of age (who will be last on as they need to be held by an adult on the bus) others on the buses to look after children while the rest transported. All this is happening under very trying conditions with all participants anxious. Then, the buses are supposed to drive down Amherst and turn around which from experience is nearly impossible, while as the applicants claim- "*suitable access and egress for the community and emergency services personnel in the event of a bushfire*", this is false. As Darlington Primary School has not had any buses down Amherst Ave in many years as multiple bus drivers have complained about the lack of suitable locations to turn around, all buses only have access to Glen Road for this reason.

The secondary action to follow in a bushfire emergency at the Child Care Centre, is to shelter-in-place. This is Darlington Primary's Bush Fire Plan, as it is unfeasible to transport all the students and staff out of the area. If the secondary action would need to be commenced, this would place another location for emergency services to protect. Considering the three existent schools in Darlington alone, this would spread out the emergency services to what I feel would a dangerous degree.

In conclusion I reject the proposal for a Day Care Centre at 1 Amherst Avenue Darlington. The road itself was never intended to service a primary school with this amount of traffic or parking. To add a Day Care Centre not only for everyday usage is dangerous but, in a bushfire situation is downright irresponsible.

Jennifer Woods

365 Glen Road

Darlington WA 6070

References



Fig. 1



Fig. 2



Fig. 3

Ref. 1-

Shire of Mundaring 3.2 CHILD CARE PREMISES AND FAMILY DAY CARE

<https://www.mundaring.wa.gov.au/documents/policies/planning>

Ref. 2-

Policy 2.4 Planning for school sites (OP 2.4).

<https://www.wa.gov.au/government/publications/operational-policy-24-planning-school-sites>

Below are resources used the creation of this document.

Planning Bulletin 72/2009 Child Care Centres

https://www.google.com/url?sa=i&url=https%3A%2F%2Fwww.wa.gov.au%2Fsystem%2Ffiles%2F2021-07%2FFPB_72_Child_Care_Centres_0.pdf&psig=AOvVaw35yY6Nloj1F7aZozuN3Trx&ust=1733627642775000&source=images&cd=vfe&opi=89978449&ved=0CAQQn5wMahcKEwjlr_2x2JSKAxUAAAAHQAAAAQBA

Department of Education- The Principal's Guide to Bushfire

<https://www.education.wa.edu.au/web/policies/-/the-principal-s-guide-to-bushfire>

CELA's Simple Guide to bushfire advice for children's services – 2020 update

<https://www.cela.org.au/publications/amplify!-blog/dec-2020/bushfire-advice-2020>

Darlington Primary School Bushfire Plan

<https://www.darlingtonps.wa.edu.au/policies-and-procedures/>



Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2024 cl. 3.6

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

Presentation Request Guidelines

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

Presentations are not to exceed **3 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

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

Presenter Details

Name	Karen Gray
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Outer Metro DAP
Meeting Date	1 May 2025
DAP Application Number	DAP/77 C
Property Location	Darlington. Amherst Ave
Agenda Item Number	Click or tap here to enter text.

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content <u>will be published</u> as part of the Agenda:	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u>)? (<i>contained within the Agenda</i>)	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Will the presentation require power-point facilities?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please attach
Will you be attending in person or via electronic means	In person <input checked="" type="checkbox"/> Online <input type="checkbox"/>



Presentation Content*

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

Brief sentence summary for inclusion in the Additional Information as part of the agenda	<i>The presentation will address:</i> Further details and concerns related to the BAL rating Bushfire management plan and Bushfire evacuation plan.
------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------

In accordance with Clause 3.6.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document setting out the substance of the submission. If the presentation references documents that are contained within the responsible authority attachments, please consider referencing the attachment and not including a duplication of documents.

Please attach detailed content of presentation or provide below:-

My presentation identifies concerns around the BMP and BEEP prepared for the proponent and the unrealistic planning given the physical location of the proposed development and the realistic likelihood of bushfires occurring. BAL rating, location, design siting and vehicular access are addressed.

References to the DEFES response in the RAR.

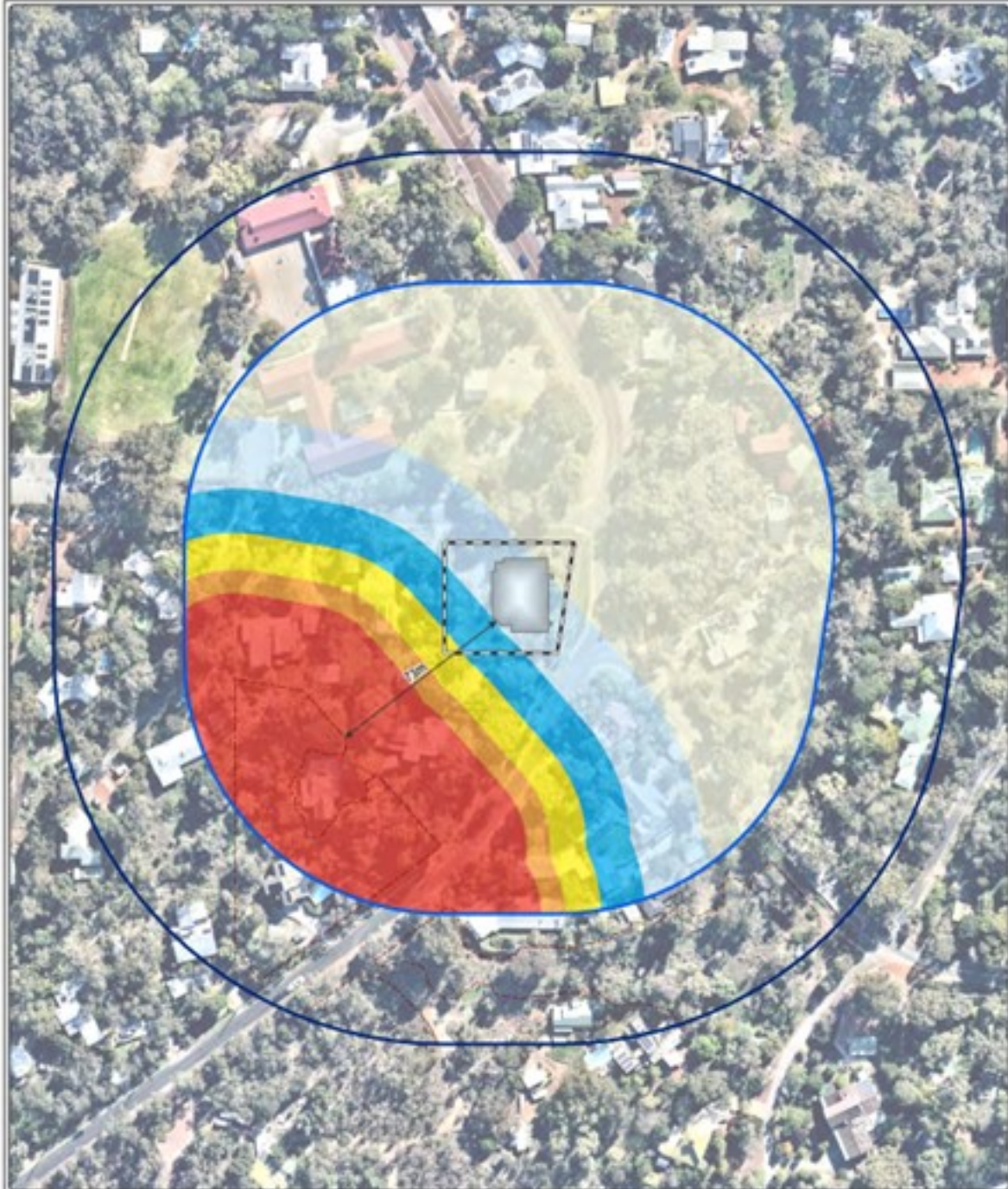






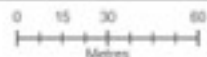


Figure 5: Bushfire Attack Level (BAL) Contours

-  Subject site
-  100m site assessment
-  150m site assessment
-  Building footprint
-  Bushfire hazard interface

Bushfire Attack Level (BAL)

-  BAL - FZ
-  BAL - 40
-  BAL - 29
-  BAL - 19
-  BAL - 12.5
-  BAL - LOW



Datum/Projection:
GDA 1994 MGA Zone 50
22PERS453-5M Date: 3/19/2025



eco
logical
AUSTRALIA
A TETRA TECH COMPANY

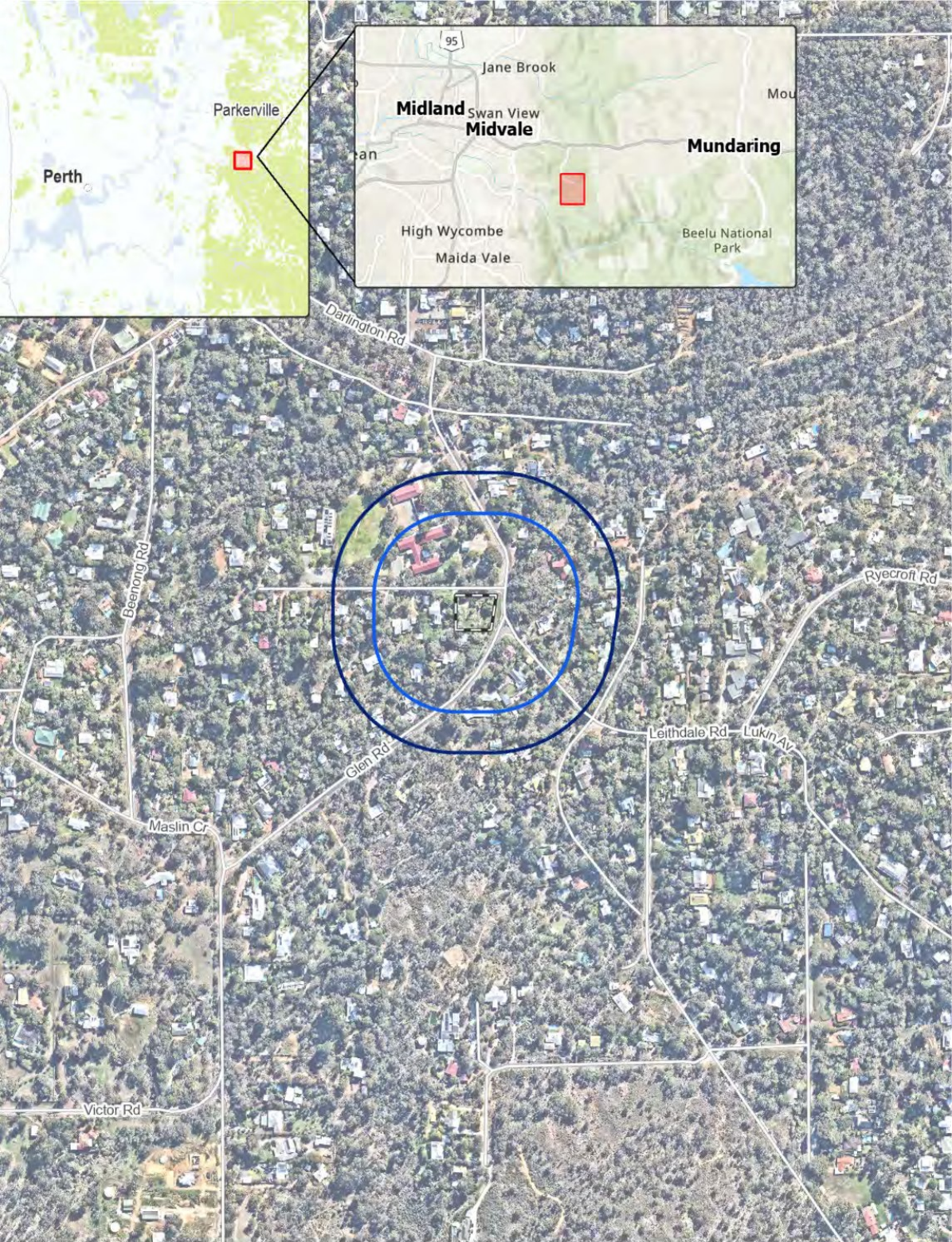


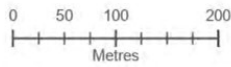


Figure 1: Site Overview

-  Subject site
-  100m site assessment
-  150m site assessment



Datum/Projection:
GDA 1994 MGA Zone 50
22PER5453-SM Date: 1/29/2025



Shire of Mundaring: Planning Officers
7000 Great Eastern Highway
MUNDARING WA 6073.

shire@mundaring.wa.gov.au

9th December 2024

PROPOSED CHILDCARE PREMISES-1 AMHERST AVENUE DARLINGTON

OBJECTION TO PROPOSAL

I oppose the development application from R Point Properties, for Briscola Pty Ltd, for the building of a Commercial Child Care Premises at 1 (Lot 505) Amherst Avenue, Darlington (DAP/24/02773).

I have given careful consideration to the applicants documentation accompanying the proposal, together with the Shire of Mundaring Child Care Policy, Mundaring Shire's Local Planning Scheme No 4 (LPS4) and with careful consideration of the applications implications for bushfire evacuation risk, safety, traffic and compliance with local planning policies

1. Bushfire Risk and the Inadequacy of the Bushfire Management Plan

Darlington is a designated Bushfire Prone Area, which significantly heightens the risks associated with any facility catering to vulnerable populations, particularly very young children. The submitted BMP and BEEP do not adequately address these risks.

- **Evacuation Protocols:**

The BEEP's primary emergency action is evacuation by bus within 85 minutes of receiving a bushfire alert. However, this plan is highly impractical and poses unacceptable risks due to:

1. The low probability of receiving 85 minutes' warning, particularly in rapidly evolving fire scenarios,
2. Dependence on buses from offsite locations, with no guarantees of availability and timely arrival,
3. The immense logistical challenge of evacuating 80 possibly distressed children aged 0-5.5 years of age, and up to 13 staff safely and calmly.
4. **Having consulted with bus companies regarding the evacuation of children under 5 years old, regulations require that all children under 2 years of age on a bus be seated on the lap of an adult with a seatbelt around both.**

Given that there are 12 staff and one manager, and the Facility has provision for 12 children under 2 years of age, it is unlikely that there would be sufficient staff to accompany the younger children while simultaneously caring for the remaining 68 children who would need to be moved from the

Facility into a bus which would have to park on Glen Road as Amherst Ave and the parking allocation of the Facility would be unable to accommodate a large bus and the need for it to turn or reverse.

5. It is questionable whether in fact buses would be able to safely access the area in the event of a bushfire and reliance on them in the event of an evacuation is tenuous.

- **Sheltering in Place:**

In the instance where sheltering in place is likely, the proposed BAL-19 construction standard identified for the building provides insufficient protection from the extreme radiant heat, flames, and ember attack typical of wildfires in this region. **Reference:** *Australian Standard AS 3959: Construction of Buildings in Bushfire Prone Areas*. The standard defines BAL-19 as suitable only for moderate bushfire exposure. This is inadequate for a facility in Darlington's high-risk setting, where even on days with lower Fire Behaviour Index (FBI) ratings, there is a significant threat. Wild-fires can occur at any time and with the possibility of spot fires occurring, fire behaviour can be unpredictable especially given the topography of the surrounding region, variable winds and dense bushland.

- The tree canopy and dense vegetation in and around Darlington, together with the layout of the road system could lead to a potentially catastrophic situation should a fire break out on multiple points or leader roads for the village. Clearly residents are aware of the potential for fire and the associated risk in living within Darlington. However, allowing the development of a commercial facility which will cater in entirety for 80 very young and vulnerable children in an area which is an identified bushfire risk, difficult to access particularly in an emergency, with no easy and quick egress onto large arterial roads, and with a clearly inadequate evacuation plan for a potentially catastrophic event which could likely happen on any day during the dry season, could be seen as negligent.
- Approving this proposal in a Bushfire Prone Area puts lives at unnecessary risk, particularly given the unique vulnerabilities of young children.

2. Traffic Impact and Local Road Capacity

The proposed facility will exacerbate existing traffic congestion and safety issues near Darlington Primary School, along Glen Road and on Amherst Avenue, particularly during peak drop-off and pick-up times.

- **Traffic Volume:**

The applicant's Transport Impact Statement (TIS) assumes Amherst Avenue can accommodate up to 3,000 vehicles per day (vpd) as per Main Roads WA (MRWA) classifications. This is clearly ridiculous considering that:

1. Amherst Avenue's narrow (6m), unmarked, no-through road cul-de-sac design,
2. The lack of alternate access, making Glen Road the sole entry and exit point to Amherst Avenue. **Reference:** 2019 traffic counts already indicate that Glen Road/Amherst Avenue is near or exceeding desirable volumes for both local

distributor and access road classifications. The TIS's conclusion that an (estimated) additional 346 daily vehicle movements (including up to 64 during peak hours) will have no impact is unrealistic.

3. It is noted that although the facility will cater for up to 80 children with 13 staff, the additional vehicle estimations do not reflect the potential 93 extra trips that could be undertaken at least twice each day.

- **Safety Concerns:**

Increased vehicular traffic will worsen congestion and elevate safety risks for pedestrians and cyclists, particularly children accessing Darlington Primary School. Amherst Avenue residents have reported difficulty leaving or returning to their properties during peak hours, increased aggression with the level of vehicular traffic in the area and near miss accidents as per statements at the DRRA community meetings to discuss this issue.

3. Inadequate Parking and Site Egress

The proposed development provides insufficient parking for staff, parents, and caregivers, which will exacerbate existing traffic and safety issues in an already overburdened area. The reliance on on-street parking and shared facilities further highlights the inadequacy of the parking and egress plans.

a) Parking Shortfall and Impact

The application identifies a shortfall of two parking bays for the proposed 13 staff and the parents and caregivers of up to 80 children. The applicant suggests that overflow parking will occur on Amherst Avenue, a narrow cul-de-sac that already faces significant congestion during school drop-off and pick-up times.

- **Current Parking Pressures:**

- Amherst Avenue services 17 residential properties and Darlington Primary School, which is already oversubscribed in terms of parking facilities.
- During school peak hours, parents frequently park on verges, impeding traffic flow and creating hazards for pedestrians and cyclists. Additional demand from the proposed childcare facility will exacerbate these issues, increasing risks for all road users.

- **Shared Parking Proposal:**

The applicant has implied that shortfalls in parking could be alleviated by using Darlington Primary School's parking facilities. However, this is neither feasible nor appropriate:

- The school's parking is already overburdened, especially during peak hours.
- The Darlington Primary School's Principal and the P&C have expressed concern with the proposed arrangement.
- Such an arrangement would directly contravene the intent of the Shire's *Planning Policy 3.2*, which discourages reliance on shared or on-street parking for childcare facilities.

b) Site Egress and Traffic Flow

The proposed single entry and exit point for the facility poses additional risks to safety and traffic efficiency:

- **Location at a Dangerous Intersection:**

The egress is situated at the corner where Amherst Avenue intersects Glen Road, a busier arterial road. This configuration is problematic because:

- Amherst Avenue is a no-thru road, meaning all traffic generated by the childcare facility will have to use Glen Road for access.
- The intersection already experiences congestion during school peak times, and additional traffic will amplify delays and safety risks.

- **Increased Driver Risks:**

The site's single entry and exit point further compounds risks, particularly at the intersection of Amherst Avenue and Glen Road. **Reference:** *Transport Impact Assessment Guidelines (Vol. 5)* highlights the safety risks of single-entry sites near busy intersections, especially during peak periods. The constrained layout will likely lead to unsafe driving behaviours as motorists attempt to enter and exit during peak periods. The risks are particularly concerning in a school zone, where children may also take risks and may not always be visible to drivers.

4. Risks to Human Health and Safety

The proposal introduces multiple risks to children, staff, and the wider community:

- **Bushfire Response:** The reliance on BAL-19 construction and likely shelter-in-place procedures during bushfires poses an intolerable risk to life. The bushfire evacuation plan presented is inadequate and does not address the significant issue of moving 80 young and vulnerable children from the facility to (hopefully) a bus service, with the need to traverse a busy road (Amherst Ave and possibly Glen Road) with the likelihood of panicked parents and residents simultaneously attempting evacuation, using only 13 adult staff.
- **Traffic Hazards:** Increased traffic flow will heighten risks for pedestrians, particularly children accessing the primary school.
- **Carpark Safety:** The poorly designed parking area, required due to the unsuitable site and building layout/location, increases the likelihood of pedestrian/children vehicular accidents. Queuing for entry to the facility will possibly result in a bottle neck at the entrance to Amherst Avenue and exacerbate the already considerable traffic that intersects from Glen Road and Leithdale Rd at that point.
- **Egress Safety:** The poorly located entry/exit point in proximity to the intersection of Amherst Ave and Glen Road and Darlington Primary School parents parking along the Amherst Avenue, increases the likelihood of vehicular accidents, particularly at peak times.

5. Non-Compliance with Planning Policies

The proposed development does not meet several requirements under the Shire of Mundaring's *Planning Policy 3.2 – Childcare Premises and Family Day Care* (PP3.2) and the Local Planning Scheme (LPS4). Key areas of non-compliance include:

a) Site Suitability (PP3.2, Section 5.2)

PP3.2 requires sites to be “level, regular in shape, and of sufficient size to accommodate all aspects of the proposed development.” The proposed site fails this requirement due to its sloping topography, irregular shape, and insufficient size to provide adequate parking, access, and setbacks. The steep elevation above Glen Road necessitates retaining walls on the boundary in some cases, that will dominate the streetscape, further demonstrating the unsuitability of the site.

b) Setbacks and Retaining Walls (LPS4, RD Codes R5)

The proposed retaining walls fail to comply with the setback requirements of LPS4, creating significant concerns regarding visual impact, shading, and privacy. Specific issues include:

- **Southern Boundary (Rear):** Retaining walls up to 2.1m in height have no setback, while LPS4 requires setbacks of up to 2.1m. This directly affects the privacy and amenity of the adjoining private residence.
- **Western Boundary (Side):** Retaining walls up to 2.5m in height have no setback, while LPS4 requires setbacks of up to 2.5m.
- **Eastern Boundary (Glen Road):** Retaining walls up to 1.2m in height are proposed with only a 1m setback, falling 0.2m short of LPS4 requirements.

The lack of appropriate setbacks and height of the retaining walls make the development visually imposing and detrimental to the aesthetic of the area, particularly when viewed from Glen Road.

c) Visual Impact and Streetscape

The built form as proposed will have a deleterious effect on the visual appeal and character of the area. Darlington is known for its natural and semi-rural aesthetic. This development will disrupt the visual appeal of the immediate area through:

- The removal of almost all trees and mature vegetation from the site, leaving only one large conifer.
- No vegetation offering a setback from the road to soften the building.
- The likely addition of shade sails to the eastern play areas (no shaded areas are shown over garden spaces which have a considerable portion of heat attracting hard surfaces) and this will further add to the dominant built-up ‘suburban’ appearance of the Facility.
- The proposed elevation and retaining walls, which together will create a dominant and imposing structure from Glen Road and Leithdale Road. This contrasts with the surrounding environs and does not respect the community sentiments reflected in the Darlington Precinct Plan, Locality Plan or Darlington 2060.

- The building is sited between two historical buildings and directly on the historical trail.
- Planned landscaping is to be 'native'. This shows several Eucalyptus trees and two Casurina Trees as the bulk of the landscaping. Eucalyptus, Casurina and Conifers are however, highly flammable and would add to the fire risk of the building.

d) Policy Objectives (PP3.2, Objective 3a)

Objective 3a of PP3.2 seeks to ensure that childcare services are located “in accessible and convenient locations where they will not have a detrimental impact on the function and safety of the surrounding road and/or pedestrian network and will not result in the proliferation of on-street parking.”

The proposed development fails to meet this objective for the following reasons:

- **Traffic Impact:** The increased traffic from the facility will negatively affect the surrounding road network, which is already congested during school drop-off and pick-up hours.
- **Parking:** The development does not provide sufficient on-site parking, relying on already overstretched on-street parking, contrary to the policy’s intent to avoid such impacts.
- **Pedestrian Safety:** The site’s location near Darlington Primary School, combined with increased traffic and limited parking, poses significant safety risks to pedestrians, including children and families.

e) Privacy Impacts

The southern boundary’s non-compliant retaining walls will overshadow the neighbouring private residence, reducing their amenity and privacy. These impacts are contrary to the policy’s intent to ensure developments integrate harmoniously with their surroundings.

Planning Policies Summary

In summary, the proposed development does not comply with several key planning policies and fails to demonstrate compatibility with its surroundings. The design’s excessive bulk, inadequate setbacks, and visual impact undermine the area’s character and amenity.

This proposal is inconsistent with the objectives of both LPS4 and PP3.2.

Karen Gray



9th December 2024
5 Kuranda Place
Darlington. WA.



Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2024 cl. 3.6

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

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

Presenter Details

Name	Michael Smith
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	01 May 2025 – No 77 – City of Wanneroo – Shire of Mundaring
Meeting Date	01/05/2025
DAP Application Number	DAP/24/02773
Property Location	Lot 505 (No. 1) Amherst Avenue, Darlington
Agenda Item Number	Part C 3.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content <u>will be published</u> as part of the Agenda:	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Will the presentation require power-point facilities?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please attach
Will you be attending in person or via electronic means	In person <input checked="" type="checkbox"/>



	Online <input type="checkbox"/>
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Presentation Content*

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

Brief sentence summary for inclusion in the Additional Information as part of the agenda	<i>The presentation will address:</i> I will be raising concerns about how the increase in traffic will cause a significant risk to the children living in the area, specifically the students that attend Darlington Primary School. I will also be discussing the increased risks to pedestrian safety in an already hazardous and busy location.
------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

In accordance with Clause 3.6.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document setting out the substance of the submission. If the presentation references documents that are contained within the responsible authority attachments, please consider referencing the attachment and not including a duplication of documents.

Please attach detailed content of presentation or provide below:-

Click or tap here to enter text.

Deputation to DAP

Good Afternoon

My name is Mike Smith, and I am a teacher at Darlington Primary, a parent of two young children and a resident of the community that that many of us cherish for its rural character, its quiet streets, and above all, the safety it provides for our families and children.

I am here to respectfully oppose the proposal to build a childcare centre at 1 Amherst Ave. While I fully support the need for quality childcare facilities, this particular location is overwhelmingly unsuitable for such a development, for several major reasons.

Firstly, the childcare centre is directly across the road from Darlington Primary, and the parking at the school is already severely limited. The narrow, rural-style roads were not designed to accommodate high volumes of traffic or the parking needs of large facilities. There is simply no space to safely and adequately support the pickup and drop-off of potentially dozens of extra families throughout the day. While we are told that the parking of the proposed childcare, meets minimum standards, I don't want my children's safety and the children of Darlington's safety to be protected by minimum standards especially when there are other variables that aren't being taken into consideration.

Currently, to try to organise the chaos that is afterschool pickup, Darlington Primary assigns a teacher on duty after school every day to attempt to direct the students to the cars of their parents. It is the worst traffic/ parking situation I have ever experienced; you really have to see it to understand. The cars are banked back out onto Darlington Road with no room to move. Chains are put out across driveways to prevent stressed out parents from trying to turn around and block the street for everyone and residents already know they cannot access their driveway for large chunks of the day.

Additionally, Darlington Primary's principal has put on a hi vis vest and has taken on the roll of traffic warden for over 12 months as the Police department has a shortage of wardens and it would be hazardous to not have someone directing students to and from school safely the way the situation currently is. I am horrified at the thought of adding hundreds of extra traffic movements at the already dangerous times.

The road layout around the school, while quaint, is dangerous. The roads are narrow, visibility is poor in many areas, in fact during certain times of the year the sun that drivers see driving east up Glen Road literally blinds drivers and there have been several near misses where cars have driven off the road to avoid oncoming traffic. Introducing a high-traffic facility with hundreds of additional cars each day, would amplify these hazardous conditions. While I would like to, I will not allow my children to walk to and from school and I know of dozens of other families who limit where their children walk for the same reasons.

The congestion at school times is already extreme, and there have been numerous near misses involving children, parents, and residents. Adding the additional increase of 25% in traffic, during peak times, from a large childcare centre would dramatically worsen these conditions, increasing the likelihood of serious accidents.

The safety of our children—those attending the school, living in nearby homes, and soon potentially attending the childcare centre must be taken seriously.

In conclusion, this application, while well-intentioned, is fundamentally incompatible with the nature and capacity of the proposed location. I urge you to reject this proposal and to encourage the developers to seek a more appropriate location—one that has the necessary infrastructure to support it safely.

Thank you for your time and consideration.



Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2024 cl. 3.6

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

Presentation Request Guidelines

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

Presentations are not to exceed **3 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

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

Presenter Details

Name	R A H LECLEZIO
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro-Outer Development Panel
Meeting Date	1 May 2025
DAP Application Number	DAP/24/02773
Property Location	1 Amherst Avenue Darlington
Agenda Item Number	Part C Item 3

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content <u>will be published</u> as part of the Agenda:	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u>)? (<i>contained within the Agenda</i>)	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Will the presentation require power-point facilities?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please attach
Will you be attending in person or via electronic means	In person <input checked="" type="checkbox"/> Online <input type="checkbox"/>



Presentation Content*

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

Brief sentence summary for inclusion in the Additional Information as part of the agenda	<i>The presentation will address:</i> 1. Built Form and Design, Traffic and Childcare Demand.
------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------

In accordance with Clause 3.6.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document setting out the substance of the submission. If the presentation references documents that are contained within the responsible authority attachments, please consider referencing the attachment and not including a duplication of documents.

Please attach detailed content of presentation or provide below:-

2. Having reviewed the DAP Application for 1 Amherst Avenue (Application), my request is that the Metro-Outer Development Assessment Panel refuses the Application based on my statements of opinion set out below.

DEMAND FOR CHILDCARE IN DARLINGTON

3. Whilst it is not disputed that childcare is an essential community service, the Application fails to provide any evidence (community survey, levels of workforce participation, etc) which indicates that:
 - A. there is an increasing demand for childcare in Darlington
 - B. any existing demand for childcare is sufficient to require a childcare centre in Darlington.
4. Of the 55 submissions made during the public consultation stage as advertised by the Shire of Mundaring, approximately five submissions were in favour of or supported the need for the proposed childcare centre at 1 Amherst Avenue
5. Whilst the applicant refers to the emotive term “childcare desert” (based on previous census data of the number of children to childcare places), it does not reflect the actual demand for childcare in Darlington
6. Darlington is served by the following local Childcare Centres:
 - Nido: Marlboro Rd Swan View [commencing mid 2025] (8 minutes from the centre of Darlington)
 - Milestone Early Learning Centre: 31 Balfour Road Swan View (9 minutes from the centre of Darlington)



- Cuddles Early Learning Centre: 386 Morrison Rd Swan View (8 minutes from the centre of Darlington)
 - Milestone Early Learning Centre: 11 Torquata Boulevard Helena Valley (9 minutes from the centre of Darlington)
 - Good Start Early Learning: 165 Talbot Road Stratton (11 minutes from the centre of Darlington)
 - My World Childcare Centre: 33 Beaconsfield Avenue Midvale (10 minutes from the centre of Darlington)
7. In addition to the above, the Metro Outer Development Panel (22 August 2024), gave planning approval for a childcare centre within a commercial zone at Hardey Road, Glen Forrest (7 minutes from the centre of Darlington)
 8. Because of fire risk, absence of reticulated sewerage, restriction on subdivision and other planning issues, Darlington is not subject to infill development.
 9. Accordingly, there is limited potential for population growth including for any major population growth within a demographic which will require childcare services.
 10. Darlington is not akin to or like the many new suburb developments surrounding Perth where the demographic generally consists of young parents, first home buyers and where there will be a significant demand for childcare services.
 11. The appropriate location of childcare centres is closely linked to demographic and society change however there is no evidence to support a conclusion that these change criteria exist re Darlington.
 12. Although there may be demand for childcare in Darlington (albeit actual demand is unknown), any potential community benefit from a childcare centre at 1 Amherst Avenue is overwhelmingly outweighed by the proposal's' negative impact re traffic, local amenity, inappropriate built form and unacceptable fire risk.

DESIGN AND BUILT FORM

13. *Western Australian Planning Commission Planning Bulletin 72/2009 [Child Care Centres]* states among other things that the visual appearance of a development should:
 - A. reflect the character of the area and enhance its amenity
 - B. be in accordance with the local planning policy, including any signage, building design, colour, scale, shape and form
14. *State Planning Policy 7.0* states among other things that:
 - A. good design contributes positively to the identity of an area including adjacent sites, streetscapes and the surrounding neighbourhood



- B. good design ensures that the massing and height of development is appropriate to its setting
 - C. good design delivers buildings of a scale that responds to landform characteristics and existing built fabric in a considered manner, mitigating the potential for negative amenity on both private land and the public realm
 - D. the scale, massing and height of new development should respond positively to that of adjoining buildings, the topography, the general pattern of heights and the views, vistas and landmarks
15. The *Shire of Mundaring Child Care Premises Planning Policy* states among other things that:
- A. the site selected for childcare premises should be level and of sufficient size to accommodate all aspects of the proposed development
 - B. works associated with the premises are to be in keeping with the **existing and future desired character of the locality**

16. *The Planning and Development (Local Planning Schemes) Regulations 2015* state among other things that in considering an application for development, local government is to have due regard to the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development

Proposed Building Characteristics

- 17. Darlington is situated in a hills and bush environment, is primarily residential and semi-rural in nature and has negligible commercial buildings
- 18. The Proposed Building is on one of the main thoroughfares through Darlington and there are significant and prominent vistas to the property from Glen Road and Leithdale Road
- 19. The Proposed Building sits within a residential area (not commercial) and is surrounded by housing which sits on large blocks with extensive vegetation
- 20. There is a significant incline from Leithdale Road up to Glen Road and the property sits in a significantly elevated and prominent position in the existing landscape from a visual perspective
- 21. There is a fall of approximately 7 metres across the property from north to south
- 22. The Proposed Building (building structure) has:
 - an elevation (length) of 28 metres facing Glen Road



- a ground level to roof height of 10 metres in certain sections facing Glen Road
23. The Proposed Building is described by the Applicant as one storey (which is the case from Amherst Avenue and viewed from the proposed carpark), however the Proposed Building presents visually as a high two storey structure from Glen Road
24. The floor level of the Proposed Building sits 5 metres above the natural ground level at the boundary along one section of the elevation facing Glen Road
25. The Proposed Building will require significant retaining walls including along Glen Road and the retaining walls will be up to 2.1 metres and 2.5 metres in height on the different boundaries
26. The building setback for the Proposed Building from Glen Road will be marginal with some setback distances being only 3-4 metres
27. The Proposed Building will require tall fencing along Glen Road (42 metres) and along Amherst Avenue (49 metres)
28. The height of the fencing (which will sit atop of the level of the retaining walls on some of the boundaries), will be 2 metres in height aggregating the height of the retaining walls and fencing to 4 metres above natural ground level in some areas with no street setback or vegetation to obscure the massive built form
29. The Proposed Building is **contrary to:**
- the Shire of Mundaring Child Care Premises Planning Policy in that the site is not level (7 metre drop in contour levels with the Applicant acknowledging that there is a steep terrain), the site is not of sufficient size to accommodate all aspects of the proposed development, and the premises will not be in keeping with the existing and future desired character of the locality
 - State Planning Policy 7.0 in that the design of the Proposed Building does not contribute positively to the identity of the area including adjacent sites, streetscapes and the surrounding neighbourhood, does not contribute to local identity and streetscape character, the massing and height of development is inappropriate to its setting, will have a negative amenity on both private land and the public realm and the scale, and the massing and height of the Proposed Building will not respond positively to that of adjoining buildings, topography, and the general pattern of heights views, vistas and landmarks
 - the Planning and Development (Local Planning Schemes) Regulations 2015 in that the development is incompatible with its setting having



regard to the relationship of the development to development on adjoining land or on other land and having regard to the significant height, bulk, scale, orientation and appearance of the development

TRAFFIC & AMENITY

30. The *Shire of Mundaring Child Care Premises Planning Policy* states among other things that a childcare centre:

- A. can generate traffic and parking issues at peak times
- B. can (depending on the magnitude of the business and its location), unduly impact on the established amenity of a locality
- C. should have on site queuing space available to avoid any queuing vehicles having a significant impact on local traffic flow, and the safety of other road users and pedestrians
- D. is to be in accessible and convenient locations where they will not have a detrimental impact on the function and safety of the surrounding road and or pedestrian network and will not result in the proliferation of on-street parking

31. Western Australian Planning Commission Planning Bulletin 72/2009 [Child Care Centres] states among other things that:

- A. the rising demand for childcare services means that these businesses are becoming larger and have a potentially greater impact
- B. it is important to emphasise that the need for a service does not justify **development in in appropriate locations**
- C. the objectives of the policy include minimising the impact that a childcare centre has on its surrounds, in particular, on the amenity of existing residential areas
- D. limiting the impact a childcare centre may have may be achieved by locating childcare centre on sites that are:
 - considered suitable from a traffic engineering/safety point of view
 - are of sufficient size and dimension to accommodate the development without affecting the amenity of the area
- E. childcare centres generally would not be suitable where:
 - access is from a major road or near a major intersection where there may be safety concerns
 - access is from a local access street which may impact on the amenity of the area due to traffic and parking



- F. a childcare centre should be approved only if it can be demonstrated that it will have a minimal impact on the functionality and amenity of the area and will not create or exacerbate any unsafe conditions for children and families using the centre, or for pedestrians or road users
32. The Planning and Development (Local Planning Schemes) Regulations 2015 state among other things that in considering an application for development, local government is to have due regard to the:
- A. amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system and the probable effect on traffic flow and safety
 - B. adequacy of the proposed means of access to and egress from the site
 - C. potential loss of any community benefit
33. For the reasons mentioned below, the Proposed Building is contrary to the Shire of Mundaring Child Care Premises Planning Policy, Western Australian Planning Commission Planning Bulletin 72/2009 [Child Care Centres], and the Planning and Development (Local Planning Schemes) Regulations 2015:
34. The Proposed Building will generate 238 additional vehicular movements per day
35. Almost 100% of vehicle movements from the Proposed Building will be in an easterly direction onto Amherst Avenue
36. All vehicles entering Amherst Avenue from Glen Road have no option but to exit Amherst Avenue from Glen Road as it is a short dead-end street.
37. Darlington Pre-Primary and Primary School has approximately 350 students and there is an existing vehicle bottleneck at the intersection of Amherst Avenue and Glen Road during school drop off and collection times
38. Glen Road (together with Darlington Road) is one of the two main access roads within the centre of Darlington and Glen Road is already subject to traffic congestion from Darlington Road to Leithdale Road due to Darlington Primary School and Helena College Primary School related traffic
39. The entrance to the Proposed Building is very close to the intersection of Amherst Avenue and Glen Road and will cause additional traffic hazards and traffic build up (including onto Glen Road) when cars are waiting to turn into the Proposed Building, waiting for cars to exit the Proposed Building and competing with existing school traffic
40. The plans for the Proposed Building do not allow for any adequate onsite queuing of vehicles as there is only one entry and egress point and most (if not all) of the hard surface areas is allocated to parking



41. The short distance between Glen Road and the entry to the Proposed Building does not allow for 25 metres or more of queuing space for cars on Amherst Avenue
42. The queuing of vehicles waiting whilst trying to enter the Proposed Building will impede the access of other road users on Amherst Avenue (including residents and parents and guardians of children trying to drop off and/ or collect their children from Darlington Primary School)
43. Amherst Avenue is situated near the intersection of Glen Road and Leith dale Road and there is poor visibility for drivers exiting Amherst Avenue with drivers having to look for vehicles approaching in a southerly direction on Glen Road, vehicles approaching in a westerly direction on Leith dale Road and vehicles approaching in a northerly direction from the Glen Road intersection.
44. There are already significant adverse traffic and parking issues arising from the drop off and collection of students from the Darlington Primary School.



Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2024 cl. 3.6

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

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Presentations are not to exceed **3 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

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

Presenter Details

Name	Trea Wiltshire
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Outer Metro
Meeting Date	May 1, 2025
DAP Application Number	/DAP 77 part C Mundaring
Property Location	1 Amherst Avenue, Darlington
Agenda Item Number	77

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content <u>will be published</u> as part of the Agenda:	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u>)? (<i>contained within the Agenda</i>)	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Will the presentation require power-point facilities?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please attach
Will you be attending in person or via electronic means	In person <input checked="" type="checkbox"/> Online <input type="checkbox"/>



Presentation Content*

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

Brief sentence summary for inclusion in the Additional Information as part of the agenda	<i>The presentation will address:</i> As the author of two books on Darlington I will speak on heritage, character and amenity
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In accordance with Clause 3.6.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document setting out the substance of the submission. If the presentation references documents that are contained within the responsible authority attachments, please consider referencing the attachment and not including a duplication of documents.

Please attach detailed content of presentation or provide below:-

As the author of books on Darlington’s history and editor of the *Darlington Review*, I’d like to address the character, heritage and amenity of our much-loved village. Darlington came into being as an 1880s vineyard surrounded by orchards, homesteads and a scattering of weekenders. From the outset, residents were passionate about preserving its special character. It was residents who, in the 1920s, purchased the stone wine cellar and turned it into a village hall and (in the 1980s) spent a decade refurbishing it. It was residents who bought the land for an oval a century ago and more recently project-managed the building of a community pavilion.

Darlington is often described by politicians and councillors as Mundaring’s most engaged community... a community that values heritage and makes sure that changes enhance rather than detract – so, for example, when the Shire wanted a metal playground fence, we lobbied for low stone walls that double as seating and that echoe the stone of the hall.

We’re fortunate to have 100 century-old homes, several on the three roads that converge on this site. We’d like to think you could visit before making your decision, as did Mundaring Councillors. On a map, you can’t know the character of the Darlington Precinct, its border running along Amherst. You can’t know the gradient of the three converging roads that increase speed. You can’t know how narrow the Amherst cul-de-sac is, or that it ends on a slope with long driveways leading to battleaxe blocks. Not for nothing is Amherst labelled a bushfire ‘entrapment road’ by the Shire, which makes its RAR recommendation



brehtaking.

These three roads came into being a century ago. We live with their shortcomings because they're part of an historic village. We navigate their chaos as best we can - but what we cannot countenance is a large-scale commercial development that will add 25 per cent more cars, mostly very large cars.

We ask you to consider the character and heritage of Darlington, and the amenity of those who call Amherst home. We urge you to also consider the lie of the land and local knowledge as critical elements in your decision-making.

Attachment: Editorial from the Darlington Review December issue.

DARLINGTON REVIEW

Vol. 64 | No. 11 | December 2024

online@www.darlingtonreview.com.au



It's Advent and preparations for Christmas celebrations are underway at St Cuthbert's. There is joy in these preparations but our hope is to approach Christmas with an expectant hush. So we'll stay. Linger. Ponder. Wait. Wonder. There will be time enough for running, rushing and worrying. For now, we'll wait.

Something is on the horizon.



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1st Darlington Scouts	Julia Tolj	0448 298 685
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Friends of Glen Park	Glenys Letchford	0467 586 050
Glen Forrest Bridge Club (GFBC)	Bev Hayles	0437 817 359
Darlington Dribbler Girl Guides (Girl Guides WA-Avon Hills Region)	Karen Wills	0418 917 045
Helena College	Mandy Cossier - mcossier@helena.wa.edu.au	9298 9100
Hills Outside School Care Association Inc.	Cathy Neale - hosca@bigpond.com	9299 8687/0417 978 806
The Hub of the Hills	Rachel Bacon	9290 6683
Kalamunda District Bridge Club	Jenny Tedeschi	jennifer_tedeschi1@hotmail.com
KSP Writers' Centre	Sofija Stevanovic	9294 1872
Mundaring Arts Centre Inc.	Jenny Haynes	9295 3991
Mundaring Arts Scholarships	Chris Durrant	9299 6093
Mundaring Chamber of Commerce	Morgan Holmes - President, Mundaring Chamber of Commerce	TBA
Mundaring Christian College	Tanja Nell - tanja.nell@mundaringcc.wa.edu.au	9295 2688
Mundaring Creative Learning	Terrie Plaistowe	9295 1688
Mundaring and Hills Historical Society Inc.	Trish Beaman - mhhs@mundaringhistory.org	9295 0540
Parkerville Steiner College	Michelle Garvin - michelle.garvin@silvertree.wa.edu.au	9295 4787
Perth Hills Climate Change Interest Group inc	Ailsa Paterson - contact@phccig.org	0488 956 280
Save Perth Hills	Peter Brazier, Save Perth Hills Chair - saveperthhills@gmail.com	0466 604 510
Shire of Mundaring Library Service	Coordinator Library Services - gills@mundaring.wa.gov.au	9290 6755
Silver Tree Steiner School	Hayley Spracklen/Michelle Garvin - michelle.garvin@silvertree.wa.edu.au	9295 4787
The Darlington Club	Sue Lavell	0439 273 213
Treetops Montessori School	Stuart Harris	9299 6725

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Member for East Metro	Donna Faragher JP MLC	9379 0840
Member for Kalamunda	Matthew Hughes MLA - kalamunda@mp.wa.gov.au	9293 4747
Federal Member for Hasluck	Tania Lawrence MP - rania.lawrence.mp@aph.gov.au	6245 3340

Mundaring Shire South Ward Councillors:

Cr Trish Cook	CrCook@mundaring.wa.gov.au	0409 479 551
Cr Luke Ellery	CrEllery@mundaring.wa.gov.au	0420 421 883

Justice of the Peace:

	Warren Southwell - www.wa.gov.au/service/justice	9252 0361
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Shire of Mundaring

General enquiries/graffiti/vandalism	shire@mundaring.wa.gov.au	9290 6666
Darlington Hall Bookings	bookings@mundaringwa.gov.au	9290 6666

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DARLINGTON REVIEW

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Business Manager:	Betty Pitcher, PO Box 196, Darlington business@darlingtonreview.com.au
Advertising Manager:	Julie Stuurstraat advertising@darlingtonreview.com.au 0412 225 613
December Editor:	Trea Wiltshire editorial@darlingtonreview.com.au

EDITORIAL DEADLINE

Material for each edition of the Review must be submitted before 5pm on the 20th of the preceding month. Please keep Letter to the Review brief and include your name, address and phone number. Contact details will not be printed and you can request that a pseudonym rather than your name be used. Letters must be emailed to: editorial@darlingtonreview.com.au or placed in the Review box in the Post Office by the deadline date of the 20th of the month.

PRODUCTION/DESIGN: Liz Berry | editorial@darlingtonreview.com.au

PRINTER: Vanguard Media Group, 26 John Street, Northbridge WA 6003 | 9328 1388

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Trea Wiltshire | December Editor

Trea Wiltshire has been a journalist in Africa, the UK and Asia and is the author of many illustrated history and travel books. She is the Review's Editorial Manager and long-time contributor.

An important December deadline

We'd planned to swing straight into reporting on what many agree was the best Darlington Arts Festival EVER – however an important proposed development drew many to the November Darlington Ratepayers and Residents Association (DRRA) meeting. The opinions expressed were so strong – and unanimous in their opposition – that an additional meeting (with the developer) was organised for a week later.

The Shire of Mundaring has called for comments on the proposed development of a childcare centre on the corner of Glen Road/Amherst Avenue, opposite Darlington Primary School. The centre is to cater for 80 children (0 – 5.5 years) and employ 13 staff in a single-storey building with 21 parking bays. If approved, it is predicted (by the proponent) to generate 364 vehicular movements per day where Glen meets Amherst and Leithdale Rd (the latter an established 'rat run' to the highway bypass for drivers from Glen Forrest and beyond, say Glen Rd residents).

Comment focussed on two issues: the already hazardous traffic situation and evacuation in the event of a bushfire. Darlington Road resident Ursula Sharman said it all: "Darlington's topography and bushland density places it among the highest bushfire risk areas in WA, which raises serious concerns about the safety of locating a childcare centre for infants and toddlers in the heart of the village. In the event of a bushfire, safely evacuating such a vulnerable group would be immensely challenging, especially with a simultaneous evacuation at the already over-capacity primary school next door.

"Compounding this is a road system that has remained largely unchanged since the early 1900s, making it dangerously inadequate for large-scale evacuations. Amherst Avenue is a no-through road, and with only five exit routes out of Darlington—all bordered by dense bushland— this poses an extremely perilous safety risk. Adding to this, the current traffic and parking issues in the area are already significant even on normal days— let alone in an emergency. This proposal simply does not align



with the safety and infrastructure realities of our community."

While several speakers acknowledged that a child care centre in Darlington is a good idea, they strongly condemned the location: a narrow cul de sac where, at drop-off/pick-up times the situation, according to a Darlington Primary teacher Jen Woods, is a daily nightmare. "This proposal assumes drop offs will happen in an orderly manner. After 17 years at the school, I cannot in my wildest dreams see this happen. Turning either right or left into Glen is a nightmare. A childcare centre may be a great idea – but not there!"

Here's a sample of comments: "Sometimes the level of frustration has almost led to fisticuffs..." "In recent years I have seen drop-off parents do wilder and wilder things." ... "Adding 364 more vehicle movements daily— with little kids everywhere – is absolute madness!" ... "Minimum standards may have been followed for the centre's on-site parking bays but that's simply insufficient given large SUVs – it would be very tight, and you could be reversing into traffic in Amherst." ... "At pick-up, cars are queuing back to the Glen/Amherst junction, waiting to use the loop and those heading to the pre-primary car park end up getting impatient and driving on the wrong side of the road – the traffic is already chaotic!"; ... "We bought within 500 metres of the school so the kids could walk, but you can't safely cross Amherst – people just drive too fast, it's congested, so even walking with kids is quite dangerous..."



"A childcare centre may be a great idea – but not there!" says Darlington Primary teacher Jen Woods



"Darlington needs a childcare centre if it wants to keep attracting young couples but this location is wrong – it's already a nightmare that doesn't need extra traffic. I request a different location."
Zali Stipanicev

This was a very well run DRRA meeting with President Louise Stelfox giving everyone a chance to speak but moving things along with the help of Vice President Raymond LeClezio and Secretary Karen Grey.

If you support or oppose this proposal you don't have much time: December 10 is the deadline. Submissions can be made online: <http://engage.mundaring.com.au> where you will find all the development's planning/traffic material; by email: shire@mundaring.wa.gov.au or mail: Planning Services, Shire of Mundaring, 7000 Great Eastern Highway, MUNDARING WA 6073.

Submission will be analysed and a report prepared by the Shire for

the decision-makers, the Outer Metro Development Assessment Panel (DAP). Developments like this with a budget in excess of \$2m are able to bypass local government and go straight

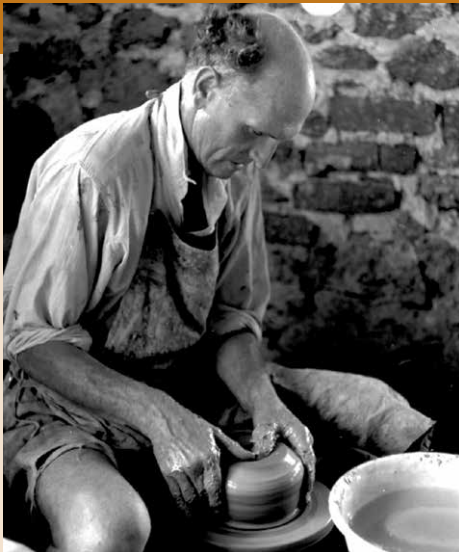
to DAP. A high degree of scepticism was expressed about the skewed voting system of DAPs. Shire President Paige McNeil observed: "The State Government's Local Government Reforms have eroded the local government's influence in planning decisions. DAPs have three independent specialists (usually planners) and only two local government representatives. The WA Local Government Association is advocating to raise the DAP project value threshold from \$2M to \$5M and to change the composition of DAP's to ensure equal representation of specialist members and local government members."

Those in the know say there's been a surge in development applications to DAPs that are opposed by ratepayers and that just happen to top the \$2m mark. Approving a Plymouth Brethren development close to the difficult Hardy Road turn-off from the Great Eastern Highway, a DAP spokesperson said: "There were some very big numbers against it but this is not a numbers game, it comes down to planning merit."

It's super important you state your opposition or support of the proposal at 1 Amherst Road at the start of your submission. There is more important information about submissions in DRRA notes.

The Review deadline fell before the second meeting (with the developer), so you'll need to follow progress through DRRA which has called on the Shire of Mundaring for more time to inform the local community and make submissions.

In the beginning....



Guy Grey-Smith 1961 (Photo: Richard Woldendorp)



David Gregson's Provence Window



Robert Juniper (Photo: Richard Woldendorp)

Plant a seed, they say, and you plant hope. But, back in the 1950s and 60s, when a group of ambitious artistic rebels planted the DAF seed, no one could have foretold the extent of the Darlington Arts Festival's flourishing more than 70 years later.

The artists who mounted the first festivals turned Darlington into what the wider Perth community viewed as "an arty, bohemian enclave". As a group, they embraced the hippy ideals of the 60s, with self-sufficiency ranking high, and the homes and studios they built, from rammed earth to geodesic domes, reflected the artistry and innovation of their paintings, sculptures and ceramics.

While the festival's founders produced modernist paintings and sculptures that shocked Perth's staid cultural elites, they stirred interest among collectors who put the informal fledgling one-day festival on their calendars. And as the artists' reputations grew, so did the Festival's.

Today, the Darlington Arts Festival is arguably the State's longest-running community arts festival and certainly the biggest event of its kind in Mundaring. This year it spanned four days and drew 15,000 visitors, providing clubs, churches, schools and cultural/sporting groups with the year's biggest fund-raising opportunity.

Many who planted the DAF seed have passed – Guy and Helen Grey-Smith, David Gregson, Robert Juniper, photographer Richard Woldendorp, Wim Boissevain – but their creative legacy lies not only in Australia’s public and private collections, but in a phenomenally successful – and now highly-professional – festival, that is run entirely by volunteers. It has come to define Darlington and our generous, can-do community.

Links with the past abound: Janet Holmes a Court lived briefly in Darlington in the 60s and, at early festivals, purchased the first three items in a now legendary art collection – works by Grey-Smith, Juniper and Boissevain. Today she funds the Mundaring Bicentennial Scholarship Trust’s Youth Art Prize and its People’s



Junior Art

Choice Award. The Trust also contributes to Junior Art prizes – which is appropriate given its annual Robert Juniper Award for the Arts, supported by Trish Juniper, is aimed at boosting the careers of young artists.

This year, the Junior Art Awards were judged by Michael Betts whose studio is not far from where his father Mac Betts produced his celebrated landscapes. While the demands of WAAPA teaching and mural commissions meant Michael didn’t exhibit this year, he appreciated being involved. “The creative thinking and natural artistry of young children never fails to captivate me, especially between the ages of four and six,” he tells us. “At this stage, their imagination flows freely, untouched by the self-doubt that society often imposes later on. If only they could hold onto that innate brilliance!”



Michael Betts in front of one of his murals

The Art at the heart



Best Use of Materials winner Stephanie De Biasi with Open Art curators Lauren Peck and Rebeca DeRooy (Photo Bonnie Evans Photography)

Art remains firmly at the heart of the Festival and this year works ranged across a broad spectrum of mediums – from the winning traditional landscape in pastels to a sculpture cleverly crafted from bottle tops that won the best use of materials award.

While the application period was shortened due to the creation of DAF’s new website, some 146 artworks were submitted and were well hung by the curatorial team of Rebecca DeRooy and Lauren Peck. A fresh layout and new mobile display boards (sponsored by Bendigo Bank and DaSRA) allowed more space for viewing

Did 3D artists miss the deadline queried a long-time exhibitor? Hard to say, but there were fewer and Rebecca hopes to

see an increase next year. “However, there was still a good representation of materials including textiles pieces presented as 2D works, a felt whale shark, a stunning mixed media/sewn work and other impressive pieces.”

An aspect of the exhibition that links 2024 artworks with those of the founders was the celebration of our unique environment. “There were some spectacular bush and waterscapes created as photographs, paintings, printmaking and mixed media,” observed Rebecca. “The closer you got to the overall winner – a pastel landscape by Jessica Halliday – the more detail you were aware of, an amazing feat considering the medium.”

Well-known local photographer Paul Bastian spied his subject when walking in Greenmount National Park, and his stunning Bookleaf Plant won the Highly Commended Award. “I used focus stacking whereby about 10 images were taken with minimal manual adjustment of the focus and then combined in post editing so that everything is in sharp focus,” says Paul. “Yes, it was time consuming but enjoyable, producing the final image that was printed on fine art archival paper to give more impact to the image.”



Paul Bastian’s Highly Commended Bookleaf

Rebecca has clearly found her curatorial niche and wants to encourage more younger artists to submit works. “It would be great to see more Youth Artists join us on leaving school – because they bring new perspectives, techniques, and conversations that keep our exhibition relevant and exciting.”



L-R: Stacey Gardoll's People's Choice Award Rhodanthus in the Rain; Jessica Halliday's Best in Show Searching for Solace and People's Choice Award (Youth Art) Lola Beagley-Projections of Light, Life and Love (Photo Bonnie Evans Photography)



The Opening

Before the presentation of awards, Olman Walley once again sang our Festival into being from the verandah of the lit-up hall. In a much-appreciated Welcome to Country, Olman's didgeridoo summoned the spirits of an ancient scarp with a unique suite of flora and fauna, and a landscape that inspired so much of the 2024 artwork.

Presenting the last of the many Lotterywest cheques, Matthew Hughes, retiring MLA (and Darlington local) reminded us that our festival benefits from the only lottery in Australia that ploughs its profits into art, sport, health and much more. He also hinted that, after discarding his political hat next year he could well don a Festival T-shirt – which brought a swift response from DAF President Amy Pepper: "You're already elected!"

Representing the Shire, President Paige McNeil paid tribute to the high level of local volunteering that keeps the Festival Committee well stocked with ready hands and high performing professionals. And being a very hands-on President, Paige had already signed up to join the more than 300 over-the-weekend volunteers who pick up a huge range of jobs.

DAF President Amy Pepper was clearly delighted to report that both LotteryWest and Mundaring Shire had increased their grants this year – "allowing us some flexibility and longevity in our planning". One area the Shire and DAF have long wanted to expand is the involvement of youth – and this year the Youth Engagement Program got the sort of momentum that will assure its future.



MLA Matthew Hughes presents the Lotterywest cheque to DAF President Amy Pepper (Photo Bonnie Evans Photography)



Mundaring Mundaring Shire Councillors Prapti Mehta, Vice President Trish Cook, DAF President Amy Pepper, President Paige McNeil, Luke Ellery (Photo Bonnie Evans Photography)

DAF Youth Engagement finds its own vibe



The Darlington Station Reserve became home to DAFYEP's family-friendly 'chill lounge' with comfy seating and beanbags drawing an audience for a string of young performers. This venue is an idea whose time had come, and young musicians Tony and Freya (above) welcomed its informal vibe.

Kalamunda High's Michelle Vivian (above) watching some of her pupils, perform, said the 'chill zone' could become a much-

needed additional performance opportunity for young Hills musos. DAF's Amy Pepper, who has led the youth engagement initiative, was very happy with the result. "We've long wanted to make use of the Sculpture in the Scarp space as an early evening alternative to the Wine Tent for those who want to stay engaged with the Festival. And it was good to see that some of those wandering through the sculptures took a seat and joined the gathering."

Sculpture on the Scarp

Key members of the Friends of Darlington Station Reserve need medals for mounting a relentless weeding/clearing roster over many weeks to ensure the area provided a scenic backdrop for the sculptures. Dee Robinson's Big Red became a fine reflection of the surrounding vegetation – with its glinting red inlays echoing the nearby bottlebrush.

Judged the Best Sculpture, this work was among the four favourites in the 2024 People's Choice Award that went to Stuart Bryce's aluminium and acrylic Respond II. And with almost a quarter of Darlington residents born overseas, we liked Claire Davenhall's *Lost Soles: The Arrival*. With its slightly worn tin trunks, and high-polished boots and shoes – ready to stride into a new life – it looked very much at home on the old station platform.



Best Sculpture winner Dee Robinson



Best sculpture Big Red (Photo: Bonnie Evans Photography)



Claire Davenhall's *Lost Souls: The Arrival*



Detail of Beverley Iles's *Topography*, Winner of the Lawrence Gelman



People's Choice Award: Stuart Bryce's *Respond II* (Photo: Bonnie Evans Photography)

Busk Stop

While the main stage garnered huge audiences thanks to Performing Arts Program's Ian Christie, Claire Ditri and sound man Andrew Greenham, the designated Busk Stop attracted solo buskers drawing groups of admirers happy to drop some appreciative dollars in their music cases.

One busker has become a familiar face at Festivals – we took this photo (right) of the C & J Rockin duo (Charlie and Jack Dudek) way back when both were in primary school. Now Jack (photographed below) is at John Curtin College of the Arts and big brother Charlie, a drummer, has graduated.



The Workshop Village

Young visitors welcomed the return of their own “have a go” space that offered lots of options. And kids weren't the only ones learning. Pippa Windsor of running school fame, organiser of the highly successful Workshop Village, brushed up her long-lost knitting skills under the critical eye of Bob Simpson, the now retired former Deputy Principal of Helena College.

Bob told us that as a young boy who scoffed at a little sister struggling with dropped stitches, his mum challenged him to get busy with the needles – and a life-long hobby (and de-stresser) was born! And those skills were further honed when sailing to the Faroe Isles to take up an early teaching post. “It took two days to get there and all the fishermen were knitting jumpers,” he recalls. One of his own colourful jumpers was on display to inspire his pupils.



The Music....

The occasional light shower did nothing to dampen spirits at this year's DAF Wine Tent, says the organiser of Wine Tent music, Glen Whisson. “The atmosphere was fantastic, with an impressive lineup of talent captivating the audience.

In fact, there were more performers than ever before, with 55 musicians representing 15 acts performed over the weekend – and exceptionally diverse musical offerings including solos, duos and bands young and old.” Our trusty Blue Manna were back headlining the Saturday night line-up and local soundman, Fenton Oldmeadow, did a splendid job and was on stage, once again, to finish the Festival with the “Sundowner Singalong” of much-loved favourites.



Blue Manna firing up the Wine Tent on the Saturday night

....and the dance party!

DAF's fundraising Garden Dance Party with a Flower Frenzy theme saw more than 200 guests come together for a night of dancing and fun with Festival favourite DJ Christina and bongo player Coco providing an irresistible beat for dancers.

The fundraiser was organized by this year's DAF Bar team – Tania Whisson, Gabrielle Morris, Simone Dempster and newcomer Alex Thompson – and the DAF Bar and Wine Tent were busy, buzzing social hubs with a special line-up of live music.

"All funds raised by the Friday night event and Bar go directly to the Festival," says Tania. "It's a big effort but we had a brilliant team of volunteers – from set-up crew to bar staff. And we couldn't have done it without support from committee members Len Nielsen, who takes care of all the tech stuff, Brendon Thompson and his team who get all the infrastructure in place, and Jodie Hutton who deals with all the money management over the weekend."

And the photo booth clearly proved a huge hit and captured some classic poses!



DAF Vice President Tania Whisson and Groundsman Brendon Thompson (Photo Bonnie Evans Photography)



The best ever?

With the weather gods providing benign sunshine and just a hint of rain, visitors commented on a sense of calm unusual for an event of this scale.

"Everything just came together – it worked," observed Tania Whisson when it was all over. Of course, it helps to have DAF veterans at the helm and President Amy and VP Tania also belong in that quietly-efficient, seemingly-unflappable league of leaders.

We always go to Brendon Thompson for behind-the-scenes stories and, because of that atmosphere of calm, we caught him yarning with Ron Stuurstraat in the Information Tent about his only averted dramas: waste bins that failed to arrive, with the Funky Floral Dance Party a couple of hours away. Never short of helpful mates, he got on the phone, secured a skip and the Festival-friendly Mundaring Shire sent 20 bins, saying "forget the paperwork, we'll do it next week". Earlier, the Shire had also fast-tracked the fixing of oval electricity.

Ron reported that as stallholders packed up on Sunday, they were all smiles – "one vendor who's been attending festivals for 33 years said this one was the best ever, and most stall holders, including the Darlington History Group, reported their best ever sales," said Ron.

"And another sign of record-breaking attendances was food vans running out of stock."

"Yes, they had a great weekend," said Alex Hoschke, who was in charge of the vans. Alex particularly welcomed back the donut stall after a few years break, with Sawyers Valley Primary School raising money for a school camp. "As always, the donuts were extremely popular so they're keen to return next year. It was good to see the kids involved as well."

Groups such as the Forrest Darlings CWA view the Festival as their key fundraising event and an opportunity to raise the group's profile and recruit new members. Chair Kate Herren says: "Last year was our first event in the providore tent selling baked goods - we were previously out on the oval with a craft stall. The baked goods proved to be hugely popular and we raised over \$1500, our biggest fundraiser of the year."

Noise Bin has landed!

The Noise Bin collective chose the carnival atmosphere of the Festival to launch its novel waste bin, the eye-catching Boab Tree that, as DaSRA's Geoff Barker noted, was designed with the help of Darlington students. It was originally hoped that the bin would light up and emit sounds when fed cans, so a team of technically-minded boffins got busy. As guests gathered, a young resident demonstrated that the Noise Bin did

indeed gobble up cans ... until a gremlin got in the works! The consensus, however, is that even if it never eats another can, fails to light up or make intriguing sounds, the Noise Bin has found a home and is well-loved for what it is: a fanciful boab? a visitor from outer space? or pretty much whatever your imagination dreams up! And the boffins are still tinkering...



DaSRA's Geoff Barker and locals feeding the Noisebin and guests at the launch

Seachange for Sarah



Sarah Brookes with daughter Audrey

When the Prime Minister's entourage descended on Darlington recently with a media scrum in its wake, the buzz and flurry surrounding the event further convinced Audrey Franzi to follow in the footsteps of her mum, award-winning local journo Sarah Brookes.

Audrey, a Year 10 Helena College student, describes herself as 'self-sufficient' and her mum knows her as sassy, single-minded and independent – so Sarah wasn't

surprised when her daughter announced she'd applied to complete her final years of high school at a Sydney academic select school known for its advanced English program and 'uni campus' style. In fact, she'd already applied and been accepted before the PM's visit!

Both mother and daughter have now decided that a 'sea change' will be beneficial – Sarah because of a series of recent losses (including her mum, nanna and much-loved dog Molly) coupled with a desire for new professional challenges, and Audrey because she loves the bustle of Sydney and plans to chart her own path into media, particularly as a music critic, with Sydney offering more opportunities for both.

Whereas Sarah came to the profession as a solo parent in her 30s after studying at Curtin Uni and settling in Darlington, Audrey would prefer a cadetship in a media organisation so she can learn on

the job rather than pay thousands of dollars for tertiary study.

Readers of the Review have enjoyed – and sometimes been provoked by – by Sarah's journalism, originally in the Echo and Hills Gazette (remember that memorable article on our Taj Mahal stone bus stop?). More recently she's worked with the Fairfax/Nine's digital *WAtoday* and has edited several issues of the Review.

"I'm hoping to continue doing my job from the Sydney Morning Herald office which would be an amazing chance to work alongside some great investigative reporters," says Sarah. "It will certainly be novel moving from a half-acre bush block in Darlington to a unit at the beach, but I've managed to rehome one dog down the road, one of my colleagues is moving into the house and my son Zac (currently doing ATAR) is considering several options, so, ready, set, go!"

We wish them well.

Shout out for DCRAG

As the community reconsiders the workings of its ratepayers, sporting and community organisations, Colin James's final notes for the Darlington Community Recreation Advisory Group (DCRAG) are well worth reading.

Colin reports that while the group's activities will become part of an expanded DRRA, its impressive achievements have changed the face of recreation in Darlington, including the building/upgrade of the Darlington Community Pavilion. Colin witnessed all those changes, having been involved with DCRAG for 44 years, the last 16 as Secretary. What he doesn't mention is his own incredibly generous personal \$100,000 guarantee for the pavilion project. An extraordinary gesture by a local whose extraordinary service to this community continues through his work with the brigade, bushfire ready and other groups.



What's happening???

December is always busy socially but make a note of upcoming events you won't want to miss – Day in the Forest at Glen Forrest Dec 7; *Mother Goose on the Loose*, playing at Marloo Theatre until December 7; and you probably don't need reminding that everyone's favourite outdoor Kookaburra Cinema is offering a program packed with variety, including seasonal oldies like *Love Actually* and new release *Paddington in Peru*.



Paddington in Peru

Meg Selman at Two Birds plans a Christmas Market on Thursday December 5 kicking off at 4pm with stalls and music – and a heap of great gift ideas. And don't forget to check out the Shire's Summer of Entertainment (advert in this issue) with movies, music and more happening across Mundaring.



Meg Selman

And at Juniper Gallery



If you're after an artistic gift, Juniper Gallery's final exhibition this year has a great mix of works including landscapes and portraits by resident artist Jo Meredith who recently returned from the UK after completing a portraiture course. "The courses I've done in Florence and Salisbury use a limited earth palette which allows for naturalistic skin tones. In contrast, I love using bright colours to paint WA landscapes, particularly our vibrant North West. I'm currently finding my way combining the two palettes, finding softer greys within the vibrant landscapes and more dimensions in my figures. You can see the marriage of the two palettes in the painting of St Paul's Cathedral."

Jo Meredith's St Paul's Cathedral

Deck the Hall....!

A couple of years ago, when it looked as if Carols by Candlelight might fall in a heap for lack of an organiser, the Whisson family stepped up, decked the Hall with fairy lights, rustled up some singers, printed song books, and made it happen, with funds from Earnshaws and the Darlington Review. Locals have taken this pared down one-hour event to their hearts: just a gathering of people who love to sing carols at the village hall on the night before Christmas. They're doing it again this year (see details below) and we thank them.



Housekeeping

Just a reminder: there is no January issue and please note (on the inside front cover) the increase in advertising costs from February.



Ron Stuurstraat with fellow Festival volunteer Brendon Thompson

The Review received a great Christmas gift when our appeal for a new Advertising Manager brought local legend, pharmacist, long-time Festival volunteer Ron Stuurstraat into the Review 'family'. Ron overheard current manager Julie telling a prospective candidate that the job took about six hours a month. "Well, I could do that!" he chipped in. Thank you Stuurstraats for making sure that this vital job is in safe hands.

The Review Committee wish our editors and production/printing team, along with readers and advertisers, a safe and happy festive season.

Trea Wiltshire (December Editor)



Letter to the Review

"The proposed development of a child care centre on the corner of Amherst and Glen presents an excellent opportunity for Darlington. As a 24-year-old looking to start a family in the near future, I would welcome a local child care option. However, as a resident of Amherst Ave, I believe the proposed location is problematic.

Safety is a significant concern. The existing school drop-off situation already creates chaos, and adding more vehicles and young children to the mix could have serious consequences. Parking is another key issue: the centre is planned to accommodate 80 children and 13 staff, but only 21 parking bays are included in the proposal. With 13 bays allocated to staff, that leaves just 8 bays for families dropping off 80 children during peak hours (typically between 7am and 9am). It's hard to see how this would work in

practice. Parents parking on Amherst, crossing a busy road with small children, and spending 10+ minutes saying their goodbyes will only worsen congestion and compromise safety.

Additionally, turning from Amherst onto Glen is already difficult. Increased traffic from the centre would exacerbate this issue, adding further stress to local residents and road users.

If Darlington is serious about attracting younger families, it's essential to ensure facilities are both accessible and safe. While this child care centre would be a valuable addition to our community, the current location poses too many risks. With traffic calming measures such as speed bumps, a roundabout, or improvements to the existing school drop-off area, the site could potentially work. Until then, a different location must be considered for the safety and harmony of our community"



Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2024 cl. 3.6

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

Presentation Request Guidelines

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

Presentations are not to exceed **3 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

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

Presenter Details

Name	Ursula Sharman
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer DAP
Meeting Date	1 st May 2025
DAP Application Number	DAP/24/02773
Property Location	1 Amherst Avenue, Darlington, WA 6070
Agenda Item Number	No.77 PART C

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content <u>will be published</u> as part of the Agenda:	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u>)? (<i>contained within the Agenda</i>)	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Will the presentation require power-point facilities?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please attach
Will you be attending in person or via electronic means	In person <input checked="" type="checkbox"/> Online <input type="checkbox"/>



Presentation Content*

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

<p>Brief sentence summary for inclusion in the Additional Information as part of the agenda</p>	<p><i>The presentation will address:</i> The presentation outlines the reasons against the proposed development on the grounds of unacceptable and compounding bushfire risk, unsafe access and serious impacts to amenity and character of historic Darlington.</p>
-------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

In accordance with Clause 3.6.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document setting out the substance of the submission. If the presentation references documents that are contained within the responsible authority attachments, please consider referencing the attachment and not including a duplication of documents.

Please attach detailed content of presentation or provide below:-

Good afternoon Panel members and thank you for the opportunity to address you today. My name is Ursula Sharman, and I am speaking as a concerned resident of Darlington.

I respectfully submit that the proposed childcare centre at 1 Amherst Avenue should be refused based on unacceptable bushfire risk, unsafe access, and serious impacts on the amenity and character of our village.

Bushfire Risk and Emergency Access

Darlington is one of the most bushfire-prone areas in Western Australia, with narrow roads and only five limited exit routes, all bordered by dense bushland. The site is classified BAL 19, with no emergency access for firefighting vehicles. *Emergency access is not a negotiable feature; it is an essential planning requirement.* Critically, despite having three road frontages, the site offers only *one access route* — a significant failure when measured against *State Planning Policy 3.7: Planning in Bushfire Prone Areas*, which mandates safe, reliable access and egress for both occupants and emergency services.

Amherst Avenue, being a narrow, dead-end road, cannot meet this requirement.

The Bushfire Emergency Plan proposes using two hire buses to evacuate 80 young children and 12 staff.

However, there is no parking or turning space for buses on-site, they would have to park on Amherst Avenue blocking residents from evacuating. Inbound roads are likely to be closed to vehicles during an emergency, including the bus to pick up Daycare occupants.

This reliance on external evacuation is not practical, not safe, and fails to meet modern bushfire planning standards.

Topography and Site Suitability

The site falls seven metres from north to south, requiring major retaining walls.

According to Shire’s own guidelines, childcare centres should be located on level ground for safety.

From Leithdale Road, which Glen Road runs into the development would present as a



five-storey structure — entirely inconsistent with the surrounding low-rise village character.

Impact on Amenity

Darlington is a 120-year-old community characterized by modest homes, natural bushland, and quiet streets.

This development's scale, traffic generation, and noise would permanently alter the character of the area, contrary to Clause 67(m) and (n) of the Planning Regulations, which require compatibility with setting and protection of amenity.

Under *Clause 67(m) and (n) of the Planning and Development (Local Planning Schemes) Regulations 2015*, decision-makers must give regard to:

- (m): The compatibility of the development with its setting, including the relationship of the development to development on adjoining land;
- (n): The amenity of the locality, including the character of the locality, social impacts, and likely effect on the natural environment.

Once amenity is lost, it cannot be recovered.

Conclusion

In conclusion, this proposal is unsafe, unsuitable for the site, and incompatible with the character of Darlington.

I respectfully urge the Panel to uphold the Shire's recommendation for refusal.

Thank you for your time.



Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2024 cl. 3.6

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

Presentation Request Guidelines

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

Presenter Details

Name	Alan Stewart
Company (if applicable)	Lateral Planning
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer DAP
Meeting Date	5
DAP Application Number	DAP/24/02773
Property Location	No.1 Amherst Avenue, Darlington
Agenda Item Number	Part C Item 3.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content <u>will be published as part of the Agenda</u> :	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u>)? (<i>contained within the Agenda</i>)	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Will the presentation require power-point facilities?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please attach
Will you be attending in person or via electronic means	In person <input checked="" type="checkbox"/> Online <input type="checkbox"/>



Presentation Content*

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

Brief sentence summary for inclusion in the Additional Information as part of the agenda	<i>The presentation will address:</i> The Reason for Refusal, and request the DAP to set aside the Council Recommendation and grant approval in accordance with the Officer's Recommendation in the RAR.
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In accordance with Clause 3.6.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document setting out the substance of the submission. If the presentation references documents that are contained within the responsible authority attachments, please consider referencing the attachment and not including a duplication of documents.

Please attach detailed content of presentation or provide below:-

Refer attached.

PRESENTATION TO METRO OUTER DAP MEETING 1 MAY 2025 AGENDA ITEM PART C ITEM 3.1 – CHILD CARE PREMISES 1 AMHERST AVENUE, DARLINGTON

REASONS FOR REFUSAL

The **Officer's Recommendation for Approval** was considered by the Elected Members of the Shire of Mundaring at the Ordinary Meeting of Council on 8 April 2025.

The Elected Members resolved to set aside the Officer's Recommendation for Approval and recommend that the Development Application ('Application') be Refused.

The Reasons for Refusal state:

1. *The Bushfire safety: siting - higher BAL due to vulnerable use BAL 19 construction is suitable only for moderate exposure multiple access routes - only 1 access route, no emergency access provided despite 3 road frontages.*
2. *Traffic: 25% increase in peak hour vehicle movement*
3. *Pedestrian safety: proposed accessway 20m from corner of distributor road with an access road already exceeding 200vph.*
4. *Impact on amenity and character of the locality.*

Elected Members provided the following explanation for the alternate motion:

The Bushfire emergency evacuation plan does not provide two alternate evacuation routes as all routes are bottlenecked by Amhurst Avenue. The TIA does not consider a swept path for the bus proposed to evacuate occupants, and Amhurst Avenue is a cul de sac with insufficient turn around.

Western Australian Planning Commission Planning Bulletin 72/2009 [Childcare Centres] states:

- e. *(ii) childcare centres generally would not be suitable where: access is from a local access street which may impact on the amenity of the area due to traffic and parking*
- f. *a childcare centre should be approved only if it can be demonstrated that it will have a minimal impact on the functionality and amenity of the area and will not create or exacerbate any unsafe conditions for children and families using the centre, or for pedestrians or road users.*

This presentation will address the Reasons for Refusal and explain why approval of the Application, as recommended by the Officer's, will be consistent with orderly and proper planning and not have an adverse impact on the amenity of the locality.

REASON FOR REFUSAL 1 – BUSHFIRE

The Applicant’s Bushfire Consultant (Daniel Panickar) has made a separate presentation to the DAP explaining why Reason for Refusal 1 should be dismissed.

In summary, the Bushfire Consultant advises:

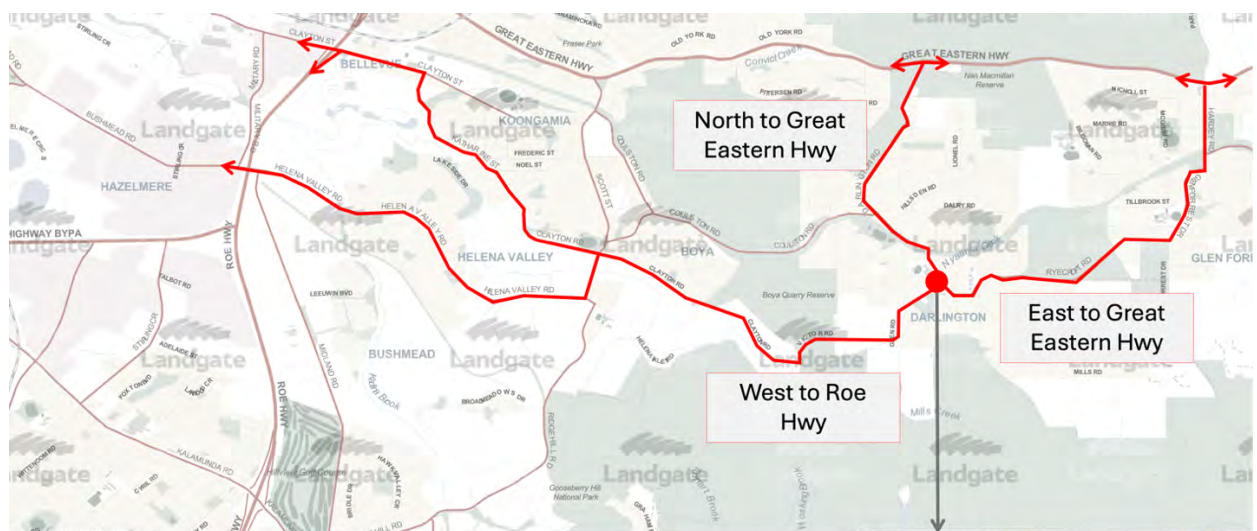
- The Reason for Refusal is inconsistent with the Bushfire Management Plan (Version 4) and Bushfire Emergency Evacuation Plan (Version 3) for the Child Care Premises.
- The Child Care Premises is proposed to be constructed to BAL-29, which is a higher BAL rating than BAL-19 referred to in the Reason for Refusal, and two BAL ratings higher than the determined rating of BAL-12.5.
- Access for the Child Care Premises satisfies the Bushfire Guidelines because the access point is only 50 metres from Glen Road, which provides egress in two different directions.

Note: the development actually exceeds the access requirements of the Bushfire Guidelines as there are in fact three egress routes within 200 metres of the site, as shown below.

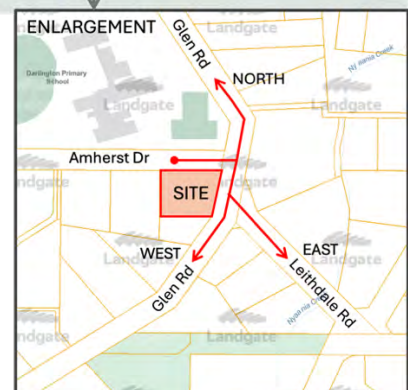
- In the event of an evacuation, buses can enter / exit the car park by making a three point turn in Amherst Ave, before exiting to Glen Rd, without any need to travel west along Amherst Ave to turnaround at the head of the cul-de-sac.

Condition 16 of the Officer’s Recommendation requires the premises to be built to BAL-29.

Condition 17 of the Officer’s Recommendation requires the measures in the Bushfire Emergency Evacuation Plan to be implemented and maintained in perpetuity.



ALTERNATE EGRESS ROUTES FROM No.1 AMHERST AVE, DARLINGTON



Local Planning Policy – Child Care Centres

The Shire’s Local Planning Policy for Child Care Centres reads:

5.1 *Child Care Premises should be located on a site nearby a shopping centre, an **educational establishment**, offices or other commercial uses*

The site is located at the corner of Glen Rd and Amherst Ave, adjacent to Darlington Primary School, and less than 400 metres from Helena College Junior School (see figure below).

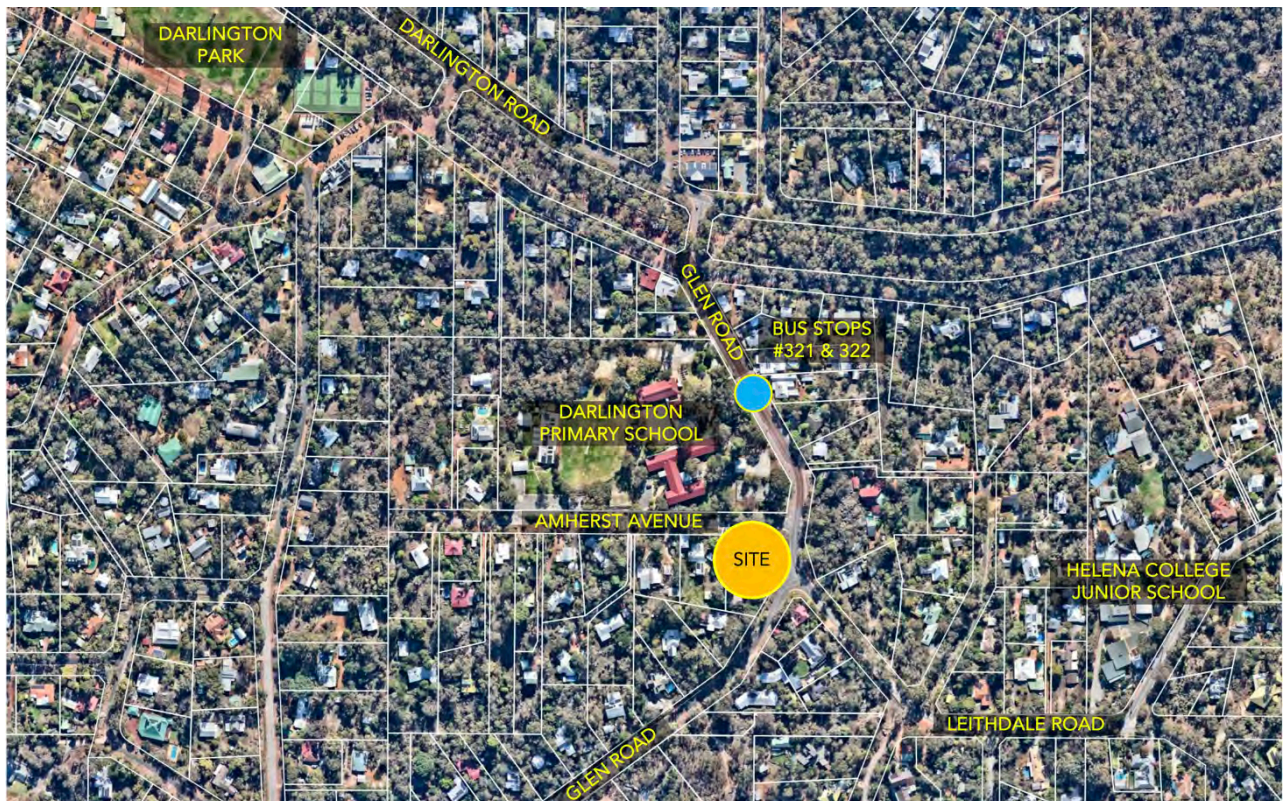
Glen Rd is an Important Local Road with a bus stop opposite the Primary School.

The site does not abut a Regional Road, consistent with the Local Planning Policy.

A footpath is provided on both sides of Glen Rd and the north side of Amherst Ave.

As a corner site with an area of almost 2,000m², the site is capable of accommodating the Child Care Premises and all required car parking bays and external play areas, together with the required on-site effluent disposal system and stormwater system.

Having regard to the above, and given the Precinct Plan, the subject site is the only site adjacent to Darlington Primary School capable of accommodating a Child Care Premises.



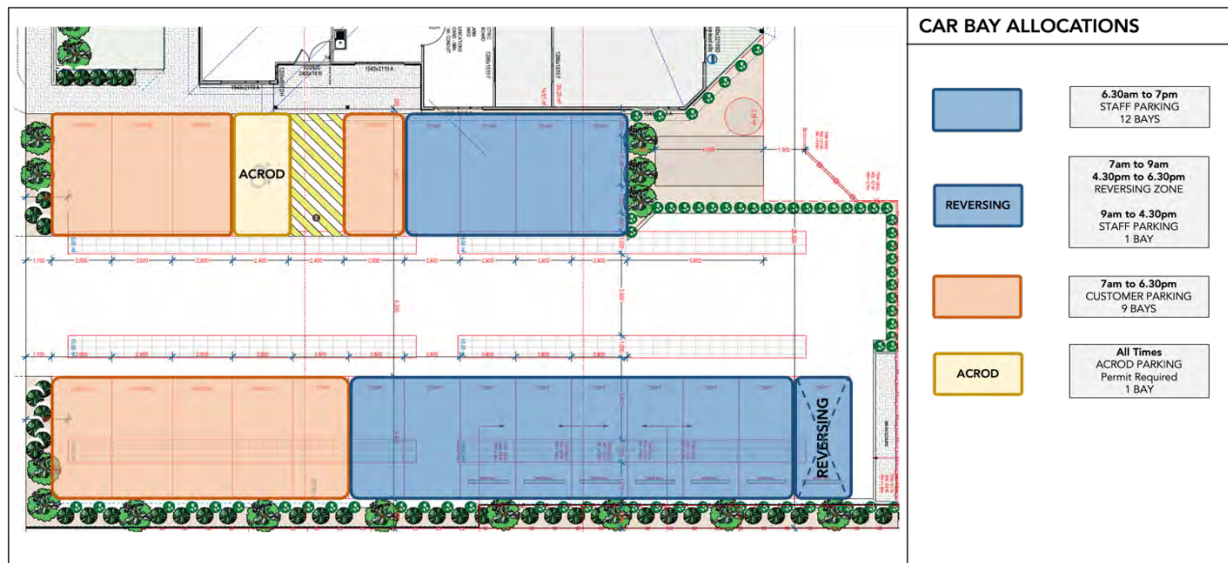
Site Location

Car Parking

The Application complies with the parking requirement under the Local Planning Scheme.

Car Parking Standard	Car Parking Required	Car Parking Provided
Customers: 1 bay per 8 places (80)	10	10
Staff: 1 bay per staff member (13)	13	13
TOTAL	23	23

The figure below shows how the proponent intends to allocate the car bays. 10 car bays (including ACROD bay) will be available to customers and 13 car bays will be available to staff. 1 staff bay will be set aside as a turning bay at peak drop-off / pick-up times.



Acoustic Considerations

The Application is accompanied by an Acoustic Assessment and Noise Management Plan that recommend measures to mitigate noise. **Condition 11** of the Officer’s Recommendation for Approval requires the mitigation measures to be implemented and maintained in perpetuity.

Building Design

Height

The premises is single storey but reads as two storeys at its southern end.

The scale of the building is similar to many other existing buildings in the area.

The wall height at the southern end of the building is 7 metres above NGL (below the wall). The highest point of the roof is less than 10 metres above NGL.

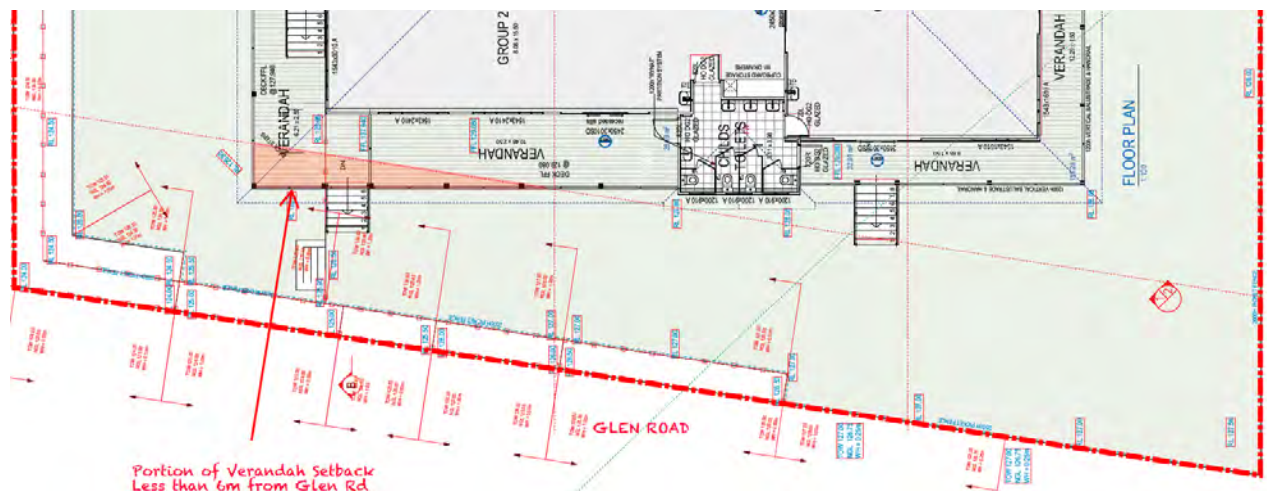
The development complies with the maximum permitted height.



Glen Road Elevation – Building Height

Setbacks

The Child Care Premises satisfies the street, lot boundary and visual privacy setbacks, with the exception of the south-east corner of the verandah facing Glen Rd (6m required; 4.7m proposed). This is a minor variation that has minimal impact on the amenity and character of the area.



Glen Rd Setback Variation

Site Coverage

The Child Care Premises complies with the maximum site coverage of 30% under the LPS.

Overshadowing

The Child Care Premises satisfies the deemed-to-comply overshadowing requirement.

Retaining Walls

Retaining walls are proposed to manage the site topography.

Retaining has been designed to minimise impacts at the boundary, with a series of retaining walls positioned internally to address the level change.

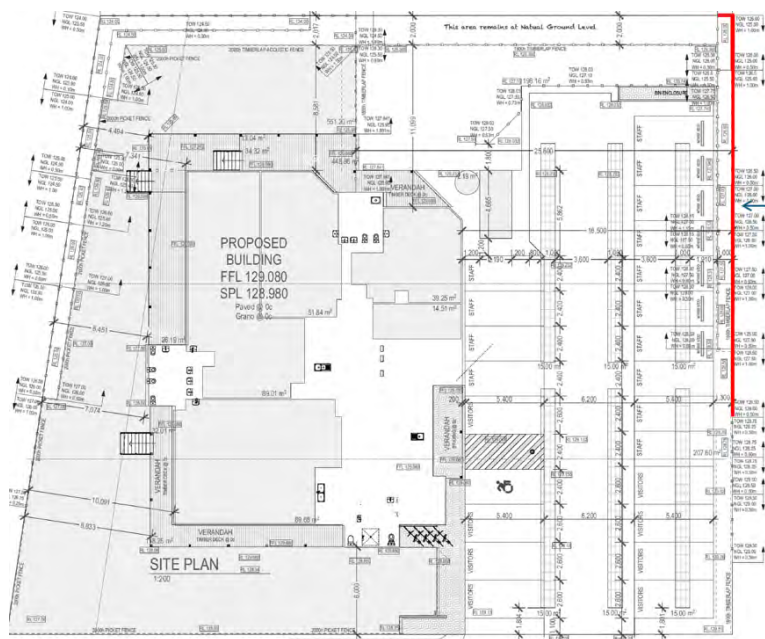
This approach minimises the height of retaining on actual boundaries, whilst maintaining functionality of outdoor areas.

The retaining walls comply with the deemed-to-comply height, with the exception of retaining to part of the west boundary only:

- Permitted Height of Boundary Retaining: 0.5m above NGL
- Proposed Height of Boundary Retaining – West Boundary: Up to 1m above NGL.

Condition 5 of the Officer’s Recommendation for Approval requires retaining walls to be constructed of laterite blocks or natural earth coloured materials to ensure they are visually integrated into the surrounding landscape.

To further mitigate the impact of retaining, fencing will be setback from some boundaries, with landscaping provided between the boundary retaining wall and fence line.



These are the only sections of retaining wall where the height extends above NGL by more than 0.5m within 1m of the boundary.

No portion of the retaining wall in these locations extends more than 1m above NGL (i.e. the maximum height variation on the boundary is 0.5m).

Boundary Retaining Walls - Height Variation

Appearance

As required by the Shire’s Local Planning Policy, the Child Care Premises is designed to have a distinct residential appearance (‘home away from home’) consistent with the character of the locality, noting that submissions lodged in support of the proposal commented on the design being sympathetic to the prevailing character of the area.



View from Amherst Ave



View from Glen Rd



View from Glen Rd (without fence to show the building design)

CONCLUSION

The Shire's administration has carefully assessed the proposal, including the technical consultant reports submitted with the Development Application, and recommended conditional approval having regard to the relevant town planning framework.

We request the DAP to set aside the Recommendation for Refusal presented by the Elected Members and instead grant Development Approval as per the Recommendation prepared by the Town's administration.

The Applicant supports all of the recommended Conditions of Approval.

The DAP may wish to add the following Condition:

18. *Prior to the practicable completion of the child care premises, a plan showing the allocation of car bays for customer and staff use shall be submitted to the Shire for approval.*

This Condition will give effect to the proposed allocation of car bays shown above, to ensure the required number of bays for customers and staff are provided.



Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2024 cl. 3.6

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

Presentation Request Guidelines

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

Presentations are not to exceed **3 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

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

Presenter Details

Name	Daniel Panickar
Company (if applicable)	Western Environmental, representing Eco Logical Australia
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements:

Meeting Details

DAP Name	MODAP/77 – 1 May 2025 – City of Wanneroo – Shire of Mundaring
Meeting Date	Thursday 1 May, 2025
DAP Application Number	DAP/24/02773
Property Location	Lot 505 (No. 1) Amherst Avenue, Darlington
Agenda Item Number	Part C, 3.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content <u>will be published</u> as part of the Agenda:	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Will the presentation require power-point facilities?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please attach
Will you be attending in person or via electronic means	In person <input type="checkbox"/> Online <input checked="" type="checkbox"/>



Presentation Content*

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

Brief sentence summary for inclusion in the Additional Information as part of the agenda	<i>The presentation will address:</i> Bushfire planning.
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In accordance with Clause 3.6.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document setting out the substance of the submission. If the presentation references documents that are contained within the responsible authority attachments, please consider referencing the attachment and not including a duplication of documents.

Please attach detailed content of presentation or provide below:-

Click or tap here to enter text.

24 April 2025

Our ref: 600-23PER5453

Metro Outer Development Assessment Panel
140 William Street
PERTH WA 6000

Attention: Presiding Member

Dear Presiding Member,

Re: Deputation request: Metro Outer Development Assessment Panel– Lot 505 (No. 1) Amherst Avenue, Darlington – Proposed Child Care Premises – DAP/24/02773

Eco Logical Australia (ELA) request a deputation pertaining to the above-mentioned regarding bushfire planning matters. A summary of the proposed deputation is provided below.

INTRODUCTION

I am a Level 3 Bushfire Planning and Design (BPAD) Accredited Practitioner that has been engaged by Eco Logical Australia (ELA) as a subconsultant to undertake a technical review of the Bushfire Management Plan (BMP) and Bushfire Emergency Management Plan (BEEP) associated with the abovementioned proposal. I have 14 years' experience in the industry and have postgraduate qualifications in Bushfire Protection. I also note that at the time ELA was engaged by the proponent to undertake the scope of works I was employed at ELA and completed the site inspection for the purpose of classifying vegetation within 150 m of the site.

In this deputation I will respond to bushfire planning matters identified by the Shire of Mundaring Council resulting in a recommendation for refusal of the proposed development. Firstly, however, I would like to highlight the following:

- The BMP and BEEP have been prepared through a collaborative process involving the proponent, external peer review by another Level 3 BPAD Practitioner, advice and comments from the Department of Fire and Emergency Services (DFES) and consultation with the Shire's planning and emergency management teams.
- The Shire's Planning Officers and Community Services and Emergency Management Services are satisfied that the proposal has addressed the applicable bushfire requirements as stated in the

Responsible Authority Report (RAR) presented to the Shire of Mundaring Ordinary Meeting of Council on 8 April 2025.

- The Shire's Reason 1 for refusal is confusing. I have tried my best to interpret what is meant by their wording in my deputation. Their wording is provided below:

The Bushfire safety: siting – higher BAL due to vulnerable use BAL 19 construction is suitable only for moderate exposure multiple access routes – only 1 access route, no emergency access provided despite 3 road frontages.

SHIRE OF MUNDARING COUNCIL REASONS FOR RECOMMENDATION FOR REFUSAL

Bushfire safety is cited as a reason (Reason 1) for the Shire of Mundaring Council recommendation to the Metro Outer Development Assessment Panel that the development application for the proposed child care premises at Lot 505 (no 1) Amherst Avenue, Darlington be refused. I respectfully disagree with the Shire's recommendation and believe Reason 1 should be rejected for the following reasons:

- The Shire refers to BAL-19 construction of the child care centre building. This statement is incorrect and not consistent with the most recent version of the BMP (v4) and BEEP (v3) which proposes to construct the child care centre to a BAL-29 construction standard (two BAL ratings higher than the determined rating of BAL-12.5). This measure was adopted following collaborative consultation with the Shire's planning and emergency management team. I am unsure what is meant by the Shire's reference to *moderate exposure*. I am unable to respond to this.
- Reason 1 states that only 1 access route is provided to the development. As addressed in section 3.1 of the BMP, access is considered compliant as the subject site is located within approximately 50 m of Glen Road to the east which provides access/egress in two different directions. In the bushfire Guidelines a cul-de-sac is considered acceptable in circumstances where there are demonstrated site constraints, and the no-through road does not exceed 200 m from the lot boundary to an intersection providing two-way access. Suitably sized buses that can enter the car parking area can be arranged, and these buses will not be reliant on the ability to turn-around at the terminus of Amherst Avenue, as the site is located on the far eastern end of Amherst Avenue, adjacent to Glen Road, allowing a compliant three point turn into the child care centre driveway and then out onto Amherst Road.

CONCLUSION

I disagree with the Shire's alternative motion that Metro Outer DAP resolves to refuse the application.

The BMP and BEEP were developed in line with the bushfire policy position and amended in collaboration with the Shire's planning and emergency management team to address stakeholder concerns.

I am confident that the BAL assessment is correct as detailed in our response to DFES comments, and confirmed by an external Level 3 BPAD Practitioner I strongly believe that the proposed development complies with State Planning Policy (SPP) 3.7 and associated Guidelines, including site access. The suite of bushfire protection measures proposed, exceed the minimum requirements of the Guidelines and I am confident that the intent of the SPP 3.7 is met.

I invite the panel to ask any questions pertaining to bushfire for this application.

Regards,



Daniel Panickar





Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2024 cl. 3.6

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

Presentation Request Guidelines

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

Presentations are not to exceed **3 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

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

Presenter Details

Name	Marina Kleyweg
Company (if applicable)	Premise (formerly KCTT)
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Outer DAP
Meeting Date	1 May 2025
DAP Application Number	DAP/24/02773
Property Location	No 1 Amhurst Avenue, Darlington
Agenda Item Number	2

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content <u>will be published</u> as part of the Agenda:	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Will the presentation require power-point facilities?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> If yes, please attach
Will you be attending in person or via electronic means	In person <input type="checkbox"/> Online <input checked="" type="checkbox"/>



Presentation Content*

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

Brief sentence summary for inclusion in the Additional Information as part of the agenda	<i>The presentation will address:</i> Specifically reasons 2 and 3 for recommended refusal. Please refer the attached documentation
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In accordance with Clause 3.6.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document setting out the substance of the submission. If the presentation references documents that are contained within the responsible authority attachments, please consider referencing the attachment and not including a duplication of documents.

Please attach detailed content of presentation or provide below:-

[Click or tap here to enter text.](#)

29/04/2025

Ms Francesca Lefante
Presiding Member
Metro Outer Development Assessment Panel
c/ DAP Secretariat
Gordon Stephenson House
140 William Street
PERTH WA 6000

Dear Presiding Member,

RE: 1 Amherst Ave, Darlington (DAP/24/02773)

At the Ordinary Council Meeting of 08 April 2025, the Shire of Mundaring Council voted not to support the Officer Recommendation and recommend DAP refusal for the abovementioned application, for the following reasons:

1. The Bushfire safety: siting - higher BAL due to vulnerable use BAL 19 construction is suitable only for moderate exposure multiple access routes - only 1 access route, no emergency access provided despite 3 road frontages.
2. **Traffic: 25% increase in peak hour vehicle movement.**
3. **Pedestrian safety: proposed accessway 20m from corner of distributor road with an access road already exceeding 200vph.**
4. Impact on amenity and character of the locality.

The purpose of this submission is to provide further argumentation on the refusal reasons 2 and 3 and elaborate that the proposed development will not adversely impact the surrounding locality.

Introduction

The proponent seeks to construct a childcare centre at the corner of Amherst Ave and Glen Road that can cater to up to 80 children at any one time. If the attendance reaches legal capacity, the facility will require up to 13 employees (12 educators and 1 centre manager).

The development is expected to generate up to 238 vehicular movements per day, which is approximately 7.93% of Amherst Avenue capacity. Considering the traffic attracted / generated by the proposed development and the existing traffic, Amherst Avenue will have more than 50% spare capacity upon completion of the development.

Plans show 23 car parking spaces on-site (inclusive of 1 ACROD bay) and 4 bicycle racks.

While the subject site interfaces with predominantly residential area, it is in vicinity (comfortable walking distance) of Darlington Primary School.

Traffic Demand Increase

The proposed development will generate additional traffic upon completion. Given the proximity to the primary school, it is reasonable to assume that some of the parents with school aged children may enrol younger siblings to the childcare centre in vicinity of the school. In further deputation, we will assume that all of the trips associated with school and childcare centre are independent of each other.

We understand that the Shire's Engineering Services have undertaken additional traffic data collection in vicinity of the subject site, after the initial development application (and associated Transport Impact Statement was lodged). The most recent traffic counts were supplied to our team, and the updated traffic volumes for weekday traffic are shown in the table below:

Table 1 - Estimate of current traffic on the network 2024

Road	Daily	AM Peak	PM Peak
Glen Road (N of Amherst Ave) – 94m north of Amherst Ave	3,001vpd	441vph (08:00)	355vph (15:00)
Glen Road (S of Amherst Ave) - between Leithdale Rd and Amherst Ave	2,830vpd	375vph (08:00)	321vph (15:00)
Amherst Ave – 90m west of Glen Road	623vpd	230vph (08:00)	121vph (15:00)

As shown in the Transport Impact Statement, the childcare centre is anticipated to generate up to 238vpd, 65vph in AM peak (07:30-08:30) and 64vph in PM peak (16:30-17:30), with peak times clearly identified in sign-in/sign-out sheets.

Based on the most recent data, Glen Road in vicinity of Amherst Avenue and Amherst Avenue have the same peak times – AM peak occurs in period 08:00-09:00 while the PM peak occurs in period 15:00-16:00, which coincides with school pick up/drop off times.

Peak times of the proposed development will partially overlap with network in morning peak, while they will not overlap at all in the afternoon peak. The data provided by the Shire of Mundaring contains data in hourly intervals, commencing and ending at the whole hour; therefore it is not possible to ascertain from the data the extent of the overlap in AM peak time; however, it is reasonable to assume that the majority of traffic at peak time will travel on Amherst Avenue during the school drop-off (08:30-09:00).

The percentage of increase on low-traffic roads may skew the picture as quite low additional volumes will result in relatively high percentage of increase. However, looking at this in terms of capacity, and traffic volumes, it is evident that the network will have significant spare capacity once this development is operational.

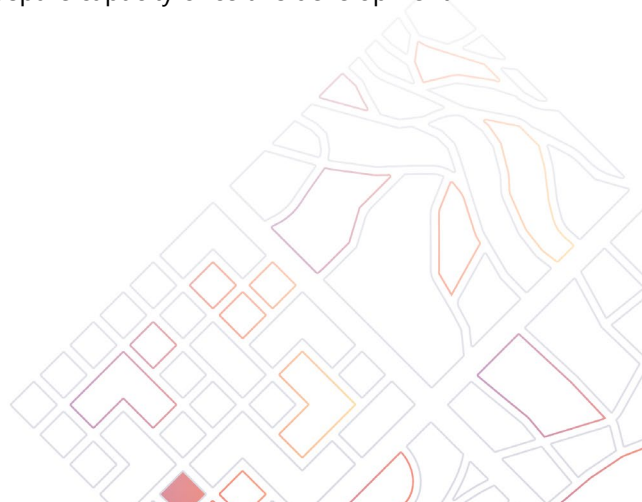


Table 2 - Peak hour network impact

Road	Network AM Peak	Childcare AM Peak	Network PM Peak	Childcare PM peak
Glen Road (N of Amherst Ave)	441vph (08:00)	35vph (7.9%)	355vph (15:00)	35vph (9.9%)
Glen Road (S of Amherst Ave)	375vph (08:00)	29vph (7.7%)	321vph (15:00)	27vph (8.4%)
Amherst Ave (2024)	230vph (08:00)	65vph (28.2%)	121vph (15:00)	64vph (52.9%)

Table 3 - Road spare capacity analysis

Road	MRWA capacity	Daily Traffic / Capacity (no development)	Development daily traffic / road capacity	Total spare capacity with development
Glen Road (2024)	6,000 vpd (Local Distributor)	3,001vpd / 50.01%	238vpd / 3.97%	46.02%
Amherst Ave (2024)	3,000 vpd (Access Road)	623vpd / 20.77%	238vpd / 7.93%	71.3%

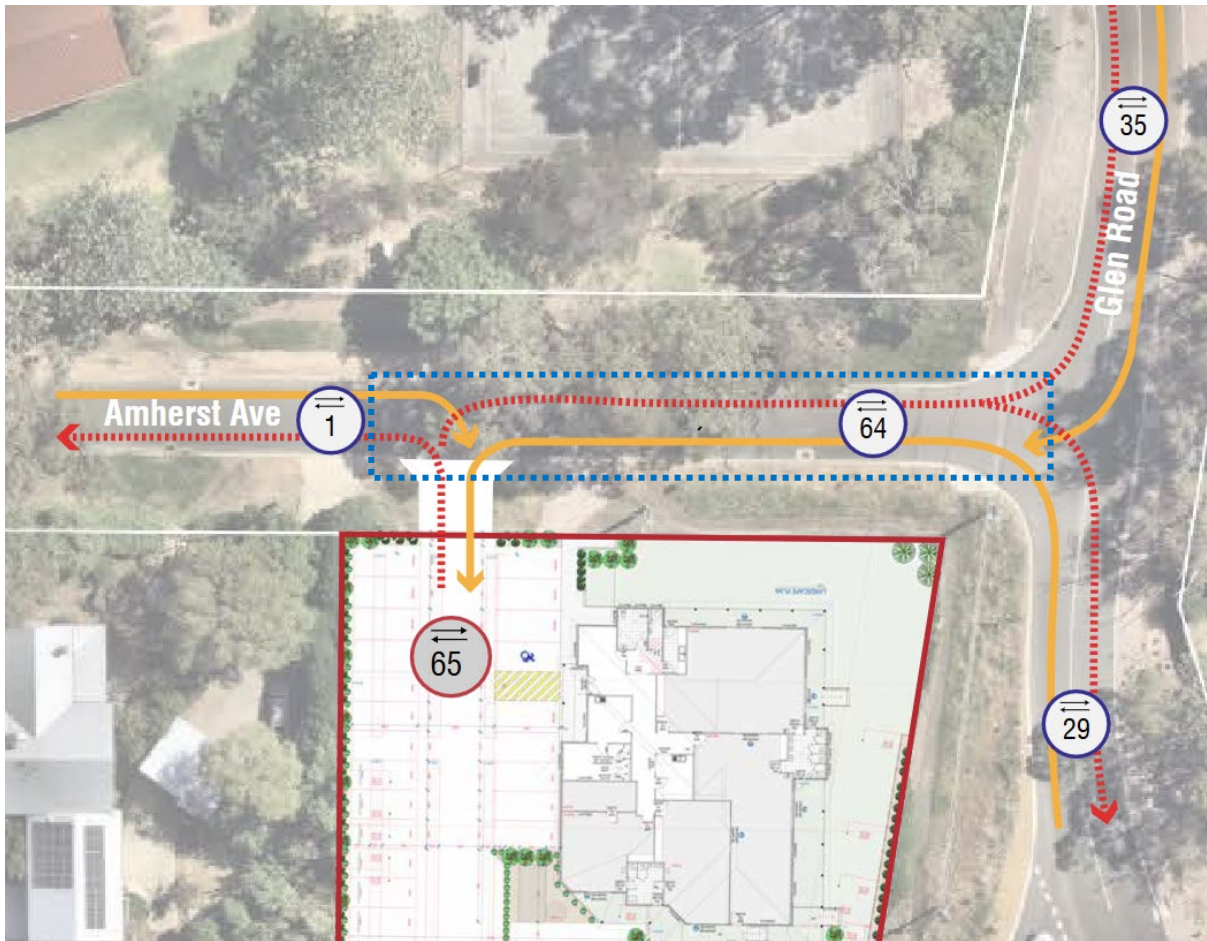
As shown in the tables above, the road network has more than sufficient capacity to accommodate traffic attracted by this development.

Although the development peak hour traffic exceeds 25% of the existing peak hour traffic on Amherst Avenue, this is not a relevant traffic engineering consideration given there is clearly more than enough of spare capacity on Amherst Road. As discussed above – development AM peak hour traffic only partially overlaps with the network peak hour traffic, while the PM peak hour traffic does not overlap with the network peak hour traffic.

Furthermore, the zone of traffic impact on Amherst Avenue is confined to the distance between the intersection and the proposed crossover. There are no residential dwellings on Amherst Avenue in this zone that would be directly impacted by childcare traffic.



Figure 1 - Zone of traffic impact on Amherst Avenue



Pedestrian Safety

Reason for refusal No 3 stipulates following concern: *proposed accessway 20m from corner of distributor road with an access road already exceeding 200vph.*

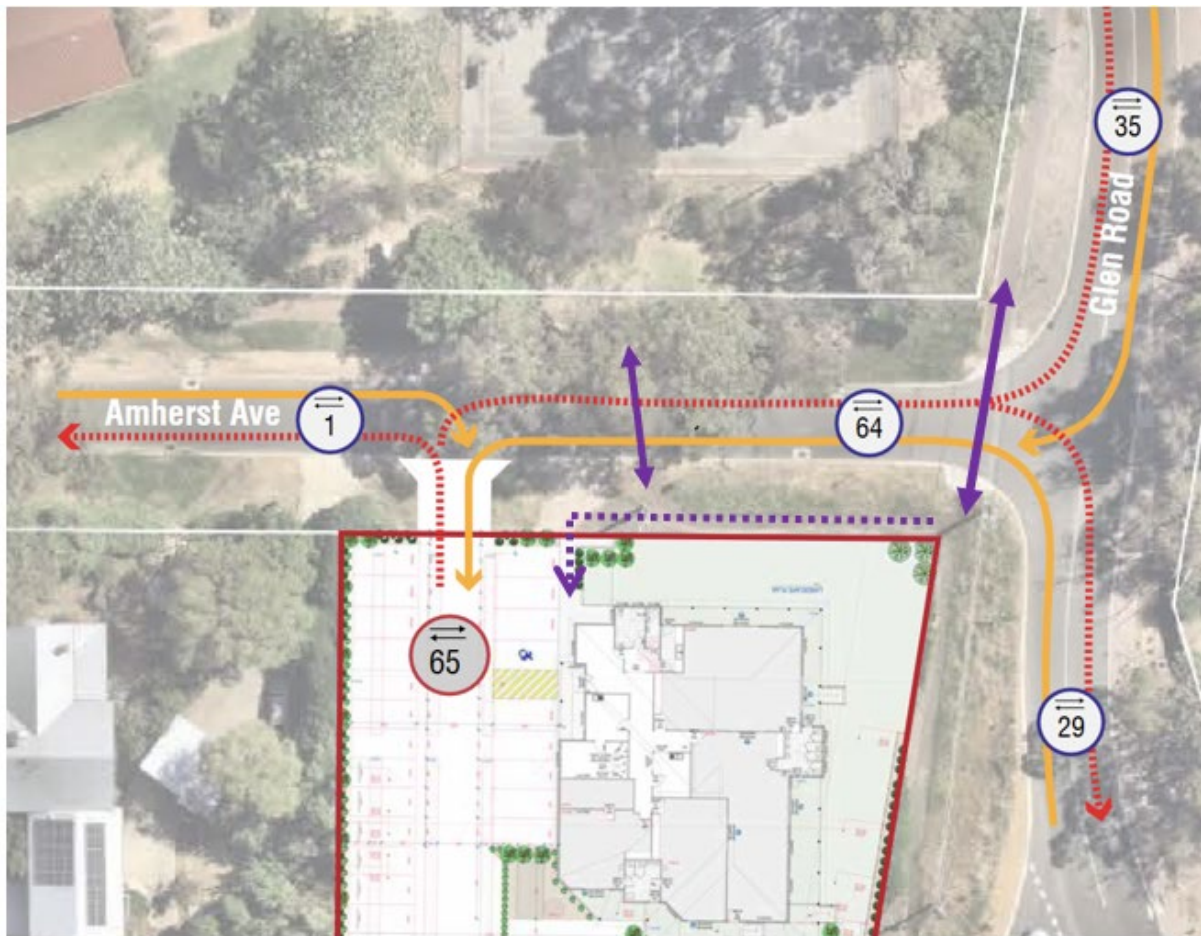
The formulation of this reason is somewhat unclear as it doesn't stipulate which accessway it refers to.

The proposed crossover to this development is positioned in line with AS2890.01 requirements:

- It has sufficient distance from the intersection zone;
- It has appropriate sight distances.

The proponent shows internal pedestrian path continuing from the existing path on Amherst Avenue. On this section of Amherst Avenue there are two pedestrian crossings with pram ramps connecting pedestrian paths and enabling easy school access.

Figure 2 - Pedestrian crossings on Amherst Ave, and location of the proposed pedestrian access point



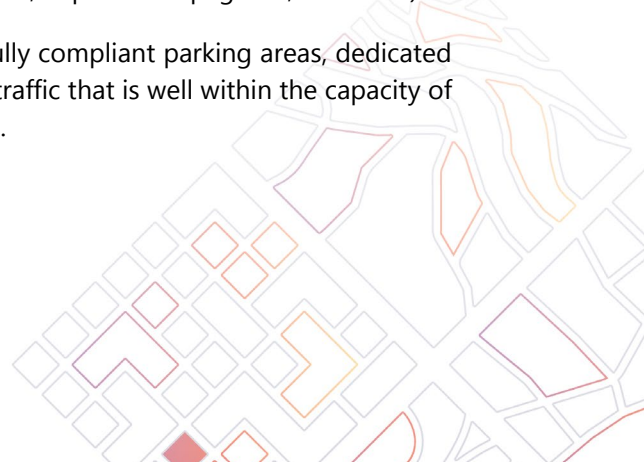
As discussed above, peak traffic generation for the proposed development is likely to occur prior to AM peak on Amherst Avenue while the PM peak will occur well after PM peak on Amherst Avenue, therefore the increase in vehicular traffic due to this development at the time when pedestrian traffic is strongest is likely to lower.

It is unclear how placement of pedestrian access point on an existing footpath with two established crossing points within 30m from each other is unfavourable from pedestrian safety perspective. This position allows for easy and direct access of all parents who may be walking their children to childcare and school.

Conclusion

The officer's assessment of this development concluded that the childcare centre is an essential community service and that this particular proposal is unlikely to have a significant impact on local amenity and character (RAR, page 12). Furthermore, officers have confirmed they have no concerns when it comes to access and parking aspects of this proposal (RAR, in particular pages: 5,10 and 11).

As demonstrated above, the proposed development provides fully compliant parking areas, dedicated pedestrian access of an existing pedestrian path and generates traffic that is well within the capacity of the existing network, regardless of percentage of traffic increase.





We respectfully request JDAP to support the Officers' Recommendation, overturn Responsible Authority Recommendation and approve this development as the proposed development is unlikely to adversely impact the amenity of the surrounding locality.

Thank you for your time and your consideration.

MARINA KLEYWEG
Principal Transport Engineer

marina.kleyweg@premise.com.au





Premise

(formerly KCTT)

PLAN / DESIGN / DELIVER

LOT 505 (No. 1) Amherst Ave,
Darlington

JOINT DEVELOPMENT ASSESSMENT PANEL
PRESENTATION



PROPOSAL OVERVIEW

Traffic and Parking Aspects

PROPOSED DEVELOPMENT

Childcare centre at 1 Amherst Avenue Darlington

- ▶ Up to 80 children | 12 educators | 1 centre manager at any one time.
- ▶ 23 parking bays on site (compliant to relevant policies).
- ▶ Up to 238 vehicular movements per day generated/attracted.
- ▶ Up to 65 vehicular movements in AM peak and 64 movements in PM peak (moderate impact per WAPC guidelines).
- ▶ Vehicular access from Amherst Ave (Access Rd+ capacity up to 3,000 vpd).
- ▶ Amherst Ave – 623vpd (November – December 2024)



20.77% - Existing traffic on Amherst Ave



7.93% - Traffic generated by the proposed development



71.3% - Spare capacity on Amherst Ave





REASONS FOR REFUSAL

Responsible Authority Recommendation

RESPONSIBLE AUTHORITY RECOMMENDATION

Council voted against Officers' recommendation

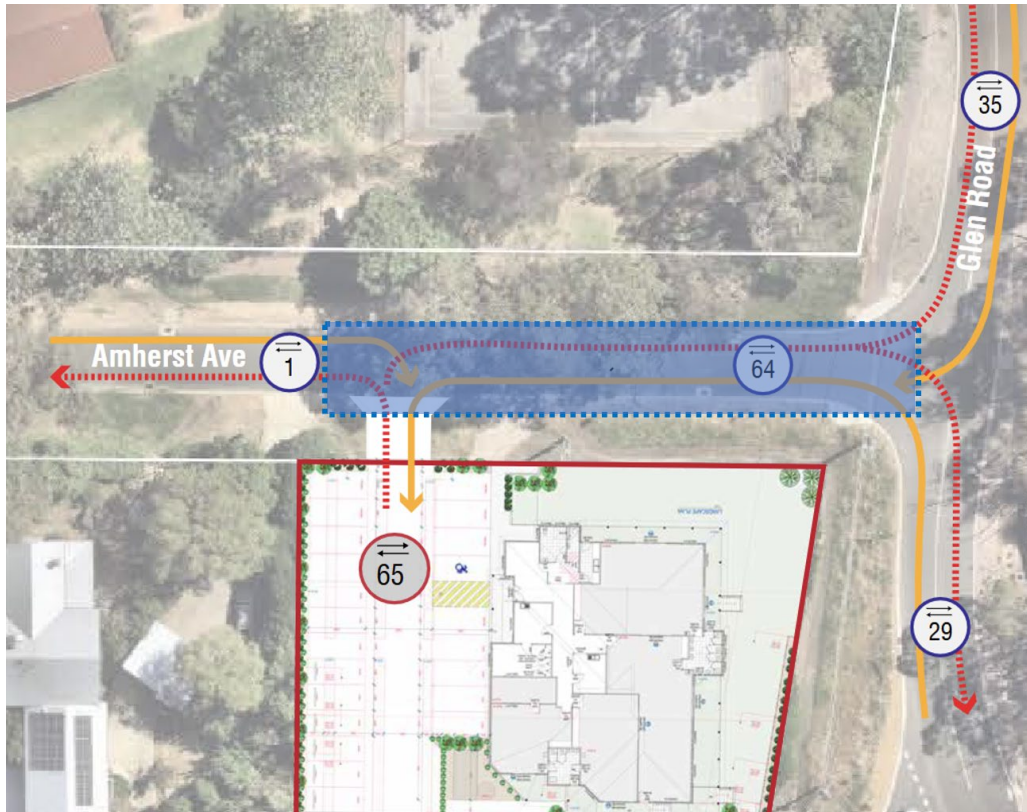
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1. The Bushfire safety: siting - higher BAL due to vulnerable use BAL 19 construction is suitable only for moderate exposure multiple access routes - only 1 access route, no emergency access provided despite 3 road frontages.
2. *Traffic: 25% increase in peak hour vehicle movement.*
3. *Pedestrian safety: proposed accessway 20m from corner of distributor road with an access road already exceeding 200vph.*
4. Impact on amenity and character of the locality.

This presentation will focus on reasons for refusal No 2 and 3.

TRAFFIC IMPACT

Zone of traffic impact on Amherst Avenue



Current traffic on network (pre-development)

Road	Daily	AM Peak	PM Peak
Glen Road (N of Amherst Ave) – 94m north of Amherst Ave	3,001vpd	441vph (08:00)	355vph (15:00)
Glen Road (S of Amherst Ave) - between Leithdale Rd and Amherst Ave	2,830vpd	375vph (08:00)	321vph (15:00)
Amherst Ave – 90m west of Glen Road	623vpd	230vph (08:00)	121vph (15:00)

Glen Rd - Local Distributor (maximum capacity 6,000vpd) – 49.99% spare capacity.

Amherst Ave – Access Road (maximum capacity 3,000vpd) – 79.23% spare capacity.

Capacity assessment - with the development

Road	MRWA capacity	Daily Traffic / Capacity (no development)	Development daily traffic / road capacity	Total spare capacity with development
Glen Road (2024)	6,000 vpd (Local Distributor)	3,001vpd / 50.01%	238vpd / 3.97%	46.02%
Amherst Ave (2024)	3,000 vpd (Access Road)	623vpd / 20.77%	238vpd / 7.93%	71.3%

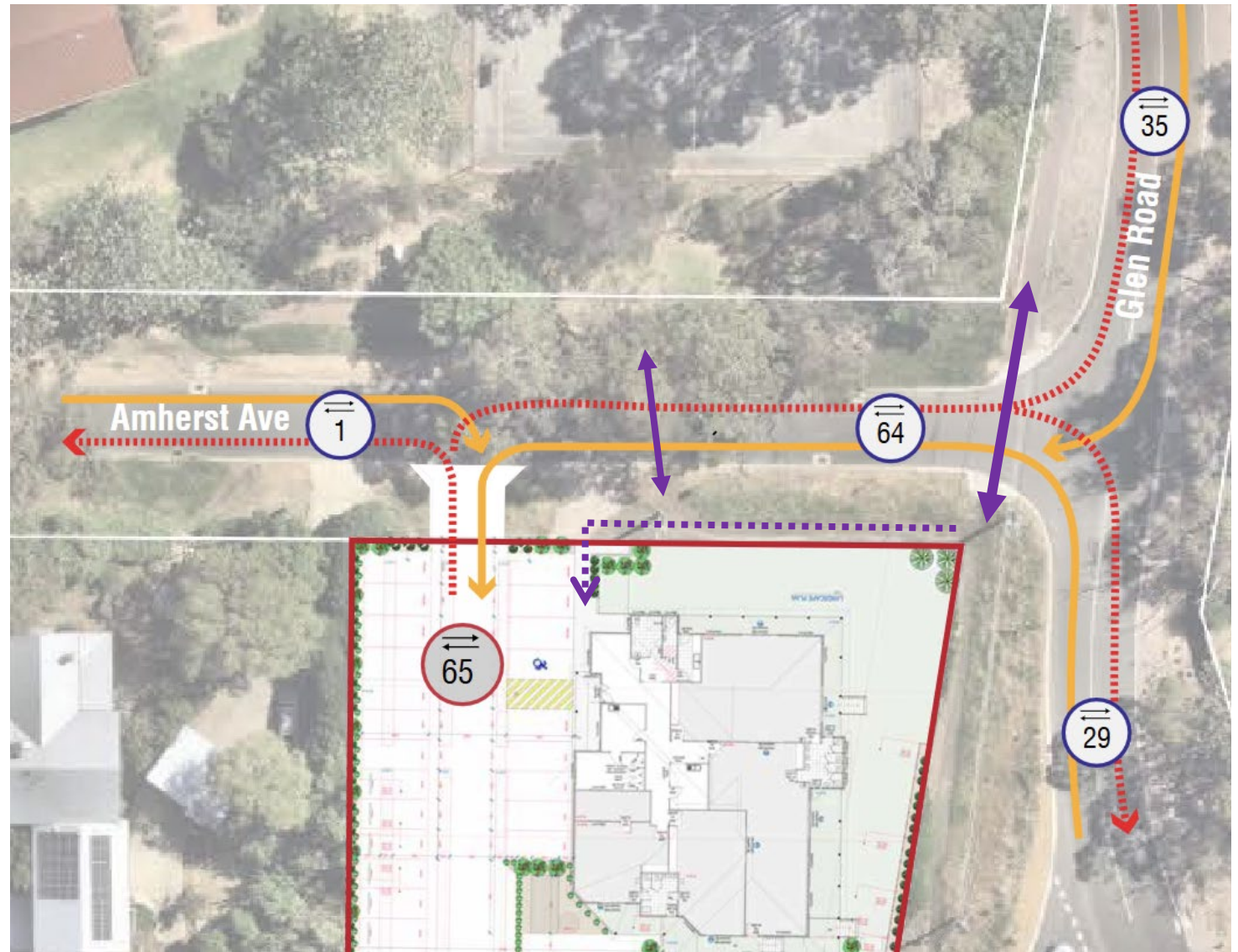
Development AM peak hour traffic coincides partially with AM peak traffic on the immediate network.

Development PM peak hour traffic does not coincide with PM peak traffic on the immediate network.

The development generated traffic will at no point exceed MRWA nominated capacity on Glen Road and Amherst Avenue. There are no residential dwellings on Amherst Avenue in the core zone of traffic impact.

PEDESTRIAN SAFETY

- ▶ Proposed crossover positioned in line with AS2890.01.
- ▶ Pedestrian access proposed directly from the existing path on Amherst Ave. Existing arrangement has two pedestrian crossings on Amherst Ave.
- ▶ Development AM peak traffic occurs before the school AM peak traffic.
- ▶ Development PM peak traffic occurs well after school PM peak traffic.





SUMMARY

Proposed development is unlikely to adversely impact the amenity of the surrounding locality.

CONCLUSION

Traffic impact does not exceed existing spare capacity

In summary:

- ▶ The proponent seeks to develop a childcare centre that can accommodate up to 80 children at any one time. At the maximum capacity, the facility will require 13 staff members (12 educators and 1 centre manager).
- ▶ The proposed development will have a vehicular access from Amherst Avenue.
- ▶ The proposed development will generate up to 238 vehicular movements per day which constitutes approximately 7.93% of Amherst Avenue's capacity (per MRWA classification). With the development, Amherst Avenue will have over 70% of *spare* capacity.
- ▶ The development will have 23 parking bays on-site, inclusive of 1 ACROD bay in line with statutory provisions.
- ▶ The proposed crossover is positioned in line with AS2890.01 with sufficient distance from the intersection.
- ▶ The position of the crossover ensures that no residential dwelling on Amherst Avenue is directly impacted by the development traffic.
- ▶ Pedestrian access point comes directly from an existing pedestrian path on Amherst Avenue and is in vicinity of two convenient pedestrian crossings.

We respectfully request JDAP to support the Officers' Recommendation, overturn Responsible Authority Recommendation and approve this development as the proposed development is unlikely to adversely impact the amenity of the surrounding locality.



Premise

formerly KCTT

Thank you!



Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2024 cl. 3.6

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

Presentation Request Guidelines

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

Presentations are not to exceed **3 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

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

Presenter Details

Name	Please nominate as appropriate on behalf of Genevieve Warriner. I am unable to attend due to a personal matter.
Company (if applicable)	Click or tap here to enter text.
Please identify if you have any special requirements:	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> If yes, please state any accessibility or special requirements: I am unavoidably unable to attend and would ask that this deposition be read on my behalf.

Meeting Details

DAP Name	Metro Outer Development Assessment Panel
Meeting Date	Thursday 1 May, 2025, 1:00PM
DAP Application Number	DAP / 24 / 02773
Property Location	Lot 505 (No. 1) Amherst Avenue, Darlington
Agenda Item Number	Part C – Item 3.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content <u>will be published as part of the Agenda</u> :	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input type="checkbox"/> AGAINST <input checked="" type="checkbox"/>
Will the presentation require power-point facilities?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please attach
Will you be attending in person or via electronic means ** I unavoidably am unable to attend and would ask that the deputation be read on my behalf.	In person <input type="checkbox"/> Online <input type="checkbox"/>



Presentation Content*

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

Brief sentence summary for inclusion in the Additional Information as part of the agenda	<i>The presentation will address:</i> The negative impact the proposed development will have on the amenity and character of Darlington.
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In accordance with Clause 3.6.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document setting out the substance of the submission. If the presentation references documents that are contained within the responsible authority attachments, please consider referencing the attachment and not including a duplication of documents.

Please attach detailed content of presentation or provide below:-

My name is Genevieve Warriner, and I reside immediately adjacent to the site proposed for a childcare development. I wish to formally object to the application due to concerns about traffic safety, parking, environmental and health risks, fire safety, and the significant impact on the amenity of my property. As the closest resident, I will be one of the most directly impacted by these safety and environmental concerns.

Traffic congestion is already an issue on Amherst Avenue and Glen Road, particularly during peak hours. The proposed centre would significantly increase vehicle movements in concentrated timeframes. The application also fails to meet required parking bay numbers, which is likely to result in overflow parking on nearby streets and verges—raising risks for pedestrians and limiting emergency vehicle access.

Emergency egress is another serious concern, as the site is only accessible via a single-carriageway road. In the event of a bushfire or other emergency, this would present a major safety risk, particularly for a facility caring for young children.

I have a heavily vegetated garden along the shared boundary that I do not intend to clear, which will affect the Asset Protection Zone (APZ) requirements. The proximity of the proposed centre to my property increases my exposure to bushfire risk.

Health risks remain unresolved. A former building on the site was demolished without clear asbestos containment measures, and residual contamination may still be present in the soil. Disturbance during construction could pose a hazard to neighbouring properties.

The proposed structure will reach a height equivalent to five shipping containers and sit just 4.7 metres from my boundary—short of the 6-metre minimum. It will dominate my boundary and outlook, replacing open space with a large, commercial-scale building.

The application also fails to properly address planning matters such as stormwater and leach drain runoff, particularly during winter rains, when the ground becomes waterlogged. There is no explanation of how drainage and soil stability will be managed on a sloped, residential block.

In addition, the car park and bin storage—including nappy waste—are located directly along my boundary. This raises further amenity concerns, including noise, air pollution, and odour during warmer months. Operational noise will be ongoing, with air conditioning units expected to run from 6:30 AM to 7:00 PM daily. Cleaning will occur after hours, and security lighting will result in light pollution affecting nearby homes.

This is a quiet, low-density residential area. The scale and risks associated with the proposed development, in an unsuitable location, are not compatible with the character or capacity of the neighbourhood.

I respectfully ask the Panel to reject the application.

Thank you for your consideration.