Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 9 September 2025; 9:30am
Meeting Number: MIDAP/96
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MIDAP/96 - 9 September 2025 - City of Melville - City of Stirling

PART A – INTRODUCTION

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

PART B – CITY OF MELVILLE

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 182 (No. 13) Maddox Crescent, Melville - Proposed Four (4) Grouped Dwellings – DAP/25/02921
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – CITY OF STIRLING

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 11 (No.73) Wanneroo Road, Tuart Hill - Child Care Premises – DAP/25/02900
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

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

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

ATTENDANCE	
Specialist DAP Members	*DAP Secretariat*
Karen Hyde (Presiding Member) Eugene Koltasz (Deputy Presiding Member) Heidi Herget	Kristen Parker Ashlee Kelly
Part B – City of Melville	
Cr Daniel Lim (Local Government DAP Member, City of Melville) Cr Matthew Woodall (Local Government DAP Member, City of Melville)	
Part C – City of Stirling	
Cr Michael Dudek (Local Government DAP Member, City of Stirling) Cr Suzanne Migdale (Local Government DAP Member, City of Stirling)	

PART A – INTRODUCTION

1. **Opening of Meeting, Welcome and Acknowledgement**
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PART B – CITY OF MELVILLE

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 182 (No. 13) Maddox Crescent, Melville - Proposed Four (4) Grouped Dwellings – DAP/25/02921

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 3.1 LOT 182 (No.13) MADDOX CRESCENT, MELVILLE – PROPOSED FOUR (4) GROUPED DWELLINGS

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metropolitan Inner Development Assessment Panel
Local Government Area:	City of Melville
Applicant:	Tuscom Subdivision Consultants
Owner:	TIIA Property Pty Ltd
Value of Development:	$2.4 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)
Responsible Authority:	City of Melville
Authorising Officer:	Liam Johnson
LG Reference:	DAP-2025-4
DAP File No:	DAP/25/02921
Application Received Date:	10 June 2025
Report Due Date:	5 September 2025
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. Amended development plans and elevations 2. Planning report from applicant

Responsible Authority Recommendation

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

1. **Accept** that the DAP Application reference DAP/25/02921 is appropriate for consideration as a "Grouped Dwelling" land use and compatible with the objectives of the zoning table in accordance with Clause 16 of the City of Melville Local Planning Scheme No. 6;

2. **Approve** DAP Application reference DAP/25/02921 and accompanying plans (Attachment 1) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Melville Local Planning Scheme No. 6, subject to the following conditions:

Conditions

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

2. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially

commenced within the specified period, the approval shall lapse and be of no further effect.

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

4. All storm water generated from the development hereby approved shall be retained on site in accordance with the City's Stormwater guidelines.

5. Prior to the occupation of the development hereby approved, the subject site is to be served by a vehicle crossover.

6. Where a driveway meets the street at the vehicle egress point, walls or fencing within sight line areas are to are to be truncated or reduced to no higher than 0.75m in height within a 2.0m x 2.5m sightline truncation area. Any landscaping is to be maintained so as to not exceed a height of 0.75m in this area.

7. Prior to the initial occupation of the development, the boundary wall/s shall be finished to either the same finish as the rest of the dwelling walls or at a minimum, be finished to a clean face brick standard, to the satisfaction of the City.

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

9. Prior to the initial occupation of the development, the on-site tree/s (as marked in red on the approved plans) shall be planted and maintained thereafter in perpetuity, to the ongoing satisfaction of the City.

10. Prior to the initial occupation of the development, each habitable room is to be fitted with an openable external window in accordance with the provisions of clause C2.2.1 of the Residential Design Codes of Western Australia Part C, to the ongoing satisfaction of the City.

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

Advice Notes

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

2. In regard to the crossover condition, a Crossover Application shall be submitted to and approved in writing by the City. The crossover shall be designed to be:
   a) a maximum width as shown on the development plans.

b) located a minimum of 2m away from the outside of the trunk of any street tree; and
c) minimum of 1m from any existing street infrastructure.

The crossover is to be constructed prior to the initial occupation of the development in accordance with the City's specifications, to the satisfaction of the City.

3. In regard to the drainage condition, please refer to the City of Melville drainage information and guidance, located here https://www.melvillecity.com.au/planning-and-building/building-or-renovating/building-or-renovating-a-house

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

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Melville Local Planning Scheme No.6
Local Planning Scheme - Zone/Reserve	Residential R40
Structure Plan/Precinct Plan	NA
Structure Plan/Precinct Plan - Land Use Designation	NA
Use Class and permissibility:	P – Permitted
Lot Size:	880m^2
Existing Land Use:	Single House
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The subject application at Lot 182 (No.13) Maddox Cresent, Melville comprises of four (4) two storey grouped dwellings with double garages, accessed by a shared driveway from Maddox Crescent.

Proposed Land Use	Grouped Dwelling
Proposed Net Lettable Area	NA
Proposed No. Storeys	2
Proposed No. Dwellings	4

Background:

The subject site is an 880m^2 residential lot, broadly situated and surrounded by residential development. Adjacent to the site to the west is a centre, zoned Centre C4 which contains a variety of land uses, including but not limited to office, fast food outlet, private recreation, restaurant/café, educational establishment and shop. The site is broadly serviced by Stock Road and Marmion Street, which are listed as district distributor roads under the City's road hierarchy, with Stock Road listed as an 'other regional road'. The subject site is also situated within close proximity to the primary regional road of Leach Highway to the south, which presents potential exposure to vehicle noise.

The site currently contains a single house, which is proposed to be demolished to facilitate the proposed development. The City has no record of any development or building approvals on the subject site within the past five years.

Figure 1: Subject site and surrounding development context

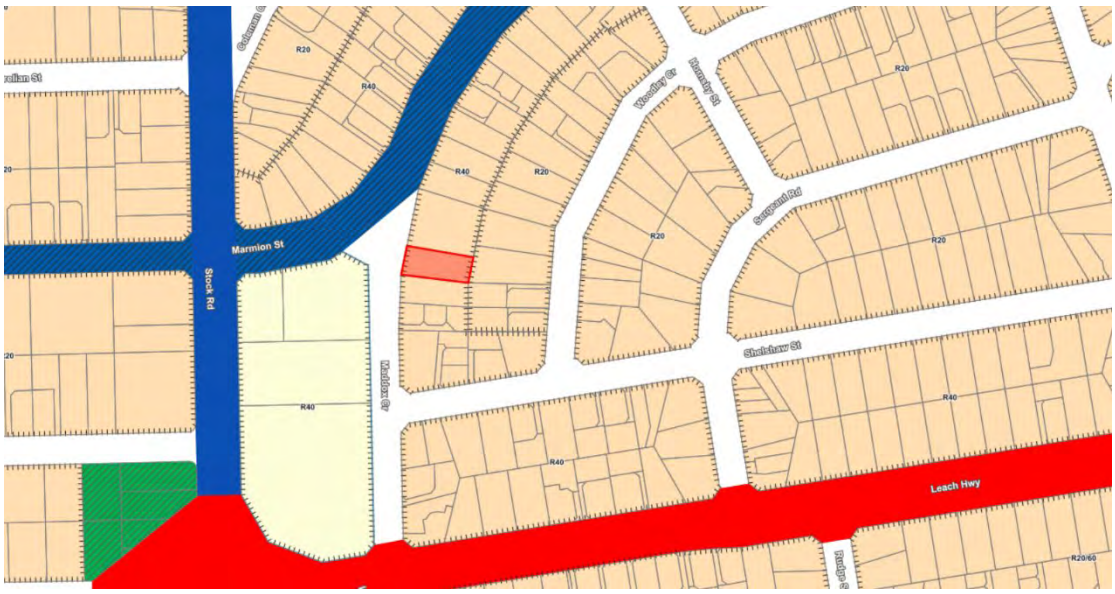


Figure 2: Subject site LPS6 zoning

Legislation and Policy:

Legislation

1. Planning and Development Act 2005
2. Planning & Development (Local Planning Schemes) Regulations 2015
3. City of Melville Local Planning Scheme No. 6

State Government Policies

1. State Planning Policy 5.4 – Road and Rail Noise
2. State Planning Policy 7.0 – Design of the Built Environment

State Planning Codes

1. Residential Design Codes Volume 1 (R-Codes Vol. 1)

Local Policies

1. Local Planning Policy 1.1 – Planning Processes and Decision Making
2. Local Planning Policy 1.6 - Car Parking and Access
3. Local Planning Policy 1.9 – Height of Buildings

Consultation:

Public Consultation

Advertising of the above proposal was undertaken in accordance with the *City's Local Planning Policy 1.1 – Planning Process and Decision Making (LPP 1.1)* for a period of 21 days commencing 24th June 2025 and concluding on 15th July 2025.

Consultation was undertaken via written correspondence to the owners/occupiers of No. 8 Woodley Crescent, Melville. Comments were sought regarding the suitability of the setback of the proposed Lot 4 dwelling to the subject lots rear boundary.

No submissions were received by the City.

Referrals/consultation with Government/Service Agencies

No external referrals with State Government departments or service agencies were required as part of the assessment of this application.

City of Melville Internal Referrals

The assessment process included referral to several internal departments for review of the technical information provided in support of the application. These internal referrals included:

- Environmental Health;
- Parks;
- Waste; and
- Technical Services.

No substantial comments which would impact the nature of the development were received through this process and relevant conditions of development approval have been recommended to address comments received.

Design Review Panel Advice

This application was not referred to the City's Design Review Panel (DRP) prior to lodgement or during the assessment process as the subject application is not a major development nor is it a non-major development which the City considers shall be reviewed by DRP.

Planning Assessment:

The proposed development is of one which satisfies the relevant requirements of the planning framework. The following matters require a performance assessment and therefore warrant consideration by the JDAP prior to determination.

State Planning Framework

SPP5.4 – Road and Rail Noise

SPP5.4 is applicable to all development in Western Australia which proposes a noise-sensitive land-use within the policy's trigger distance to strategic or significant freight/traffic routes. SPP5.4 applies to this development due to its proximity to Leach Highway, which is approximately 174m from the subject site as shown in Figure 3 below.

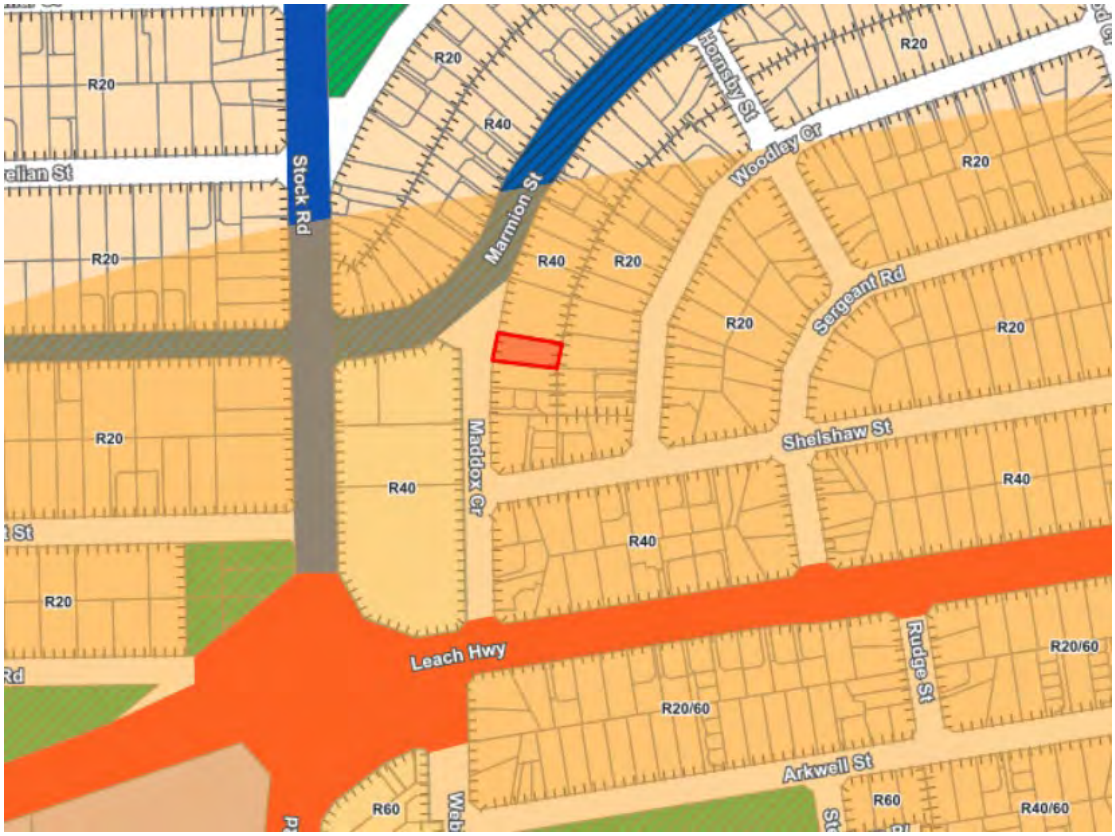


Figure 3: SPP5.4 300m transport noise buffer (orange overlay)

The City conducted the following assessment of the development against the provisions of the SPP5.4 in assessment of the application:

SPP5.4 Assessment	
Traffic route number of Lanes	6
Distance from noise source	174m
Is the development site screened by other development from the noise source?	***Yes*** *A 4dB reduction to forecast noise exposure is applicable under section 3.3 of the SPP5.4 implementation guidelines.*
Noise exposure forecast (dB)	51dB
Exposure Category/Quiet House Package Requirement	N/A – no quiet house package required

SPP7.0 – Design of the Built Environment

SPP7.0 provides a framework for the assessment of the design and built form of development within urban contexts and outlines 10 key design principles for development to adhere to. Part C of the R-Codes Volume 1 incorporates these principles to form the basis of the deemed to comply criteria and respective design principles, which are used to assess the suitability of residential developments. The City considers that this development meets the provisions of SPP7.0 through its demonstrated compliance with the R-Codes.

Residential Design Codes Volume 1 – Part C

The City has undertaken an assessment of the development against the relevant deemed-to-comply provisions of the R-Codes. This assessment found that the development was generally satisfactory with respect to the relevant deemed-to-comply provisions, except for the following elements which require a more in-depth performance assessment.

Provision	**Deemed-to-comply**	**Proposed**	**Assessment**
Cl2.2 – Solar Access and Natural Ventilation	All habitable rooms contain an openable external window that is 10% of the rooms internal floor area.	Lot 4 Bed 3 – 9.6m^2 room size with an unopenable 0.93m2 window, so 9.6% of the rooms internal floor area.	Supported subject to recommended condition. See planning assessment below under 'Solar Access and Natural Ventilation'.
Cl3.1 – Site Cover	Open space provided in accordance with Table 5.1a of the R-Codes (45%).	Lots 2, 3 and 4 each have a site cover which exceeds 55%	Supported. See planning assessment below under 'Site Cover'.
Cl3.3 Street Setbacks	Dwellings setback from the primary street in accordance with table 3.3a. Notwithstanding this, in areas coded R30, R35 and R40, the primary street setback line may be reduced by up to 1m for a total of 30 per cent of the frontage width (refer Figure 3.3a). Garages setback 2m from a ROW/Laneway where this is the primary street of a grouped dwelling.	Lot 1 dwelling setback 2m from the primary street for greater than 30% of the lot frontage; and, Garages for each dwelling setback less than 2m from the common property ROW.	Supported. See planning assessment below under 'Street Setbacks – Primary Street' and 'Street Setbacks – Garage'.
Cl.3.4 – Lot Boundary Setbacks	Buildings to be set back from lot boundaries in	Lot 4 Dwelling upper floor setback 1.15m from the	Supported. See planning assessment below

	accordance with Table 3.4a. In accordance with table 3.4a, walls that are between 3.6 and 7m tall that are setback 1.5m from the lot boundary	rear boundary in lieu of 1.5m. A wall between 3.6m and 7m tall that is setback 1.2m from the lot's rear boundary.	under 'Lot Boundary Setbacks'.
Cl.3.10 – Visual privacy	Major openings that are oriented, offset or setback in accordance with Table 3.10a so that the cone of vision does not capture major openings and/or active habitable spaces on an adjoining property	Lot 1, bedroom 2 contains a major opening which has a cone of vision cast over the Lot 2 POS.	Supported. See planning assessment below under 'Visual Privacy.

Solar Access and Natural Ventilation

R-Codes Volume 1 (Part B) – Clause 2.2 – Solar Access and Natural Ventilation	
Design Principle	**Officer Assessment**
P2.2.1 In climate zones 4, 5 and 6 the development is sited, oriented and designed to optimise winter solar gain whilst limiting summer sunlight into: i. i. the primary living space and habitable rooms; and ii. ii. private open spaces, including the primary garden area; while balancing site constraints, outlook and views of significance. **P2.2.2** Windows to habitable rooms are designed and positioned to optimize daylight, natural ventilation and outlook, while maintaining a reasonable level of visual privacy. **P2.2.3** Dwellings optimize natural ventilation to habitable rooms (and bathrooms where	The discretion sought is extremely minor (0.03m²) and is not considered to have any material impact on the amenity, functionality, or liveability of the dwelling. This design element does not compromise the development's ability to optimise access to natural light for primary habitable rooms or the private open space of the dwelling on Lot 4. The window is oriented westward and will continue to receive adequate afternoon sunlight. Natural ventilation will be ensured through a condition of development approval requiring all habitable rooms to include operable windows.

possible) that is responsive to site and local climatic conditions.	

Site Cover

R-Codes Volume 1 (Part B) – Clause 3.1 – Site Cover	
Design Principle	**Officer Assessment**
P3.1.1 The site cover of the development is suitable for its context to: i. achieve appropriate building bulk on the site, consistent with the intent of the applicable density code and/or as outlined in the local planning framework; ii. ensure sufficient outdoor space for landscaping including trees and deep soil areas; iii. ensure adequate solar access and natural ventilation into the dwelling; iv. provide opportunities for residents to use space external to the dwelling for outdoor pursuits and access within and around the site; v. provide space for utilities and essential facilities; and vi. be compatible with the existing and/or desired streetscape and local character.	The City notes that the discretion sought in relation to deemed to comply requirement of Design Element 3.1 of the R-Codes is unlikely to adversely impact the amenity of surrounding residents or the liveability of dwellings for future occupants. Furthermore, the proposal is broadly consistent with the intended built form outcomes outlined in Part C of the R-Codes. The reduced open space proposed for Lots 2, 3, and 4 is considered to meet the relevant design principles of Element 3.1 for the following reasons: • While the special transitional provisions relating to open space (Element 5.1) effective until 10 April 2026, require 45% open space for each dwelling, the development is generally compliant with the Deemed-to-Comply (DCC) site cover provisions of Element 3.1, with the exception of the Lot 3 dwelling. Lot 3 exceeds the allowable site cover by 3.3%. This non-compliance is considered relatively minor by the City. The compliance of the Lot 1, 2, and 4 dwellings with Cl3.1 of the R-Codes demonstrates that the overall building bulk aligns with the future development expectations for the area as prescribed by the R-Codes. As such, any interim discretion sought is largely mitigated by the broader development context, which permits site coverage of up to 65%. • The impact of increased site cover is further offset by the adequate provision of private open space, soft landscaping, and deep soil planting areas for each dwelling in accordance with the DCC requirements under Part C. This illustrates that the design of each dwelling has been appropriately

	informed by considerations of residential amenity and occupant liveability. The outdoor spaces provided also offer sufficient opportunity for residents to enjoy external areas in line with desired development outcomes. • Each dwelling has been designed to achieve adequate solar access and natural ventilation. Primary living areas and habitable rooms are appropriately oriented and incorporate sufficient glazing. The design also considers the impact on neighbouring properties, with overshadowing remaining compliant with R-Code requirements. • Overall, the development is considered to be compatible with the intended development context and contributes positively to the local character. The proposal features a high-quality, well-articulated interface with the public realm, facilitating appropriate visual engagement and passive surveillance of the street. • Utilities and essential services have been effectively integrated into the dwelling design to ensure they do not detract from the streetscape.

Street Setbacks – Primary Street

R-Codes Volume 1 (Part B) – Clause 3.3 – Street Setbacks	
Design Principle	**Officer Assessment**
P3.3.1 Buildings are set back from street boundaries an appropriate distance to ensure they: i. are consistent with the existing or future streetscape and local character; ii. provide sufficient space for tree planting and other landscaping, as well as community interaction; iii. provide adequate privacy to the dwellings; iv. accommodate site planning requirements such as parking and utilities; and v. allow safety clearances for easements for essential	The 0.24m² incursion into the street setback from the upper floor of the Lot 1 dwelling is considered to meet the applicable design principles of Element 3.3 of the R-Codes for the following reasons: • The Lot 1 dwelling is consistent with the intended development context and local character of the area, presenting a well-articulated interface with the public realm that promotes adequate interaction and passive surveillance of the street. The dwelling is viewed as a positive contribution to the evolving streetscape and reflects the built form outcomes envisioned for the locality.

service corridors and sightlines. **P3.3.2** Buildings mass and form that: i. uses design features to affect the size and scale of the building; ii. provide the opportunity for building articulation, such as well-defined entries, varying setbacks across the building width, verandahs, porches and balconies; iii. uses appropriate minor projections that do not detract from the character of the streetscape; iv. minimises the proportion of the façade at ground level taken up by building services, vehicle entries, parking supply, blank walls, servicing infrastructure access, meters and the like; v. and positively contributes to the prevailing or future development context and streetscape as outlined in the local planning framework.	• Adequate space has been provided on-site for deep soil planting areas and private open space on each lot. Site planning elements, including parking and utility provisions, are appropriately integrated into the design of each dwelling and comply with the relevant Deemed-to-Comply (DCC) provisions. In addition, suitable sightlines have been maintained to ensure vehicle and pedestrian safety. • The building mass and form are considered acceptable by the City, particularly as the street setback incursion is minimal (less than 1m²) and does not result in any material impact on the amenity of the primary street. The upper floor façade of the Lot 1 dwelling includes multiple articulations and glazed elements, contributing visual interest and eliminating areas of blank or bulky wall, thereby enhancing the streetscape presentation. • Minor projections, including the ground floor porch, are compatible with the surrounding built form and do not detract from the overall streetscape. Additionally, the dwelling has been designed to exclude any external fixtures on the façade, maintaining a clean and cohesive appearance.

Street Setbacks – Garage

R-Codes Volume 1 (Part B) – Clause 3.3 – Street Setbacks	
Design Principle	**Officer Assessment**
P3.3.3 Garages and/or carports are set back to: i. contribute positively to the streetscape and appearance of dwellings; ii. maintain clear sightlines along the street, to not obstruct views of dwellings from the street and vice versa; and iii. ensure vehicle parking on a driveway only occurs where space permits and does not	The reduced garage setbacks of each dwelling to the laneway are considered to meet the applicable design principles of Element 3.3 of the R-Codes for the following reasons: • The reduced setbacks of the garages from the common property (CP) driveway will not affect the prevailing streetscape, as they are not visible from the public realm. As such, they will not appear visually obtrusive nor establish an undesirable precedent along the street.

impede on any existing or planned adjoining pedestrian, cycle, or dual-use path.	• Sightlines are appropriately maintained for each dwelling—both toward the common property driveway and where the driveway intersects with the road reserve—ensuring safe vehicle movement and visibility. • Sufficient on-site parking is provided for each dwelling, accommodating two vehicles per lot. This provision exceeds the minimum requirements of the R-Codes for developments in Location A.

Lot Boundary Setbacks

R-Codes Volume 1 (Part B) – Clause 3.4 – Lot Boundary Setbacks	
Design Principle	**Officer Assessment**
P3.4.1 Lot boundary setbacks reinforce the location's streetscape character and are consistent with the existing or desired built form local character. **P3.4.2** The setback of development from lot boundaries provides a transition between sites with different land uses or intensity of development. **P3.4.3** Buildings are set back from lot boundaries or adjacent buildings on the same lot to: i. provide adequate solar access and natural ventilation to the building and open spaces on the site and adjoining properties; and ii. address the potential for overlooking and resultant loss of privacy on adjoining properties.	The discretion sought in relation to the proposed development's rear boundary setback of Lot 4 is considered acceptable for the following reasons: • The reduced setback will not exacerbate overshadowing impacts. No shadow will be cast onto the eastern adjoining lot at midday. While some afternoon shadow may occur, the 0.35m setback non-compliance is not expected to result in any significant or detrimental amenity impact to No.8 Woodley Crescent. The affected walls do not interface with any habitable rooms on the adjoining property. • No visual privacy concerns arise from the reduced rear setback of the Lot 4 dwelling, as there are no major openings on the first floor facing the eastern boundary. • The proposed building bulk is considered reasonable. The discretion relates to a wall segment that is only 6.5 metres in length, which is modest in the context of the 26-metre-wide eastern lot. This means the wall occupies just 25% of the adjoining rear boundary. Furthermore, the wall interfaces only with the backyard of No.8 Woodley Crescent and not with any habitable area. Its visual presence is further mitigated by an existing

	• mature tree, which is likely to screen the wall from view.

Visual Privacy

R-Codes Volume 1 (Part B) – Clause 3.10 – Visual Privacy	
Design Principle	**Officer Assessment**
P3.10.1 Direct overlooking of major openings and active habitable spaces of adjacent dwellings and adjoining properties minimised through: i. building siting, layout and design; ii. design and location of major openings; iii. landscape screening of outdoor active habitable spaces; and/or iv. design and location of screening devices. **P3.10.2** Adequate visual privacy achieved through appropriate interfaces between dwellings and adjoining properties including measures such as: i. offsetting the location of ground and first floor windows so that viewing is oblique rather than direct; ii. building boundary walls where appropriate; iii. setting back the upper storeys from the lot boundary; iv. providing higher or lower windows, or windows with obscure glazing; and/or v. screening (including landscaping, fencing, timber screens, external blinds, window hoods and shutters). **P3.10.3** Visual privacy strategies maintain amenity of habitable rooms and active habitable space with regard to solar access, natural ventilation and external outlook both within the development and for adjoining properties.	One major opening from a habitable room (Lot 1 Bed 2) has a cone of vision which overlooks the private open space area of Lot 2. This window is fitted with obscured glazing, but openable window and therefore meets the major opening definition under the R-Codes. This discretion is considered to meet the applicable design principles of this R-Codde for the following reasons; • Despite being an 'openable window', the Lot 1 Bed 2 window is designed as an awning window, which will significantly reduce any horizontal outlook from this window. As such, the design of this window will significantly restrict any direct overlooking of the Lot 2 private open space, despite the cone of vision being cast over this space, thus meeting P3.10.1(ii). • Likewise, adequate visual privacy for Lot 2 is protected though the design of this window, with obscured glazing removing the vast majority of horizontal and downward vision from Lot 1 bed 2. This window design demonstrates that the design of the development has given adequate consideration to the privacy and amenity of all residents and produces an outcome which is considered to have minimal material impact. • The Lot 1 Bedroom 2 window provides adequate solar access, and ventilation to the dwelling by being openable and oriented to the north, whilst protecting the amenity of Lot 2 through

	significantly limiting any perceived direct overlooking.

Conclusion:

The proposed development in its current form is recommended to be supported by the City, subject to appropriate conditions of development approval. The development is considered to be consistent with the desired and intended development context for the R40 density code within the City and is also compatible with the established built form landscape of the site's immediate context. Where discretion is sought against the R-Codes, the development demonstrates that it meets the relevant design principles and is not likely to have any substantial amenity impact to adjoining residents, thus warranting approval.

SITE PLAN

SCALE 1:200

NOTES:
1. EXISTING STRUCTURE TO BE DEMOLISHED
2. DRAWINGS ARE ISSUED FOR COUNCIL APPROVAL PURPOSE ONLY, NOT TO BE USED FOR CONSTRUCTION. ADDITIONAL INFORMATION ARE REQUIRED FOR CONSTRUCTION.
3. ALL DIMENSIONS AND AREAS SHOWN ARE APPROXIMATE.

REVISIONS

REV.	DATE	DESCRIPTION	

PROJECT NAME:
LOT 182 (13) MADDOX CR , MELVILLE

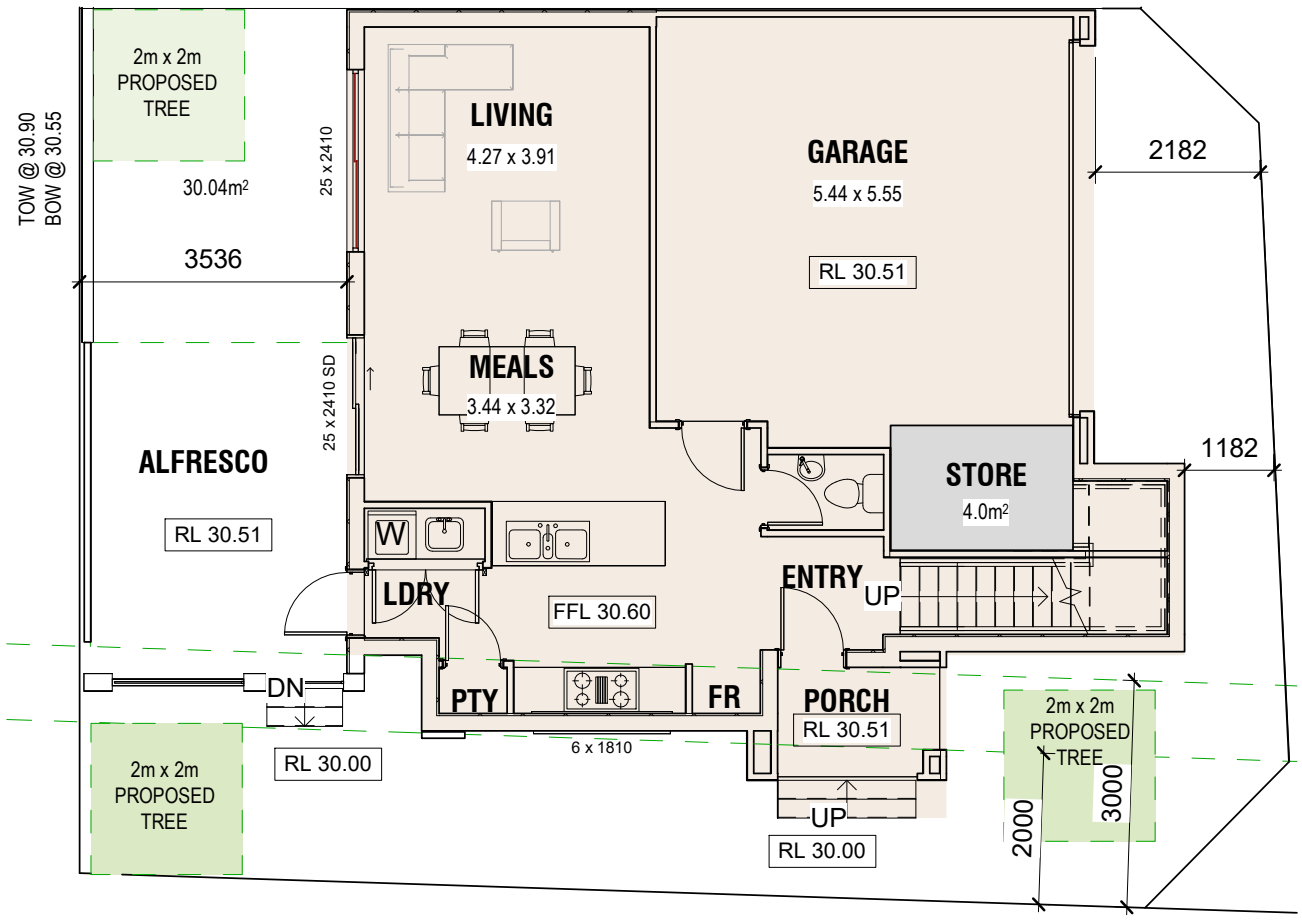
CLIENT APPROVAL:

I ACKNOWLEDGE THAT THIS DRAWINGS ARE SASTIFIED AND WILL BE LODGED FOR DEVELOPMENT APPLICATION

CLIENT:
TIIA PROPERTY PTY LTD

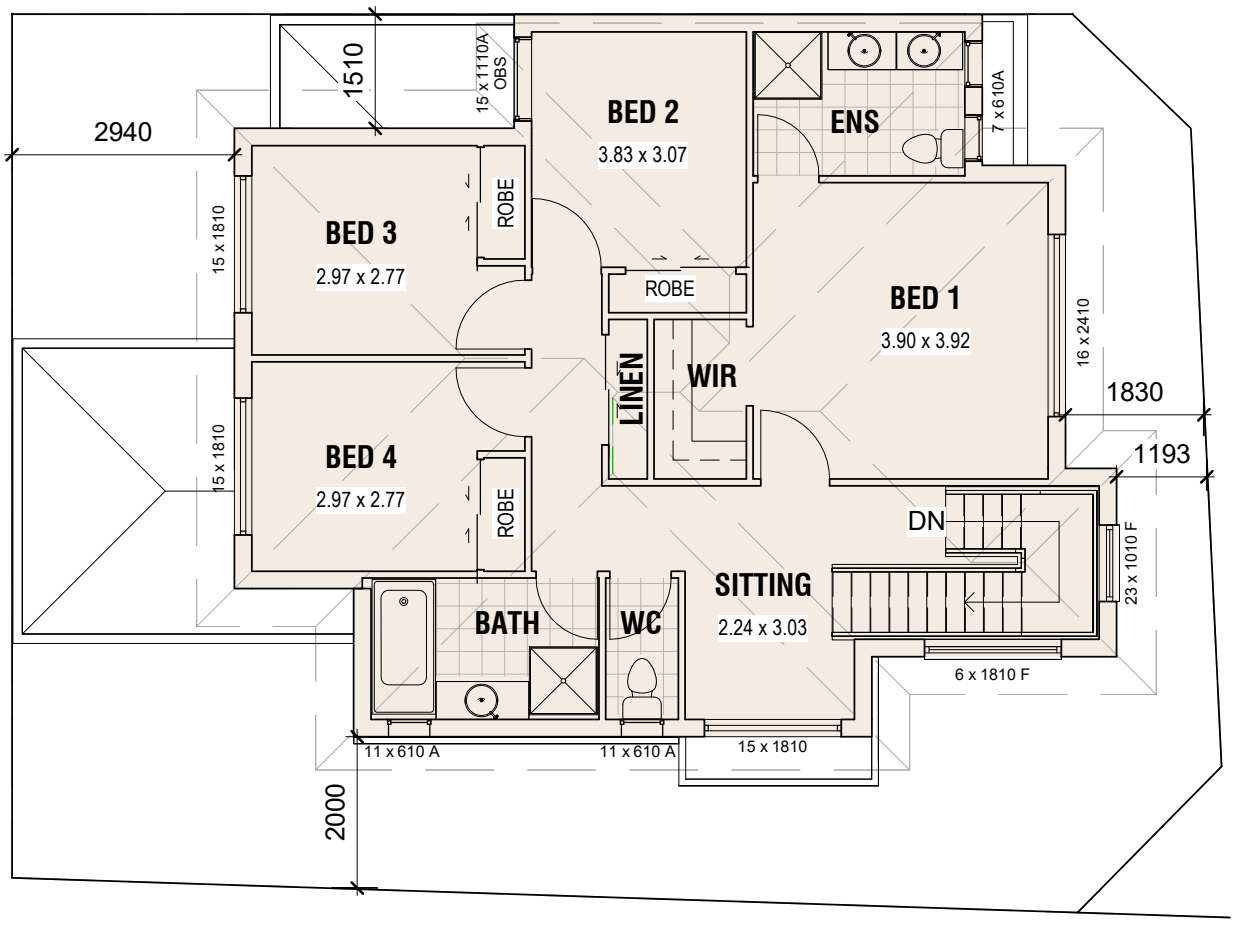
DRAWING TITLE:	SHEET NO:
SITE PLAN	A0.01
SCALE: 1:200 @ A3	REV NO.

TUSCOM SUBDIVISION CONSULTANTS
Land Surveying . Planning . Development . Project Management
Suite 3, Level 1, 4 Riseley Street, Applecross WA 6153
Phone: (08) 9316 8388 Fax: (08) 9316 8378



LOT 1- GROUND FLOOR

SCALE 1:100



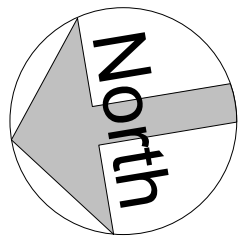
LOT 1- FIRST FLOOR

SCALE 1:100

LOT 1
Roof Area
25° Pitch Roof = 121.21 m²

Floor Area

LOCATION	AREA (m²)	PERIMETER (m)
GROUND	52.25	41.52
FIRST	83.21	38.98
GARAGE	36.75	25.91
ALFRESCO	9.85	12.64
PORCH	3.35	7.47
STORE	4.40	8.72
TOTAL	**185.41**	



NOTES:
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3. ALL DIMENSIONS AND AREAS SHOWN ARE APPROXIMATE.

REVISIONS

REV.	DATE	DESCRIPTION	

PROJECT NAME:
LOT 182 (13) MADDOX CR , MELVILLE

CLIENT APPROVAL:

I ACKNOWLEDGE THAT THIS DRAWINGS ARE SASTIFIED AND WILL BE LODGED FOR DEVELOPMENT APPLICATION

CLIENT:
TIIA PROPERTY PTY LTD

DRAWING TITLE:	SHEET NO:
LOT 1 PLANS	A1.01
SCALE: 1:100 @ A3	REV NO.

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Land Surveying . Planning . Development . Project Management
Suite 3, Level 1, 4 Riseley Street, Applecross WA 6153
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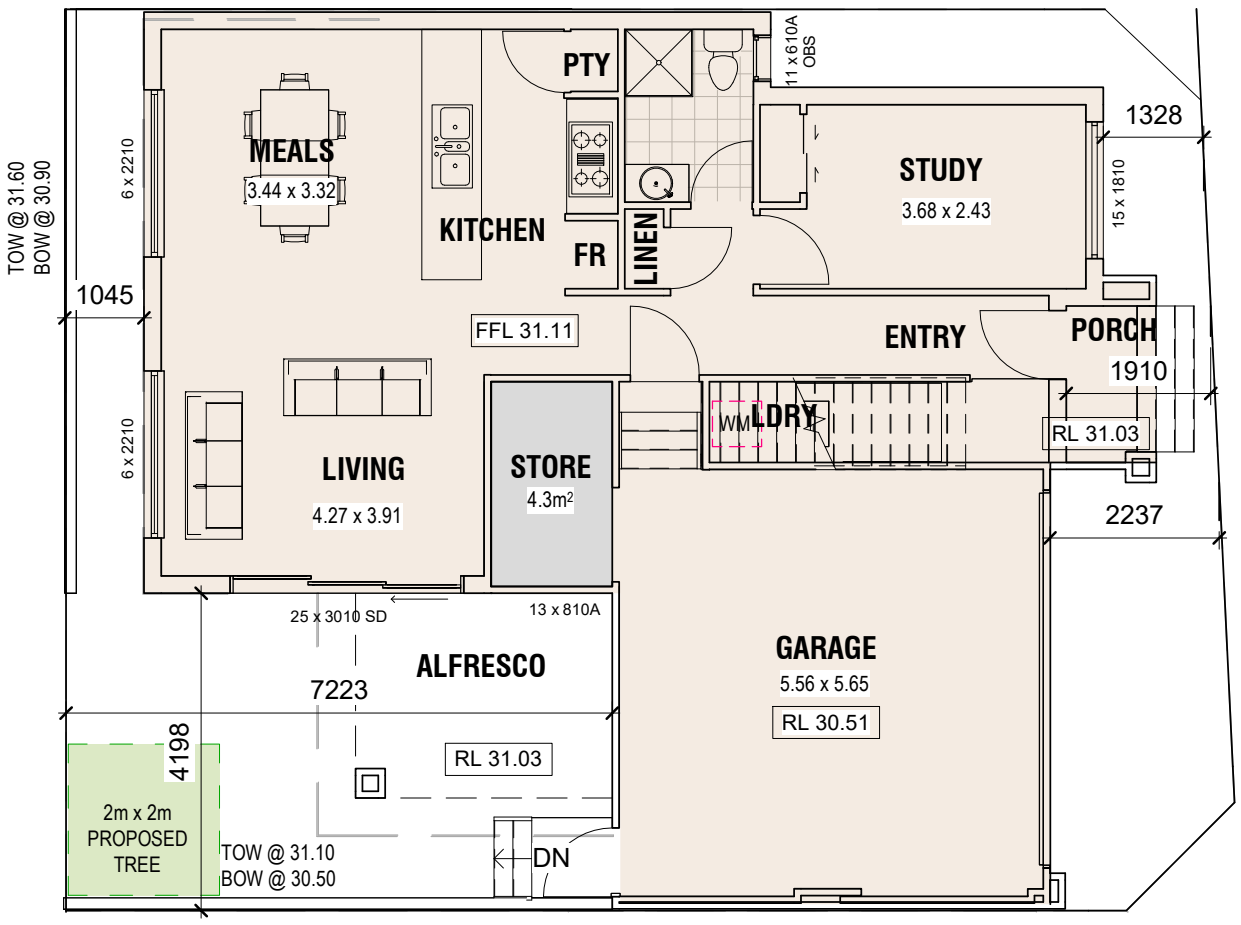
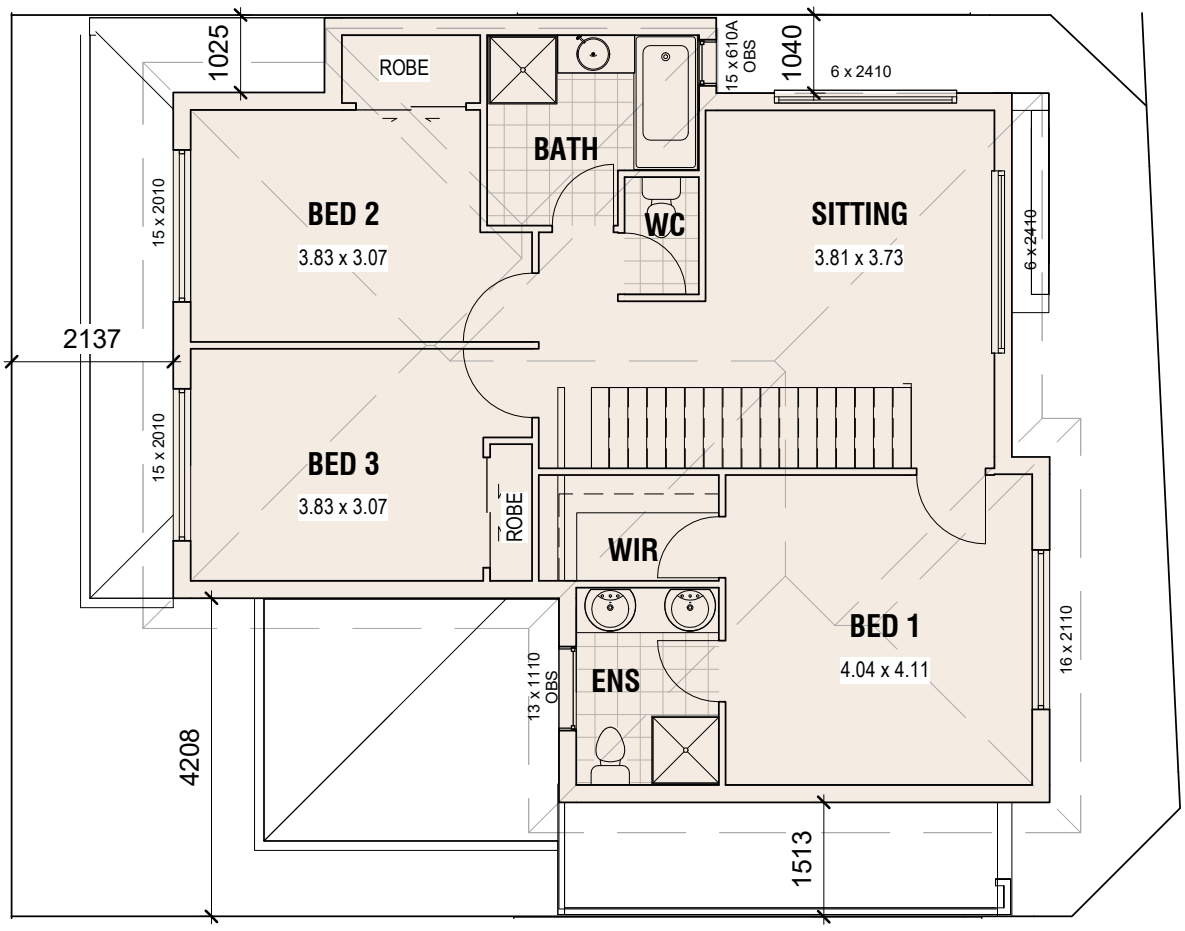


LOT 2- GROUND FLOOR

SCALE 1:100



LOT 2- FIRST FLOOR

SCALE 1:100

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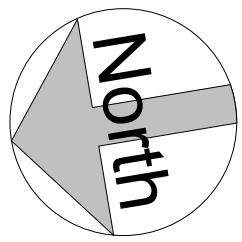
LOT 2
Roof Area
25º Pitch Roof = 126.09 m²

Floor Area

LOCATION	AREA (m²)	PERIMETER (m)
GROUND	75.97	40.76
FIRST	97.84	43.96
GARAGE	40.47	25.66
ALFRESCO	9.21	12.22
PORCH	3.09	7.88
STORE	4.00	8.00
TOTAL	**226.58**	



REVISIONS

REV.	DATE	DESCRIPTION	

PROJECT NAME:
LOT 182 (13) MADDOX CR , MELVILLE

CLIENT APPROVAL:

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CLIENT:
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DRAWING TITLE:	SHEET NO:
LOT 2 PLANS	A1.02
SCALE: 1:100 @ A3	REV NO.

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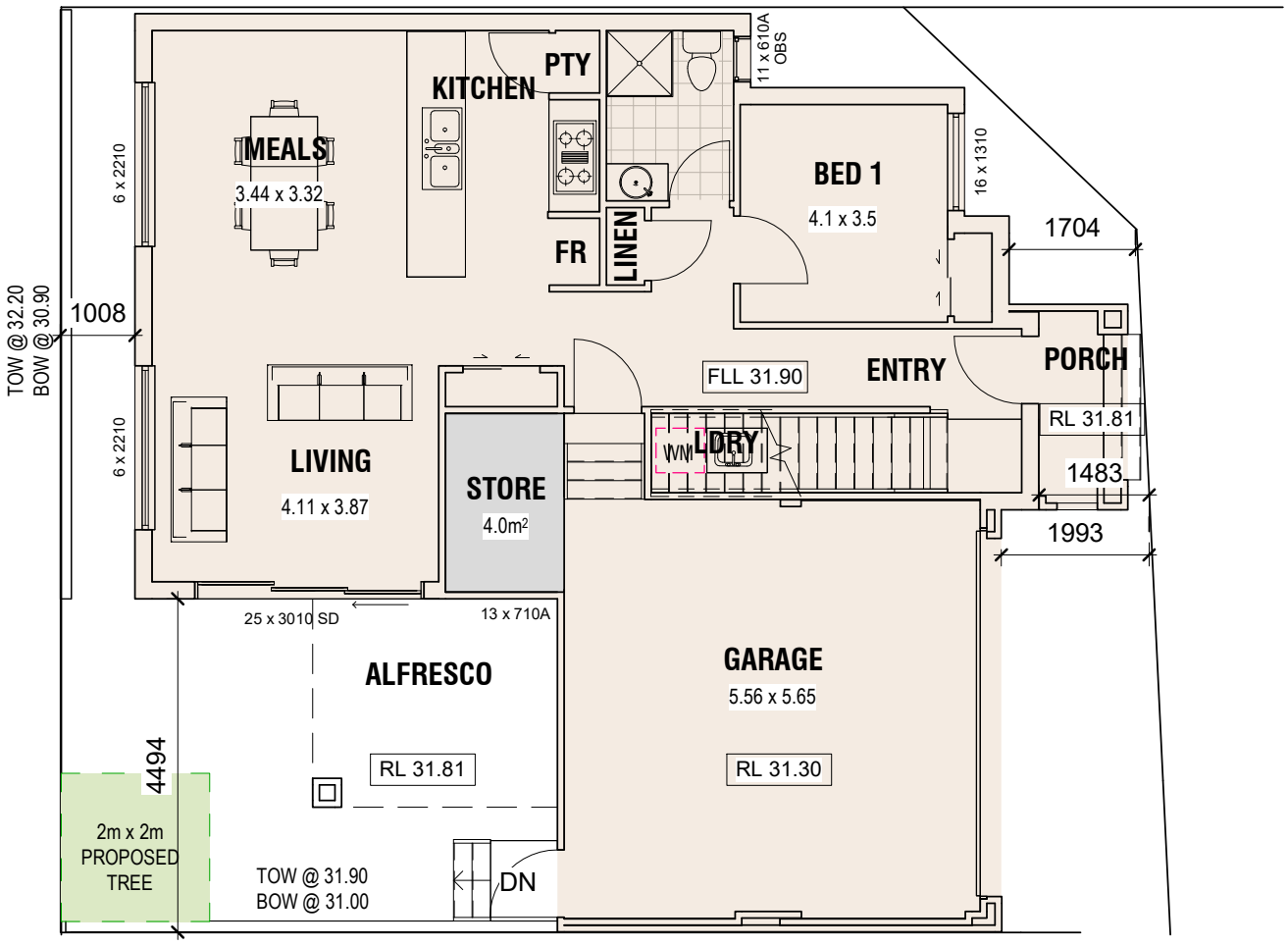
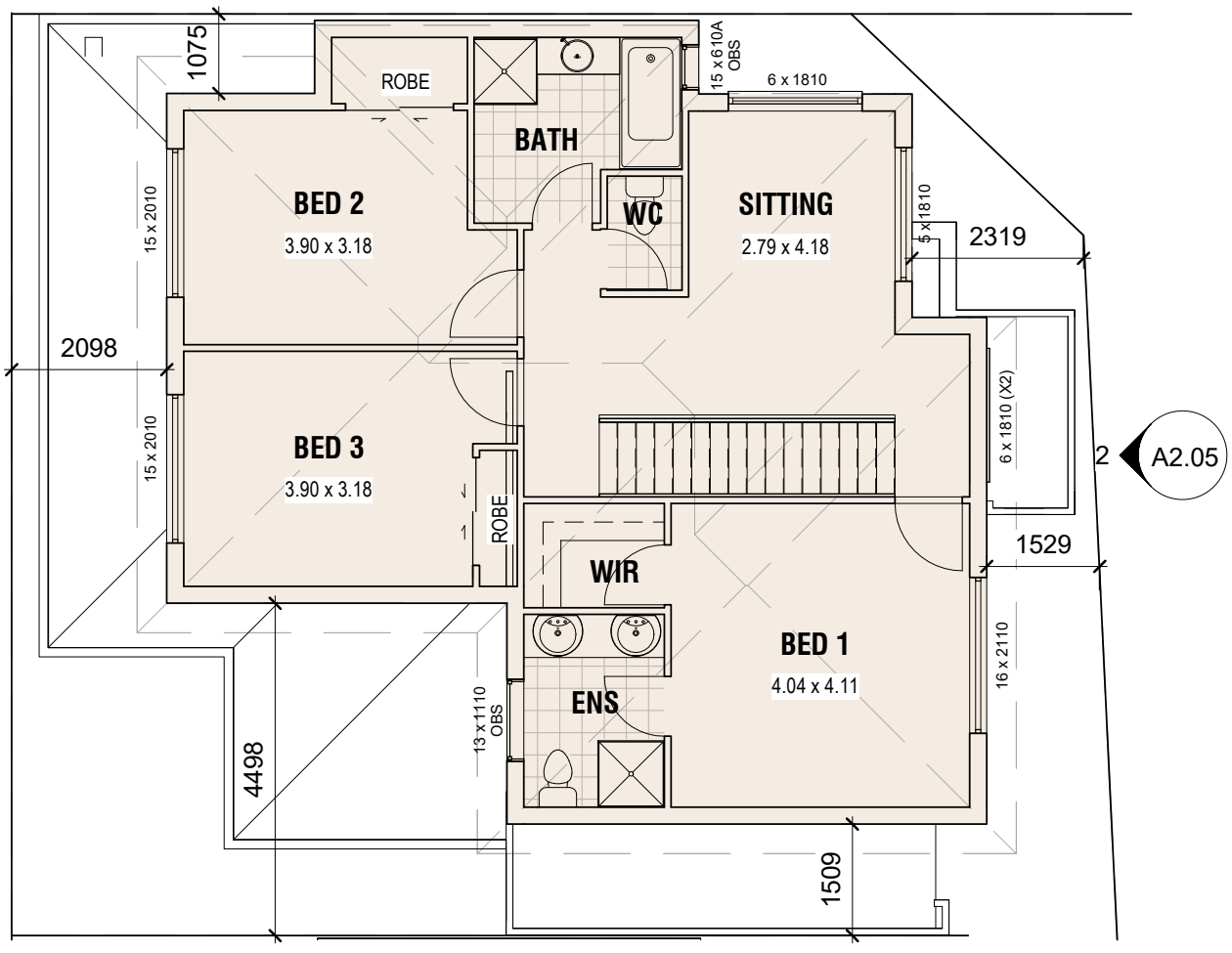


LOT 3- GROUND FLOOR

SCALE 1:100



LOT 3- FIRST FLOOR

SCALE 1:100

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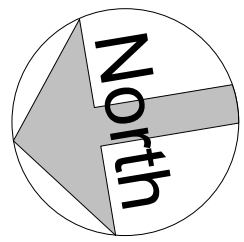
LOT 3
Roof Area
25° Pitch Roof = 125.85 m²

Floor Area

LOCATION	AREA (m²)	PERIMETER (m)
GROUND	75.29	40.16
FIRST	98.05	43.96
GARAGE	41.10	26.66
ALFRESCO	9.27	12.22
PORCH	3.20	7.74
STORE	4.00	8.00
TOTAL	**226.91**	



REVISIONS

REV.	DATE	DESCRIPTION	

PROJECT NAME:
LOT 182 (13) MADDOX CR , MELVILLE

CLIENT APPROVAL:

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CLIENT:
TIIA PROPERTY PTY LTD

DRAWING TITLE:	SHEET NO:
LOT 3 PLANS	A1.03
SCALE: 1:100 @ A3	REV NO.

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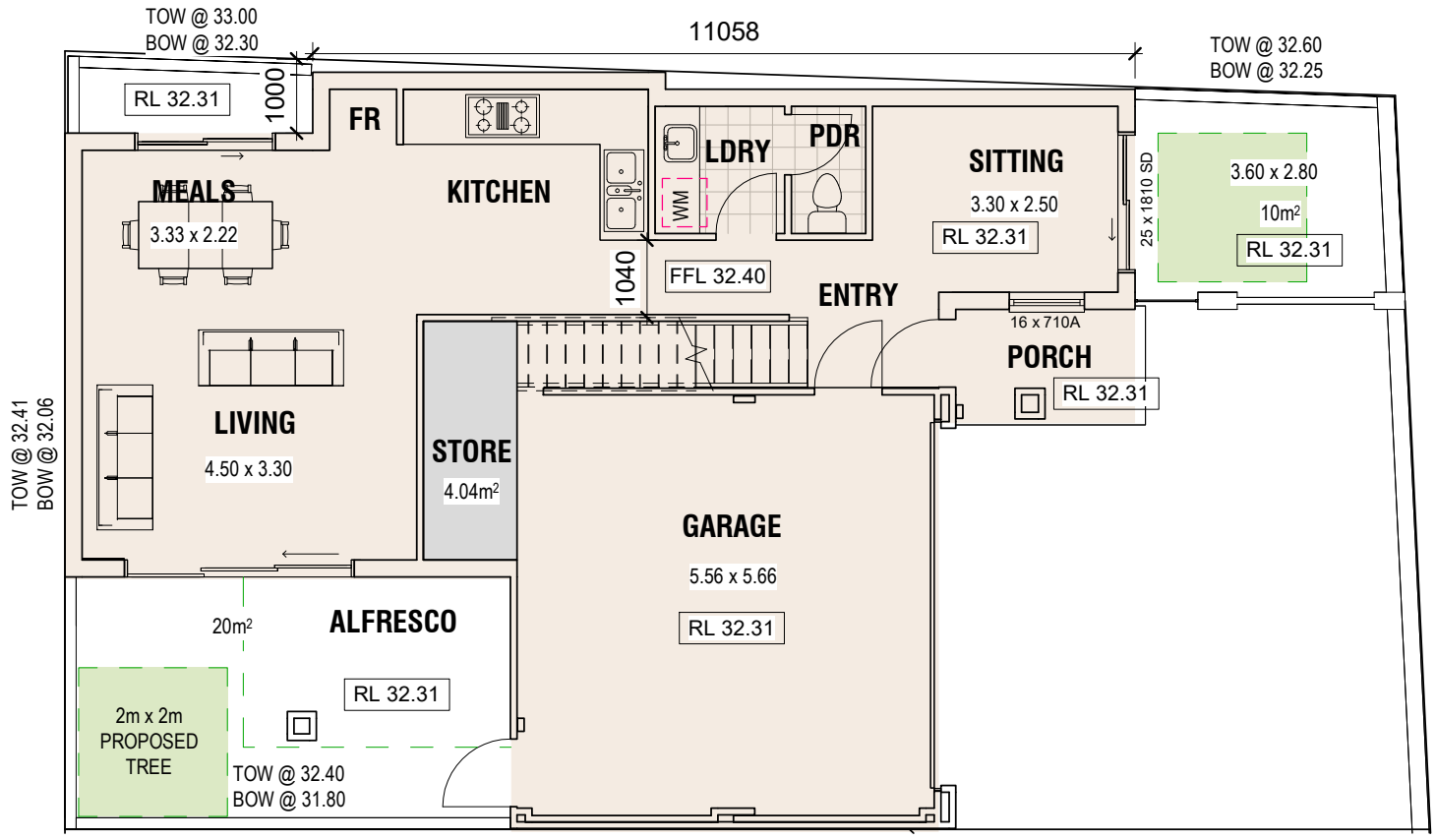
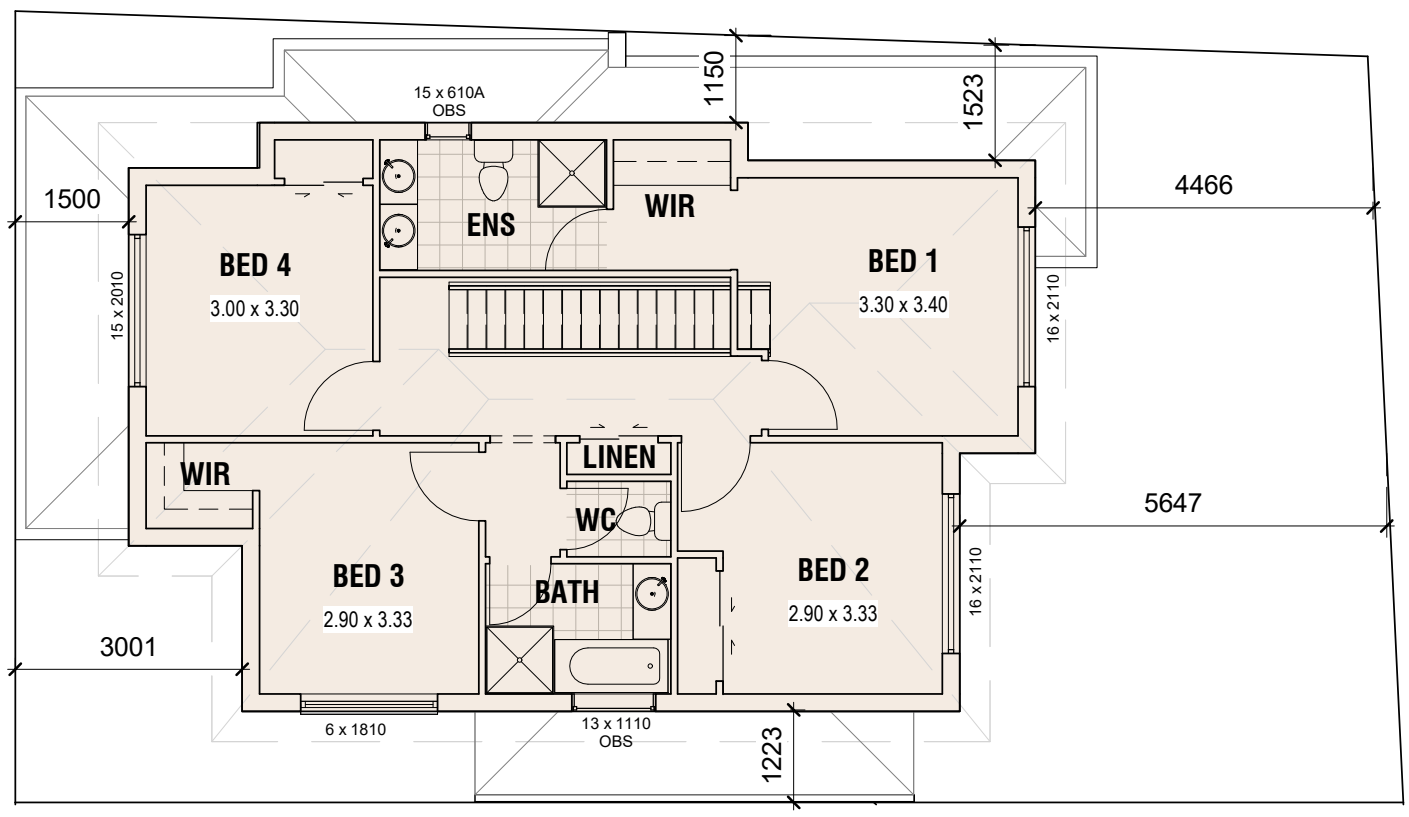


LOT 4- GROUND FLOOR

SCALE 1:100



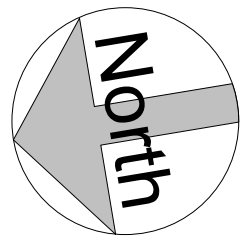
LOT 4- FIRST FLOOR

SCALE 1:100

LOT 4
Roof Area
25° Pitch Roof = 112.72 m²

Floor Area

LOCATION	AREA (m²)	PERIMETER (m)
GROUND	64.89	42.76
FIRST	75.16	39.56
GARAGE	38.70	26.08
ALFRESCO	6.60	10.40
PORCH	1.77	5.35
STORE	4.40	4.40
TOTAL	**183.53**	



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REVISIONS

REV.	DATE	DESCRIPTION	

PROJECT NAME:
LOT 182 (13) MADDOX CR , MELVILLE

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CLIENT:
TIIA PROPERTY PTY LTD

DRAWING TITLE:	SHEET NO:
LOT 4 PLANS	A1.04
SCALE: 1:100 @ A3	REV NO.

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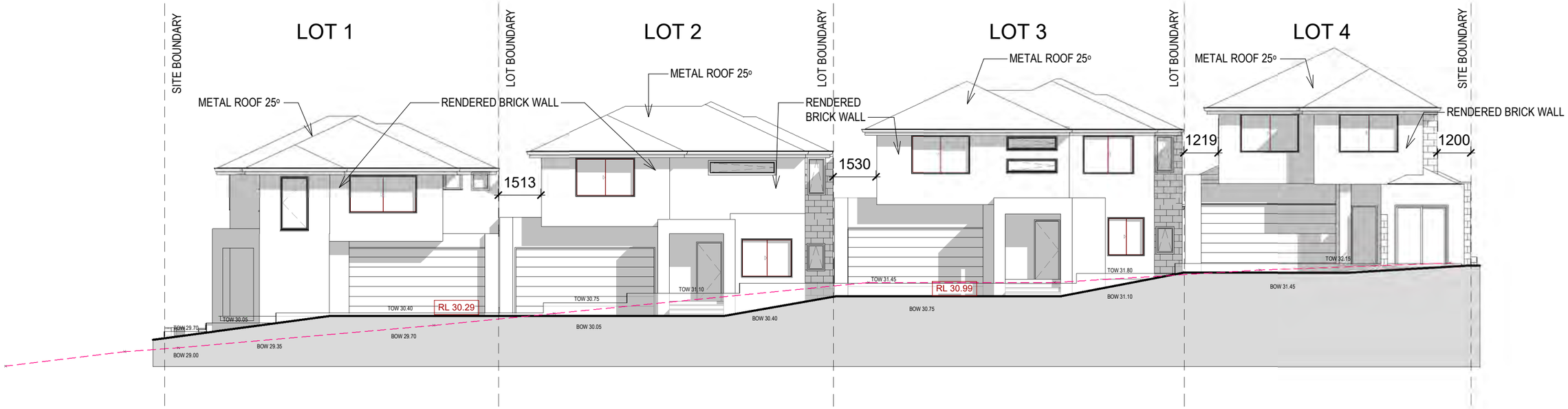
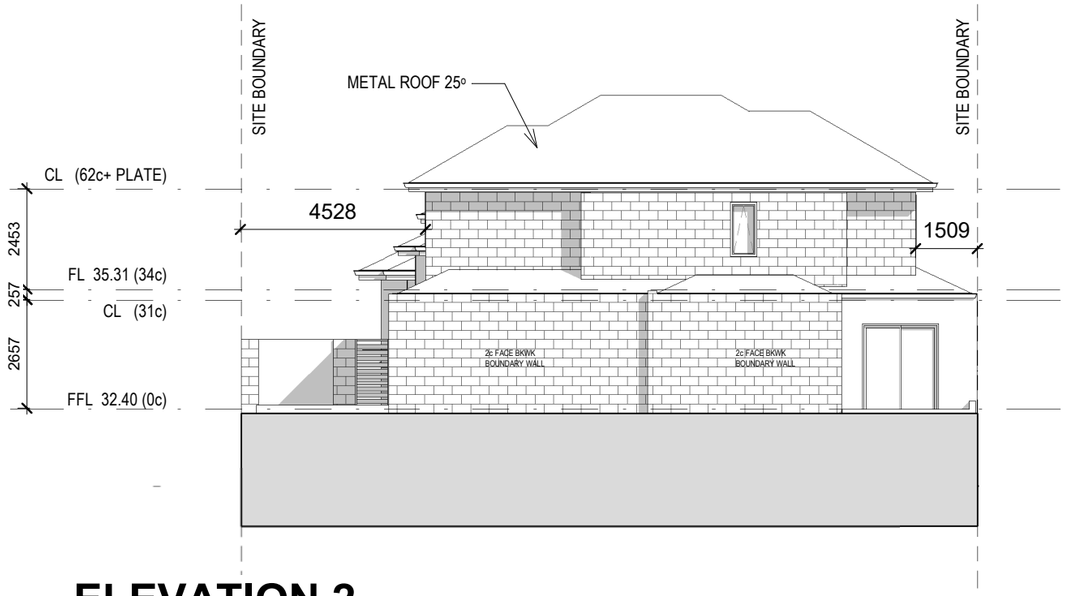


ELEVATION 1

SCALE 1:150



ELEVATION 2

SCALE 1:150

REVISIONS

REV.	DATE	DESCRIPTION	

PROJECT NAME:
LOT 182 (13) MADDOX CR , MELVILLE

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DRAWING TITLE:	SHEET NO:
ELEVATIONS 2	A2.02
SCALE: 1:150 @ A3	REV NO.

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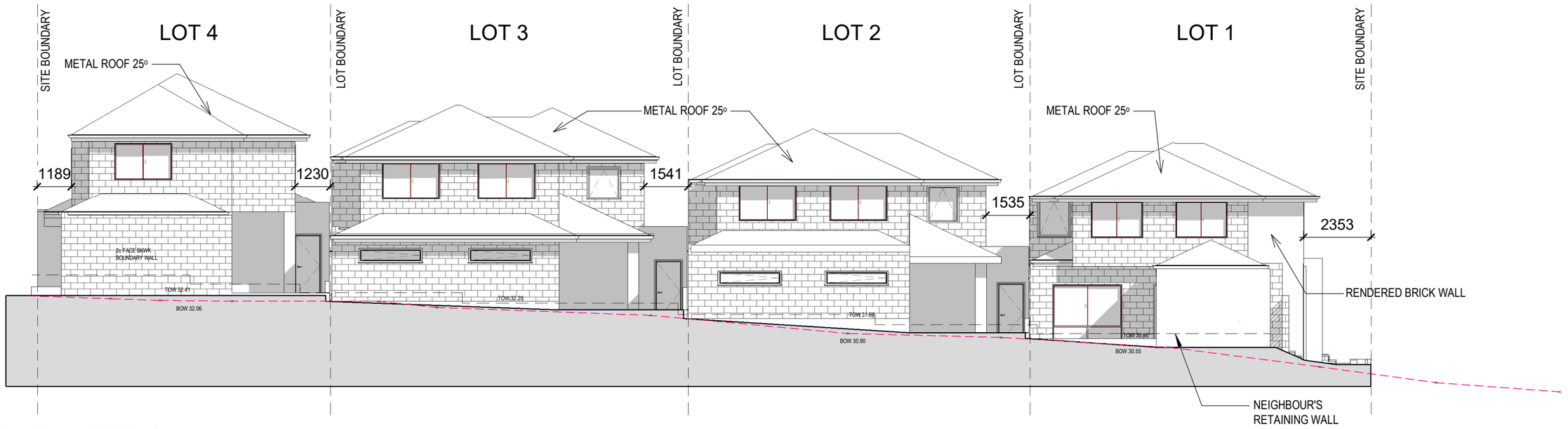
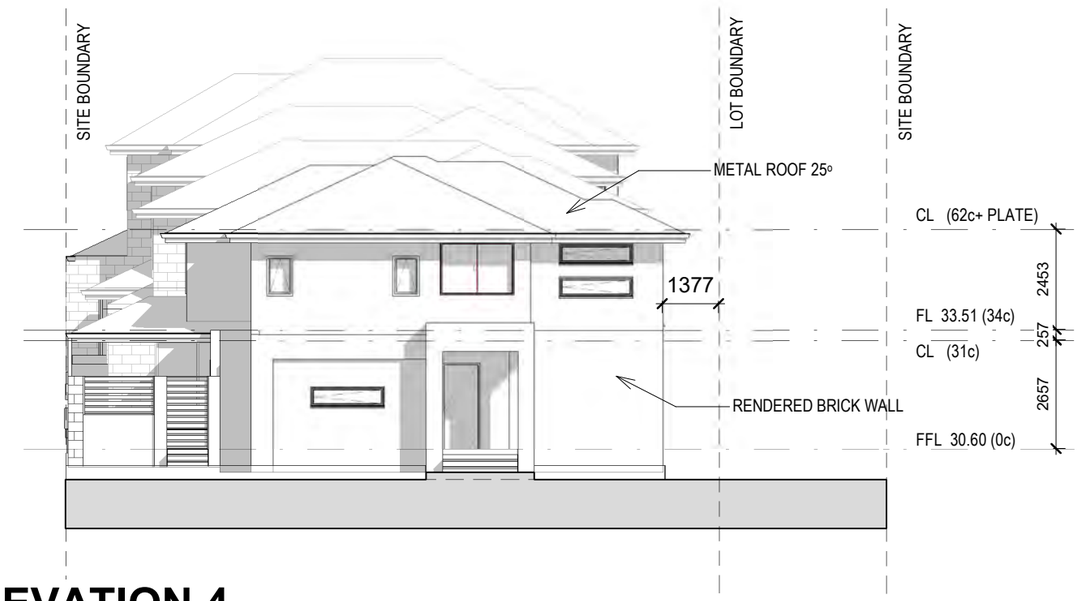


ELEVATION 3

SCALE 1:150



ELEVATION 4

SCALE 1:150

REVISIONS

REV.	DATE	DESCRIPTION	

PROJECT NAME:
LOT 182 (13) MADDOX CR , MELVILLE

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TIIA PROPERTY PTY LTD

DRAWING TITLE:	SHEET NO:
ELEVATIONS 1	A2.01
SCALE: 1:150 @ A3	REV NO.

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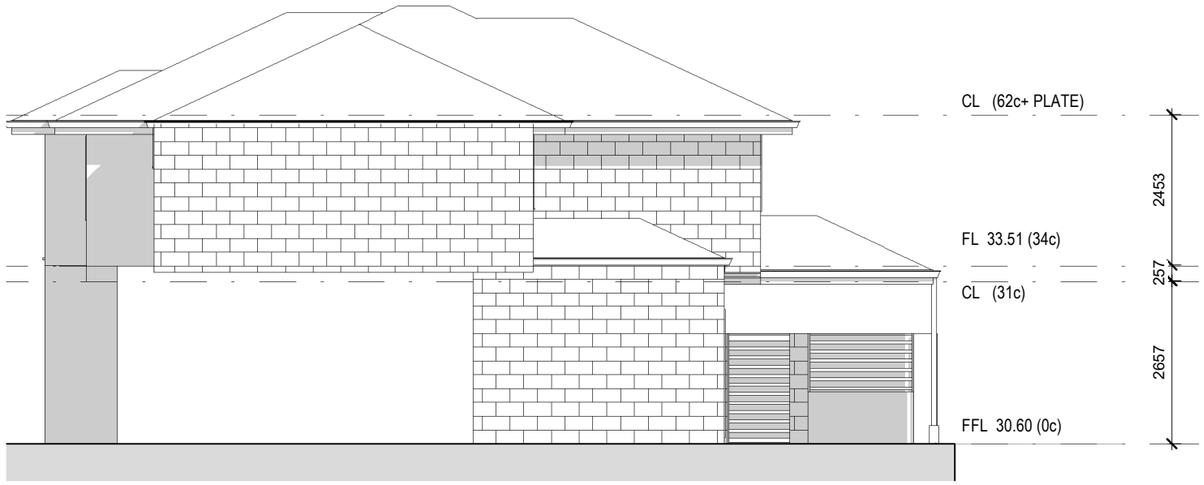
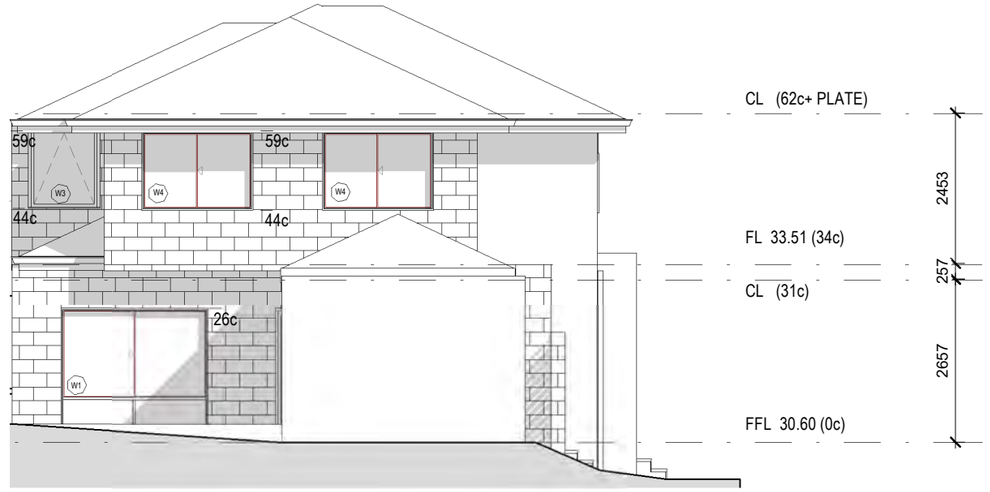
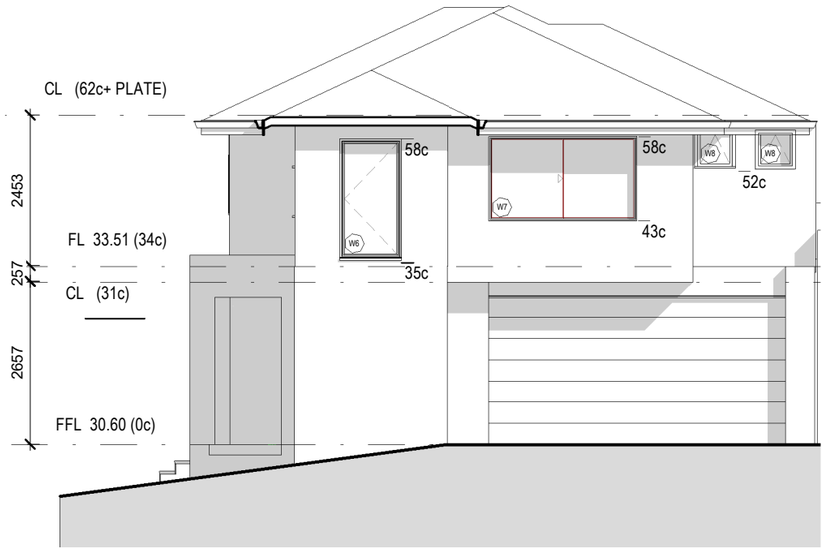


UNIT 1- EAST ELEVATION



UNIT 1- NORTH ELEVATION



UNIT 1- SOUTH ELEVATION

UNIT 1- WEST ELEVATION

REVISIONS

REV.	DATE	DESCRIPTION	

PROJECT NAME:
LOT 182 (13) MADDOX CR , MELVILLE

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TIIA PROPERTY PTY LTD

DRAWING TITLE:	SHEET NO:
UNIT 1 - ELEVATIONS	A2.03
SCALE: 1:100 @ A3	REV NO.

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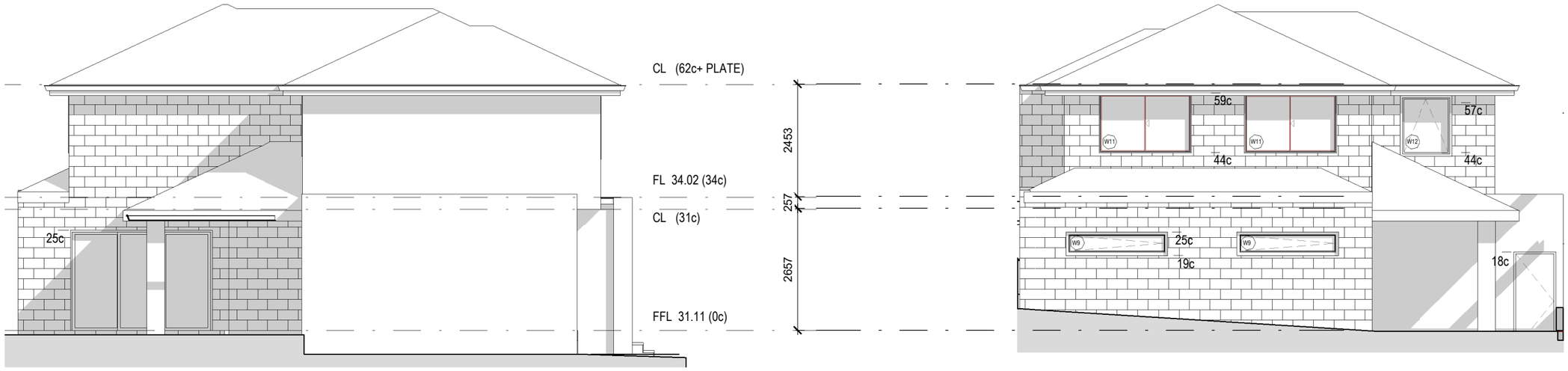
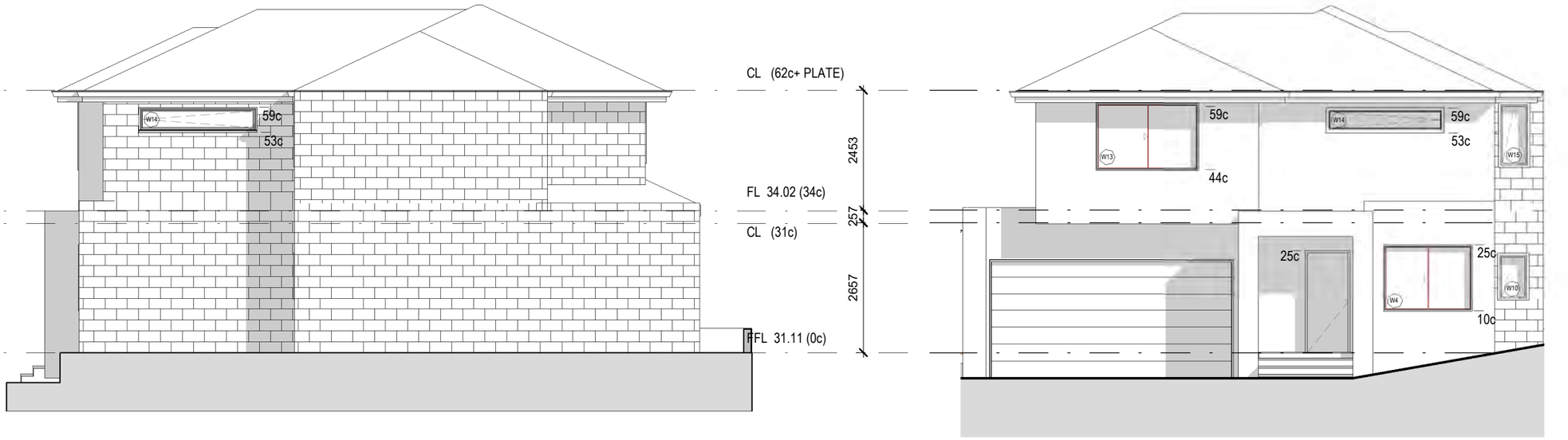


UNIT 2- WEST ELEVATION

UNIT 2- NORTH ELEVATION



UNIT 2- EAST ELEVATION

UNIT 2- SOUTH ELEVATION

REVISIONS

REV.	DATE	DESCRIPTION	

PROJECT NAME:
LOT 182 (13) MADDOX CR , MELVILLE

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DRAWING TITLE:	SHEET NO:
UNIT 2 - ELEVATIONS	A2.04
SCALE: 1:100 @ A3	REV NO.

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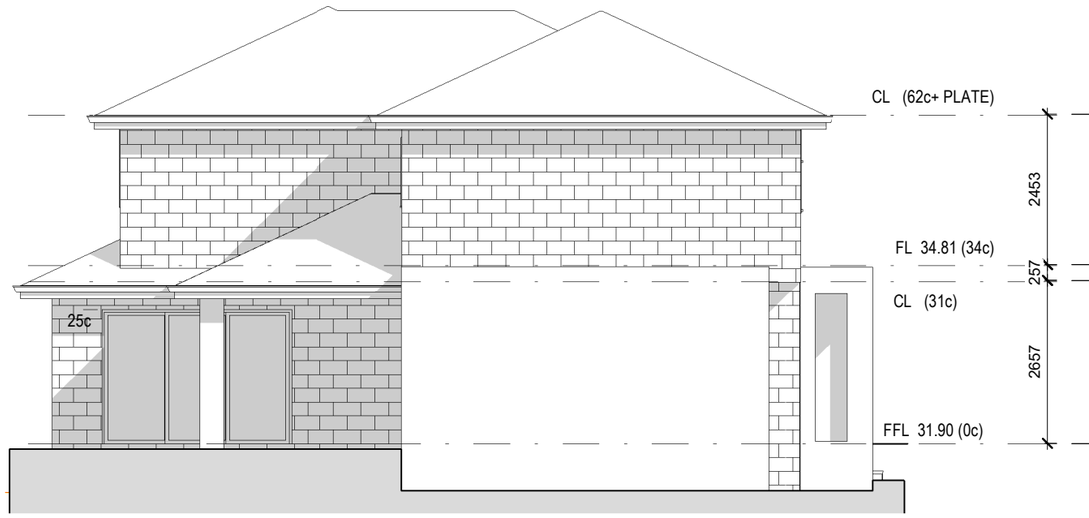
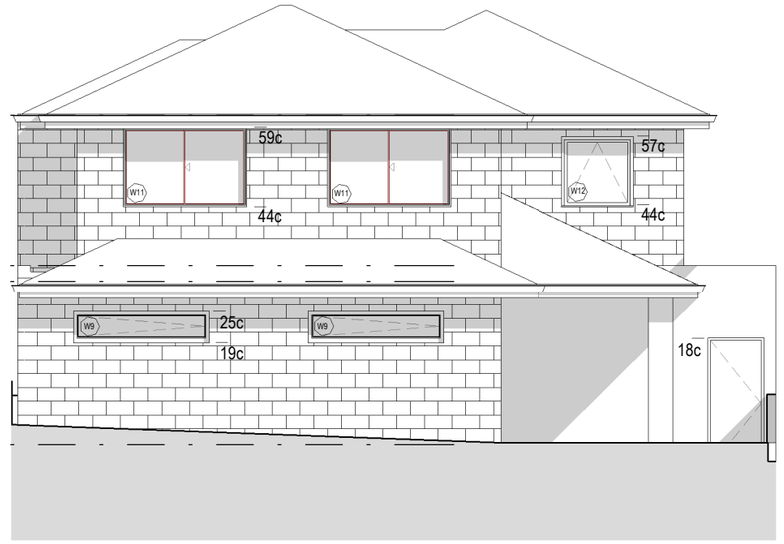
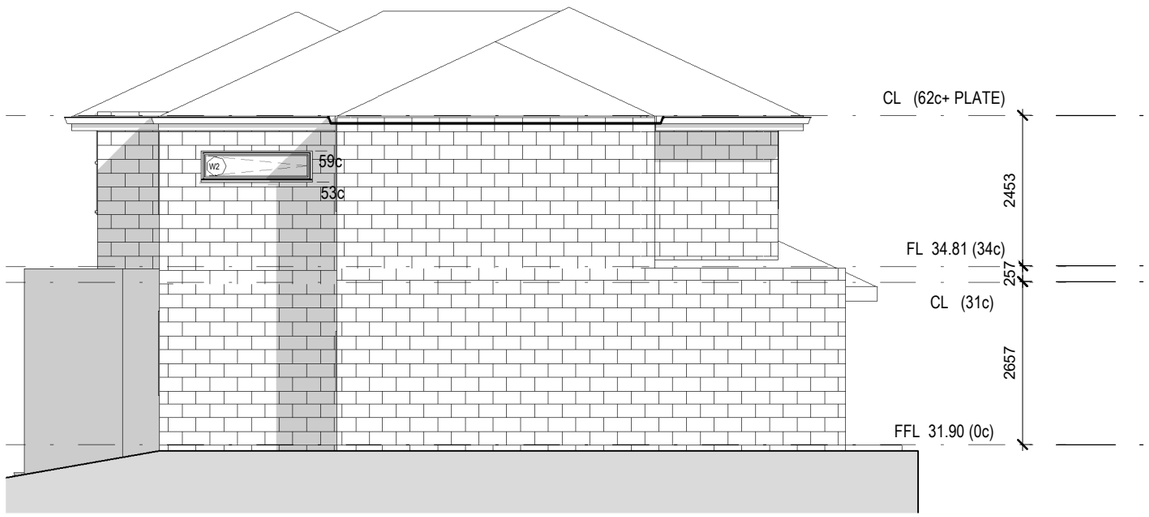


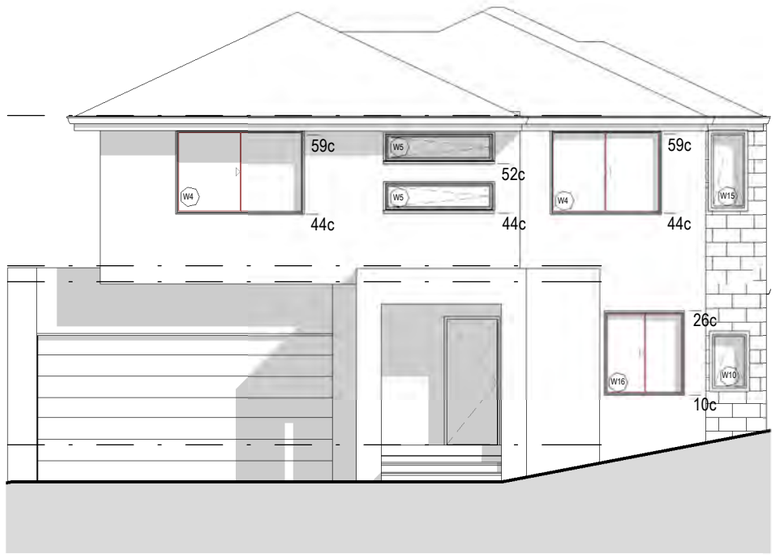
UNIT 3- WEST ELEVATION



UNIT 3- NORTH ELEVATION



UNIT 3- EAST ELEVATION



UNIT 3- SOUTH ELEVATION

REVISIONS

REV.	DATE	DESCRIPTION	

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DRAWING TITLE:	SHEET NO:
UNIT 3 - ELEVATIONS	A2.05
SCALE: 1:100 @ A3	REV NO.

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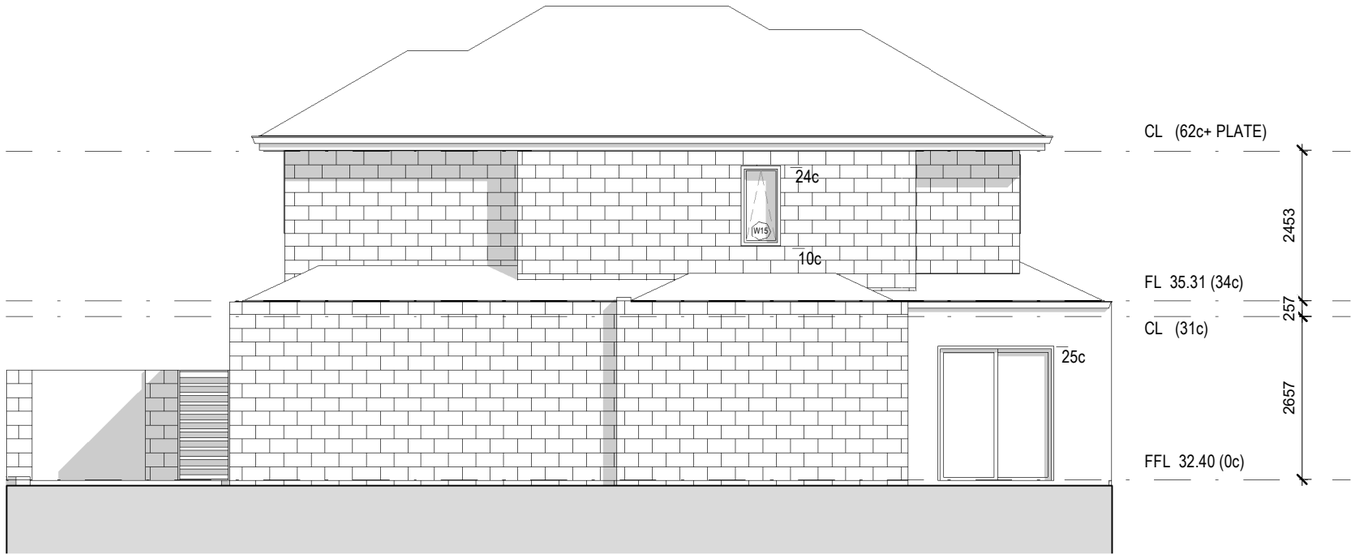
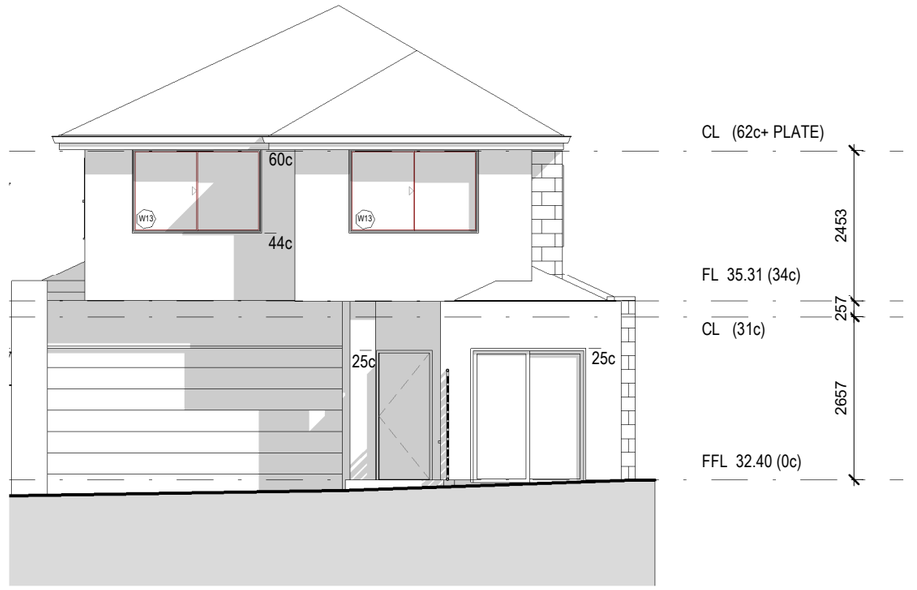
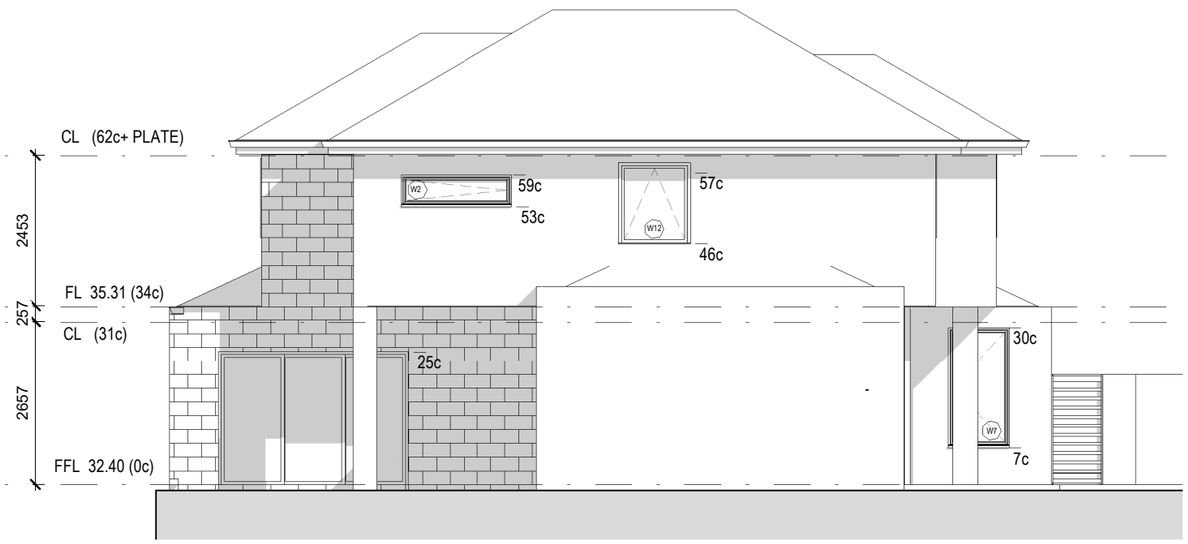


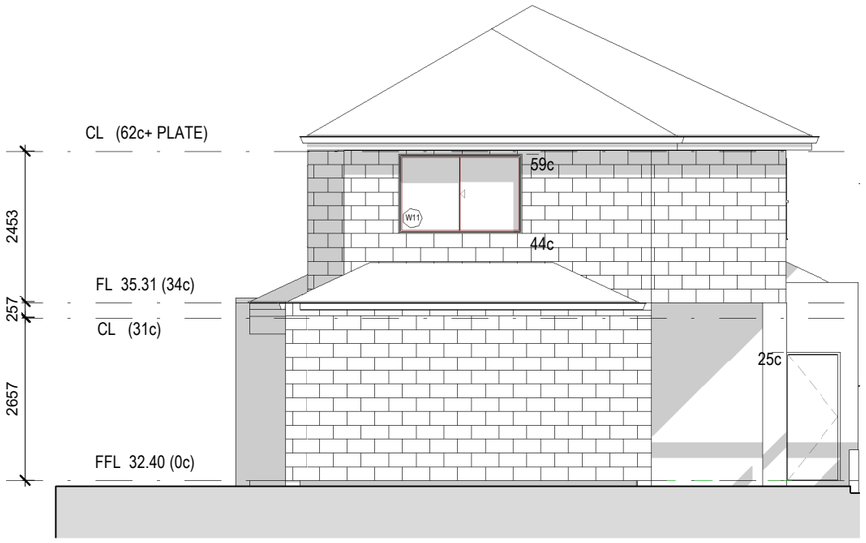
UNIT 4- EAST ELEVATION



UNIT 4- SOUTH ELEVATION



UNIT 4- WEST ELEVATION



UNIT 4- NORTH ELEVATION

REVISIONS

REV.	DATE	DESCRIPTION	

PROJECT NAME:
LOT 182 (13) MADDOX CR , MELVILLE

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DRAWING TITLE:	SHEET NO:
UNIT 4 - ELEVATIONS	A2.06
SCALE: 1:100 @ A3	REV NO.

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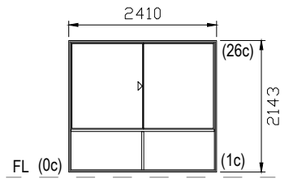
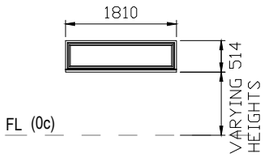
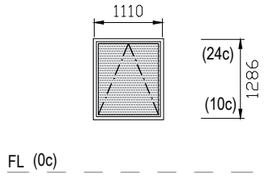


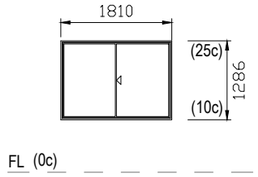
WINDOW NO.	W1
LOCATION	UNIT 1 - G (LIVING)
QUANTITY	1
SIZE	2143MM (H) X 2410MM (W)
DESCRIPTION	25 X 2410
GLAZING	CLEAR GLASS



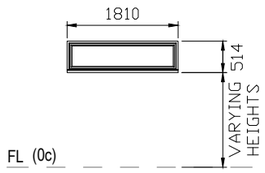
WINDOW NO.	W2
LOCATION	UNIT 1 - G (KITCHEN) UNIT 3 - 1F (SITTING) UNIT 4 - 1F (BED 3)
QUANTITY	3
SIZE	514MM (H) X 1810MM (W)
DESCRIPTION	6 X 1810
GLAZING	CLEAR GLASS (FIXED)



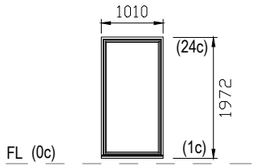
WINDOW NO.	W3
LOCATION	**UNIT 1 - 1F (BED 2)**
QUANTITY	1
SIZE	1286MM (H) X 1110MM (W)
DESCRIPTION	15 X 1110A
GLAZING	OBSCURE GLASS



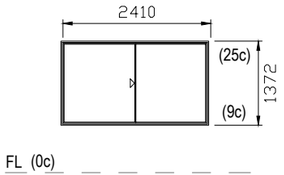
WINDOW NO.	W4
LOCATION	UNIT 1 - 1F (BED 3,4,SITTING) UNIT 2 - G (STUDY) UNIT 3 - 1F (SITTING)
QUANTITY	5
SIZE	1286MM (H) X 1810MM (W)
DESCRIPTION	15 X 1810
GLAZING	CLEAR GLASS



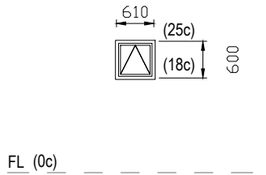
WINDOW NO.	W5
LOCATION	UNIT 1,3 - 1F (STAIR)
QUANTITY	4
SIZE	514MM (H) X 1810MM (W)
DESCRIPTION	6 X 1810F
GLAZING	CLEAR GLASS (FIXED)



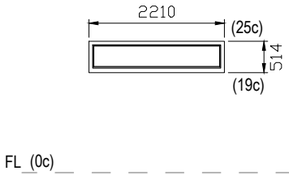
WINDOW NO.	W6
LOCATION	UNIT 1 - 1F (STAIR) UNIT 4 - G (SITTING)
QUANTITY	1
SIZE	1972MM (H) X 1010MM (W)
DESCRIPTION	23 x 1010 F
GLAZING	CLEAR GLASS



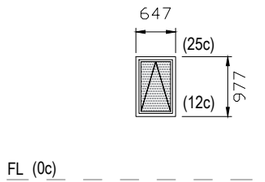
WINDOW NO.	W7
LOCATION	UNIT 1 - 1F (BED 1)
QUANTITY	1
SIZE	1286MM (H) X 2410MM (W)
DESCRIPTION	16 X 2410
GLAZING	CLEAR GLASS



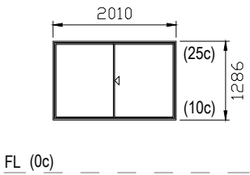
WINDOW NO.	W8
LOCATION	UNIT 1 - 1F (ENS)
QUANTITY	2
SIZE	600MM (H) X 610MM (W)
DESCRIPTION	7 X 610A
GLAZING	CLEAR GLASS



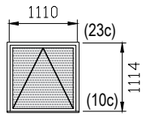
WINDOW NO.	W9
LOCATION	UNIT 2,3 - G (LIVING/MEALS)
QUANTITY	4
SIZE	514MM (H) X 2210MM (W)
DESCRIPTION	6 X 2210
GLAZING	CLEAR GLASS



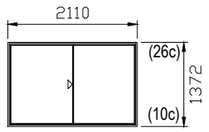
WINDOW NO.	W10
LOCATION	UNIT 2,3 - G (BATH) UNIT 1 - 1F (BATH, WC)
QUANTITY	4
SIZE	1114MM (H) X 725MM (W)
DESCRIPTION	11 X 610A
GLAZING	OBSCURE GLASS



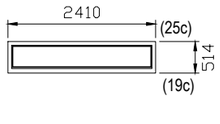
WINDOW NO.	W11
LOCATION	UNIT 2 - 1F (BED 2,3) UNIT 4 - 1F (BED 4)
QUANTITY	3
SIZE	1286MM (H) X 2010MM (W)
DESCRIPTION	15 X 2010
GLAZING	CLEAR GLASS



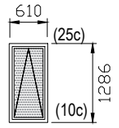
WINDOW NO.	W12
LOCATION	UNIT 2,3 - 1F (ENS) UNIT 4 - 1F (BATH)
QUANTITY	3
SIZE	1200MM (H) X 1147MM (W)
DESCRIPTION	13 X 1110
GLAZING	OBSCURE GLASS



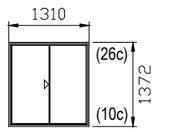
WINDOW NO.	W13
LOCATION	UNIT 2,3 - 1F (BED 1) UNIT 4 - 1F (BED 1,2)
QUANTITY	3
SIZE	1372MM (H) X 2110MM (W)
DESCRIPTION	16 X 2110
GLAZING	CLEAR GLASS



WINDOW NO.	W14
LOCATION	UNIT 2 - 1F (SITTING)
QUANTITY	2
SIZE	514MM (H) X 2410MM (W)
DESCRIPTION	6 X 2410
GLAZING	CLEAR GLASS (FIXED)



WINDOW NO.	W15
LOCATION	UNIT 2 - 1F (BATH) UNIT 3 - 1F (BATH) UNIT 4 - 1F (ENS)
QUANTITY	3
SIZE	1286MM (H) X 610MM (W)
DESCRIPTION	15 X 610A
GLAZING	OBSCURE GLASS



WINDOW NO.	W16
LOCATION	UNIT 3 - G (BED 1)
QUANTITY	1
SIZE	1372MM (H) X 1310MM (W)
DESCRIPTION	16 X 1310
GLAZING	CLEAR GLASS

REVISIONS

REV.	DATE	DESCRIPTION	

PROJECT NAME:
LOT 182 (13) MADDOX CR , MELVILLE

CLIENT APPROVAL: DATE:

I ACKNOWLEDGE THAT THIS DRAWINGS ARE SASTIFIED AND WILL BE LODGED FOR DEVELOPMENT APPLICATION

CLIENT:
TIIA PROPERTY PTY LTD

DRAWING TITLE:	SHEET NO:
WINDOW SCHEDULE	A3.01
SCALE: 1:100 @ A3	REV NO.

TUSCOM SUBDIVISION CONSULTANTS

Land Surveying . Planning . Development . Project Management

Suite 3, Level 1, 4 Riseley Street, Applecross WA 6153
Phone: (08) 9316 8388 Fax: (08) 9316 8378

DEVELOPMENT SUMMARY

R40 GROUPED DWELLING

SOFT LANDSCAPE AREA REQUIREMENT :

LOT 1
SITE AREA : 181M2
REQUIRED : 28M2
PROVIDED : 50M2

LOT 3
SITE AREA : 181M2
REQUIRED : 27M2
PROVIDED : 28M2

LOT 2
SITE AREA : 182M2
REQUIRED : 27M2
PROVIDED : 28M2

LOT 4
SITE AREA : 184M2
REQUIRED : 28M2
PROVIDED : 24M2

LANDSCAPING NOTES:

- FINAL SPECIES TO BE NOMINATED IN CONSULTATION WITH COUNCIL IF REQUIRED & SUBJECT TO AVAILABILITY
- IF SPECIES IS NOT AVAILABLE AT THE TIME OF PLANTING, AN ALTERNATIVE SPECIES OF SIMILAR SIZE IS TO BE SELECTED
-2M X 2M DEEPSOIL AREA (SHOWN BLACK DASHED) PROPOSED ON ALL LOTS.

IRRIGATION NOTES:

- SITE WILL BE IRRIGATED WITH AN AUTOMATIC SYSTEM WITH DRIP FEED/SPRAY IRRIGATION.
- WHERE APPROPRIATE - PROVISION FOR FUTURE RAINWATER SYSTEMS SHOULD BE CONSIDERED.

SELECTED PAVING
SELECTED MULCH
SELECTED TURFING
SELECTED DRIVEWAY PAVING

PLANT PALETTE

SYMBOL	ID	PLANT NAME	QTY	HEIGHT
	AF	Allocasuarina Fraseriana ‘Fraser’s Sheoak’	4x	10m
	BG	Banksia Grandis ‘Bull Banksia’	3x	6m
	GS	Gompholobium Scabrum “Painted Lady’	12x	100cm
	BC	Baeckea Camphorosmae ‘Camphor Myrtle’	12x	100cm

Allocasuarina Fraseriana | Banksia Grandis | Gompholobium Scabrum | Baeckea Camphorosmae

PROJECT NAME:
MADDOX CR H(13) L(182) MELVILLE

DRAWING TITLE:
LANDSCAPE PLAN

REV NO.
#003

TUSCOM SUBDIVISON CONSULTANTS PTY LTD

TUSCOM SUBDIVISION CONSULTANTS Pty Ltd ACN 097 092 003 ABN 90 097 092 003
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Applecross
Western Australia 6153

Telephone: 9316 8388
Fax: 9316 8378
Email: consult@tuscom.com.au

20th May 2025

City of Melville
Locked Bag 1,
Booragoon WA 6954

ATTENTION: PLANNING DEPARTMENT

Dear Sir/Madam

RE: PROPOSED FOUR (4) GROUPED DWELLINGS AT LOT 182 (NO. 13) MADDOX CRESCENT, MELVILLE

Tuscom Subdivision Consultants is pleased to represent our client, Mofatts VIII Pty Ltd in presenting an application to construct four (4) new grouped dwellings on No. 13 (Lot 182) Maddox Crescent, Melville(herein referred to as the subject site). Please refer to attached plans, and letter below for our performance criteria and justification for the development above.

In support of this application, is the accompanying information as follows;-

- A copy of signed City of Melville Planning Application for Development Approval;
- A copy of the Certificate of Titles;
- A copy of the proposed Architectural drawings, including elevations, floor layout;
- A copy of the Feature Survey showing existing structures and vegetation currently contained on the subject site;
- Landscape Plan;
- Stormwater Drainage Plan;
- Planning Application checklist (completed);

PROPOSAL

The proposal seeks planning approval for four (4) grouped dwellings based on the density coding of 'R40". The site has met the requirements which are specified by the City of Melville's Local Planning Scheme. Specifically, the development proposal exhibits the following key characteristics:

- All four (4) grouped dwellings will be provided with four (4) bedrooms, two (2) bathrooms configuration, and with an outdoor living space.

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ZONING

The subject site is zoned 'Residential' under the City of Melville's Local Planning Scheme No. 6 ('herein referred to as the Scheme') with a designated density of R40. The objective of the 'Residential' zone is to "provide for a range of housing and a choice of residential densities to meet the needs of the community." In addition, the zone is to "facilitate and encourage high-quality design, built form and streetscapes throughout residential areas."

The development is also designed according to Western Australian Planning Commission State Planning Policy 7.3 (R-Codes) requirements as below:

SETBACK
Although the setback of the building does not strictly comply with the R-codes, it is important to note that the minor intrusion up to 1m of the setback is within 30% of the frontage width as per C3.3.2 R-code. As for the porch, it is allowed to be reduced up to half the required primary street setback.

OPEN SPACE
Based on R-code 5.1.4-C4, the proposal meets the open space requirement of 35% by providing minimum of 35% of the open space area.

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PRIVATE OPEN SPACE

According to R-code Part C 1.1, most of the lots satisfy the minimum requirement for the primary garden area. Unit 4, however, features a unique layout where the private open space is divided into two distinct areas (primary and secondary private open spaces). This design complies with C1.1.2, ensuring that we meet the necessary requirements while providing functional outdoor spaces for occupants.

LOT BOUNDARY

The proposed boundary walls comply with the provisions of Clause C3.2 of the R-Codes. The boundary walls does not exceed a wall length of more than two-thirds of the survey-strata boundary and no higher than 3.5m. The boundary walls will not have an adverse impact on the adjoining landowners given such will not overshadow major openings or private outdoor living areas.

LANDSCAPING

Even though Lot 4 does not meet the 15% soft landscaping requirement (short of 4 sqm), I would like to highlight that we have provided more landscaping than required for Lot 1 due to the extended street front setback. Additionally, when considering the overall area of the lots, we meet the 15% landscaping requirement as stipulated.

The proposal complies with Clause 5.3.2 C2.2 of the R-Codes, which provides minimum requirement of 1 tree per grouped dwelling and minimum tree planting area of 2m x 2m. Each lot also meet the minimum 9sqm of deep soil area for the tree. Please refer to the provided landscape plan.

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AMENITIES AND DWELLINGS

The internal size and layout of the dwelling is complied and functional as per LPP 1.2 clause DG 6.1 with the minimum living area width of 4m and bedroom size of 9sqm.

SITE WORK

The site fill on the lot is quite minimal, which mainly on Lot 1 where it is ranging from 0.1m to 0.8m on top of the original ground level.

The site fill is considered to pose no adverse amenity impact to future occupants of the subject site nor of adjoining properties based on the following reasons:

- The retaining wall height does not compromise the existing levels of privacy enjoyed by adjoining residents. That is, the raised ground level does not result in overlooking from the subject site given the levels of the neighbour is still higher then our lot.
- The land fill and retaining walls were designed to benefit land holders and the City in the future. The long term benefit that we aim for is in accordance with Council regulation, which is to make sure that the residential environment has enough drainage capacity to avoid flooding, especially during heavy rain.

CONCLUSION

It is considered that the proposal warrants favourable consideration based on the above. Compared to the existing development on the subject site, the proposal will significantly improve the amenity of the locality by introducing a new development that is visually appealing but also enhances the housing and affordability options in the locality to the benefit of the wider community.

Should you have further queries or seek clarification concerning the matters raised above, please do not hesitate to contact the undersigned on 9316 8388 or anthony@tuscom.com.au.

Thank you.

Yours faithfully
Anthony Lee
Project Manager

PART C – CITY OF STIRLING

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 11 (No.73) Wanneroo Road, Tuart Hill - Child Care Premises – DAP/25/02900

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part C – Item 3.1 - LOT 11 (HOUSE NUMBER 73), WANNEROO ROAD, TUART HILL – CHILD CARE PREMISES

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Stirling
Applicant:	Lateral Planning
Owner:	Della Cape Pty Ltd
Value of Development:	$3 million
Responsible Authority:	City of Stirling
Authorising Officer:	Amanda Sheers, Director Planning and Development
LG Reference:	DA25/0302
DAP File No:	DAP/25/02900
Application Received Date:	15 April 2025
Report Due Date:	29 August 2025
Application Statutory Process Timeframe:	90 Days, with an additional 10 days agreed between the Applicant and the City of Stirling.
Attachment(s):	1. Development Application Plans (received 25 July 2025) 2. Aerial Location Plan 3. Metropolitan Region Scheme Zoning Map 4. City of Stirling Local Planning Scheme No.3 Zoning Map 5. Applicant's Planning Report received on 15 April 2025 6. City of Stirling Planning Assessment 7. Applicant's Final Submission: a. Transport Impact Statement prepared by Premise Australia received 15 April 2025 b. Environmental Assessment prepared by ND Engineering Consulting Engineers received 15 April 2025 c. Landscaping Plans prepared by Plan / E Landscape Architects received 15 April 2025 d. Operational Management Plan received 1 August 2025 e. Sustainable Design Assessment Report received 15 April 2025

	8. City of Stirling Design Review Panel (DRP) Report dated 5 December 2024 9. External Agency Referral Responses a. Main Roads Western Australia received 16 June 2025 b. Water Corporation received 7 May 2025

Responsible Authority Recommendation

That the Metro Inner DAP resolves to:

Approve DAP Application reference DAP/25/02900 and accompanying plans as listed in Condition 3 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Stirling Local Planning Scheme No. 3, for the proposed Child Care Premises on Lot 11, House Number 73, Wanneroo Road, Tuart Hill subject to the following conditions:

Conditions

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

2. The development is to comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements or modifications required as detailed thereon by the Metro Inner Development Assessment Panel. The plans approved as part of this application form part of the development approval issued are listed below:

DRAWING TITLE	Date	Drawing Number	Drawn By
Proposed Site / Survey / Location Plan & Aerial	25/07/2025 & 28/11/2024	03 of 10	Macri Builders & Ross McLoughlin Consulting Surveyor
Proposed Undercroft Plan	25/07/2025	04 of 10	Macri Builders
Proposed Ground Floor Plan	25/07/2025	05 of 10	Macri Builders
Proposed First Floor Plan	25/07/2025	06 of 10	Macri Builders
Proposed Roof Plan	25/07/2025	07 of 10	Macri Builders
Proposed Elevations	25/07/2025	08 of 10	Macri Builders
Proposed Sections Plan	25/07/2025	09 of 10	Macri Builders

Perspective Views	25/07/2025	10 of 10	Macri Builders
Undercroft Landscape Plan	15/04/2025	C1.102	Plan / E Landscape Architects
Ground Floor Landscape Plan	15/04/2025	C1.103	Plan / E Landscape Architects
Level One Landscape Plan	15/04/2025	C1.104	Plan / E Landscape Architects
Landscape Concept Imagery	15/04/2025	C1.105	Plan / E Landscape Architects
Deep Soil Landscape Plan	15/04/2025	C1.106	Plan / E Landscape Architects
Planting Palette 1 of 2	15/04/2025	C1.107	Plan / E Landscape Architects
Planting Palette 2 of 2	15/04/2025	C1.108	Plan / E Landscape Architects

Landscaping

3. The palm tree indicated on the approved plans for retention must be retained on site in accordance with the approved landscaping plan prepared by Plan E Landscape Architects dated 15 April 2025. The tree must be protected during the demolition and construction phase of the development and thereafter maintained to the satisfaction of the City. Should the tree die or be removed, it shall be replaced by a Medium sized tree to the satisfaction of the City of Stirling

4. Prior to the occupation of the development, all landscaped areas are to be planted, reticulated and mulched in accordance with the approved landscaping plan prepared by Plan E Landscape Architects dated 15 April 2025 and thereafter maintained to the satisfaction of the City of Stirling.

Parking and Access

5. Prior to the occupation of the development, all redundant crossovers shall be removed, and the kerbing and road reserve reinstated at the landowner's expense, to the satisfaction of the City of Stirling.

6. All parking bays, manoeuvring and circulation areas are to comply with Australian Standards AS/NZS2890.1:2004 Amendment 1 and AS2890.2:2018. The number of ACROD car parking bays and their design and layout are to comply with Australian Standards AS/NZS2890.6:2009 (Off-street Parking for People with Disabilities) and the Building Code of Australia (Volume 1 section D3.5), to the satisfaction of the City of Stirling.

7. Pedestrian pathways providing wheelchair accessibility to all entries to buildings to public footpath and car parking areas are to comply with Australian Standards AS/NZS1428.3-2009 (Design for access and mobility – General requirements for access – New building work), to the satisfaction of the City of Stirling.

8. Prior to the occupation of the development, the car parking areas as shown on the approved plans shall be line-marked and made available for use. The car parking shall thereafter be retained and available for the life of the development, to the satisfaction of the City of Stirling.

9. Prior to the occupation of the development, staff car parking bays numbered 8 to 13 shall be signposted and demarcated as 'Staff' car parking bays and customer / general bays 1 to 6 shall be signposted and demarcated as 'Visitor' car parking bays to the satisfaction of the City of Stirling.

10. Prior to the occupation of the development, a minimum of two bicycle parking bays shall be provided on site. The design and construction of the bicycle bays shall be in accordance with Australian Standards AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking, to the satisfaction of the City of Stirling.

11. Prior to the occupation of the development, a vehicle safety barrier is to be constructed along the façade facing Wanneroo Road at the landowner's expense, to the satisfaction of the City on advice from Main Roads WA.

Acoustics and Operation

12. The operational details outlined in the Operational Management Plan prepared by Lateral Planning dated 31 July 2025 forms part of this approval, and shall be implemented for the life of the development, to the satisfaction of the City of Stirling, specifically:

    a. The Child Care Premises shall be limited to a maximum number of 94 children and 20 staff on-site at any one time.
    b. The Child Care Premises shall not operate outside of the hours of 6.30am and 7.00pm, Monday to Friday, or on Public Holidays.
    c. Customer arrival and departure is limited between 7.00am to 6.30pm, Monday to Friday.

13. The operational measures identified in the Environmental Assessment prepared by ND Engineering Consulting Engineers received 15 April 2025, which forms part of this approval, shall be implemented for the life of the development, to the satisfaction of the City of Stirling, specifically:

    a. Prior to the occupation of the development, certification from a qualified acoustic consultant is to be submitted to the City of Stirling confirming that the noise amelioration recommendations listed in the State Planning Policy 5.4 Noise Management Plan, prepared by ND Engineering Consulting Engineers have been implemented, to the satisfaction of the City of Stirling.

14. All construction recommendations provided in the Environmental Assessment prepared by ND Engineering Consulting Engineers received 23 August 2024, are to be implemented and comply with the Environmental Protection (Noise) Regulations 1997.

15. Within three months of the commencement of the Child Care Premises use, a noise report prepared by an accredited noise consultant shall be submitted to and approved in writing by the City of Stirling. The noise report is to confirm noise

from the development complies with the Environmental Protection (Noise) Regulations 1997, to the satisfaction of the City of Stirling.

General

16. Prior to the commencement of any works, a Construction Management Plan shall be submitted to and approved by the City of Stirling. The Construction Management Plan shall include specific details on the management of aspects including, but not limited to, dust, noise, vibration, tree protection zones, waste management, storage of materials, traffic, contractor parking, and site safety/security. The Construction Management Plan shall be complied with for the duration of the construction of the development, to the satisfaction of the City of Stirling.

17. Air conditioning units, ducts and other services shall be screened from view where visible from Cape Street or Wanneroo Road to the satisfaction of the City of Stirling.

18. Prior to the occupation of the development, the applicant must provide a lighting plan that addresses light spill to neighbouring residential properties to the satisfaction of the City.

19. Prior to the occupation of the development, the right of way (Acorn Lane) along the western boundary of the subject site is to be widened by 2.43m and the required land ceded free of costs to the Crown, to the satisfaction of the City of Stirling.

20. All stormwater discharge shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve.

Colours and Materials

21. The colours, materials and finishes of the development shall be in accordance with the details and annotations as indicated on the approved plans which forms part of this approval, to the satisfaction of the City of Stirling.

Waste Management and Services

22. Waste Services are to operate in accordance with the approved Operational Management Plan for the duration of the development to the satisfaction of the City of Stirling.

Public Art

23. Prior to the occupation of the development, a public art proposal to the value of 1.0% of the construction value shall be submitted to and approved in writing by the City of Stirling.

24. Prior to the occupation of the development, the approved public art proposal shall be completed and installed by the developer and be maintained thereafter by the landowner for the life of the development, to the satisfaction of the City of Stirling.

Advice Notes

General

1. If an applicant is aggrieved by this determination, there is a right of review under Part 14 of the Planning and Development Act 2005. Any appeal must be lodged within 28 days of the date of the determination with the State Administrative Tribunal.

2. This is a Development Approval under the City of Stirling Local Planning Scheme No.3 and related policies. It is not a Building Permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents and licences required under any other law, and to commence and carry out development in accordance with all relevant laws.

3. This approval is not an authority to ignore any constraint to development of the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the Applicant to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether it has been drawn to the attention of the decision maker.

4. The applicant is responsible for ensuring that all lot boundaries as shown on the approved plans are correct.

Parking and Access

5. The proposed crossover configuration is subject to the approval of the City of Stirling Verge Control Business Unit. A “Crossover Installation Application” is required to be submitted and approved prior to the commencement of the crossover installation.

Landscaping

6. In relation to the tree retention condition requirement, a medium tree is defined in the City's Local Planning Policy 6.6 - Trees and Landscaping - Non-Residential as: means a tree which requires planting in at least a 90-litre container or greater size, and which is at least 8 metres in height at maturity and at least 2 years of age. For further information please refer to the City's Local Planning Policy 6.6 – Trees and Landscaping – Non-Residential.

Public Art

7. In relation to the Public Art condition requirement, please refer to the City of Stirling Developer's Guide to Public Art, the City of Stirling Public Art Masterplan and City of Stirling Local Planning Policy 6.12 - Public Art on Private Land.

   Based upon the estimated cost of development identified on the development application forms, the 1.0% public art contribution will equate to $30,000.

Lighting

8. In relation to the lighting condition requirement, external lighting shall be positioned so as not to adversely affect the amenity of the locality in accordance with Australian Standard AS/NZS 4282:2023, to the satisfaction of the City of Stirling.

Miscellaneous

9. The premises shall operate in compliance with the Environmental Protection Act 1986 and Environmental Protection (Noise) Regulations 1997.

10. Compliance of all mechanical services to the Australian Standard AS1668.2 including a certificate of compliance for all installations. This is also to include the undercroft carpark ventilation.

11. The development shall operate in general compliance with Standard 3.3.1 – Food Safety Programs for Food Service to Vulnerable Persons.

12. Compliance in all respects with the Food Act 2008 and Food Standards Codes. Completion and submission of the City of Stirling Food Premises Notification Form prior to commencement of business.

13. The applicant must submit a Food Premises Notification-Registration form to the City of Stirling. The applicant is to contact the City of Stirling Environmental Health Team to arrange a final inspection, prior to commencement of commercial food operations.

14. The premises shall have compliancy with Food Act 2008, the Food Regulations 2009, the Australia New Zealand Food Standards Code and the Australian Standard AS4674:2004 Design, construction and fit-out of food premises. Prior to the commencement of the use, details of the proposed kitchen fit out are to be submitted to and approved in writing by the City's Environmental Health Team. The following details will be required to support the application:

    i. Two copies of scaled floor plans showing the position of all fixtures and equipment (scale 1:50);
    ii. Two copies of scaled sectional elevation plans showing the position of all fixtures and equipment;
    iii. Finishes of every wall, floor and ceiling;
    iv. Indication of hot and cold water supply and waste water services;
    v. Location of all sinks including hand washbasin; and
    vi. Details of ventilation and exhaust system servicing the kitchen area.

15. Any future subdivision of the property must be consistent with this approval and the lot sizes demonstrated in the application.

16. On advice from Main Roads WA, no works are permitted within the Wanneroo Road Reservation unless Main Roads has issued a Working on Roads Permit.

17. On advice from the Water Corporation, the applicant is required to submit a Commercial Application by using the online portal BuilderNet: login-buildernet.watercorporation.com.au.

    Attachments required for approval will include:

- Final construction site & architectural floor plans
- Engineer certified piling detail plans (if required)
- Hydraulic Plans - Water & Wastewater
- Trade Waste Application Form - Application forms (watercorporation.com.au)
- Trade Waste Supplement Form

Details: outline of development application

Region Scheme	Metropolitan Region Scheme (MRS)
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Stirling Local Planning Scheme No.3 (LPS3)
Local Planning Scheme - Zone/Reserve	Local Centre
Structure Plan/Precinct Plan	No
Structure Plan/Precinct Plan - Land Use Designation	No
Local Planning Strategy Designation	Neighbourhood Centre – Tuart Hill
Use Class and permissibility:	Child Care Premises – 'D' use 'D' use means that the use is not permitted unless the Council, or in this instance the Metro Inner DAP, has exercised its discretion by granting planning approval.
Lot Size:	911m^2
Existing Land Use:	Commercial
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The key components of the proposed development are summarised as follows:

- The demolition of the existing two storey building.
- The construction of a three storey Child Care Premises with capacity for 94 children and 20 staff.
- Proposed operating hours of 6:30am to 7:00pm weekdays only.
- Vehicle access and egress proposed from Acorn Lane.

- A total of 13 car parking bays on-site, including one ACROD parking bay and a manoeuvring bay.
- A total of 226m² of landscaping, including the retention of one mature tree and the planting of ten new trees onsite.

Proposed Land Use	Child Care Premises
Proposed Commercial Net Lettable Area	450m^2
Proposed No. Storeys	Three Storeys
Proposed No. Dwellings	Nil

Background

The subject site is located at Lot 11, House Number 73, Wanneroo Road, Tuart Hill. At present the site contains a commercial building which is proposed to be demolished as part of this proposal.

The development site is located at the corner of Wanneroo Road and Cape Street, with ingress and egress via Acorn Lane to the west. Wanneroo Road is identified as a 'Primary Regional Road' under the Metropolitan Region Scheme (MRS), and Cape Street is a 'Local Distributor' under the City's Functional Road Hierarchy. Acorn Lane is a Category 1 Right of Way under the City's Right of Way Management Strategy.

The surrounding properties to the north and east of the site are primarily single and double storey commercial buildings, to the south of the site along Cape Street is residential development, primarily grouped dwellings. Tuart Hill Primary School is located on the western side of Acorn Lane. The site is characterised by a significant natural slope descending from Wanneroo Road to Cape Street, placing the development site at a visibly lower level as seen from Wanneroo Road. The site features a mature palm tree which is proposed to be retained through the development.

The proposed development was reviewed by the City's Design Review Panel (DRP) on two occasions, the latest meeting being 5 December 2024. The DRP report prepared in relation to the design of the proposed development is contained in Attachment 8.

Legislation and Policy:

The following legislation is applicable to the proposed development.

<u>Legislation</u>

- Planning and Development Act 2005
- Planning and Development (Development Assessment Panels) Regulations 2011
- Planning and Development (Local Planning Schemes) Regulations 2015
- Metropolitan Region Scheme (MRS)
- City of Stirling Local Planning Scheme No. 3 (LPS3)

<u>State Planning Policies</u>

- State Planning Policy 5.4 – Road and Rail Noise (SPP5.4)
- State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)

Local Planning Strategy

- The subject site is identified within the Tuart Hill Neighbourhood Centre.

Local Development Plans

- Tuart Hill Local Development Plan (LDP)

Local Planning Policies

The following Local Planning Policies are applicable to the proposed development.

- Local Planning Policy 6.1 – Advertising Signs (LPP6.1)
- Local Planning Policy 6.3 – Bin Storage Areas (LPP6.3)
- Local Planning Policy 6.4 – Child Care Premises (LPP6.4)
- Local Planning Policy 6.6 – Trees and Landscaping – Non-Residential (LPP6.6)
- Local Planning Policy 6.7 – Parking and Access (LPP6.7)
- Local Planning Policy 6.12 – Public Art on Private Land (LPP6.12)
- Local Planning Policy 6.18 – Public Consultation (LPP6.18)

Consultation:

Public Consultation

The proposed development was advertised for a period of 28 days in accordance with the 'Complex Application' requirements of Clause 64(3) and (6)(a) of *the Planning and Development (Local Planning Schemes) Regulations 2015*.

The consultation period commenced on 19 May 2025 and concluded on 17 June 2025. During the consultation period a total of nine submissions were received comprising six objections, one support, and one requesting changes and one classified as 'other'. The submissions received during the consultation period and their relative locations are tabled below.

Submissions Received	Within 100m Radius of Proposed Site	Within 200m Radius of Proposed Site	Within the City of Stirling	Outside of the City of Stirling
SUPPORT	1 (11.1%)	0 (0%)	0 (0%)	0 (0%)
OBJECT	1 (11.1%)	2 (22.2%)	1 (11.1%)	2 (22.2%)
CHANGES REQUESTED	0 (0%)	1 (11.1%)	0 (0%)	0 (0%)
OTHER (Comment)	1 (11.1%)	0 (0%)	0 (0%)	0 (0%)

All matters raised in submissions received during the advertising period have been summarised in the table below. Also provided is the number of submissions in which the matter was raised, and the City's response to the matter.

Public Consultation Submissions		
Number of Submissions to raise Matter	**Submission Comment**	**Officer Comment**
6	Concerns relating to traffic and congestion.	The Transport Impact Statement (TIS) provided in support of the proposed development (Attachment 7a) demonstrates that traffic generated by the use can be accommodated in principle and without prejudice, by the existing adjoining road network.
5	Concerns in relation to insufficient car parking on-site.	The car parking provided on site is consistent with the applicable planning provisions of the Tuart Hill LDP. Furthermore, the TIS, Planning Report and Operational Management Plan submitted in support of the proposed development provides detailed information regarding the functionality of the proposed car parking arrangement which is supported by the City. This matter is addressed in further detail in this report.
3	Concern regarding noise from the proposed development to surrounding properties.	The development application included an Environmental Assessment (Attachment 7b) which concludes the use can operate without unduly adversely impacting the surrounding properties. Compliance with the submitted Environmental Assessment forms part of the City's recommendation for approval. An additional condition of development approval is recommended to require confirmation that the use operates in accordance with the conclusions of the Environmental Assessment, with additional confirmation to be provided within three months of the use becoming operational.
2	Concern relating to pedestrian safety, specifically children.	The development is consistent with relevant Australian Standards with no issues identified relating to pedestrian movement or safety. Most pedestrian movements have been located within the development site with paths to the undercroft parking provided to internal entrances.
2	Concern regarding the proposed building height	At a height of three storeys, the development satisfies the provisions of the Tuart Hill LDP which permits

Public Consultation Submissions		
Number of Submissions to raise Matter	**Submission Comment**	**Officer Comment**
	and potential overshadowing.	heights up to six storeys. As such, the development is consistent with the permitted built form outcomes of the Tuart Hill LDP.

Consultation with Government/Service Agencies

The proposed development was referred to the following external agencies:

- Water Corporation; and
- Main Roads Western Australia (Main Roads).

No objections to the development proposal were received by the City, with the relevant responses incorporated into the recommended conditions of approval and advice notes, with further detail provided below.

Main Roads

The application was referred to Main Roads for comment in accordance with the 'Notice of Delegation – Powers of Local Governments Metropolitan Region Scheme' (DEL 2025/04) as Wanneroo Road is a Category 3 Regional Road. Main Roads comments provided in response to the proposed development dated 16 June 2025 (Attachment 9a) provide no objection to the proposed development, subject to the following conditions being applied:

- The provision of a vehicle safety barrier to be installed onsite at the landowner's cost, to protect the external play area adjacent to Wanneroo Road.
- Implementation of noise amelioration measures to the proposed development as per SPP 5.4.
- No works be permitted within the Wanneroo Road Reservation unless Main Roads has issued a Working on Roads Permit.
- No stormwater shall be discharged onto Wanneroo Road.

In accordance with the Main Roads referral response, the City has recommended a condition requiring a vehicle safety barrier be installed onsite along the eastern elevation facing Wanneroo Road. In relation to SPP 5.4, the Applicant engaged ND Engineering to undertake an Environmental Assessment. The Environmental Assessment outlined noise amelioration requirements which have been incorporated into the design and has been incorporated into the recommended conditions of approval. An advice note will be included reminding the applicant of their obligation to ensure no works occur within the Wanneroo Road Reservation without a Working on Roads Permit being issued by Main Roads and the sites stormwater requirements have been addressed via condition. The comments provided by the Water Corporation have been incorporated into an advice note. The applicant is aware of these requirements.

Planning Assessment:

The following matters have been identified as key considerations in the assessment of this application:

1. Proposed Land Use
2. Primary Planning Controls
3. Parking, Access and Waste
4. Acoustic Assessment
5. Public Art
6. City of Stirling Design Review Panel (DRP)

Attachment 6 – City of Stirling Planning Assessment includes an assessment of the proposal against the relevant planning framework where discretion is sought.

1. Proposed Land Use

LPS3 Clause 4.3 and Land Use Permissibility		
Land Use	**Use Class**	
Child Care Premises	D	A 'D' Use may be considered subject to the Metro Inner DAP exercising discretion by granting approval.

Due to the land use permissibility designation of 'D', a Child Care Premises in the Local Centre zone is not permitted unless a decision-maker exercises its discretion by granting approval. In considering the appropriateness of the land use, the development is considered against the objectives of the Local Centre zone as per LPS 3 below:

Local Centre Zone Objectives	
Objective	**Officer Comment**
a) *To provide for a limited range of small-scale retail, commercial and community facilities to meet the day-to-day needs of the immediate neighbourhood.*	The Child Care Premises is a commercial use which will complement the local centre by providing a service to existing and future residences in the area.
b) *To ensure safe and convenient access to facilities, in an environment which is conducive to pedestrian movement.*	The proposed development will improve existing pedestrian movement by removing redundant crossovers from the Cape Street verge and moving most pedestrian movements to within the site. The development also provides safe and legible access for vehicles.
c) *To ensure development is sited and designed so as to reinforce a sense of place and attractive streetscapes.*	The proposed development satisfies the built form provisions of the Tuart Hill LDP and the City's planning framework. The design of the development will enhance amenity of the existing streetscape and locality through the provision of a variety of textures, materials and colours as well as high quality landscaping.

In addition to the above, it is noted that the proposed development satisfies the preferred locational criteria of the City's Local Planning Policy 6.4 – Child Care

Premises as the development is located within 100m of a Centre identified in the Local Planning Strategy (Tuart Hill Neighbourhood Centre), is fronting a Corridor Class 3 Road (Cape Street) and abuts a Corridor Class 1 Road (Wanneroo Road) to the east, as identified by the Local Planning Strategy. The City's assessment concludes that the proposed Child Care Premises use is appropriate for the subject site and satisfies all relevant provisions of the City's planning framework.

2. Primary Planning Controls

Element	Provisions	Proposed
Building Height	• 6 storeys permitted. • 27m external wall height permitted. • 28m external wall (concealed roof) height permitted. • 30m pitched roof height permitted.	• Proposed building height of 3 storeys (12.4m). • Proposed 10.9m maximum external wall height. • Proposed 11.3m maximum external wall (concealed roof) height.
Street Setbacks	• Nil setbacks permitted to primary and secondary streets.	• Proposed nil setback to Cape Street (primary street). • Proposed 5.6m setback to Wanneroo Road (secondary street).
Side and Rear Setbacks	• Nil setbacks to side and rear boundaries permitted. • 14m boundary wall height permitted.	• Proposed nil setback to northern boundary. • Proposed 11.3m high boundary wall on the northern boundary.
Preferred Child Care Premises Location	• On a private or public-school site; • Within 100m of a Centre identified in the Local Planning Strategy; or • Fronting a Corridor Class 1, Class 2 and Class 3 road as identified in the Local Planning Strategy.	• Proposed Child Care Premises is fronting a Corridor Class 3 road (Cape Street), abuts a Corridor Class 1 to the east (Wanneroo Road), and is located within a Neighbourhood Centre as identified by the City's adopted Local Planning Strategy.
Parking	• 13 car parking bays.	• 13 on-site car parking bays including 1 ACROD bay proposed.

The proposed development satisfies the primary planning controls of the City's planning framework. Comments on variations to the provisions relating to the City's planning framework are provided within Attachment 6 to this RAR.

3. Parking, Access and Waste

<u>Car Parking</u>

The table below provides a summary of the City's car parking assessment in relation to the car parking provisions of the Tuart Hill LDP applicable to this proposal.

Tuart Hill Local Development Plan		
Policy Rate	**Net Leasable Area**	**Bays Required**
Other Non-Residential Land Use: 3.0 bays per 100m^2 Net Leasable Area	450m^2	13 (13.5) *
	Total Provided onsite	13
	Total Shortfall:	Nil – Compliant
* All parking requirements for non-residential development are to be calculated by rounding to the nearest whole number. In the case of exactly 0.5, the requirement for non-residential development shall be rounded down.		

Whilst the total number of parking bays provided on site satisfies the Tuart Hill LDP parking rate provisions, the number of provided parking bays available to visitors during peak hour times is further justified within the TIS prepared by Premise Australia (Attachment 7a) and the applicant's Planning Report.

Traffic Impact Statement

The provided TIS estimates that the development will generate an additional 76 vehicle trips (in/out) in the morning peak period (8.00am - 9.00am) and 75 vehicle trips (in/out) in the afternoon peak period (3.00pm - 6.00pm). For the purposes of estimating onsite parking bay usage, this equates to a maximum of 38 parking bays being required during the morning hour peak period and 37.5 parking bays across the afternoon peak period. A total of seven parking bays including one ACROD bay will be made available for visitors during these peak periods. Considering a more conservative estimate of 10 minutes per vehicle, this would allow for the seven car bays to be used up to 42 times within the peak morning hour period, satisfying the estimated parking bay demand of 38 parking bays during this time.

While the development satisfies the car parking provisions of the LDP and is supported by a TIS, the TIS has included a 2023 parking utilisation survey of the 32 public parking bays available in Acorn Lane. The parking survey, which was conducted over two weeks starting Monday 9 October and finishing Friday 20 October 2023, shows only 12 car bays, or 38% of the total car bays available, were occupied on the busiest day surveyed. Over the 10 individual days surveyed, the average number of car bays occupied during the morning peak hour period was seven car bays or 21.8% of the total car bays available. Considering the development satisfies the car parking provisions of the LDP, and the site is within walking distance of publicly available car parking bays, the proposed parking arrangement is supported by the City. Furthermore, the City supports the findings of the TIS in respect to traffic generation associated with the development and concludes the traffic generation can be accommodated by the sounding road network without detriment to road safety.

Waste

The applicant has submitted an Operational Management Plan in support of the development which proposes waste collection by the City via Acorn Lane. To allow for sufficient manoeuvring and traffic flow through Acorn Lane, the vehicle access provisions of the LDP requires the establishment of a reciprocal rights access

easement in gross along a 2.43m wide section of Acorn Lane adjoining the western lot boundary (Figure 1).

Instead of a reciprocal rights access easement, the City has recommended a condition that requires the right of way (Acorn Lane) be widened by 2.43m and the required land be ceded free of costs to the Crown to the satisfaction of the City of Stirling (Figure 1). The proposed condition will allow the City to maintain the section of laneway and ensures reciprocal access for users of Acorn Lane is maintained. Furthermore, the ceding of land can be achieved via condition and will not require legal agreements or ongoing maintenance of the area on behalf of the landowner. The applicant supports the recommended condition of development approval. On the basis of the above, the City supports the waste collection point within Acorn Lane as sufficient setbacks and overhead clearance has been provided to the proposed building to allow for the City's waste fleet to service the site safely, via a side loader waste vehicle, and with minimal interruption to traffic flows.

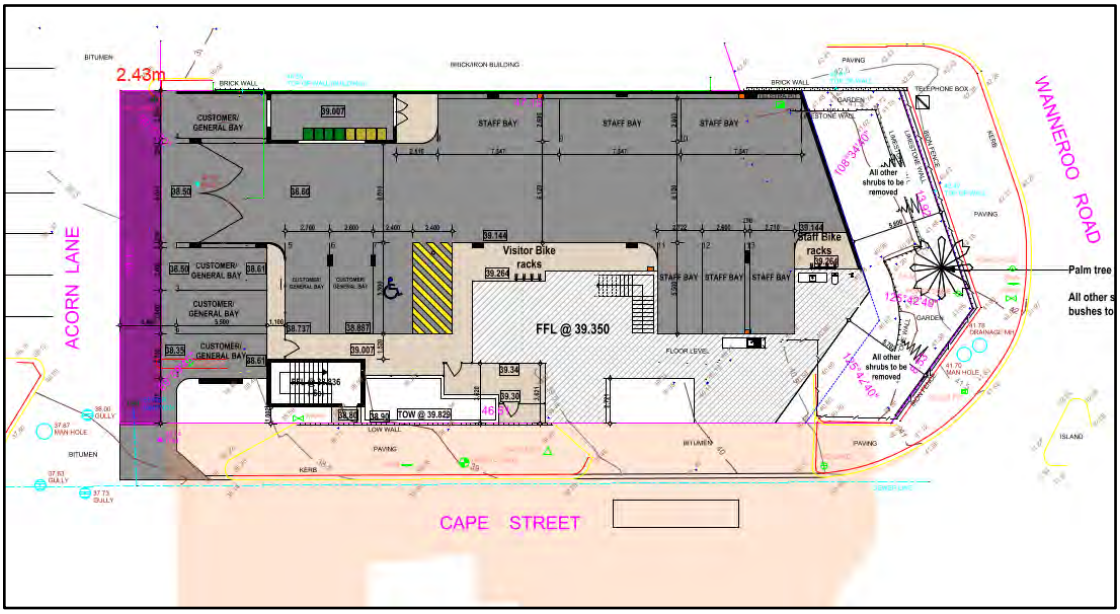

Figure 1 Annotated 2.43m Acorn Lane Road Widening Area (in purple)

4. Acoustic Assessment

The subject site abuts Wanneroo Road which is identified as a 'Other Significant Freight/Traffic Route' in accordance with State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4). As such, the requirements of SPP 5.4 apply to the proposed development as it is classified as a 'Noise Sensitive Land Use'.

The Applicant submitted an Environmental Assessment prepared by ND Engineering dated February 2025 in support of the proposed development. The applicant's Environmental Assessment identifies recommendations in regard to the construction, operation and mechanical services as per the submitted Environmental Assessment.

The City has reviewed the submitted Environmental Assessment and supports the referenced recommendations with a condition imposed as part of the City's recommendation to comply with the submitted Environmental Assessment prepared by ND Engineering and Environmental (Noise) Regulations 1997. With the

implementation of the acoustic measures into the constructed building, the City considers that the development satisfies SPP5.4.

5. Public Art

LPP 6.12 applies to all development with a cost of $2 million and above with a minimum 1% contribution cost of development provided as public art. The cost of the development is $3 million which will result in a $30,000 public art contribution.

The applicant has indicated the public art proposal will comprise a mural to be located on the solid masonry wall to the front of the proposed development. The City considers that this matter can adequately addressed via a condition of approval.

6. City of Stirling Design Review Panel (DRP)

The role of the City's DRP is to provide design advice and is supplementary to City's planning assessment. The proposed development was reviewed by the City's DRP on 5 December 2024. A summary of the revised submission against the DRP comments provided at its meeting on 5 December 2024 is in Attachment 8.

The amended plans received on 5 December address the majority of the outstanding matters raised by the DRP in relation to the planning framework, as such, further consideration of the proposed development by the DRP was not required.

Conclusion:

The development satisfies the primary built form provisions of the City's planning framework and achieves an appropriate balance between the existing and desired future context. The development also provides for an essential service for residents within the local and wider area.

The location of the proposed Child Care Premises is consistent with the City's planning framework and the development has been appropriately designed to mitigate any adverse impacts to the surrounding area.

The proposed development includes the provision of 10 new trees and the retention of an existing mature tree on-site. The proposed development provides for significant landscaping, particularly to Wanneroo Road, which provides an attractive setting for the development.

The application is therefore recommended for conditional approval.

Macri Builders

Attachment 1 - Development Application Plans received 25 July 2025

Address:Lot 11 (#73) Wanneroo Road TUART HILL

Childcare Centre

Job Number: 23039

Drawing No	Description
01	Cover Page
02	3D
03	Existing Site Survey & Site Plan
04	Undercroft
05	Ground Floor
06	First Floor
07	Roof Plan
08	Elevations
09	Sections
10	Permitted Height

City of Stirling
25 July 2025
RECEIVED

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E: frank@macribuilders.com.au P: 9444 9829 M: 0407 727 766

City of Stirling
25 July 2025
RECEIVED

Revision	Description	Date
13.00	Changes	24.07.25
12.00	Changes	25.06.25
11.00	Changes	01.04.25
10.00	Changes	06.02.25
9.00	DRP Changes	31.01.25
8.00	Changes	13.11.24
7.00	Changes	03.10.24
6.00	Changes	03.09.24
5.00	Concept	27.08.24

Project North: N

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 11 (#73) Wanneroo Road TUART HILL

Drawing Title:
3D

Scale:

Sheet Size:
A1

Project No:
23039

Revision Number:
13.00

Drawing No.:
02 of 10

MACRI BUILDERS

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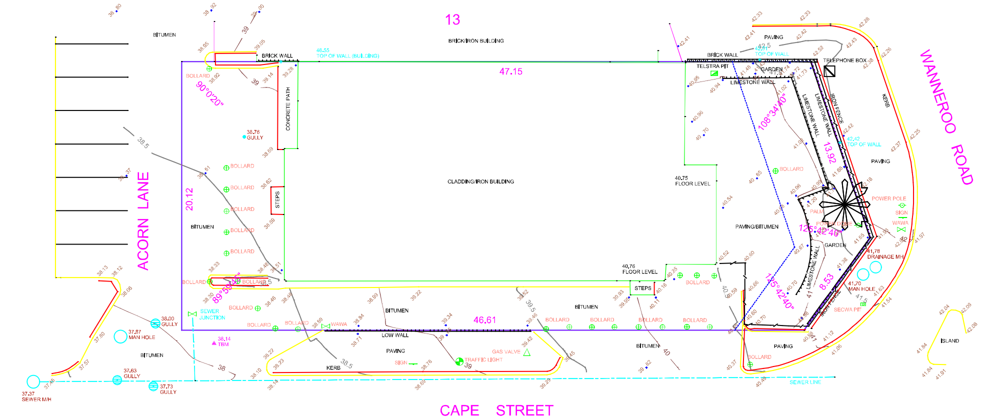


CHECK CERTIFICATE OF TITLE FOR EASEMENTS, RESTRICTIVE COVENANTS, ETC.
THIS SURVEY DOES NOT GUARANTEE THE CORRECT POSITION OF BOUNDARY PEGS OR FENCES.
ALL FEATURES AND BUILDING POSTIONS ARE APPROXIMATE ONLY,AS THEY HAVE BEEN POSITIONED FROM MEASUREMENTS TAKEN FROM EXISTING PEGS, FENCES AND WALLS.
INFORMATION SHOWN ON THIS PLAN IS CURRENT AT THE DATE SHOWN.
ROSS McLOUGHLIN SURVEYS ACCEPTS NO RESPONSIBILITY FOR ANY CHANGES THAT HAVE OCCURED AFTER THIS DATE TO SITE LEVELS, FEATURES OR BUILDINGS.
CADASTRAL BOUNDARY DIMENSIONS SHOWN HAVE BEEN OBTAINED FROM SURVEY PLANS AND ARE SUBJECT TO FIELD SURVEY.
A BOUNDARY RE-ESTABLISHMENT SURVEY IS RECOMMENDED PRIOR TO UNDERTAKING ANY SITE WORKS OR CONSTRUCTION.

ROSS McLOUGHLIN
CONSULTING SURVEYOR
JOONDALUP: UNIT 1, 9 MERCER LANE
LANCELIN: 4 SALVAIRE CRESCENT
MOBILE 0419 255 999
EMAIL rossmac@iinet.net.au

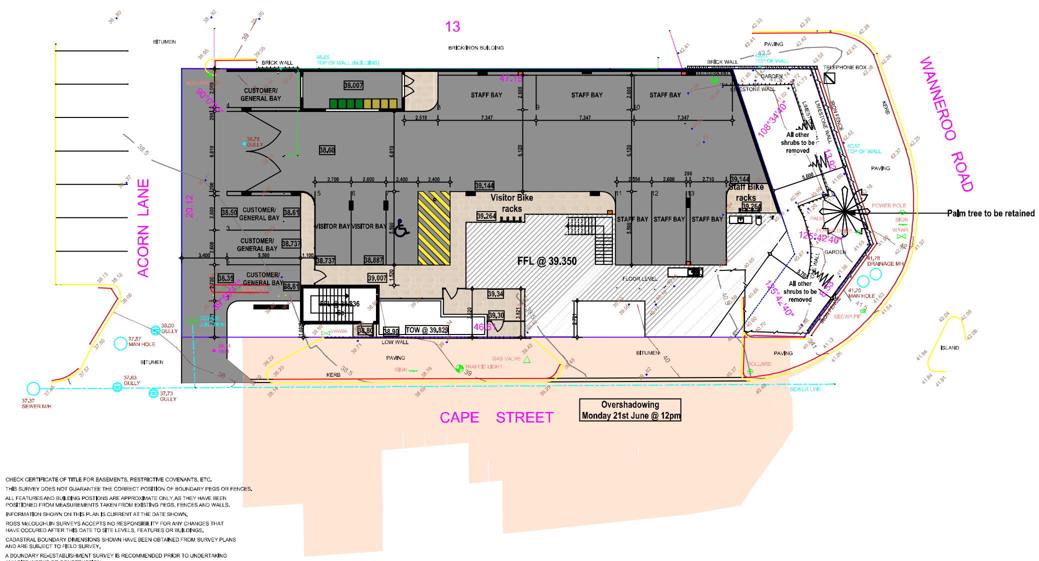
LOT 11 (No.73) WANNEROO ROAD - TUART HILL

SITE PLAN

SCALE: 1:200 @ A3 SIZE	LOCAL AUTHORITY: CITY OF STIRLING	SURVEYOR: RAM	
DATE: 28.11.2024	PLAN: LOT 11 ON DIAGRAM 20386	DRAWN: RAM	
DATUM: AHD (APPROX. SEWER M/H LID)	AREA: 991m 2	SDR FILE: WN7	

SCALE 1:200 @ A3
0 2 4 6 8 10

Site Survey
1:200



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SCALE: 1:200 @ A3 SIZE | LOCAL AUTHORITY: CITY OF STIRLING | SURVEYOR: RAM
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DATUM: AHD (APPROX. SEWER M/H LID) | AREA: 991m 2 | SDR FILE: WN7
SCALE 1:200 @ A3
0 2 4 6 8 10

Site Plan
1:200

Zone	Area	Perim
0. Undercroft		
Building	133.78	75,378.6
	133.78 m²	75,378.6 mm
1. Ground Floor		
Foyer	73.79	40,760.0
Activities	296.99	99,398.3
	370.78 m²	140,158.3 mm
2. First Floor		
Foyer	49.49	29,960.0
Act 6	96.55	43,798.3
Act 4 & 5	134.49	49,760.0
	280.53 m²	123,518.3 mm
	785.09 m²	339,055.2 mm

Site Calculations

Site Area:	991m²
Building Footprint:	#Build Footpint
Site Coverage:	#Site Coverage
Allowable Site Coverage:	Insert
Zoning:	R40
Policies:	Stirling
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	Rear
Power:	Side
Coastal:	NA
Water:	TBC
Wind Rating:	TBC

Revision	Description	Date
13.00	Changes	24.07.25
12.00	Changes	25.06.25
11.00	Changes	01.04.25
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Project North: N

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 11 (#73) Wanneroo Road TUART HILL

Drawing Title:
Existing Site Survey & Site Plan

Scale:	Sheet Size:
1:200	A1
Project No:	**Revision Number:**
23039	13.00

Drawing No.:
03 of 10

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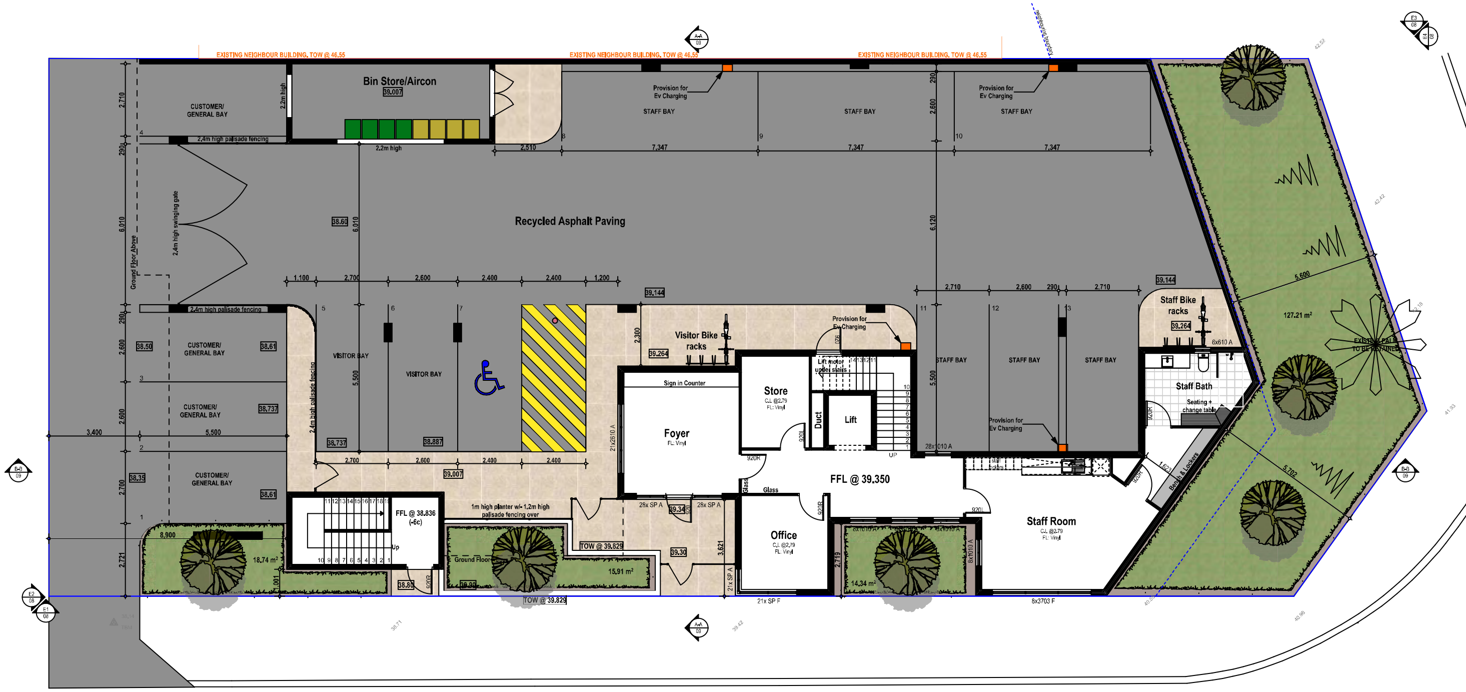
Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*43.45m²*	*3*
Activity 2	*0-2*	*12*	*45.47m²*	*3*
Activity 3	*2-3*	*20*	*66.07m²*	*4*
Activity 4	*2-3*	*15*	*49.89m²*	*3*
Activity 5	*2-3*	*15*	*49.09m²*	*3*
Activity 6	*3-5*	*20*	*66.07m²*	*2*
Total Internal = (Min 3.25m² per child)		**94**	**320.04m²** (Min 305.50m² req)	**18 + 2**
Total External Play Area = (Min 7m² per child)		**94**	**662.29m²** (Min 658.00m² req)	

City of Stirling
25 July 2025
RECEIVED



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Site Coverage:	#Site Coverage
Allowable Site Coverage:	Insert
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Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	Rear
Power:	Side
Coastal:	NA
Water:	TBC
Wind Rating:	TBC

Revision	Description	Date
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5.00	Concept	27.08.24

Project North: N

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 11 (#73) Wanneroo Road TUART HILL

Drawing Title:
Undercroft

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
23039	13.00

Drawing No.:
04 of 10

MACRI BUILDERS
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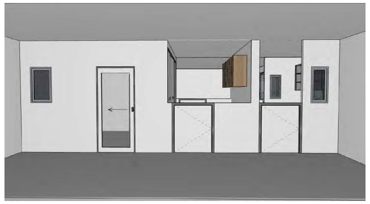
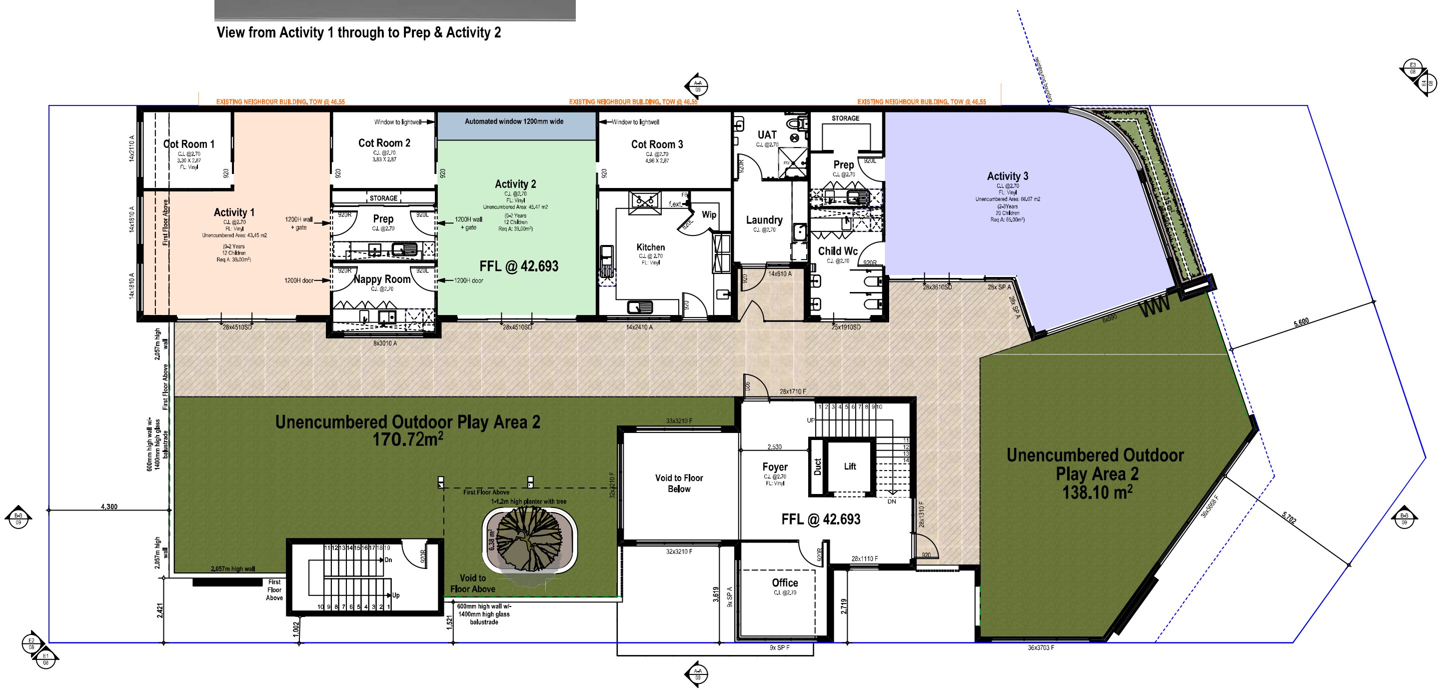
M: 0407 727 766

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*43.45m²*	*3*
Activity 2	*0-2*	*12*	*45.47m²*	*3*
Activity 3	*2-3*	*20*	*66.07m²*	*4*
Activity 4	*2-3*	*15*	*49.89m²*	*3*
Activity 5	*2-3*	*15*	*49.09m²*	*3*
Activity 6	*3-5*	*20*	*66.07m²*	*2*
Total Internal = (Min 3.25m² per child)		**94**	**320.04m²** (Min 305.50m² req)	**18 + 2**
Total External Play Area = (Min 7m² per child)		**94**	**662.29m²** (Min 658.00m² req)	



View from Activity 1 through to Prep & Activity 2



Zone	Area	Perim
0. Undercroft		
Building	133.78	75,378.6
	133.78 m²	75,378.6 mm
1. Ground Floor		
Foyer	73.79	40,760.0
Activities	296.99	99,398.3
	370.78 m²	140,158.3 mm
2. First Floor		
Foyer	49.49	29,960.0
Act 6	96.55	43,798.3
Act 4 & 5	134.49	49,760.0
	280.53 m²	123,518.3 mm
	785.09 m²	**339,055.2 mm**

Site Calculations

Site Area:	991m²
Building Footprint:	#Build Footpint
Site Coverage:	#Site Coverage
Allowable Site Coverage:	Insert
Zoning:	R40
Policies:	Stirling
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	Rear
Power:	Side
Coastal:	NA
Water:	TBC
Wind Rating:	TBC

Revision	Description	Date
13.00	Changes	24.07.25
12.00	Changes	25.06.25
11.00	Changes	01.04.25
10.00	Changes	06.02.25
9.00	DRP Changes	31.01.25
8.00	Changes	13.11.24
7.00	Changes	03.10.24
6.00	Changes	03.09.24
5.00	Concept	27.08.24

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 11 (#73) Wanneroo Road TUART HILL

Drawing Title:
Ground Floor

Scale: 1:100
Sheet Size: A1
Project No: 23039
Revision Number: 13.00
Drawing No.: 05 of 10

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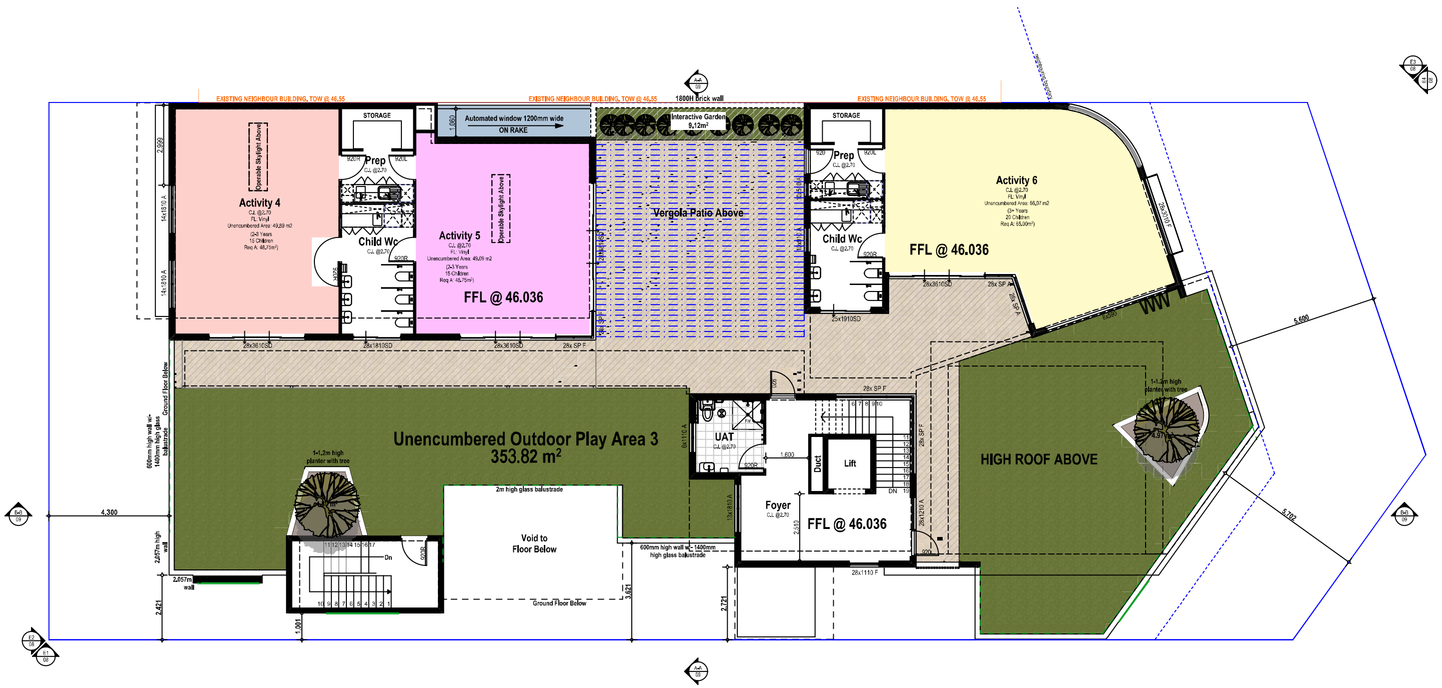
Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*43.45m²*	*3*
Activity 2	*0-2*	*12*	*45.47m²*	*3*
Activity 3	*2-3*	*20*	*66.07m²*	*4*
Activity 4	*2-3*	*15*	*49.89m²*	*3*
Activity 5	*2-3*	*15*	*49.09m²*	*3*
Activity 6	*3-5*	*20*	*66.07m²*	*2*
Total Internal = (Min 3.25m² per child)		**94**	**320.04m²** (Min 305.50m² req)	**18 + 2**
Total External Play Area = (Min 7m² per child)		**94**	**662.29m²** (Min 658.00m² req)	



Zone	Area	Perim
0. Undercroft		
Building	133.78	75,378.6
	133.78 m²	75,378.6 mm
1. Ground Floor		
Foyer	73.79	40,760.0
Activities	296.99	99,398.3
	370.78 m²	140,158.3 mm
2. First Floor		
Foyer	49.49	29,960.0
Act 6	96.55	43,798.3
Act 4 & 5	134.49	49,760.0
	280.53 m²	123,518.3 mm
	785.09 m²	**339,055.2 mm**

Site Calculations

Site Area:	991m²
Building Footprint:	#Build Footpint
Site Coverage:	#Site Coverage
Allowable Site Coverage:	Insert
Zoning:	R40
Policies:	Stirling
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	Rear
Power:	Side
Coastal:	NA
Water:	TBC
Wind Rating:	TBC

Revision	Description	Date
13.00	Changes	24.07.25
12.00	Changes	25.06.25
11.00	Changes	01.04.25
10.00	Changes	06.02.25
9.00	DRP Changes	31.01.25
8.00	Changes	13.11.24
7.00	Changes	03.10.24
6.00	Changes	03.09.24
5.00	Concept	27.08.24

Project North: N

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 11 (#73) Wanneroo Road TUART HILL

Drawing Title:
First Floor

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
23039	13.00

Drawing No.:

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City of Stirling
25 July 2025
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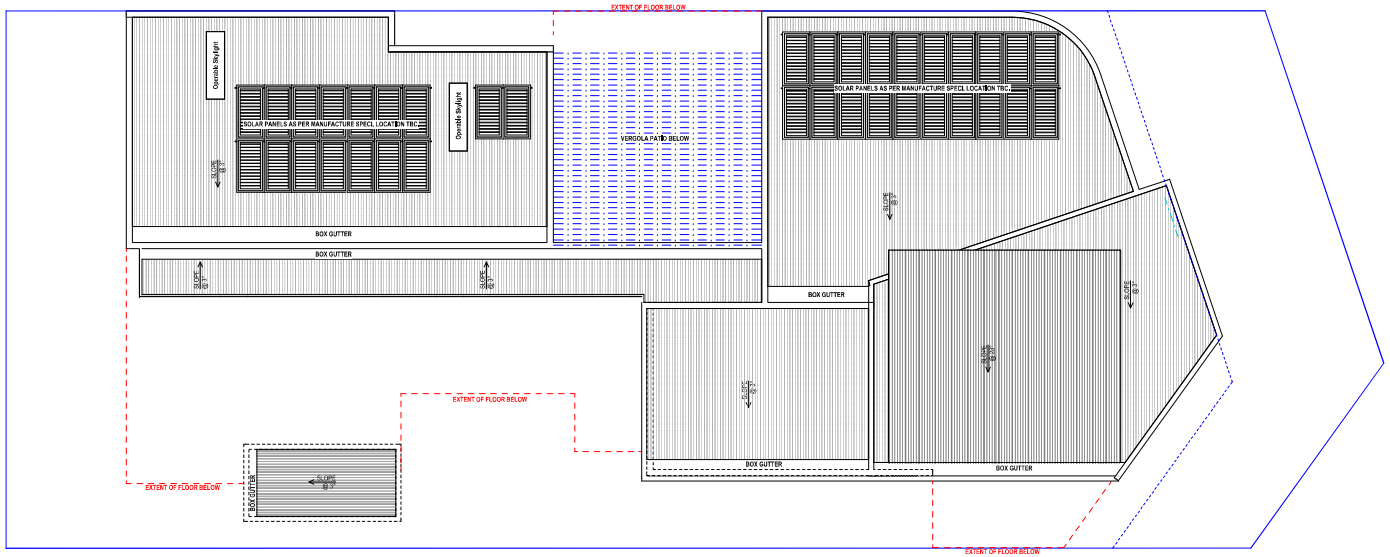

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7.00	Changes	23.10.24
6.00	Changes	03.09.24
5.00	Comms	27.06.24
Revision	Description	Date

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 11 (#73) Wanneroo Road TUART HILL

Drawing Title:
Roof Plan

Scale:	Sheet Size:
1:100	A1
Project No.	Revision Number:
23039	13.00

Drawing No.
07 of 10

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City of Stirling
25 July 2025
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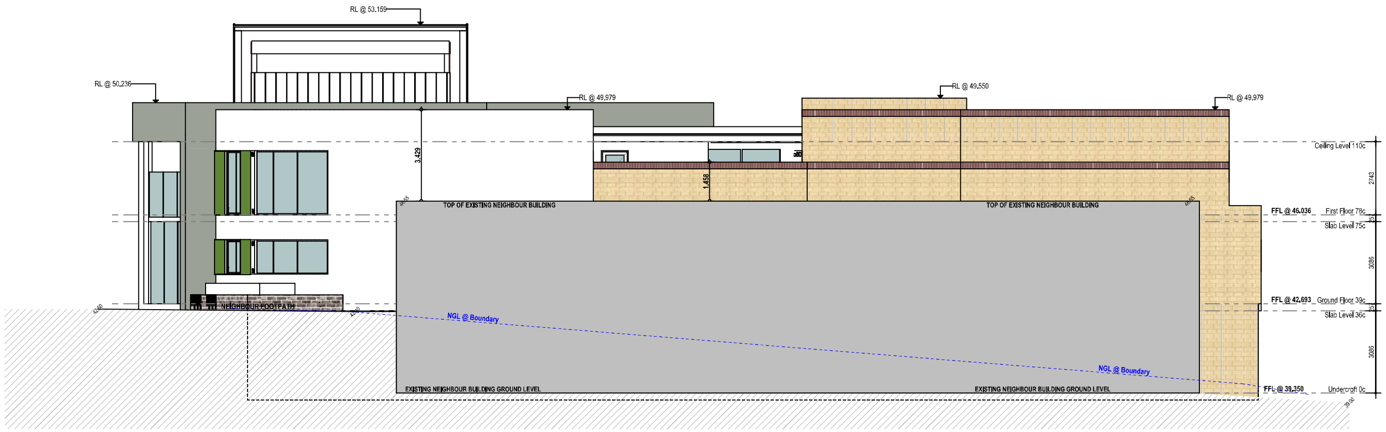
E1 South Elevation 1:100

E2 West Elevation 1:100

E4 East Elevation 1:100



E3 North Elevation 1:100

Material / Colour Finishes Schedule

Location	Description	Example
Roof	Colorbond Sheeting "Surfmist"	
Gutters & Fascia	Colorbond "Sufmist"	
Window & Door Frames	Silver Lustre	
Feature Brick 1	Austral Brick San Selmo Smoked "Opaque Slate" w/- white mortar joints	
Feature Brick 2	Austral Brick Everyday Life Stimulate w/- cream joints	
External Facebrick	Midland Brick Bullara w/- cream joints	
Main Render	Acrylic Render Dulux "Snowy Mountain"	
Feature Render	Acrylic Render Dulux "Champignon" 1/2 Strength	
Awning & Posts	Acrylic Render Equatorial Forest	

Revision	Description	Date
13.00	Changes	24.07.25
12.00	Changes	25.06.25
11.00	Changes	01.04.25
10.00	Changes	06.02.25
9.00	DRP Changes	31.01.25
8.00	Changes	13.11.24
7.00	Changes	03.10.24
6.00	Changes	03.09.24
5.00	Concept	27.08.24

Project North: N

Client: Macri Builders
Project Name: Childcare Centre
Project Address: Lot 11 (#73) Wanneroo Road TUART HILL
Drawing Title: Elevations
Scale: 1:100
Sheet Size: A1
Project No: 23039
Revision Number: 13.00
Drawing No.: 08 of 10

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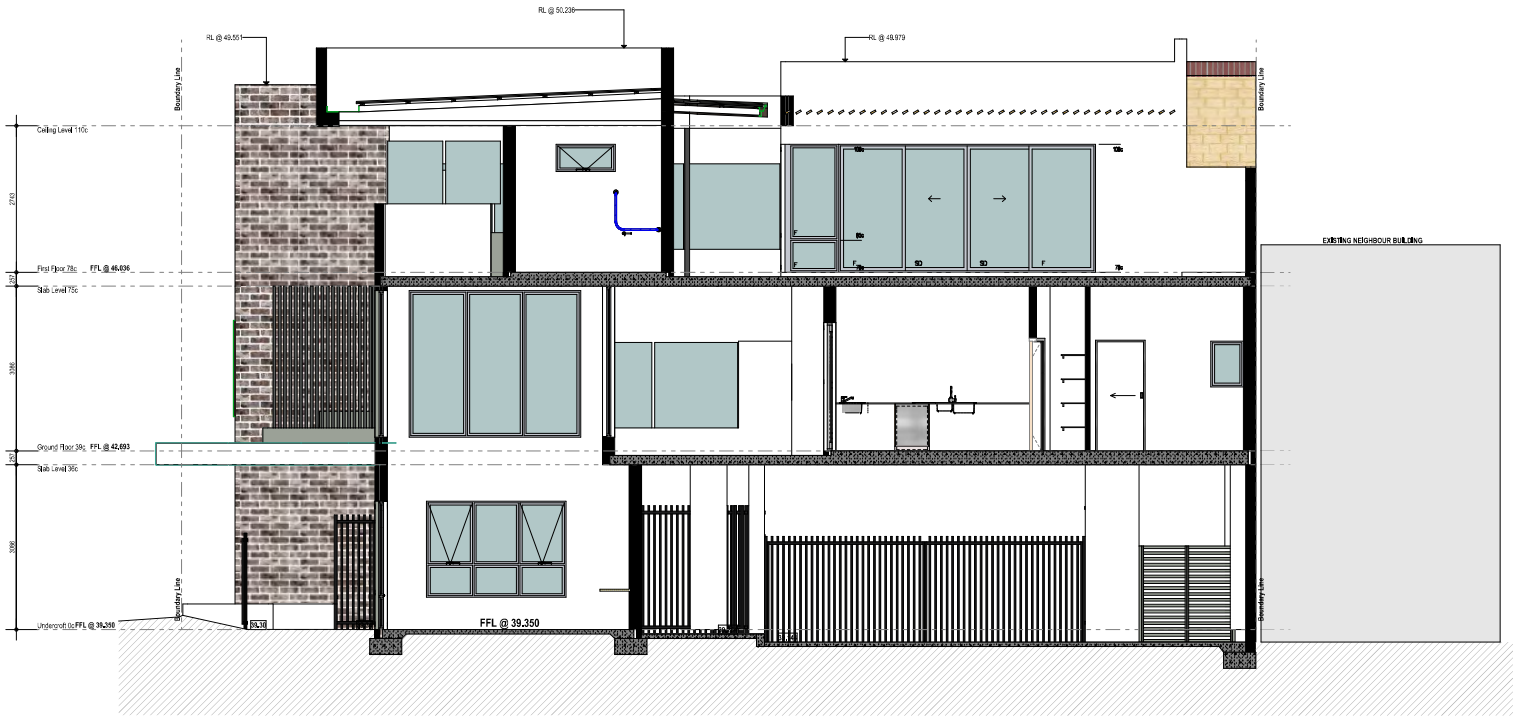

A-A Section 1:50

B-B Section 1:100

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13.00	Changes	25.06.25
12.00	Changes	17.04.25
11.00	Changes	20.03.25
10.00	DRP Changes	17.01.25
9.00	Changes	13.11.24
8.00	Changes	23.10.24
7.00	Changes	03.10.24
6.00	Changes	23.05.24
5.00	Comms	27.04.24

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 11 (#73) Wanneroo Road TUART HILL

Drawing Title:
Sections

Scale: 1:50, 1:100
Sheet Size: A1
Project No.: 23039
Revision Number: 13.00
Drawing No.: 09 of 10

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25 July 2025
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E4 East Elevation
1:100

Revision	Description	Date
1.00	Changes	24.07.25
12.00	Changes	25.06.25
11.00	Changes	17.04.25
10.00	Changes	20.03.25
9.00	DRP Changes	17.01.25
8.00	Changes	13.11.24
7.00	Changes	23.10.24
6.00	Changes	03.05.24
5.00	Comms	27.03.24

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 11 (#73) Wanneroo Road TUART HILL

Drawing Title:
Permitted Height

Scale:	Sheet Size:
1:100	A1
Project No.	Revision Number:
23039	13.00

Drawing No.
10 of 10

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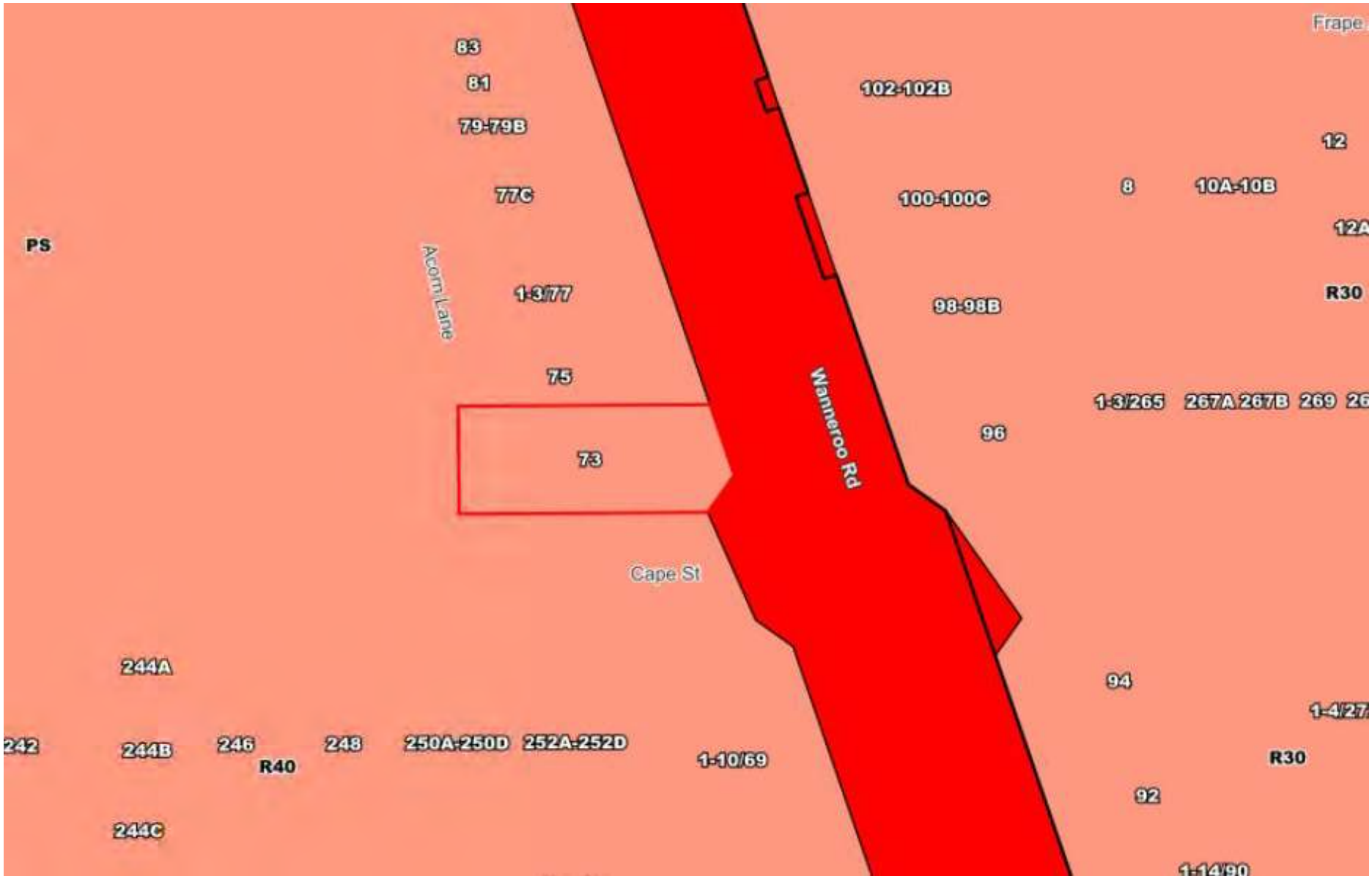
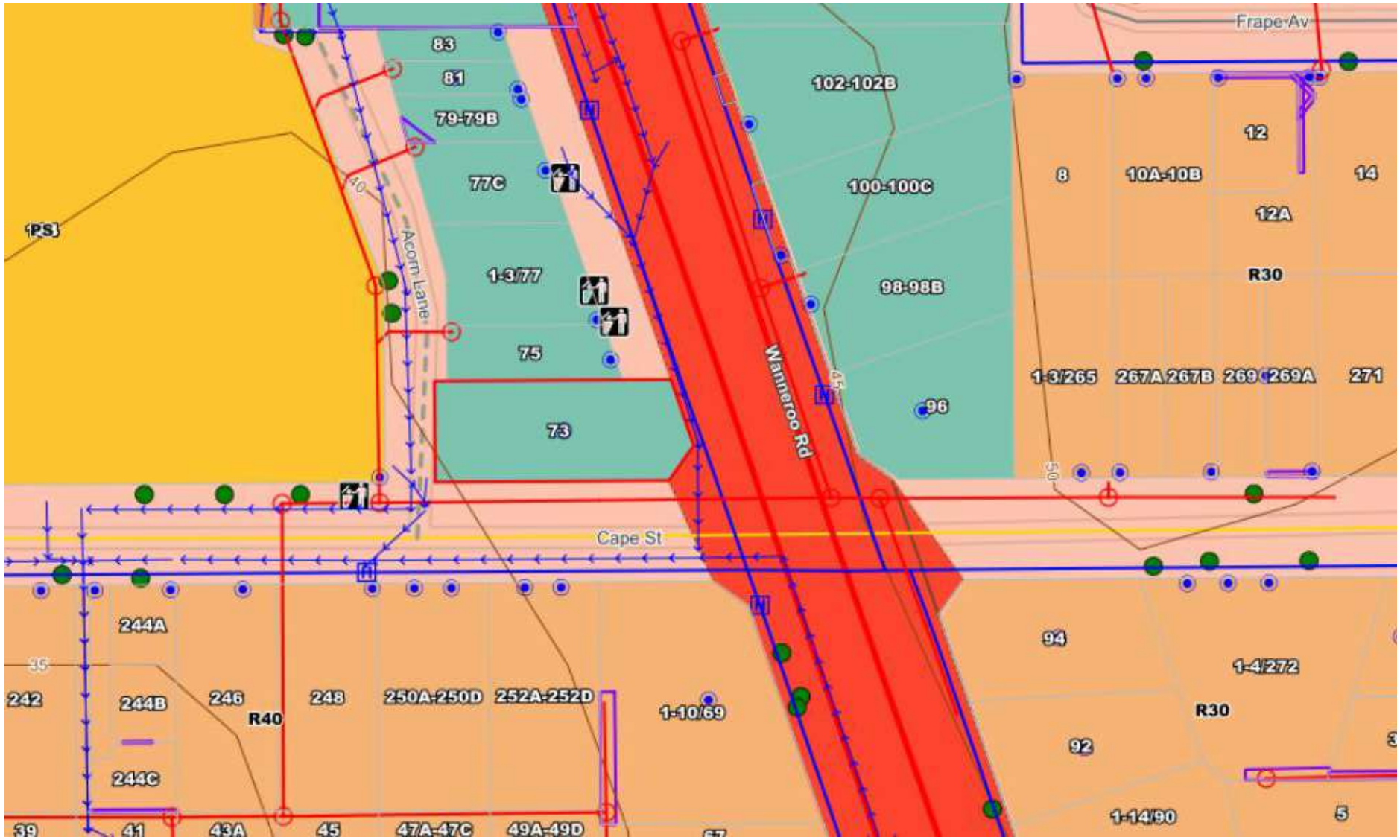
Attachment 2 - Aerial Location Plan

Attachment 3 - Metropolitan Region Scheme Zoning Map



Attachment 4 - City of Stirling Local Planning Scheme No.3 Zoning Map



Application for Development Approval

Child Care Centre

Lot 11 (No. 73) Wanneroo Road
Tuart Hill

LATERAL PLANNING

LATERAL PLANNING

Document Control

Reference	0239
Location	Lot 11 (No. 73) Wanneroo Road, Tuart Hill
Client	Della Cape Pty Ltd
Document Title	Application for Development Approval - Child Care Centre
Document File Name	0239 Town Planning Statement 20250114.docx
Document Date	4 March 2025
Document Version	Revision 00
Author	Alan Stewart

LATERAL PLANNING

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1.0 Introduction

Lateral Planning acts for Della Cape Pty Ltd, the registered proprietor of the land situated at Lot 11 (No. 73) Wanneroo Road, Tuart Hill ('site').

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

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

Document	Consultant
Feature Survey	Ross McLoughlin
Architectural Drawings	Macri Builders Pty Ltd
Landscape Plan	Plan E
Acoustic Assessment	ND Engineering
Traffic Impact Statement	Premise
Sustainable Design Assessment	Emergen

Table 1: Consultant Team

2.0 Subject Site

2.1 Overview

Local Authority	City of Stirling
Locality	Tuart Hill
Address	No. 73 Wanneroo Road
Cadastral	Lot 11 on Diagram 20386
Certificate of Title	Volume 1192 Folio 208
Registered Proprietor	Della Cape Pty Ltd
Land Area	991m^2
Frontages	Wanneroo Road - East Boundary 13.9 metres - North Boundary 9.6 metres Cape Street 46.6 metres Acorn Lane 20.1 metres
Existing Land Use	Vacant Commercial Building

Table 2: Site Overview

2.2 Context

The site is 6 kilometres north of Perth in the locality of Tuart Hill, in the City of Stirling ('City').

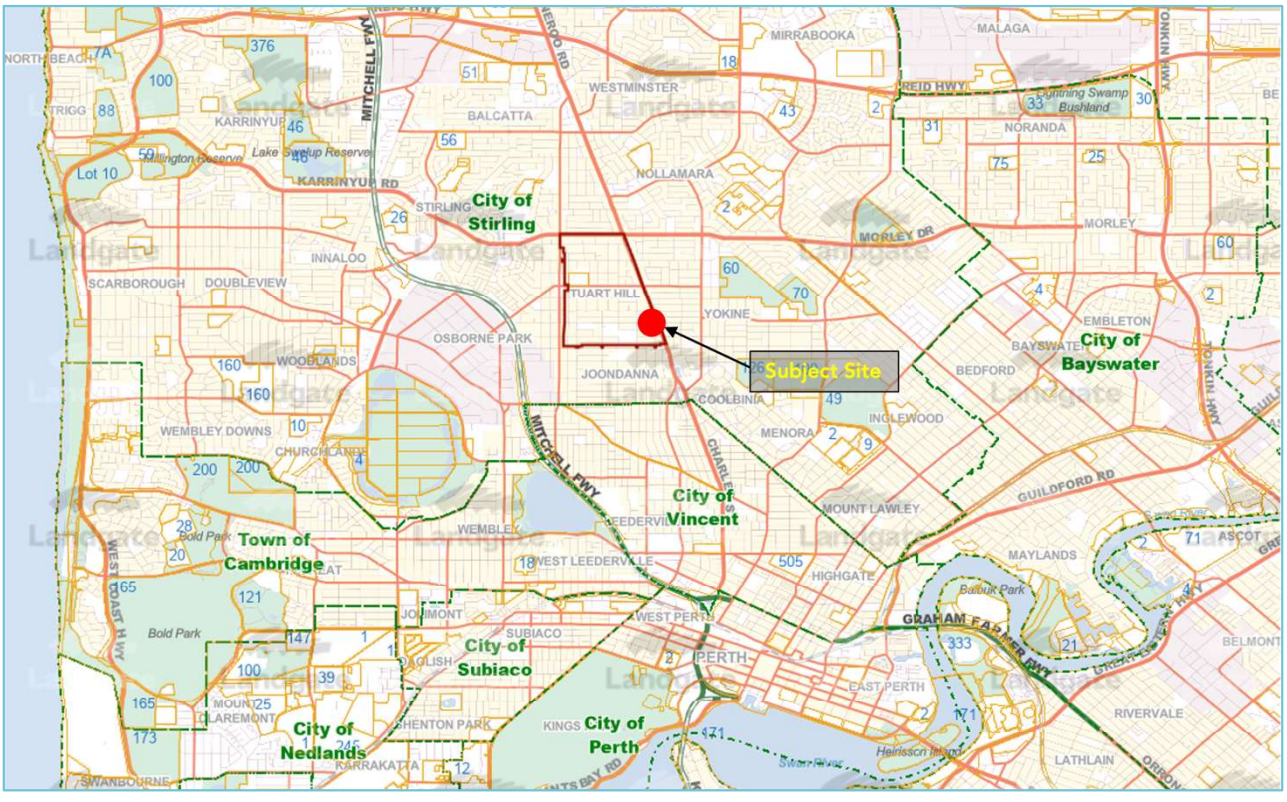


Figure 1: Regional Context

Tuart Hill occupies the area generally bound by Morley Drive to the north, Wanneroo Road to the east, McDonald Street to the south and Main Street to the west. Prior to the 1950's, Tuart Hill was predominantly occupied by market gardens. The area was urbanised in the late 1950's to 1960's, and while some of the original homes remain intact, the majority have been replaced with contemporary homes and grouped dwellings of one to two storeys.

The site is on the north-west corner of Wanneroo Road and Cape Street in the Tuart Hill Local Centre. Various commercial uses occupy the properties to the north fronting Wanneroo Road. The site's western boundary abuts Acorn Lane and to the west of Acorn Lane is Tuart Hill Primary School. Residential uses occupy the properties on the opposite (south) side of Cape Street.

Wanneroo Road comprises a dual carriageway with two lanes of traffic in each direction and a footpath on both sides of the street. The reserve of Wanneroo Road north of the site has been widened to accommodate public car bays to service the retail / commercial properties to the north. The Wanneroo Road and Cape Street intersection is a controlled intersection with pedestrian phasing. A power pole is situated in the Wanneroo Road verge abutting the site. Cape Street comprises a single lane of traffic in each direction with a footpath on both sides of the street. On-street car bays are provided next to the eastbound lanes of Cape Street adjacent to Tuart Hill Primary School. Acorn Lane contains 32 public car parking bays.

The site is well serviced by public transport (bus services) with multiple bus services running in both directions along Wanneroo Road.

Figure 2: Local Context

2.3 Characteristics

The site has a land area of 991 square metres with frontages to Wanneroo Road, Cape Street and Acorn Lane. The site is occupied by a two-storey vacant commercial building that was originally the Tuart Hill Post Office. Car bays are situated to the rear of the building with access from Acorn Lane. Two crossovers off Cape Street provide access to a bitumen hardstand area to the south of the building.

The site falls by over 4 metres from a high point of 42.5 metres AHD at its north-east corner adjacent to Wanneroo Road to a low point of 38 metres AHD at its south-west corner adjacent to the intersection of Acorn Lane and Cape Street.

The Perth Groundwater Map indicates a (maximum) groundwater level of 17 metres AHD in the vicinity of the site, being a depth of approximately 25.5 metres below ground level. The surface geology is described as 'Tamala Limestone' with no risk of acid sulfate soils.

There is little vegetation on the site with one (1) palm tree located in the front setback area adjacent to Wanneroo Road. The verges abutting the site do not contain any trees.

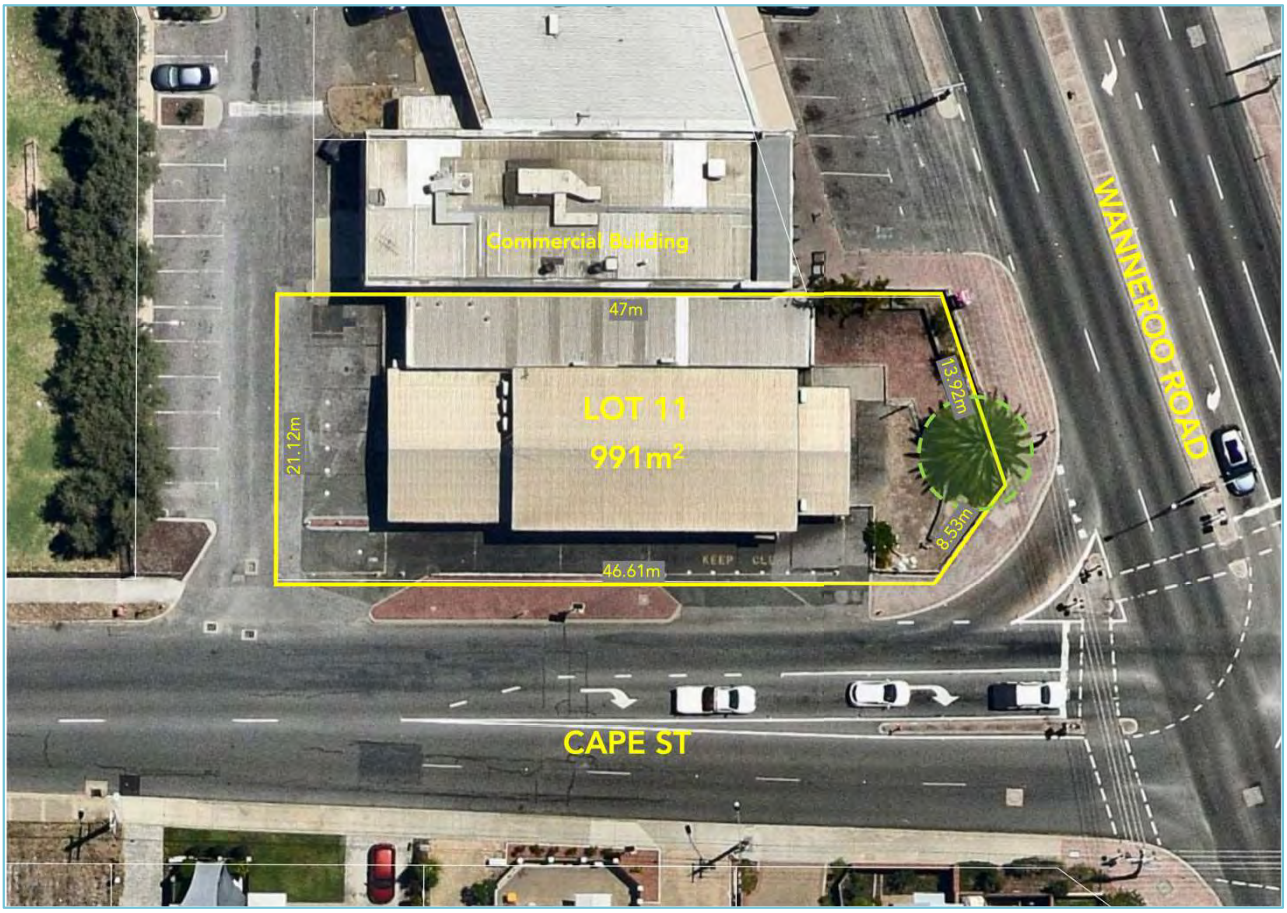


Figure 3: Site and Surrounds

3.0 Description of Proposed Development

Item	Proposed			
Description of Development	Child Care Centre			
External Play Area	Total External Play Area		676.6m²	
Activity Rooms	Room	Age (Years)	Area	Places
	1	0 to 2	43m²	12
	2	0 to 2	45m²	12
	3	2 to 3	66m²	20
	4	2 to 3	50m²	15
	5	2 to 3	49m²	15
	6	3 to 5	66m²	20
	Total		319m²	94
Staff	Educators		18	
	Centre Manager (Part-Time)		1	
	Cook (Part-Time)		1	
	Total Staff at any one time		20	
Operating Times	Trading Days		Monday to Friday	
	Staff Arrival / Departure		6.30am to 7.00pm	
	Customer Arrival / Departure		7.00am to 6.30pm	
	External Play Areas		7.00am to 6.30pm	
Parking	Car Bays		13	
	Bike Bays – Site (Visitors / Staff)		8	
Trees	Trees Removed - Verge		0	
	Trees Retained - Verge		0	
	Trees Removed - Site		0	
	Trees Retained - Site		1	
	Trees Proposed - Site		Refer Landscape Plan	

Table 3: Summary of Proposed Development

4.0 Town Planning Considerations

4.1 Metropolitan Region Scheme

4.1.1 Zoning

The site is zoned Urban under the Metropolitan Region Scheme ('MRS').

4.1.2 Reserves

The site abuts the MRS Primary Regional Road reserve for Wanneroo Road. No portion of the site is reserved under the MRS.

4.1.2.1 Development Control Procedures for Land Abutting Regional Road Reserves

In accordance with the Instrument of Delegation published in the Government Gazette 18 January 2022, the Western Australia Planning Commission ('WAPC') has delegated some of its development control powers under the MRS to Local Government, including *"applications for developments on or abutting land that is reserved in the MRS for the purpose of a regional road."*

The site abuts the Primary Regional Road reserve for Wanneroo Road. As depicted on Plan No.693 accompanying the Instrument of Delegation, Wanneroo Road is a Category 2 Road under the control of Main Roads Western Australia ('MRWA').

In accordance with the Instrument of Delegation, if the City considers the proposed development has the potential to significantly increase traffic on Wanneroo Road, the Application is required to be referred to MRWA for transport-related comments prior to determination by the City.

4.2 State Planning Policies

4.2.1 State Planning Policy 5.4 – Road and Rail Noise

State Planning Policy 5.4 – Road and Rail Noise ('SPP5.4') seeks to minimise the adverse impacts of road and rail noise on noise-sensitive land uses within the 'trigger distance' of major transport corridors. According to Main Roads WA Traffic Data, the section of Wanneroo Road abutting the site carried an average of just under 30,000 vehicles per weekday in 2021/2022, including 27,700 passenger cars and 1,800 Austroads Class 7 to 12 vehicles. Wanneroo Road abuts the site to the east, meaning the site is within the 'trigger distance' of 200 metres applicable to 'other significant traffic routes', defined in SPP5.4 as:

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

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

4.2.2 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment ('SPP7.0') seeks to achieve 'good design' through the application of ten Design Principles. The proposed development has been considered by the City's Design Review Panel ('DRP') on two occasions to ensure the design responds appropriately to the Design Principles of SPP7.0. The DRP's assessment is summarised in the table below.

Design Principle	1st DRP (23/11/2023)	2nd DRP (5/12/2024)
Principle 1 - Context and Character		
Principle 2 - Landscape Quality		
Principle 3 - Built Form and Scale		
Principle 4 - Functionality & Build Quality		
Principle 5 - Sustainability		
Principle 6 - Amenity		
Principle 7 - Legibility		
Principle 8 - Safety		
Principle 9 - Community		
Principle 10 - Aesthetics		

Table 4: Design Review Panel Assessment

The Design Principles presentation made to the DRP on 5 December 2024 accompanies this Application. Further design changes have been made in response to the DRP, as listed below.

Design Principle	2nd DRP	Design Response to 2nd DRP Meeting (5/12/2024)
Principle 1 - Context and Character		Refer to Landscape Plan for response to DRP comments. Vertical feature corner element of building deleted. Additional face brickwork added to façade.
Principle 2 - Landscape Quality		Refer to Landscape Plan for response to DRP comments.
Principle 3 - Built Form and Scale		Design Principle supported.
Principle 4 - Functionality & Build Quality		Refer Landscape Plan for details of planters. Finished floor levels added to drawings. Light window on northern boundary increased in depth from 800mm to 1,200mm. Pitched roof added over upper-level play area to maximise sunlight / daylight.
Principle 5 - Sustainability		Refer Sustainable Design Report for response to DRP comments. Pitched roof added over upper-level play area to maximise sunlight / daylight. Shade Sails provided to upper-level external play area.

Principle 6 - Amenity		Glass balustrading added to upper-level external play area facing the school. Consideration was given to providing a staff courtyard in the front setback area but this was discounted due to security concerns resulting from what would be a concealed area partially below ground level. It was not considered the amenity benefits to staff outweighed the security concerns.
Principle 7 - Legibility		Design Principle supported.
Principle 8 - Safety		Gates and security fencing added to car park and pedestrian areas.
Principle 9 - Community		Refer to Landscape Plan for response to DRP comments. Consideration will be given to providing Public Art on the site, such as within the landscaped setback area or on the facade facing north toward the Local Centre.
Principle 10 - Aesthetics		Vertical feature corner element of building deleted. Signage adjusted. Additional face brickwork added to façade. Brick fire escape stair setback 1m off boundary. Pitched roof added over upper-level play area to maximise sunlight / daylight.

Table 5: Response to Design Review Panel

4.3 City of Stirling Local Planning Scheme No.3

4.3.1 Zoning

The site is zoned Local Centre under Local Planning Scheme No. 3 ('LPS3'). No portion of the site is within a Local Reserve under LPS3. Land to the north is also zoned Local Centre while land to the south is zoned Residential (R40). Tuart Hill Primary School is within a Local Reserve for 'Public Purposes (Education)'.

The objectives of the Local Centre zone are:

a) *To provide for a limited range of small-scale retail, commercial and community facilities to meet the day-to-day needs of the immediate neighbourhood.*
b) *To ensure safe and convenient access to facilities, in an environment which is conducive to pedestrian movement.*
c) *To ensure development is sited and designed so as to reinforce a sense of place and attractive streetscapes.*

The Child Care Centre is consistent with the objectives of the Local Centre zone, being a commercial use that will meet the day-to-day needs of the immediate neighbourhood. The premises will also be located in close proximity to Tuart Hill Primary School, with convenient access provided by the existing footpath network, while the development will enhance the streetscape and reinforce a sense of place at the southern entry to the Tuart Hill Local Centre.

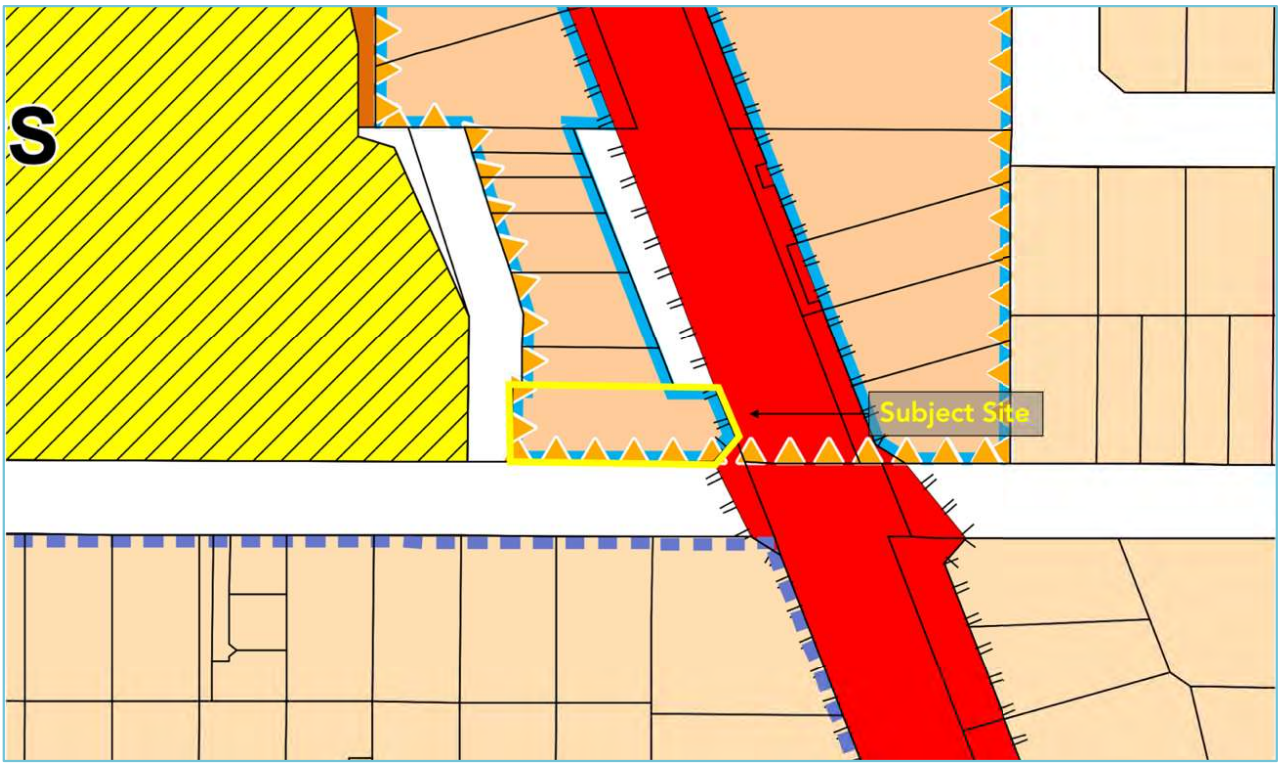


Figure 4: LPS3 Zoning Map

4.3.2 Land Use

The proposed use falls within the definition of a 'Child Care Premises' under LPS3, which is designated as a 'D' use in the 'Local Centre' zone, meaning the use is capable of being approved at the discretion of the decision-maker, having regard to all relevant planning considerations

4.3.3 Special Control Areas

Tuart Hill Local Centre Special Control Area

The site is within the 'Tuart Hill Local Centre Special Control Area' ('SCA') under LPS3. The objectives of the SCA are:

a) *To create a vibrant and active mixed-use centre by locating facilities such as housing, employment places and retail activities together;*
b) *To create a high level of pedestrian amenity and safety through the provision of continuous active retail streetscapes, controlled crossing points on Wanneroo Road, and weather shelter;*
c) *To ensure the provision of new access ways and parking arrangements to reduce vehicular / pedestrian conflict and maximise developable areas;*
d) *To promote a high-quality built form that creates a distinctive urban form and enables safety and security through passive surveillance;*
e) *To create public and private spaces that are safe, attractive and surrounded by active vibrant uses that will become the focal / meeting point of the centre; and*
f) *To set back buildings on Wanneroo Road to enable the future ceding of land for road widening purposes which may include transit lanes, cycle lanes and wider footpaths.*

The Child Care Centre is consistent with the objectives of the SCA for the following reasons:

- It will add to the mix of land uses in the Tuart Hill Local Centre;
- It will enhance pedestrian amenity by introducing a new building with an active edge facing the street;
- The development will remove the existing crossovers off Cape Street and all car bays will be located either in the basement or at the rear of the site with access from Acorn Lane;
- The child care centre will be located in a contemporary, high-quality building that will provide activity and enhance surveillance of the public realm;
- The development will create a safe and attractive entry into the SCA with the proposed use having the potential to act as a focal point for the local community; and
- The building is setback from the Wanneroo Road frontage of the site to allow for a future wider footpath whilst creating a landscaped entry statement for the SCA.

4.3.4 Development Requirements

Tuart Hill Local Centre

Development Guidelines

Clause 6.13.3 of LPS3 indicates that development within the Tuart Hill Local Centre SCA is to be guided by the Tuart Hill Local Centre Local Development Plan ('LDP') (refer below).

Road Widening

Clause 6.13.4 of LPS3 states:

> *The owner of any site affected by road widening as identified in Figure 2 of the Tuart Hill Local Centre Local Development Plan shall cede such road widening to the Crown, free of cost and without any payment of compensation, as a condition of development approval that involves, in the opinion of the local government, the complete or substantial redevelopment of the site or as a condition of subdivision or strata subdivision of a lot, whichever occurs first.*

The Local Development Plan identifies the Wanneroo Road frontage of the site as being required for road widening, however, recent advice from the City confirms the widening of Wanneroo Road in the vicinity of the site is no longer proposed (refer below).

Trees and Development

Clause 5.13 of LPS3 contains provisions relating to tree retention / planting, and requires one advanced tree to be planted for every 500m^2 of land area where no existing trees are provided / retained (refer below).

4.3.5 Tuart Hill Local Centre Local Development Plan

The LDP has been adopted pursuant to the provisions of LPS3 to guide the development of land in the Tuart Hill Local Centre.

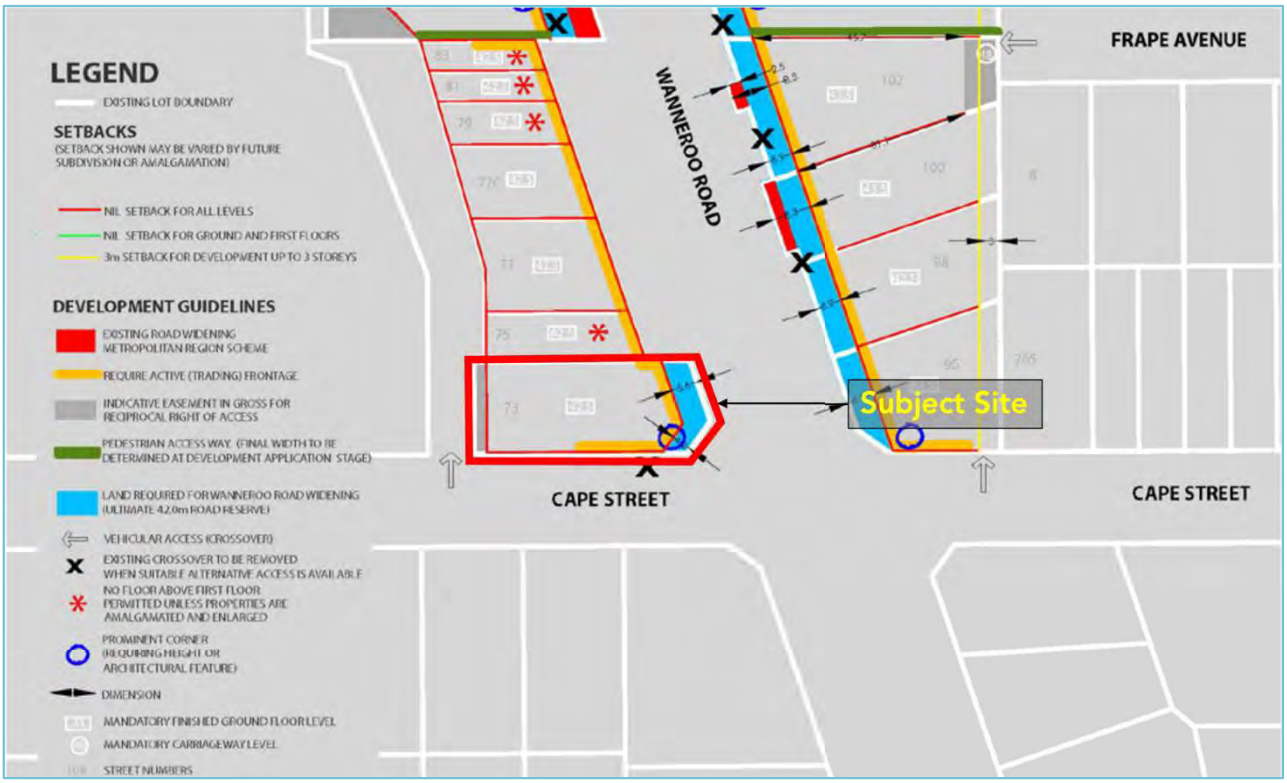


Figure 5: Tuart Hill Local Centre Local Development Plan.

Road Widening – Wanneroo Road

Figure 2 of the LDP identifies the Wanneroo Road frontage of the site as being required for road widening, however, recent advice from the City confirms the widening of Wanneroo Road in the vicinity of the site is no longer proposed (refer below).

Whilst road widening is no longer proposed, the provision of a landscaped setback to Wanneroo Road is considered to be an appropriate design response, given the proposed land use. The landscaped setback will provide a buffer between the Child Care Centre and Wanneroo Road and create a high-quality entry statement into the Local Centre.

The building line has also been carefully positioned to integrate with the adjoining retail buildings to the north, creating a more cohesive built form. The buildings to the north are already setback due to the existing car park within the reserve of Wanneroo Road. If the development were provided with a nil setback to Wanneroo Road, it would conceal the existing retail uses, which would be setback 11.5 metres from the frontage of the proposed development. The proposed setback achieves a better urban design outcome while maintaining a strong relationship with the streetscape to the north.

Design Guidelines

The LDP includes a series of Design Guidelines to guide the built form of development and ensure new buildings satisfy the Objectives of the Tuart Hill Local Centre SCA under LPS3. The proposed development generally satisfies the specific objectives and provisions of the Design Guidelines under the LDP (refer Appendix 1 – LDP Design Guidelines Assessment).

Car Parking

The LDP Design Guidelines stipulates a parking standard of 3 car bays per 100m^2 of NLA. With a proposed NLA of 450m^2, the development requires 13.5 car bays (rounded up to 14). The Application proposes 13 on-site car bays, being a shortfall of 1 car bay.

In addition to the car bays provided on-site, there are 32 car bays in Acorn Lane available for public parking. As detailed in the Traffic Impact Statement, a two-week parking survey of usage was undertaken in 2023 (during school-term) and found the majority of car bays in Acorn Lane were available during the peak morning drop-off for the Child Care Centre. Given the site is located adjacent to Tuart Hill Primary School, it is reasonable to assume that a significant portion of the patrons attending the Child Care Premises will also be parents of the primary school.

It is considered the amount of parking provided is sufficient to meet parking demand from customers, staff and other visitors throughout the day.

4.3.6 Local Planning Policies

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

- Local Planning Policy 6.3 – Bin Storage Areas ('LPP6.3');
- Local Planning Policy 6.4 – Child Care Premises ('LPP6.4');
- Local Planning Policy 6.6 – Landscaping ('LPP6.6');
- Local Planning Policy 6.11 – Trees and Development Guidelines ('LPP6.11'); and
- Local Planning Policy 6.12 – Public Art on Private Land ('LPP6.12').

Local Planning Policy 6.3 – Bin Store Areas

LPP6.3 seeks to provide sufficient space for the storage of bulk refuse bins and ensure that bin areas are screened from the street.

Provision	Response
Bin Store Size	A bin store of 20.8m^2 is proposed. The bin store is of sufficient size to accommodate the bins required to meet the general and recyclable waste generation needs of the Child Care Centre. Refer Operational Management Plan.
Location of Bin Store	The bin store is located in the car park at the rear of the site, for ease of access from Acorn Lane and to minimise its visual impact on the streetscape.
Design of Bin Store	The Bin Store will be constructed of materials to match the building and is enclosed by a solid masonry wall. A water tap and floor waste will be provided.

Local Planning Policy 6.4 – Child Care Premises

LPP6.4 promotes the provision of Child Care Premises in areas located close to activity centres and along urban corridors to encourage multi-purpose trips. LPP6.4 seeks to ensure that Child Care Premises are designed and located in a way that considers and preserves the existing and future amenity of an area. Relevant provisions of LPP6.4 are summarised below.

Provision	Response
General Provisions	
Hours of Operation	Monday to Friday 7:00am to 6:30pm.
Front Fencing	As a result of the level differences between the Wanneroo Street verge and lot boundary, no fencing to Wanneroo Road is proposed. A 1.8m visually permeable fence is proposed at the primary entry from Cape Street for safety and security for children and parents accessing the Child Care Premises.
Landscaping	The Application is accompanied by a Landscape Plan.
Parking and Access	A total of 13 on-site car bays will be provided, with access from Acorn Lane. No verge parking is proposed.
Waste Facilities	The bin store area is in the car park at the rear of the site and is below the upper level minimising its visual impact on the streetscape.
Specific Provisions	
Preferred Locations	The Site is in a preferred location under LPP6.4, as it is located within the Tuart Hill Neighbourhood Centre as identified in the Local Planning Strategy.

Local Planning Policy 6.6 – Landscaping

Relevant provisions of LPP6.6 are summarised below.

Provision	Response
Landscape Plan	The Application is accompanied by a Landscape Plan.
Landscaping Areas	Planting areas have a minimum dimension of 500mm and a minimum planting area of 2m^2.
Plant Numbers and Types	Refer to Landscaping Palette.
Street Trees	There are no verge trees adjacent to the Site.
Reticulation and Mulching	All landscaped areas will be reticulated.
Parking Areas	No open parking areas are proposed.
Landscaping (10%)	A minimum of 99m^2 of the site is required to be landscaped. Across the overall development, include at ground and upper levels and within the street setback area a total landscaped area of 226m^2 has been achieved.

Local Planning Policy 6.11 – Trees and Development

Relevant provisions of LPP6.11 are summarised below.

Provision	Response
Tree Retention	Trees Retained (Site): 1
Tree Planting	Advanced Trees Required: 2 Advanced Trees Proposed: 10 (including 6 in-ground)
Minimum Soil Area	A minimum of 9m^2 is required for each Advanced Tree. All 6 in-ground Advanced Trees will achieve the required soil area.
Street Trees	There are no verge trees adjacent to the Site.

Local Planning Policy 6.12 – Public Art on Private Land

LPP6.12 requires non-residential development with an estimated cost exceeding $2 million to provide public art to the value of 1% of the construction cost. The estimated construction cost of the development is $3 million and accordingly public art will either be provided on-site or byway of cash-in-lieu.

4.4 Draft City of Stirling Local Planning Scheme No. 4

The City has prepared draft Local Planning Scheme No.4 ('Draft LPS4') to replace LPS3. As draft LPS4 has been advertised for public comment, it is considered a *seriously entertained planning proposal*, and due regard should be given to its provisions in decision-making.

Under draft LPS4, the site is proposed to be zoned Neighbourhood Centre. A Child Care Premises is designated as a 'D' use in the 'Neighbourhood Centre' zone, meaning the use is capable of approval at the decision-maker's discretion.

Draft LPS4 also proposes to introduce *Schedule 2 – Tuart Hill Neighbourhood Centre*, which includes building setbacks from the MRS Primary Regional Road reserve. The proposed development is consistent with the building setbacks in Schedule 2 of draft LPS4.

4.5 Deemed Provisions

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

Deemed Provision 67		Response
(a)	Local Planning Scheme	The Application is capable of approval under LPS3
(b)	Orderly and proper planning	The use is consistent with the orderly and proper planning of the locality. There use is capable of approval under draft LPS4.
(c)	State Planning Policies	State Planning Policy 5.4 – Road and Rail Noise. State Planning Policy 7.0 – Design of the Built Environment.

(d)	Environmental Protection Policies	Not applicable.
(e)	Any policy of the WAPC	WAPC Draft Position Statement - Child Care Premises.
(f)	Any policy of the State	Not applicable.
(g)	Local Planning Policies	Local Planning Policy 6.3 – Bin Storage Areas; Local Planning Policy 6.4 – Child Care Premises; Local Planning Policy 6.6 – Landscaping; Local Planning Policy 6.11 – Trees and Development Guidelines; Local Planning Policy 6.12 – Public Art on Private Land.
(h)	Structure Plans, Centre Plans and Local Development Plans	Tuart Hill Local Centre Local Development Plan.
(i)	Review of Local Planning Scheme	Not applicable
(j)	Reserved land	Not applicable
(k)	Built heritage conservation of any place of cultural significance	The development does not have an adverse impact on the built heritage conservation of any place of cultural significance.
(l)	Cultural heritage significance	The site is not within an area of cultural heritage significance. The development will not have any effect on a known site or place of Aboriginal heritage significance.
(m)	Compatibility with setting	The development is compatible with its setting, being a low impact commercial use within the Local Centre zone.
(n)	Amenity of the locality:	
	(i) Environmental impacts	The proposal will not have any adverse impact on the environment.
	(ii) Character of locality	The design of the development is compatible with the character of the area.
	(iii) Social impacts	The development will not have any adverse social impacts.
(o)	Effect on natural environment	The development will not have an adverse effect on the natural environment.
(p)	Landscaping and tree retention	Landscaping, including tree retention and tree planting, is proposed.
(q)	Environmental risks	None
(r)	Risk to human health or safety	None
(s)	Access and parking	Parking for 13 cars is provided with access from Acorn Lane. The Operational Management Plan demonstrates how the car bays will be allocated during the day to meet peak demand from different user groups.
(t)	Traffic impacts	The traffic generated by the development will not have an adverse effect on traffic flow and safety. Refer to Traffic Impact Statement.
(u)	(i) Public Transport	Bus Nos. 384, 386, 386 (Express), 388 and 389 run along Wanneroo Road, providing high frequency public transport services between Perth Busport and various destinations in the metropolitan area, including Mirrabooka Station (Bus 384), Kingsway Shopping Centre (386 & 386X), Warwick Train Station (388) and Wanneroo (389).
	(ii) Public Utilities	All utilities required to service the development are available, including water, sewer, and power.
	(iii) Waste Management	A bin store is proposed of sufficient capacity to service the development. Refer Operational Management Plan.

	(iv) Pedestrian & Cyclist Access	8 bike bays together with end-of-trip facilities for staff will be provided. A pedestrian path connects the building entry to the car park and footpath.
	(v) Elderly & Disability Access	One 'ACROD' bay is provided.
(v)	Loss of community benefit or service	The Application will not result in any loss of a community service. The Child Care Centre will benefit the local community by providing improved access to childcare services in the area.
(w)	History of the site	No relevant site history.
(x)	Impact on the community	It is not considered the development will have an adverse community impact. The Child Care Centre will benefit the local community by providing improved access to child care services in the area.
(y)	Submissions on the proposal	To be determined
(za)	Comments from agencies	To be determined
(zb)	Other planning considerations	None

Table 6: Deemed Provisions

5.0 Conclusion

This Town Planning Statement has been prepared in support of an Application for Development Approval for the construction of a Child Care Centre on the land situated at Lot 11 (No.73) Wanneroo Road, Tuart Hill.

The site is ideally placed to accommodate a Child Care Centre. The site is zoned Local Centre, fronts a Primary Distributor Road, has secondary access from a Local Distributor Road, is within the Tuart Hill Local Centre, adjacent to the Tuart Hill Primary School, and does not directly abut any residential properties. The Child Care Centre will provide residents of Tuart Hill and surrounds with improved and convenient access to child care services.

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

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

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

Accordingly, the proposed development satisfies the relevant considerations of Deemed Provision 67 of LPS3, is consistent with the principles of orderly and proper planning and will not have any detrimental impact on the amenity of the locality.

Appendix 1

Tuart Hill Local Centre Local Development Plan
Design Guidelines Assessment

Guidelines	Requirement	Response
Plot Ratio	N/A	-
Open Space	N/A	-
Primary Street Setback	Wanneroo Road: Nil	5.5m to 6.5m
Secondary Street Setback	Cape Street: Nil	Nil to 3.6m
Maximum Building Height	6 storeys	2 to 3 storeys
Boundary Walls (north boundary)	Maximum Height: 14m Average Height: 12m	Maximum Height: 10.7m Average Height: 9.65m
Corner Sites	Corner sites shall include: • Architectural roof features that protrude above the normal roof line; • Increased parapet heights with additional detail, colour and textures.	The proposed development incorporates an architectural pitched roof feature that protrudes above the normal roof line and includes increased parapets at varying heights to give additional prominence to the street corner.
Facades	Minimum 80% glazing on ground floor between a height of 0.5m and 2.1m above the footpath.	Length of Building Façade to Wanneroo Road, including corner Truncation: 22.4m Length of Glazing – Ground Level: 17.5m Proportion: 78%
	The upper floors shall be articulated through the use of at least four of the following: • Openings; • Protruding balconies; • Awnings over windows; • Use of different colours and textures; • Indentations and extrusions with details to break the building into individual elements.	The development achieves a high level of articulation through the extensive use of windows, balconies, varying materials and colours, and indentations and extrusions to break up the building bulk as it presents to Cape Street and Wanneroo Road.
Parapets	Buildings with parapets shall include: • Indentations; • Additional modulation; • Variation in height and design.	Various parapets are proposed of varying heights, materials, finishes and design.
Ground Floor Frontage	• Being predominately clear glazed with a mixture of openings; • Maximum of 20% signage on individual windows; • All windows shall have a sill no less than 0.5m high.	The development incorporates extensive clear glazing to both street frontages, with no signage proposed over windows.

Entry Points	Entry points shall face the street and include at least two of the following: • Signage above the entry door; • Indentation of the entry point; • Highlighting the entry point through the use of different materials; and • Awnings above entry to a maximum height of 4.0m above entry.	The entry from Cape Street features an indentation of the entry point, and a feature awning to highlight the entry of the premises.
Activity & Uses	• Development shall have active (trading) frontages; • Active and lively street fronts; • A minimum of 20% of the Gross Floor Area shall be for residential purposes.	The proposed development is for a Child Care Premises to operate as a single tenancy. Notwithstanding, the development has been designed with varying façade treatments, including glazing, awnings and articulation to Wanneroo Road and Cape Street to foster active and lively street fronts. No residential development is proposed.
Weather Protection	• Awnings shall be provided over all footpaths; • Awnings shall be provided above all entrances and exits of a building; • New awnings shall line up with existing awnings; • New awnings shall protrude a minimum 2.0m. • Awnings shall be parallel to the footpath.	An awning is proposed at the entrance to the Child Care Premises. Due to the topography, proposed setbacks and landscaping, no other awnings are proposed. The footpaths from the car park to access the building from the undercroft are all protected from the weather.
Levels	• On sloping sites new developments shall be stepped; • There shall be no different between the ground floor and the footpath level of a building.	The development has been designed to respond to the topography of the site. At the Cape Street frontage, the entrance of the development is designed to be level with the footpath.
Fencing	Fencing between the building and the street boundary shall not be permitted for non-residential buildings.	No fencing is proposed along the Wanneroo Road frontage. A 1.8m high visually permeable fence is proposed at the entry of the development along Cape Street for safety of children and parents accessing the premises.
Landscaping	A landscaping plans shall be submitted for all new development applications.	Refer to enclosed Landscape Plan.
Car Parking	Other Non-Residential Uses: • 3 bays / 100m^2 of NLA (450m^2) Total Car Bays Required: 13.5	Total Car Bays Proposed 13 Refer Operational Management Plan.
Bicycle Parking	1 bay / 400m^2 GFA (785m^2) Total Bike Bays Required: 2	Total Bike Bays Proposed: • Staff: 4 • Visitors: 4

Design and Location of Parking	• Parking areas shall not be visible from the street and located behind buildings. • All parking bays and aisles to be designed in accordance with AS2890.1.	The parking area has been sleeved behind and under the building. All car bays and aisles satisfy AS2890.1. Refer Traffic Impact Statement.
Vehicle Access	• A reciprocal rights access easement in gross for the purposes of providing access over the property in accordance with Figure 2 of the LDP. • Vehicle access shall be from side streets or right of ways where available. • All vehicle movements shall be able to enter and exit in a forward gear. • All parking bays and aisles to be designed in accordance with AS2890.1.	The development is setback from Acorn Lane to allow for the proposed access easement. Vehicle access is proposed from Acorn Lane. All cars can enter / exit the undercroft car park in forward gear. All parking bays and aisles meet AS2890.1
Pedestrian Access	• Pedestrian access, in the form of a footpath, shall be provided from the parking area to the entry point of the proposed development. • For developments with parking at the rear, pedestrian access between the street and car parking area shall be provided. • Pedestrian routes shall as far as possible be on publicly owned land and preferably be within the road reserve as part of the street network. • Pedestrian routes shall be aligned primarily along existing building fronts and thereafter along proposed new development fronts. • Pedestrian routes shall be as direct and level as possible.	Pedestrian access is provided from the car parking area to the rear entry, and a primary entrance accessed from the Cape Street footpath is also provided.
Crossovers	• Crossovers shall be in accordance with Figure 2 of the LDP. • The existing crossovers to be removed as annotated on Figure 2 of the LDP.	Access is proposed from Acorn Lane and the existing crossover, as annotated on Figure 2 of the LDP, will be removed.

Service Access and Facilities	• The provision of service access to all commercial premises shall be provided for loading and unloading goods. • Bin storage areas shall be provided in accordance with the City's Bin Storage Areas Policy.	The Child Care Premises does not require a loading / unloading bay, as deliveries are infrequent. Deliveries will be scheduled to occur outside of peak drop-off / pick-up times. Waste collection will occur from Acorn Lane. Refer Operational Management Plan
Lighting, Safety & Security	Lighting shall be provided in the following areas: • Under all awnings; • In parking areas; • Service areas; • All footpaths & entry points; and • Additional lighting of key elements and landscaping is encouraged.	All areas will be well lit to enhance safety and surveillance. A Lighting Plan can be provided pursuant to a condition of approval.
	The following features shall be avoided: • Entrapment areas, blind corners and narrow pathways; • Long expanses of blank walls; • Dead ends and hidden recesses; • Rear loading shall be secure a night and enclosed to reduce light and noise spill during night loading; • Loading bay access lanes and other areas that may be dead ends at night shall be secured; • Rear parking and pick-up/delivery areas shall be under passive surveillance from active indoor areas.	The development has been designed to reduce entrapment areas using raised planting areas, fencing and nil boundary setbacks to minimise opportunities for concealment. As shown on the western elevation, the car park will be secured at night to reduce opportunities for anti-social behaviour. Easily accessible expanses of blank walls have also been minimised through the co-location of blank walls with adjoining boundary walls.
Screening	Air conditioning units, solar panels, ducts and other services shall be screened from view and located away from the street front or otherwise integrated into the design of the building.	Air-conditioning units are in the bin-store area, so they are entirely screened from view. The solar panels are also located on the roof, below to the parapet walls to also be screened from view.
Sound Attenuation	Developments shall: • Ensure noise sensitive areas are located away from noise sources, where possible. • Use 10mm glazing or double glazing where windows face a noise source; • Use of appropriate materials between floors, walls, ceilings and doors to minimise noise; and • Comply with the Environmental Protection (Noise) Regulations 1997.	Refer to Acoustic Assessment.

Attachment 6 – City of Stirling Objectives Assessment

Draft Local Planning Scheme No. 4 (LPS4)

The City has prepared new Local Planning Scheme No.4 (LPS4) to replace Local Planning Scheme No.3 (LPS3). On 10 June 2025 at its Ordinary Meeting, Council considered a report on the outcomes of advertising of draft LPS4 and resolved to support it, subject to modifications. On 18 June 2025, draft LPS4 has been accepted by the Department of Planning, Lands and Heritage for final assessment and determination.

In relation to draft LPS4, a decision-maker can give due regard to a seriously entertained planning proposal when determining an application, in accordance with Schedule 2 Clause 67(2)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The City has provided a brief summary of the key modifications proposed to the subject site and surrounding area as per draft LPS4 for contextual purposes. The development site will have a Neighbourhood Centre zoning with a residential density coding of R80 as per draft LPS4 with the surrounding properties to the north which form part of the existing Tuart Hill Local Centre also zoned Neighbourhood Centre. Properties to the south and south-east, will retain their Residential zoning with a residential density coding of R30 to R40, respectively. The Tuart Hill Primary School Site to the West will be reserved as 'Education' under draft LPS 4.

The objectives of the Neighbourhood Centre zone are to be:

- To provide a community focal point for people, services, employment and leisure that are highly accessible and do not adversely impact on adjoining residential areas.
- To provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services.
- To encourage diversity of land uses within the Centre to provide a broad range of employment opportunities.
- To facilitate a mix of commercial and residential development, which provides for activity and accessibility at the street level and supports the provision of public transport and pedestrian links.
- To provide for a range of quality medium and high-density residential development, to meet the diverse needs of the community.
- To ensure non-residential uses are located at street level and are compatible with adjoining residential uses.

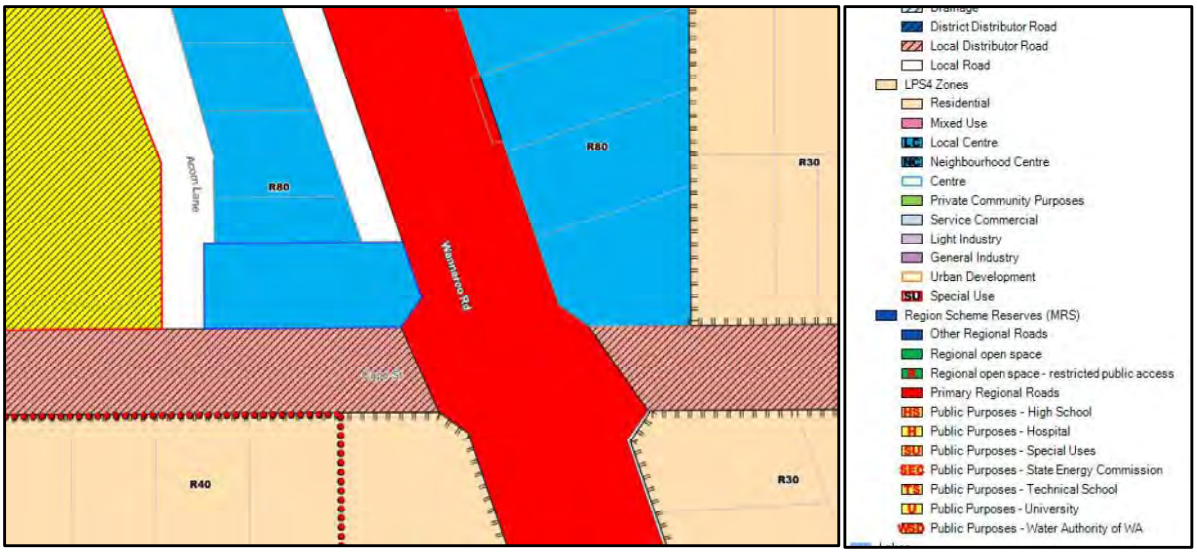


Figure 1 Annotated draft LPS 4 zoning showing development site

Noise and Acoustics

The subject site abuts Wanneroo Road which is identified as a 'Other Significant Freight/Traffic Route' in accordance with State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4). As such, the requirements of SPP 5.4 apply to the proposed development as it is classified as a 'Noise Sensitive Land Use'.

The applicant submitted an Environmental Assessment prepared by ND Engineering dated February 2025 in support of the proposed development. The applicant's Environmental Assessment identifies recommendations in regard to the construction, operation and mechanical services as per the submitted Environmental Assessment.

The City has reviewed the submitted Environmental Assessment and supports the referenced recommendations with a condition imposed as part of the City's recommendation to comply with the submitted Environmental Assessment prepared by ND Engineering and Environmental (Noise) Regulations 1997. With the implementation of the acoustic measures into the constructed building, the City considers that the development satisfies SPP5.4

Areas of Discretion Sought

The following table outlines areas of discretion sought against the prevailing planning framework to be read in conjunction with the Responsible Authority Report.

Tuart Hill Local Development Plan

The below list identifies where discretion is sought to the development standards of the Tuart Hill Local Development Plan.

- 58.7% of the façade facing Wanneroo Road—between 0.5m and 2.1m above the adjacent footpath—is glazed, in lieu of the required 80%
- 20.7% of the façade facing Cape Street —between 0.5m and 2.1m above the adjacent footpath— is glazed, in lieu of the required 80%.

- The ground floor 'Foyer' windows will have sill height less than 0.5m high where a minimum height of 0.5m is required.
- The development proposes 'non-active' land uses on all floors (Child Care Premises) in lieu of retail or other 'active' land uses on the ground floor.
- None of the total Gross Floor Area will be for residential purposes in lieu of 20% required.
- No awnings are proposed over the adjoining footpaths in lieu of awnings being required to be provided over all adjoining footpaths.
- 2.3m high fencing adjoining Acorn Lane proposed in lieu of 1.8m permitted.
- The City has recommended a condition requiring Acorn Lane be widened by 2.43m along the site's western boundary, with land to be ceded free of charge by the landowner to the Crown. This is in lieu of a condition requiring a reciprocal access easement in gross over the same portion of land as required by the LDP.

The development addresses the Objectives of the Tuart Hill LDP and is supported. An assessment against the Objectives of the Tuart Hill LDP is provided below.

Tuart Hill Local Development Plan	
Objectives	**Officer Comment**
To create vibrant and active mixed use centres by locating facilities such as housing, employment places and retail activities together;	The proposed childcare premises will complement the existing local centre and surrounding residential land uses by placing an in-demand service near existing services and residential land uses allowing for convenient access for customers as well as employees. The location is ideal for the proposed land use given it will abut a Local Distributor Road to it's south (Cape Street) and a Primary Regional Road to it's east (Wanneroo Road) and is near Tuart Hill Primary School, allowing school drop offs and pickups to be coordinated between the two. The development is well designed and will replace a vacant commercial building, enhancing the local amenity. Whilst it is acknowledged that only one land use will be proposed on the site where the LDP calls for 'active' land uses on the ground floor and 20% of the Gross Floor Area to be residential, in practice this likely would amount to a single dwelling being provided which is not likely to add significantly to the activation of the site. Additionally, the proposed child-care land use will provide greater streetscape activation along Wanneroo Road and Cape Street then what currently exists on-

	site and will create vibrancy at the ground level through the provided landscaping.
To create a high level of pedestrian amenity and safety through the provision of continuous active retail streetscapes, controlled crossing points on Wanneroo Road, and weather shelter;	The proposal is compliant for pedestrian access provisions within the LDP and will remove existing crossovers and reinstate the kerb and paving along Cape Street, making for a more legible and safer pedestrian route along this section of street. The safety of pedestrians using site will be ensured by moving the pedestrian movements primarily within the site via the undercroft entrance and pathways.
To ensure the provision of new access ways and parking arrangements to reduce vehicular/pedestrian conflict and maximise developable areas;	The site will have ingress and egress via the existing Acorn Lane, limiting pedestrian and vehicle conflicts. The development satisfies relevant Australian Standards, and no issues were identified during the assessment. The vehicle access provisions of the LDP requires a reciprocal access rights easement in gross. The 2.43m wide easement is to occur at the western side of the lot adjoining Acorn Lane to ensure users of the laneway will have ongoing reciprocal access. The City will vary this requirement by requesting the 2.43m wide western portion of the site be ceded free of cost to the Crown via condition. This will ensure the land is able to be maintained by the City rather than the landowner and will achieve the same reciprocal access for the laneway. The applicant is aware of this requirement.
To promote a high-quality built form that creates a distinctive urban form and enables safety and security through passive surveillance;	The development has been to the City's DRP on two occasions and has achieved a good design outcome that will create amenity to the streetscape and the local centre. The proposal meets the primary built form controls of the LDP including building height and street setbacks. The building utilises a variety of materials and textures throughout the façade and is highly articulated to ensure there are minimal blank walls facing the street. The development is accompanied by a landscaping plan which includes the provision of 10 new advanced trees and over 200m^2 of landscaping across the site, complementing the proposed built from and providing natural relief.
To create public and private spaces that are safe, attractive and surrounded by active	The site will ensure a safe and private space for the occupants of the Child Care that will help to soften the streetscape

vibrant uses that will become the focal! meeting point of the centre; and	along Wanneroo Road and Cape Street through the provision of a large landscaped area between the building and the Wanneroo Road setback.
To setback buildings on Wanneroo Road to enable the future ceding of this land for on-street parking, transit lanes, cycle lanes and wider footpaths.	The site is not subject to future road widening.

Local Planning Policy 6.1 – Advertising Signs

The below list identifies where discretion is sought to the development standards of Local Planning Policy 6.1 – Advertising Signs.

- Three wall signs proposed where a maximum of two walls signs are permitted per tenancy on a lot.

The development addresses the Objectives of LPP 6.1 and is supported. An assessment against the Objectives of LPP 6.1 is provided below.

LPP 6.1 – General Development Standards	
Safety	
not obstruct any access or manoeuvring areas for vehicle or pedestrian;	The proposed signs are affixed to walls and will have no impact on pedestrian or vehicle access or safety.
not be located within 1.5 metres of any part of a street truncation, unless attached flush to an authorised building or solid fence;	The sign located on the corner will be flush to the proposed structure.
maintain clear vehicle and pedestrian sightlines within a 2 metres (along the street boundary) x 2.5 metres (into the property) truncation where vehicle access points meet the lot boundary, unless attached flush to an authorised building or solid fence;	The wall signs are flush with the wall and wont impact sightlines.
not interfere with or imitate traffic control signals or signage; and	The proposed signage relates to the proposed land use and will not imitate traffic control signals.
have a minimum ground clearance of 2.75 metres where projecting over or encroaching on a public thoroughfare, unless attached flush to an authorised structure.	The proposed signage will not encroach or project over public thoroughfares.
Design and Content	
not conceal architectural features of a building located in the Heritage Protection Area, the	The proposed signage will form part of the new building and won't obstruct any

City's Heritage List or the State Heritage Register;	identifiable architectural feature and are considered minor in scale.
not extend beyond any boundary of a lot unless otherwise stated in the 'Specific Sign Type Standards' requirements; and	The proposed signage will be flushed with the building and won't encroach outside the lot boundaries.
not advertise services or products other than those available on the lot.	The proposed signage relates to the proposed Child Care only.
Illuminated and Digital Format Signs	
illumination of signage to meet the relevant Australian Standard;	The proposed signage will not be illuminated.
maximum luminance not to exceed 300 cd/m2 ;	The proposed signage will not be illuminated.
not incorporate running, flashing or pulsating lights, or rapid changes to images on a screen;	The proposed signage will not be illuminated.
digital format signage to contain only static words and objects and not include video or animation;	The proposed signage will not be illuminated or digital.
notwithstanding any other provision of this Policy, digital format signs may be located in the following zones and reserves: - Industry, Mixed Business and Reserves; and	The proposed signage will not be illuminated or digital.
notwithstanding any other provision of this Policy, digital format signs may only be located in the following zones where constituting a Window Sign: - District Centre, Local Centre, Mixed Use, Neighbourhood Centre, Regional Centre, and Mixed Use.	The proposed signage will not be illuminated or digital.

Local Planning Policy 6.4 – Child Care Premises

The below list identifies where discretion is sought to the development standards of Local Planning Policy 6.4 – Child Care Premises.

- Nil landscaping setback provided along Cape Street in lieu of a 2m landscaping buffer required within street setback area.

The development addresses the Objectives of LPP 6.4 and is supported. An assessment against the Objectives of LPP 6.4 is provided below.

LPP 6.4 – Policy Objectives	
Objective	**Officer Comment**
Prioritise the location of Child Care Premises close to activity centres and along urban corridors.	The subject site is located on the corner of Cape Street and Wanneroo Road. Cape Street is a Local Distributor Road as per the City's Functional Road Hierarchy Wanneroo Road to the east is identified as a Primary Regional Road. Cape Street is identified as a Corridor Class 3 Road by the Local Planning Strategy and Wanneroo Road is identified as a Corridor Class 1 Road. Additionally, the subject site is located within the 'Tuart Hill Neighbourhood Centre' as identified within the City's Local Planning Strategy.
Ensure new buildings respect the existing or future built form, scale and character of the area.	The proposed development satisfies the relevant built form controls and integrates well with both the existing and future context of the locality.
Provide landscaping to mitigate development impacts on the amenity of the surrounding area.	Significant landscaping and tree planting is proposed, with a detailed landscaping plan provided which includes the retention of one mature tree on site and the planting of 10 new trees. This landscaping amounts to 22.8% (226m²) of on-site landscaping, which exceeds the required minimum of 10% (99.1m²). The proposed landscaping is predominantly located within the building setback provided to the east providing a buffer from the development to Wanneroo Road and improving the visual appeal of the development.
Ensure developments in residential areas are located along roads that can carry anticipated traffic volumes and minimises the impact on the function and safety of the local road network.	The proposed Child Care Premises abuts Cape Street to the south which is a Local Distributor Category Road and Wanneroo Road to the East which is a Primary Regional Road under the City's functional road hierarchy. Both roads will have the capacity to accommodate the additional traffic associated with the use as demonstrated by the submitted TIS which has been reviewed and is supported by the City and Main Roads.
Ensure Child Care Premises operate in a manner that mitigates the impacts of amenity on people living in nearby dwellings with regard to intensity of use, hours of operation, noise, traffic impacts, light spill, waste management and the provision of facilities.	The proposed Child Care Premises has been designed to complement the residential character and scale of buildings in the locality. The capacity of the centre, staffing levels, car parking provision, noise attenuation, external lighting and waste management, has been addressed by the development application and condition setting.

LPP 6.4 – Policy Objectives	
Objective	**Officer Comment**
Require buildings to be designed in a way which minimises the impacts of noise, overlooking, overshadowing, traffic, car parking and access.	
Provide a safe and connected environment for pedestrians both on and around the site.	The development is consistent with relevant Australian Standards with no issues identified relating to pedestrian movement or safety. Most pedestrian movements have been located within the development site with paths to the undercroft parking provided to internal entrances.

State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)

SPP 7.0 applies to all development in Western Australia. The purpose of SPP 7.0 is to inform and guide landowners, proponents, designers, reviewers and decision-makers to achieve good design outcomes in the built environment.

The City's summary of the proposed development against SPP7.0 is as follow:

SPP7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
1.Context and Character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	The proposed development abuts established single and double storey commercial properties to the north and east, with single and double storey residential properties to the south. The scale of the development at three stories is seen to be consistent with the existing and future streetscape noting that the LDP permits buildings up to six stories in this location, and the Neighbourhood Centre zoning under draft LPS 4 permitting up to four stories. The colour and material palette of the Child Care Premises is sympathetic to the existing built form and materiality within the locality.
2.Landscape Quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	The development includes a total of 22.8% (226m^2) of on-site landscaping, which exceeds the required minimum of 10% (91m^2). The development includes a total of 10 advanced trees and will provide shade and green relief to both the subject site and the locality.

SPP7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
	The proposed Landscaping Plan proposes a mix of artificial turf and natural lawn, soft fall areas and mulched and landscaped areas, which softens the appearance of the development and reduces overall impacts of bulk and the visual impacts of paved and hardstand areas. The landscaping to the Cape Street and Wanneroo Road frontages also provides a buffer to the benefit of the adjacent streets and pedestrian paths.
3. Built form and scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	The scale of the development is consistent with existing streetscape with an existing three storey commercial building adjoining the site to the east. The proposal incorporates high quality materials and is articulated to minimise the impact of bulk to the street and adjoining residential properties. The development is appropriate and consistent in terms of existing and future built form given that six stories are permitted under the LDP for buildings fronting Wanneroo Road, and four stories will be permitted under draft LPS4 Neighbourhood zoning. The built form does not result in excessive building bulk. The design and significant landscaping provided will result in a development that is consistent with the existing streetscape and the future intended character of the locality, as envisaged under the City's framework.
4. Functionality and build quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.*	Pedestrian access to the site is provided via an existing pedestrian footpath running along Wanneroo Road and Cape Street, as well as via Acorn Lane. The main pedestrian entrance to the building is located on Cape Street with a footpath and entranceway providing a legible entrance to the streetscape. The legibility and functionality of the pedestrian access will be further increased by the development through the removal of redundant crossovers existing along Cape Street which currently intersects the pedestrian paths.

SPP7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
	The proposal has been designed to meet the specific needs of a Child Care Premises, providing a clear access for essential services that are necessary for the operation of the use and includes functional components necessary for outdoor storage, car parking areas and outdoor play areas. The carparking bays are conveniently located within the proposed undercroft and accessed via Acorn Lane. The proposed materials are durable and are easily maintained.
5. Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	The development application has included a Sustainable Design Assessment Report by Emergern dated February 2025 which details the sustainable elements built into the development. The building makes use of solar systems, energy efficiency technology in lighting, and materials which reduce the need for heating and cooling to reduce the overall greenhouse gas emissions released by the building by up to 50% a year compared to a reference building. Building materials such as asphalt, timber and steel will be sources from recycled, sustainable or energy efficient sources respectively. The building has also been designed to allow for up to four electric vehicle charging ports, reducing the reliance on internal combustion engines. The proposal provides suitable commercial land uses located within a Neighbourhood Centre promoting short walkable trips in the immediate vicinity. The site is also provided with sufficient bicycle bays and end of trip facilities, as well as disability access to ensure the building is not car dependent and accessible to all.
6. Amenity *Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours,*	The proposal is for commercial land use abutting residential properties directly to the south and commercial properties to the north and east. The proposed development has been designed to minimise the impact on the adjoining residential properties through setbacks

SPP7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
providing environments that are comfortable, productive and healthy.	and a high degree of articulation throughout the facades, reducing the feeling of bulk and limiting the prevalence of blank walls. The proposed Child Care Premises is located on the corner of Cape Street and Wanneroo Road, roads which are identified as a Local Distributor and Primary Regional Road respectively under the City's functional road hierarchy and is also located within a Local Centre zone under LPS3.The Child Care Premises is proposed within an acceptable location as per LPP 6.4. The submitted Environmental Assessment confirms the proposal will address the requirements of the Environmental Protection (Noise) Regulations 1997, in terms of acoustic considerations.
7. Legibility *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*	The entrances to the building are identifiable from the street and the pedestrian path. Internal navigation through the site is logical with paved paths provided from the carpark to internal entrances. A clearly defined pedestrian entry is accessible from Cape Street with vehicle access via Acorn Lane to the west of the site.
8. Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	The development incorporates passive surveillance techniques and minimises safety risks from vehicle movements. Vehicle circulation areas have been designed to allow vehicles to enter the street in forward gear with unobstructed sightlines provided to minimise potential conflict to pedestrians, cyclists and vehicles.
9. Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*	As discussed earlier in the City's RAR, the proposal provides for a suitable commercial land uses within a Local Centre zone which supports the needs of the local and wider community. A condition recommending public art worth 1% of the cost of development will be recommended which will help to

SPP7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
	facilitate social interaction with the site and increase the sense of community in the local area.
10. Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*	The proposed development includes several large openings on each elevation so as to break up overall bulk and uses alternating materials and colours to provide interest. These elements articulate the building, which reduces the overall bulk. Additionally, the portico provides a clear and strong entry feature. The external play areas are unroofed and create a sense of openness. The built form design is modern and is not out of place in the streetscape.

Planning and Development (Local Planning Schemes) Regulations 2015

The proposed development is required to be considered against the relevant matters listed under Clause 67 (2) of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

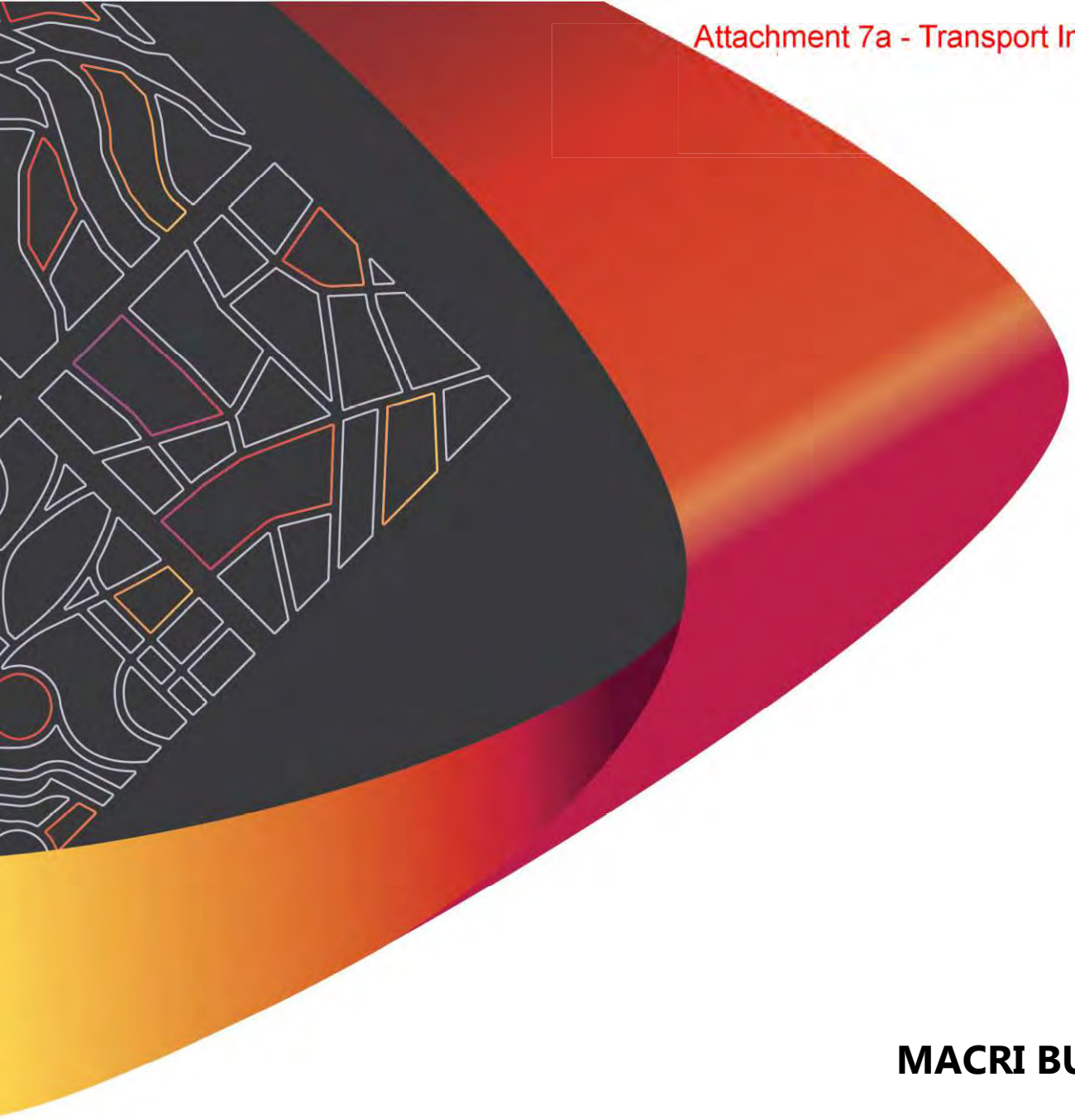
Commentary on the relevant considerations is provided below:

Deemed Provisions Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
(a) the aims and provisions of this Scheme and Scheme and any other local planning scheme operating within the Scheme area;	The proposed Child Care Premises is consistent with the Local Centre zoning of the site as per LPS3. The built form of the proposed development is generally consistent with the primary controls as set out by the City's framework.
(b) the requirements of orderly and proper planning including scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	The development is consistent with LPS3 and other planning documents and therefore is consistent with the requirements of orderly and proper planning. There are no seriously entertained proposed planning instruments that affect this development. The proposed built form is consistent with the existing and proposed street character of the locality, and provided the building with sufficiently diverse materials, colours textures and building articulation to affectively ameliorate

	impacts to the adjacent properties and streetscape. Although the City has prepared Draft LPS4, the final form of LPS4 is not imminent nor certain currently. Accordingly, no weight should be given to Draft LPS4 when determining this application.
(c) any approved State planning policy;	The City's assessment of the development application has considered the relevant State Planning Policies. The proposal satisfies the objectives and requirements of those policies.
(g) any local planning policy for the Scheme area;	The City's assessment of the development application has considered the relevant local planning policies. As assessed earlier in this report the proposal satisfies the objectives and provisions of those policies.
(m) the compatibility of the development with its setting, including – *(i) the compatibility of the development with the desired future character of its setting; and* *(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development.*	The proposed development is compatible with the setting as the bulk, scale and appearance of the development is consistent with the existing Local Centre development which includes an existing three storey commercial building abutting the site to the east. The impact of bulk is minimal and mitigated through use of design and provides larger street setbacks than required under the LDP.
(n) the amenity of the locality including the following – *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development;*	The proposed development provides significant landscaping on-site with landscaping in excess of the required 10% (22.8%). A mix of new trees, new grass and mulched garden bed areas are provided. The proposed development will not have an adverse impact on the character of the locality as the built form is in keeping with the surrounding residential development, due to the articulated design, variety of colours and materials. The proposed development provides a suitable commercial land use on a Local Centre zone property which currently features a vacant commercial building. The development provides for activation and passive surveillance of the public realm and provides a setting for social interaction.

	In reference to the social impacts of the development, it is likely that the proposed Child Care Premise will result increased social interaction. It is considered that the operational arrangements of the proposed development with its vehicle access will have minimal adverse impacts on the amenity of the locality.
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	The proposal includes 226m² (22.8%) total landscaping and includes 10 advanced tree which will provide shade and green relief to both the subject site and the locality. The proposed landscaping includes a mix of natural lawn and mulched and landscaped areas, which softens the appearance of the development. The landscaping area proposed of the development also provides a buffer to the adjacent northern and western property. The City's assessment of the development application has considered the requirements of Local Planning Policy 6.6 – Trees and Landscaping (Non-Residential).
(s) the adequacy of – *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*	The development proposes 12 car parking bays on-site, an ACROD bay and 32 car parking bays available within Acorn Lane which meets required car parking provisions under the LDP. The submitted TIS prepared by Premise has been reviewed and is supported.
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	The City's assessment of the applicants submitted TIS considers that the amount of traffic generated from this proposal will not have an unacceptable impact on the road system and the locality.
(u) the availability and adequacy for the development of the following – *(i) public transport services;* *(ii) public utility services;* *(iii) storage, management and collection of waste;* *(iv) access for pedestrians and cyclists (including end of trip* *(v) access by older people and people with disability;*	The subject site abuts a bus stop and is located within a high frequency public transport route on Wanneroo Road. There are eight bicycle bays provided onsite, encourages active forms of transport. Child Care Premises are not land uses which generally benefit from alternative modes of transport, however the site is well located and provides the

	appropriate facilities for staff and customers as needed. The submitted Operational Management Plan details the proposed arrangement for the storage and collection of waste with the pick-up times to be arranged to minimise conflict with visitors and is supported. The development provides bicycle parking bays in accordance with the LDP. The development provides 'at grade' car parking and universal access design features throughout the site.
(y) any submissions received on the application;	The application has been formally advertised in accordance requirements of Clause 64(3) and (6)(a) of *the Planning and Development (Local Planning Schemes) Regulations 2015* with comments received. These submissions have been considered as part of the City's assessment.
(za) the comments or submissions received from any authority consulted under clause 66;	Consultation to relevant authorities has been undertaken as detailed earlier in the report under 'External Referral Agencies'.



MACRI BUILDERS

73 Wanneroo Road, Tuart Hill

TRANSPORT IMPACT STATEMENT

Job No: P002937

Rev B

18 February 2025

Premise

DOCUMENT AUTHORISATION					
Revision	**Revision Date**	**Proposal Details**			
Rev A Draft	11/11/23	Issued for Review (issued as KC01742.000)			
Rev B	18/02/25	Issued for Review			
Prepared By		**Reviewed By**		**Authorised By**	
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1. EXECUTIVE SUMMARY

Site Context

- The proposed development is a childcare centre at 73 Wanneroo Road, Tuart Hill, catering to a maximum of 94 children and 20 staff.
- The proposed childcare centre is located within Tuart Hill Local Centre with vehicular access from Acorn Lane.
- The subject site is currently occupied by a vacant facility.

Technical Findings

- The proposed development would generate approximately 279 daily vehicular trips, 76 vehicular trips in the AM peak hour and 75 in the PM peak hour.
- According to WAPC guidelines, this is considered a moderate impact on the road network.

Relationship with Policies

- According to the City of Stirling Tuart Hill Local Centre Local Development Plan, the proposed development requires 13 parking bays. The proposed plans show 13 parking bays which is in line with the requirements.
- Additional on-street parking is available on Acorn Lane fronting the subject lot and on Cape Street within 100m walking distance.
- Building Code of Australia ACROD Provision – The plans for the proposed development show one ACROD parking bay as required.
- One bicycle parking space is required as per Policy Manual – Section 6.7 Parking & Access. The plans for the proposed development show a total of 8 bicycle parking racks in order to provide incentive for cycling to the development.
- The operations of the proposed development do not require a bay set aside and marked for the exclusive use of delivery and service. Waste collection is expected to be safely conducted from the verge.
- The proposed parking area has been tested using a B99 Passenger Vehicle (5.2m. The nominated vehicle can safely operate in their dedicated spaces within the development. It should be noted that a 4-point turn will be necessary to exit from the internal parallel parking bays. Typically, parallel bars are designed for one-way movement, allowing for a 3-point turn; however, given that this area is designated for staff parking only, this should not pose an issue.
- While variations from parking standards are noted in several instances, they are not expected to result in unsafe parking conditions. To further enhance safety, it is recommended that consideration be given to lowering the fence height at the driveway exit, where feasible, to improve sightlines for drivers.

Conclusion

- As stated above the additional traffic attracted to the subject site is 279 vehicular trips per day, 76 vehicular trips in the AM peak hour and 75 vehicular trips in the PM peak hour.
- Acorn Street is classified as an Access Street as per MRWA classification with the maximum desirable volume of 3,000 vehicles per day. There are no available traffic counts for Acorn Lane, however having in mind that it serves as a rear entrance to Tuart Hill Local Centre it is unlikely that

the traffic volumes are above 1,000 vehicles per day. Therefore, with the added traffic from the subject site the street would remain well under the maximum desirable traffic volume for access streets.

- Cape Street is classified as Local Distributor as per MRWA classification with the maximum desirable volume of 6,000 vehicles per day. Currently there are around 8,000 vehicles per day on the section of Cape Street fronting the development, already exceeding the maximum desirable volume by 2,000 vehicles per day.
- The proposed development is located adjacent to Tuart Hill Primary School; consequently, it can be considered that most of the trips related to the childcare centre would be linked to trips to/from the school. It is expected that most of the parents would be dropping children off to school and childcare and continuing their trip to/from work reducing the total impact on the road network.
- Other surrounding roads would absorb significantly less traffic than Acorn Street and Cape Street; moreover, the traffic would be dispersed, so the impact can be considered negligible.
- In summary, Premise believes that the proposed development will not negatively impact the surrounding road network.

2. INTRODUCTION

2.1 Background

Premise Australia Pty Ltd **(Premise)** has been engaged by Macri Builders to conduct a Transport Impact Statement (TIS) for the proposed childcare centre at 73 Wanneroo Road, Tuart Hill within the City of Stirling.

The proposed childcare centre will have a maximum occupancy of 94 children and 20 staff.

2.2 Scope and Study Area

This report outlines the traffic impact statement for the proposed childcare centre at 73 Wanneroo Road, Tuart Hill. The site is currently occupied by a vacant building.

The purpose of this assessment is to evaluate the suitability of the site for the intended land use from a traffic impact perspective, taking into account local transport networks, safety concerns, and relevant regulatory requirements.

The scope of work for the Traffic Impact Statement is as follows:

- Collate all existing traffic data for relevant traffic networks in the vicinity of the subject site.
- Undertake a detailed review of crash data between in the last five (5) year reporting period and provide commentary on the road safety aspects of the data and potential reasons for the number and type of incidents.
- Provide an assessment of the likely additional traffic impact of the proposed development.
- Review all existing public transport routes, pedestrian and cyclist infrastructure, and show graphical images overlaid on aerial imagery within 800-metre radius of the subject site.
- Calculate trip generation for AM / PM peak and daily traffic based on the proposed yield and land use.
- Provide a report according to the set-out requirements as nominated in the WAPC Transport Impact Assessment Guidelines: Individual Developments
- Provide further analysis of any site-specific issues that may be encountered during the assessment.

3. EXISTING CONDITIONS

3.1 Site location and description

The subject site is currently occupied by a vacant building. The subject lot is fronted by Wanneroo Road to the east, Cape Road to the south and Acorn Lane to the west.

3.2 Existing road conditions

Table 1 – Road Classification and Description

Road Name	**Wanneroo Road**
Number of Lanes	two way, two lanes per direction, divided
Road Reservation Width	30.0m
Road Pavement Width	20.0m inclusive of 2.0m median
Classification	Primary Distributor
Speed Limit	60kph
Bus Route	YES
If YES Nominate Bus Routes	384, 385, 386, 387, 388, 389
On-street parking	NO
Road Name	**Acorn Lane**
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	13.0m
Road Pavement Width	6.0m
Classification	Access Road
Speed Limit	50kph
Bus Route	NO
On-street parking	YES
Road Name	**Cape Street**
Number of Lanes	two way, one lane each direction, undivided
Road Reservation Width	20.0m
Road Pavement Width	11.0m inclusive of parallel parking
Classification	Local Distributor
Speed Limit	50kph 40km/h School Zone in the vicinity of subject site
Bus Route	NO
On-street parking	YES

3.3 Traffic Safety

A review of the MRWA database for all crashes along in the vicinity of the site has been carried out. The crash database provides the location and severity of all crashes for the five-year period from 2019 to 2024.

Of the 4 recorded incidents in the vicinity of the proposed access/egress point, there does not appear to be any pattern or any locations of re-occurring similar incidents that would highlight sections of the road being excessively unsafe. The number and type of incidents recorded are consistent with other access roads in the area. Given the class of road and crash types, it is concluded that the road network is currently operating in a manner consistent with access roads.

Figure 1 - Crash Map - Subject Area

The following tables shows crash rates and crash densities in Perth Metropolitan area on local roads and state roads for the period from 2017 to 2022, as obtained from Main Roads WA on the 31st of May 2022 by email request:

Crash Density and Crash Rate on Metropolitan Local Roads Network only

	All Crashes		Serious Injury Crashes (Fatal+Hospital)	
	Average Annual Crash Density (All Crashes/KM)	Average Annual Crash Rate (All Crashes/MVKT)	Average Annual Crash Density (Ser. Inj. Crashes/KM)	Average Annual Crash Rate (Ser. Inj. Crashes/MVKT)
Metro Local Roads - Midblock	2.51	0.95	0.12	0.05
Metro Local Roads - All	5.23	1.98	0.24	0.09

Note: Based on 5-years data for the period 2017 to 2021.

Figure 2 - Crash Density and Crash Rate

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

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

Table 2 - Crash review - midblock

Road Name	SLK	Road Hierarchy	Speed Limit	Crash Statistics			
				No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
Cape Street	0.62 – 0.91	Local Distributor	50kph	0	0	1	1
No of MVKT Travelled at Location			≈ 8,000 VPD * 365 * 5 years * 0.29 km = 4.23 MVKT				
KSI Crash Rate			0 KSI crashes / 4.23 MVKT = 0 KSI crashes/MVKT				
All Crash Rate			2 crashes / 4.23 MVKT = 0.19 crashes/MVKT				
Comparison with Crash Density and Crash Rate Statistics			All crashes rate of 0.47 is lower than the network average for midblock crashes of 0.95 Crashes per MVKT for Local Roads Network				

Table 3 - Crash review - intersection

Intersection Name	Road Hierarchy	Speed Limit	Crash Statistics			
			No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
Cape Street & Acorn Lane	Local Distributor / Access Road -Laneway	50kph / 50kph	0	0	2	0
No of MVKT Travelled at Location		≈ 9,000 VPD * 365 * 5 years * 0.29 km =4.76 MVKT				
KSI Crash Rate		0 KSI crashes / 4.76 MVKT = 0 KSI crashes/MVKT				
All Crash Rate		2 crashes / 4.76 MVKT = 0.42 crashes/MVKT				
Comparison with Crash Density and Crash Rate Statistics		All crashes rate of 0.42 is lower than the network average for intersection crashes of 1.98 Crashes per MVKT for Local Roads Network				

3.4 Existing Traffic Flow

The following table provides an overview of traffic count data for roads in the vicinity of the subject site. Refer to Appendix B for graphical representation of this data.

Table 4 – Traffic counts data

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH) Peak Time - Peak VPH		Heavy Vehicle %	Date
			AM	PM		
Cape Street	West of Wanneroo Road	7,872	07:45 – 817	16:30 – 754	1%	Oct `22
	East of Wanneroo Road	5,516	07:45 – 639	16:30 – 490	1%	Oct `22
Wanneroo Road	North of Cape Street	29,517	07:45 – 2,725	16:30 – 2,811	3%	Oct `22
	South of Cape Street	29,697	07:45 – 2,707	16:30 – 2,859	3%	Oct `22

3.5 Public Transport

There are several bus lines services on Wanneroo Road within 400m walking distance from the subject site. The closest bus stops are Wanneroo Road (After Lawley Street) and Wanneroo Road (After Cape Street) located approximately 100 m north of the subject site.

Table 5 - Bus routes and frequencies

Bus / Rail Route	Description	Peak Frequency	Off-Peak Frequency
384	Perth – Nollamara via Wanneroo Road	20 min	30 min
386	Perth – Nollamara via Wanneroo Road	30 min	30 min
386X	Perth – Nollamara via Wanneroo Road Limited Stops Route	10 min	1 hour
388	Perth – Nollamara via Wanneroo Road	1 hour	1 hour
389	Perth – Nollamara via Wanneroo Road	1 hour	1 hour
Walk Score Rating for Accessibility to Public Transport			
53	Good Transit. Many nearby public transportation options.		

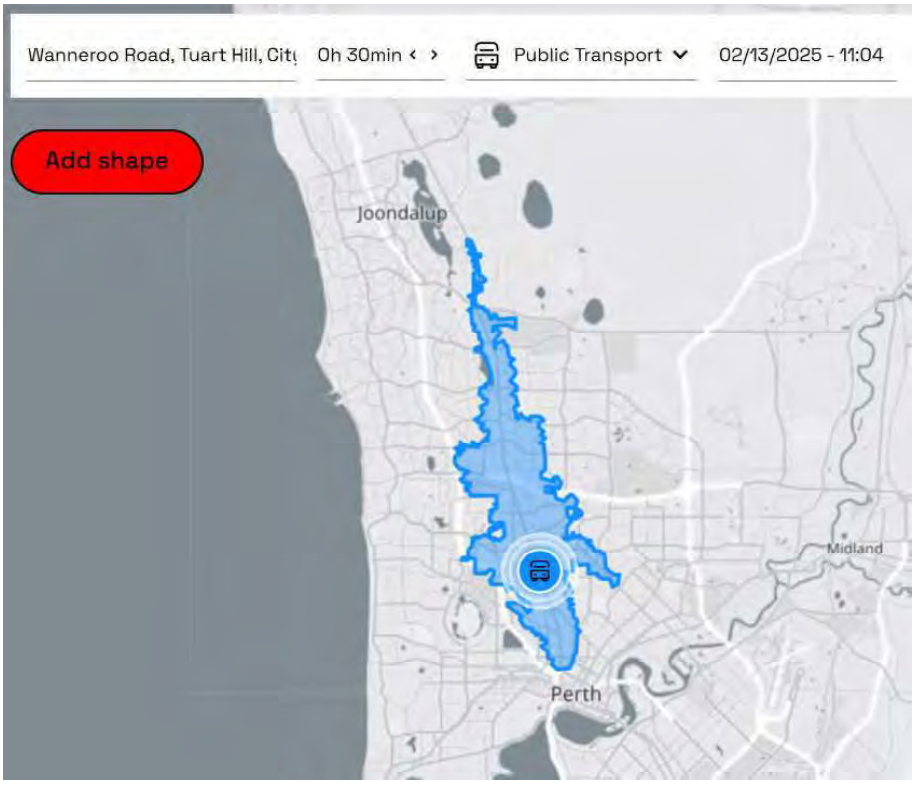


Figure 3 - 30min public transport catchment (app.traveltime.com)

3.6 Pedestrian and Cyclist Infrastructure

Premise have done a desktop review of the pedestrian and shared paths surrounding the proposed facilities. Refer to Appendix B for graphical representation of the below table.

Table 6 - PBN routes in the vicinity of the subject site

Classification	Road Name
"Other Shared Path (Shared by Pedestrians and Cyclists)"	Cape Street
"Good Road Riding Environment"	McDonald Street, French Street
"Perth Bicycle Network - Continuous Signed Routes"	NE 1 – Croydon Avenue – Lockwood Avenue – McDonald Street NE 9 – Osborne Street
What is the Walk Score Rating?	
79 Very Walkable. Most errands can be accomplished on foot.	

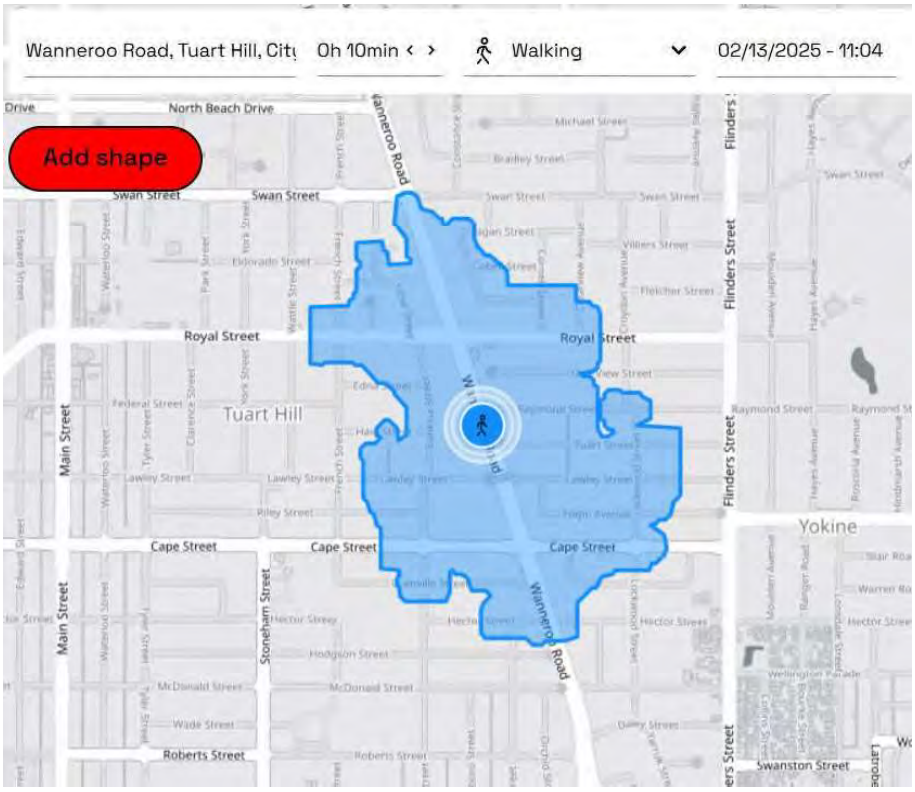


Figure 4 - 10min walking catchment (app.traveltime.com)

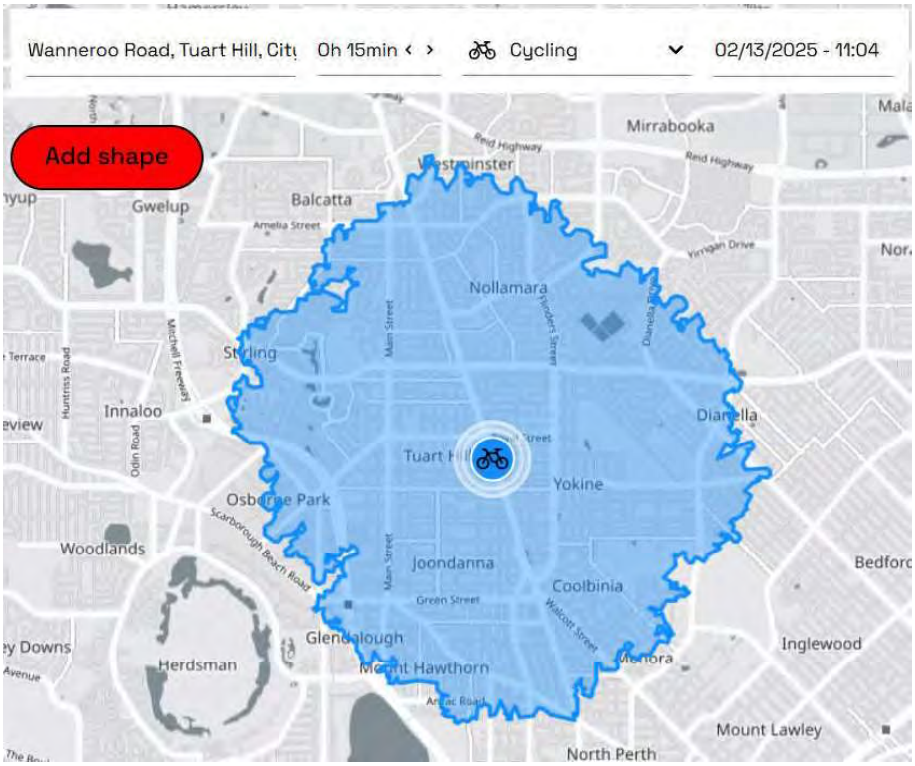


Figure 5 - 15min cycling catchment (app.traveltime.com)

4. PROPOSED DEVELOPMENT

4.1 Overview of Proposed Development

The development proposal includes a childcare centre with a maximum occupancy of 94 children and 20 staff with vehicular access from Acorn Lane as shown by the development site plan enclosed in Appendix A.

The subject site is located within the Tuart Hill Local Centre Local Development Plan.

Table 7 - Proposed land uses and yields

Proposed Land Use	Yield
Childcare Centre	94 Children / 20 staff - NLA 450m^2

4.2 Vehicular Parking

City of Stirling Tuart Hill Local Centre Local Development Plan states that the car parking requirements for childcare developments are to be in line with the extracted rates from the table below.

Table 8 - Car parking provision rates

Guideline document	Car parking requirement
Tuart Hill Local Centre Local Development Plan	• "All parking is to be in accordance with the following rates: – Shop (1,000m2 or greater in area): 5.0 bays/100m2 of Net Leasable Area – **Other Non-Residential Uses: 3.0 bays/100m2 of Net Leasable Area** – Residential – in accordance with Residential Design Codes of Western Australia. • The reduction in parking allowed under in Local Planning Scheme No.3, Local Planning Policy 6.7 Parking and Access, shall not apply to the area subject to the Tuart Hill Local Centre Local Development Plan. • Parking bays shall be designed in accordance with the relevant Australian Standard and shall have 1 tree per 6 parking bays, as required by the City's Landscaping Policy."

Table 9 - Car parking requirements R Codes Volume 2 – Location A

Land Use / Type	Yield	Required Parking
Childcare Centre	3.0 bays/100m^2 of NLA	13.5
	Total Parking Required:	**13**
	Total Parking Provided:	**13**

According to the City of Stirling Tuart Hill Local Centre Local Development Plan, the proposed development requires 13 parking bays, rounded down to the nearest whole number.

The proposed plans show 13 parking bays which is in line with the requirements.

Additional on-street parking is available on Acorn Lane fronting the subject lot and on Cape Street within 100m walking distance.

Acorn Lane which 32 car bays available for public parking. A two-week parking survey of usage was undertaken in 2023 (after the school holidays) and found the vast majority of bays were available in the morning, during the childcare demand peak. The results of the survey are presented in the table below.

Table 10 – Parking survey on Acorn Lane 2023 – availability

Date	Time	Occupied Bays	%	Available Bays	%
Monday 9/10/23	8:00am	5	16%	27	**84%**
Tuesday 10/10/23	8:00am	8	25%	24	**75%**
Wednesday 11/10/23	8:15am	9	28%	23	**72%**
Thursday 12/10/23	8:20am	9	28%	23	**72%**
Friday 13/10/23	8:15am	12	38%	20	**62%**
Monday 16/10/23	8:00am	3	9%	29	**91%**
Tuesday 17/10/23	8:05am	5	16%	27	**84%**
Wednesday 18/10/23	8:20am	7	22%	25	**78%**
Thursday 19/10/23	8:15am	8	25%	24	**75%**
Friday 20/10/23	8:00am	2	6%	30	**94%**

The subject site is also in the immediate vicinity of a local government primary school; therefore, it is reasonable to assume that a significant portion of patrons will be parents of the local primary school children. The subject site has a good connection to public transport network; therefore, this is a feasible option for some of the employees.

4.2.1 OVERVIEW OF COMPLIANCE WITH AS2890 PARKING FACILITIES

The proposed development should adhere to the Australian/New Zealand Standard for parking facilities (AS 2890.01), which prescribes geometric and design requirements for off-street car parking facilities; and Part 6: Off-street parking for people with disabilities – AS2890.06.

The site will provide 13 parking bays.

Parking areas are designed to accommodate User Class 1A - Residential, domestic and employee parking, User Class 3 - Short-term city and town centre parking, parking stations, hospital and medical centres and User Class 4 - Parking for people with disabilities

The access driveway is classified as Category 1, four parking bays will be accessed directly from Acorn Lane while the remaining bays are located within the internal parking aisle. Existing driveways on Cape Street are to be decommissioned.

Parking bays have been preassigned to staff and visitors to facilitate movement, refer to image below.

Figure 6 - Parking bays allocation

4.2.1.1 Comparison of proposed layout to AS2890.01 requirements

Table 11 - Parking dimensions comparisons

Parking Bay Type	AS2890.1:2004 Off-street car parking					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
90° (User Class 1A) Staff	5.4m	5.5m	2.4m	2.6-2.7m	5.8+0.5 = 6.3m*	6.1m
90° (User Class 3) Visitors	5.4m	5.5m	2.6m	2.6-2.7m	5.8+0.3 = 6.2m*	6.0 – 7.0m
0° (obstructed end bays)	6.6m	7.3m	2.0-2.3m	2.4m	3.0m One way	3.05m
0° (intermediate bays)	6.3m	7.3m	2.0-2.3m	2.4m	3.0m One way	3.05m
ACROD Parking	5.4m	5.5m	2.4m–ACROD 2.4m–shared space	2.4 m–ACROD 2.4 m–shared space	5.8+0.3 = 6.2m*	6.0m

*Note * - Where parallel parking one side, angle parking the other a further 0.5 m is to be added to the required aisle width.*

Similarly, where there is angle parking on one side of an aisle only and the other side is confined by a wall or other high vertical obstruction the aisle width shall be increased by 300 mm, measured to the vertical obstruction.

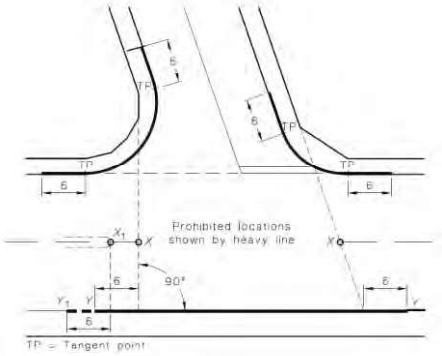
Table 12 – Parking design and layout comparison

REQUIREMENT	COMPLIANCE
"2.4.2 Angle parking aisle *(c) Blind aisles* *At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence.* *In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90-degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards.* *(d) Single-sided aisles* *Where there is angle parking on one side of an aisle only and the other side is confined by a wall or other high vertical obstruction closer than 300 mm to the nominal edge of the aisle, to provide manoeuvring clearance, the aisle width shall be increased by 300 mm, measured to the vertical obstruction."*	• Blind aisle extension varies from 0.9m to 3.3m and sufficient to accommodate vehicular movement of the end bays. • Additional width for the single sided part of the aisle for bays 5-7 is not fully provided, however vehicle movement can be performed nevertheless.

"3.2 ACCESS DRIVEWAYS — WIDTH AND LOCATION

(a) Driveway Categories 1 and 2

At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in Figure 3.1. This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalized intersections. Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement."

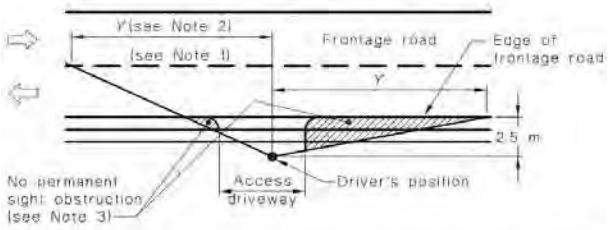


- Formal driveway is located approximately 11m from the southern lot boundary complying with the minimum of 6m distance.
- As there are no formal driveway for all bays, the first parking bay is located 6.1m within Acorn Lane perpendicular to Cape Street pavement similar to existing parking across the street.

"3.2.4 Sight distance at access driveway exits

Entering sight distance

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



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

"

- The proposed driveway and parking bays number 3 and 4 fronting Acorn Lane offer limited sightlines due to 2.4m fencing and parking bay columns.
- Having in mind Acorn Lane can be considered a low-speed environment it is expected vehicles will position themselves properly to ensure safe egress from the development.

"3.2.4 Sight distance at access driveway exits

(b) Sight distance to pedestrians

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

- There is no pedestrian path on Acorn Lane on the developments side of the road reservation.

"Column Location and Spacing

The dimensions for locating columns in a short span structure shall be as given in Figure 5.1. The design envelope around a parked vehicle which is to be kept clear of columns, walls or other obstructions, is shown in Figure 5.2. If this requirement is met, the dimensions in Figure 5.1 will also be achieved.

NOTE: Columns should not be located at the edge of a parking aisle. The difficulty of manoeuvring into a parking space is increased by such a location. It is also desirable to avoid locating a column directly opposite a car door."

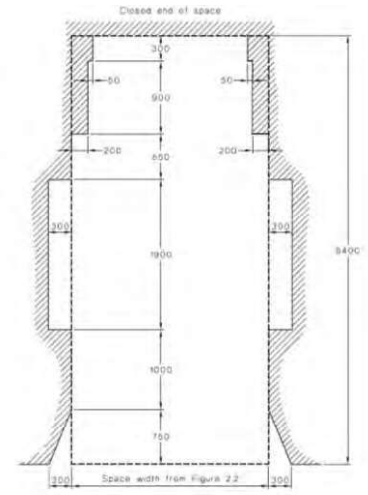


FIGURE 5.2 DESIGN ENVELOPE AROUND PARKED VEHICLE TO BE KEPT CLEAR OF COLUMNS, WALLS AND OBSTRUCTIONS

- Columns are located within the design envelope at parking bay number 13; however, vehicle-swept paths are not affected.

4.2.2 VEHICLE SWEPT PATHS

The proposed parking area has been tested using a B99 Passenger Vehicle (5.2m). All the proposed parking bays are navigable with the nominated vehicle. However, it should be noted that in order to exit the parallel parking bays a 4-point turn is required as parallel parking is usually intended for one way movement. Having in mind these bays are assigned for staff use this should not present an issue.

For further details, please refer to the swept path analysis plans in Appendix C.

4.3 ACROD Parking

Accessible parking is to be provided in all developments as stipulated by the Building Code of Australia (BCA).

Table 13 - Accessible car parking provision rates

Guideline document	Building class	Car parking provision
NCC 2015 Building Code of Australia - Volume One	Class 9b - (b) Other assembly building - (i) up to 1000 carparking spaces; -	1 space for every 50 carparking spaces or part thereof

Table 14 - Accessible car parking calculation

Land Use	Requirements	Yield	Total Parking
Childcare Centre	*1 space for every 50 carparking spaces or part thereof*	13	1
Total Volume of ACROD Parking Required			**1**
Total Accessible Car Parking Provided by Proponent			**1**

The plans for the proposed development show one ACROD parking bay as required.

4.4 Bicycle Parking

Tuart Hill Local Centre Local Development Plan states that bicycle parking requirements are to be in line with the City's Bicycle Parking Policy provisions:

Policy Manual – Section 6.7 Parking & Access:

"Bicycle parking spaces shall be provided in accordance with Table 4: Bicycle Parking Ratios for all non-residential components of developments with 400m² or more of gross floor area, where works increase the number of non-residential car parking bays provided on site.
All other uses - 1 space per 400m² of gross floor area (GFA)
End of Journey facilities support the use of bicycle transport by allowing cyclists the opportunity to shower and change at the beginning or end of their journey to and from work. End of trip facilities shall be provided for all developments that are required to provide 10 or more bicycle parking spaces."

Table 15 – Bicycle parking provision rates and calculation

Land Use	Bicycle parking requirement	Yield	Calculation
Childcare Centre	1 space per 400m² of GFA	450m² NLA	2
		Total Required:	**2**

The plans for the proposed development show 4 staff and 4 visitor bicycle parking racks in order to provide incentive for cycling to the site.

4.5 Delivery and Service

Tuart Hill Local Centre Local Development Plan states the following requirements:

"The provision of service access to all commercial premises shall be provided for loading and unloading goods. Bin storage areas shall be provided in accordance with the City's Bin Storage Areas Policy."

The operations of the proposed development do not require a bay set aside and marked for the exclusive use of delivery and service. Waste collection is planned to occur from the verge, with bin placement designed to facilitate efficient and unobstructed servicing.

4.6 Traffic Impact of the Proposed Development

Data on the trip-generating potential of the various land uses is fairly limited in Western Australia. WAPC TIA Guidelines suggest trip rates have been sourced from Guide to Traffic Generating Developments Version 2.2, October 2002 – Roads and Traffic Authority, New South Wales (RTA Guide). The NSW Guide to Transport Impact Assessment (GTIA) was updated and published in 2024, after extensive engagement with industry professionals, therefore these new rates will be used.

The proposed development can be classified as a mix of long day care centre and offices.

Table 16 - Trip generation rates

Guideline document	Trip generation rates
NSW Guide to Transport Impact Assessment (GTIA)	Long Day Care Centre (Child Care Centre) • AM peak hour = 0.81 vehicle trips per licenced child • PM peak hour = 0.8 vehicle trips per licenced child • Daily = 2.97 vehicle trips per licenced child

Table 17 - Calculation of vehicular trips

Land Use Type	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
			AM	PM
Childcare Centre	94 children	279	76	75

According to WAPC guidelines, developments generating between 10-100 vehicular trips in the peak hours can be considered to have a moderate impact on the road network.

The proposed development would generate approximately 290 vehicular trips per day, 76 vehicular trips in the AM peak hour and 75 vehicular trips in the PM peak hour.

4.7 Trip Distribution

The total projected traffic movements to and from the site have been based on the surrounding land uses, anticipated desire lines, and the nature of the proposed development. These estimates consider peak hour flows, nearby intersections, and likely distribution patterns. For graphical representation of the distribution refer to Appendix B. Table 18 outlines the anticipated traffic distribution based on the above description.

Table 18 - Trip Distribution Routes

Route	Percentage
To/from Acorn Lane via Cape Street to/from the east	70%: • 10% via Cape Street east of Wanneroo Road • 30% via Wanneroo Road north of Cape Street • 30% via Wanneroo Road south of Cape Street
To/from Acorn Lane via Cape Street to/from the west	30%

4.8 Site-Specific Issues and Proposed Remedial Measures

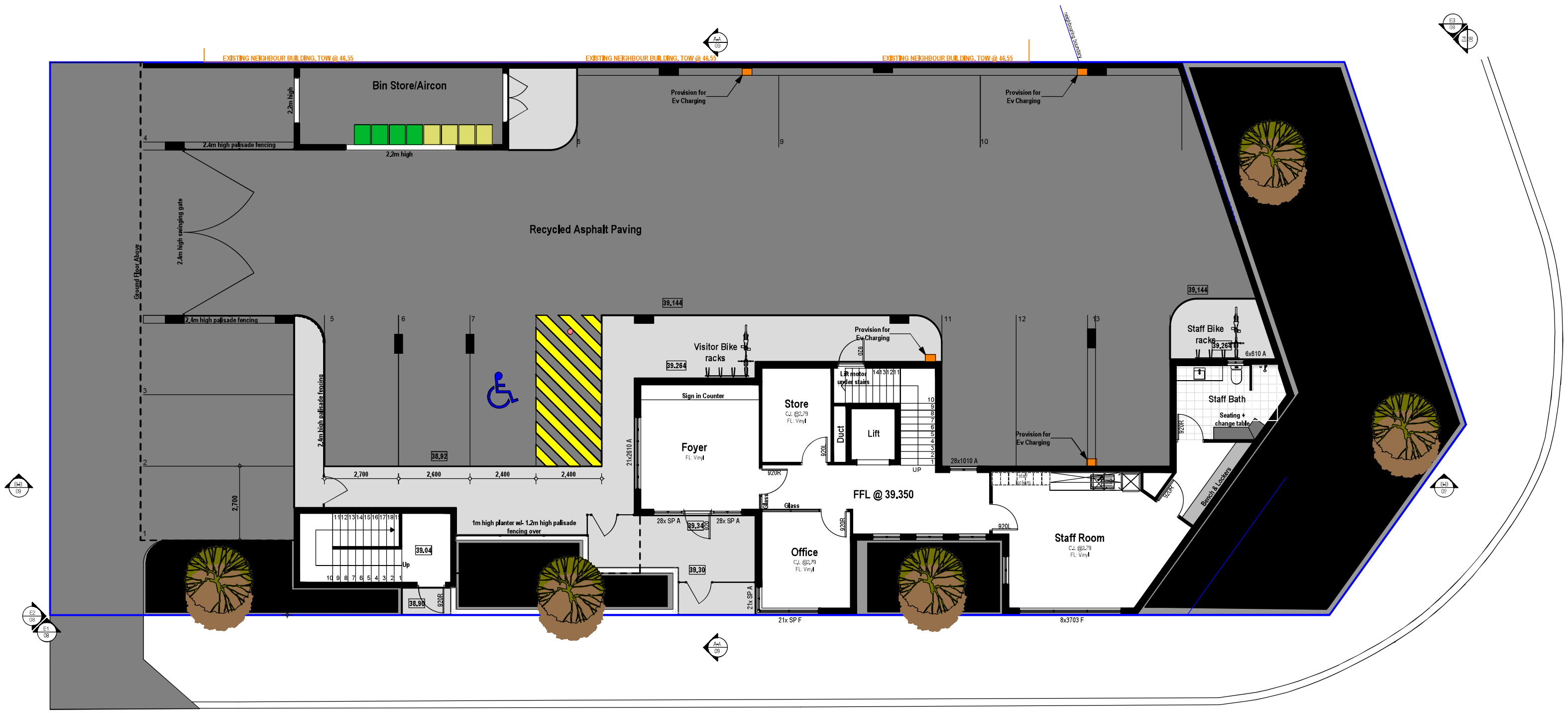
The assessment of the additional traffic generated by the proposed development, concluded the following:

How many site-specific issues need to be discussed?	**One (1)**
Site-Specific Issue No 1	Parking area design
Remedial Measure / Response	> The proposed parking area has been tested using a B99 Passenger Vehicle (5.2m. The nominated vehicle can safely operate in their dedicated spaces within the development. > It should be noted that a 4-point turn will be necessary to exit from the internal parallel parking bays. Typically, parallel bars are designed for one-way movement, allowing for a 3-point turn; however, given that this area is designated for staff parking only, this should not pose an issue. > While variations from parking standards are noted in several instances, they are not expected to result in unsafe parking conditions. > To further enhance safety, it is recommended that consideration be given to lowering the fence height at the driveway exit, where feasible, to improve sightlines for drivers.

APPENDICES

APPENDIX A

DEVELOPMENT SITE PLAN



Zone	Area	Perim
0. Undercroft		
Building	133.78	75,378.6
	133.78 m²	75,378.6 mm
1. Ground Floor		
Foyer	73.79	40,760.0
Activities	296.99	99,398.3
	370.78 m²	140,158.3 mm
2. First Floor		
Foyer	49.49	29,960.0
Act 6	96.55	43,798.3
Act 4 & 5	134.49	49,760.0
	280.53 m²	123,518.3 mm
	785.09 m²	**339,055.2 mm**

Site Calculations

Site Area:	991m²
Building Footprint:	#Build Footpint
Site Coverage:	#Site Coverage
Allowable Site Coverage:	Insert
Zoning:	R40
Policies:	Stirling
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	Rear
Power:	Side
Coastal:	NA
Water:	TBC
Wind Rating:	TBC

Revision		Date
10.00		06.02.25
9.00		31.01.25
8.00		13.11.24
7.00		03.10.24
6.00		03.09.24
5.00		27.08.24
4.00		26.08.24
3.00		04.07.24
2.00		04.07.24

Project North: N

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 11 (#73) Wanneroo Road TUART HILL

Drawing Title:
Undercroft

Scale:	Sheet Size:
1:100, 1:63.29	A1
Project No:	**Revision Number:**
23039	10.00

Drawing No.:
04 of 09

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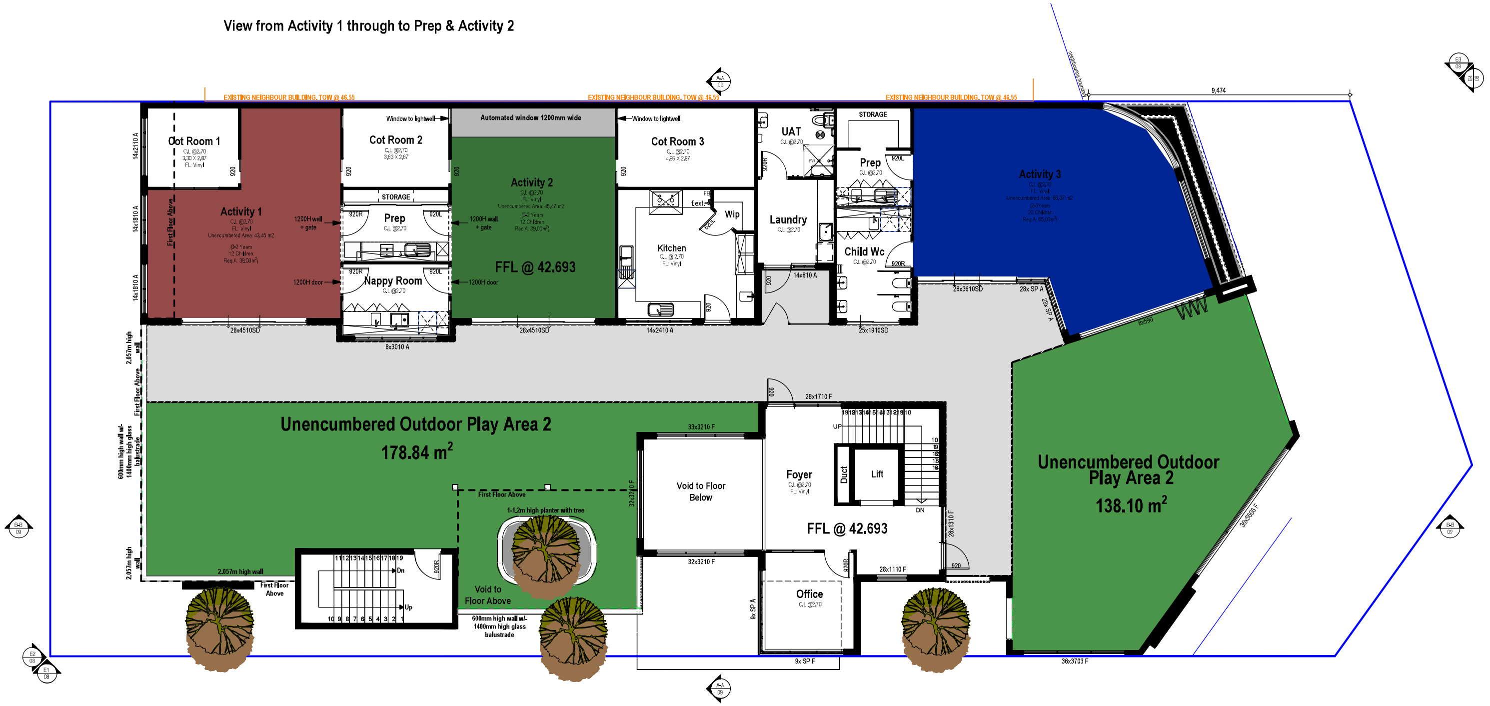
P: 9444 9829
M: 0407 727 766

IDF Rendering BC546CAE.jpg

View from Activity 1 through to Prep & Activity 2



Zone	Area	Perim
0. Undercroft		
Building	133.78	75,378.6
	133.78 m²	75,378.6 mm
1. Ground Floor		
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	370.78 m²	140,158.3 mm
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Act 6	96.55	43,798.3
Act 4 & 5	134.49	49,760.0
	280.53 m²	123,518.3 mm
	785.09 m²	**339,055.2 mm**

Site Calculations

Site Area:	991m²
Building Footprint:	#Build Footpint
Site Coverage:	#Site Coverage
Allowable Site Coverage:	Insert
Zoning:	R40
Policies:	Stirling
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	Rear
Power:	Side
Coastal:	NA
Water:	TBC
Wind Rating:	TBC

Revision		Date
10.00		06.02.25
9.00		31.01.25
8.00		13.11.24
7.00		03.10.24
6.00		03.09.24
5.00		27.08.24
4.00		26.08.24
3.00		04.07.24
2.00		04.07.24

Project North: N

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 11 (#73) Wanneroo Road TUART HILL

Drawing Title:
Ground Floor

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
23039	10.00

Drawing No.:
05 of 09

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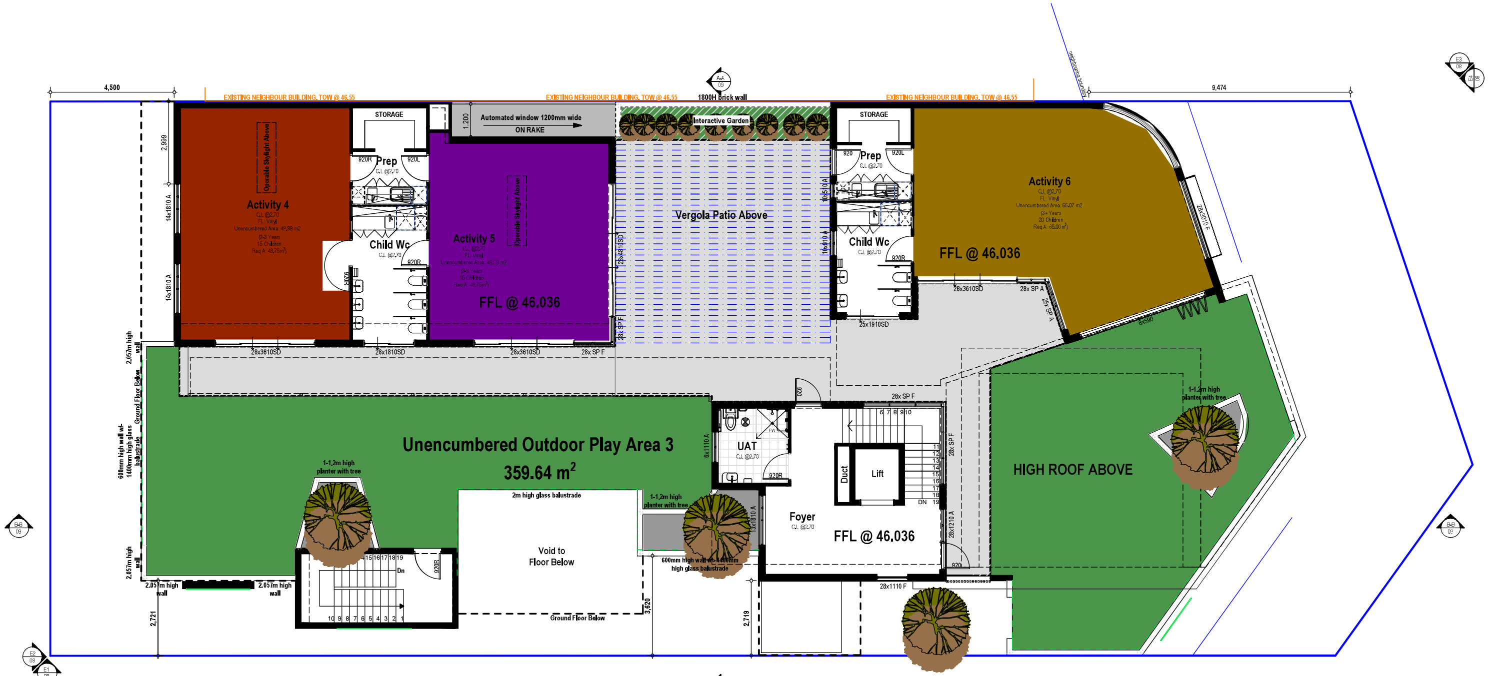

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Allowable Site Coverage:	Insert
Zoning:	R40
Policies:	Stirling
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	Rear
Power:	Side
Coastal:	NA
Water:	TBC
Wind Rating:	TBC

Revision	Date
10.00	06.02.25
9.00	31.01.25
8.00	13.11.24
7.00	03.10.24
6.00	03.09.24
5.00	27.08.24
4.00	26.08.24
3.00	04.07.24
2.00	04.07.24

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 11 (#73) Wanneroo Road TUART HILL

Drawing Title:
First Floor

Scale: 1:100, 1:63.29
Sheet Size: A1
Project No: 23039
Revision Number: 10.00
Drawing No.: 06 of 09

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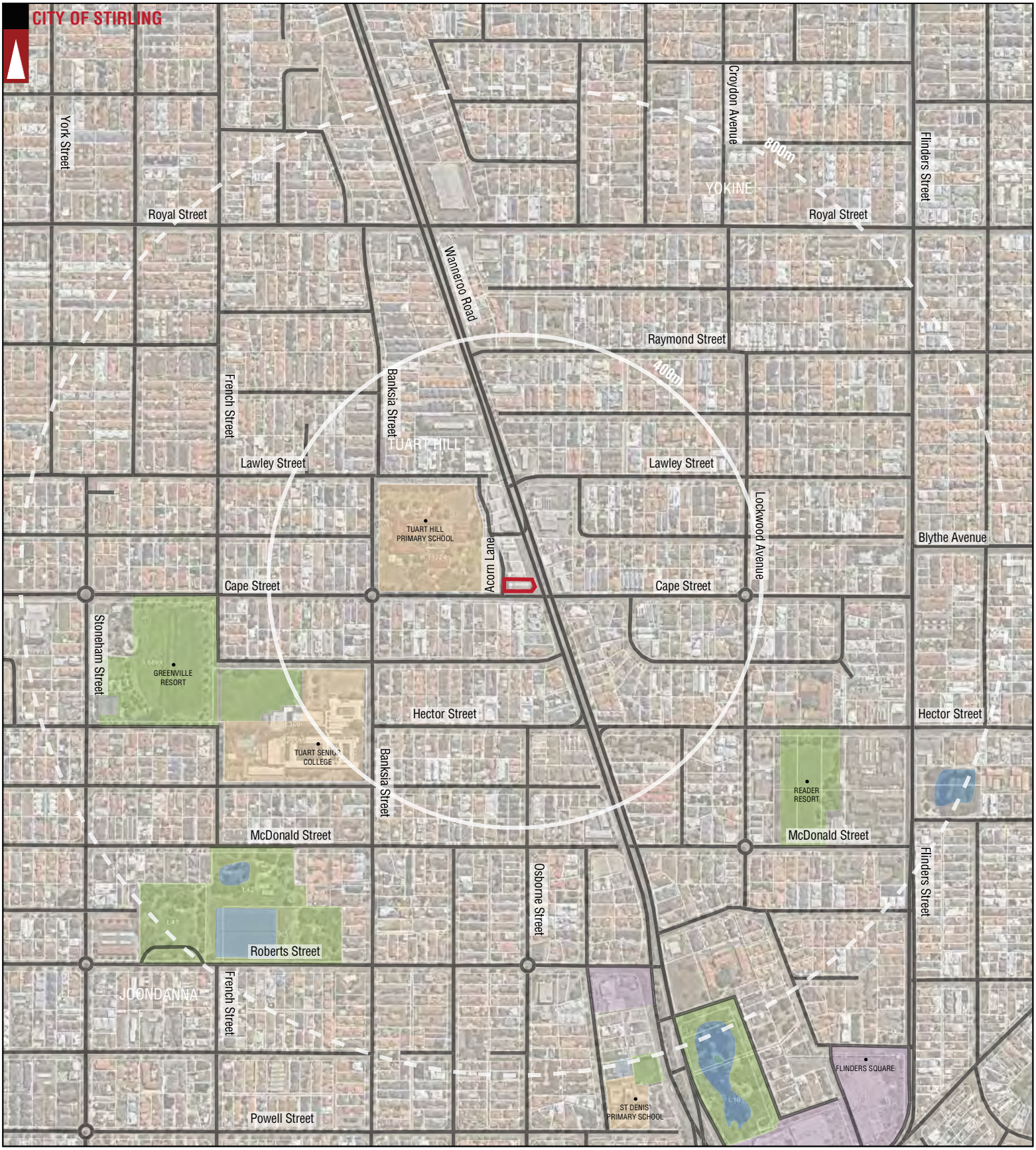
APPENDIX B

TRANSPORT PLANNING AND TRAFFIC PLANS



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA

ROAD
Hay Street — STREET NAME
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF STIRLING — LOCAL GOVERNMENT NAME
TUART HILL — SUBURB NAME

City of Stirling
15 April 2025
RECEIVED

LEGEND

No	DATE	AMENDMENT
B	13-02-2025	UPDATED INFORMATION
A	09-11-2023	ISSUED FOR REVIEW

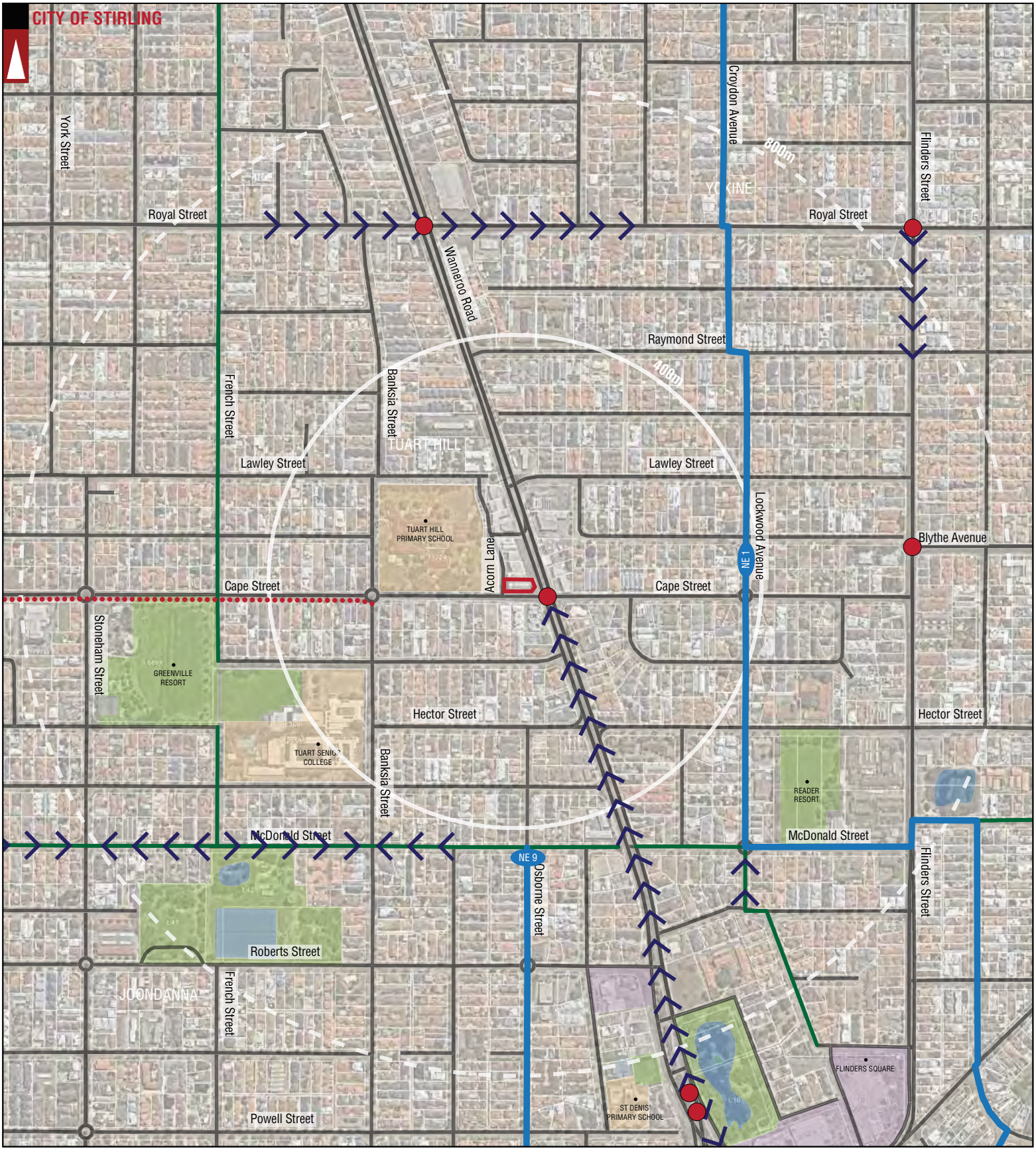
PROJECT: 73 WANNEROO ROAD, TUART HILL

TITLE: LOCALITY PLAN - 800M RADIUS

DRAWING NUMBER: P002937_S01

DRAWN BY: A.M.

Premise



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street — STREET NAME
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF STIRLING — LOCAL GOVERNMENT NAME
TUART HILL — SUBURB NAME
OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)
NW12 — PERTH BICYCLE NETWORK (PBN) - CONTINUOUS SIGNED ROUTES
GRADIENT ARROW
TRAFFIC LIGHT

City of Stirling
15 April 2025
RECEIVED

LEGEND

No	DATE	AMENDMENT
B	13-02-2025	UPDATED INFORMATION
A	09-11-2023	ISSUED FOR REVIEW

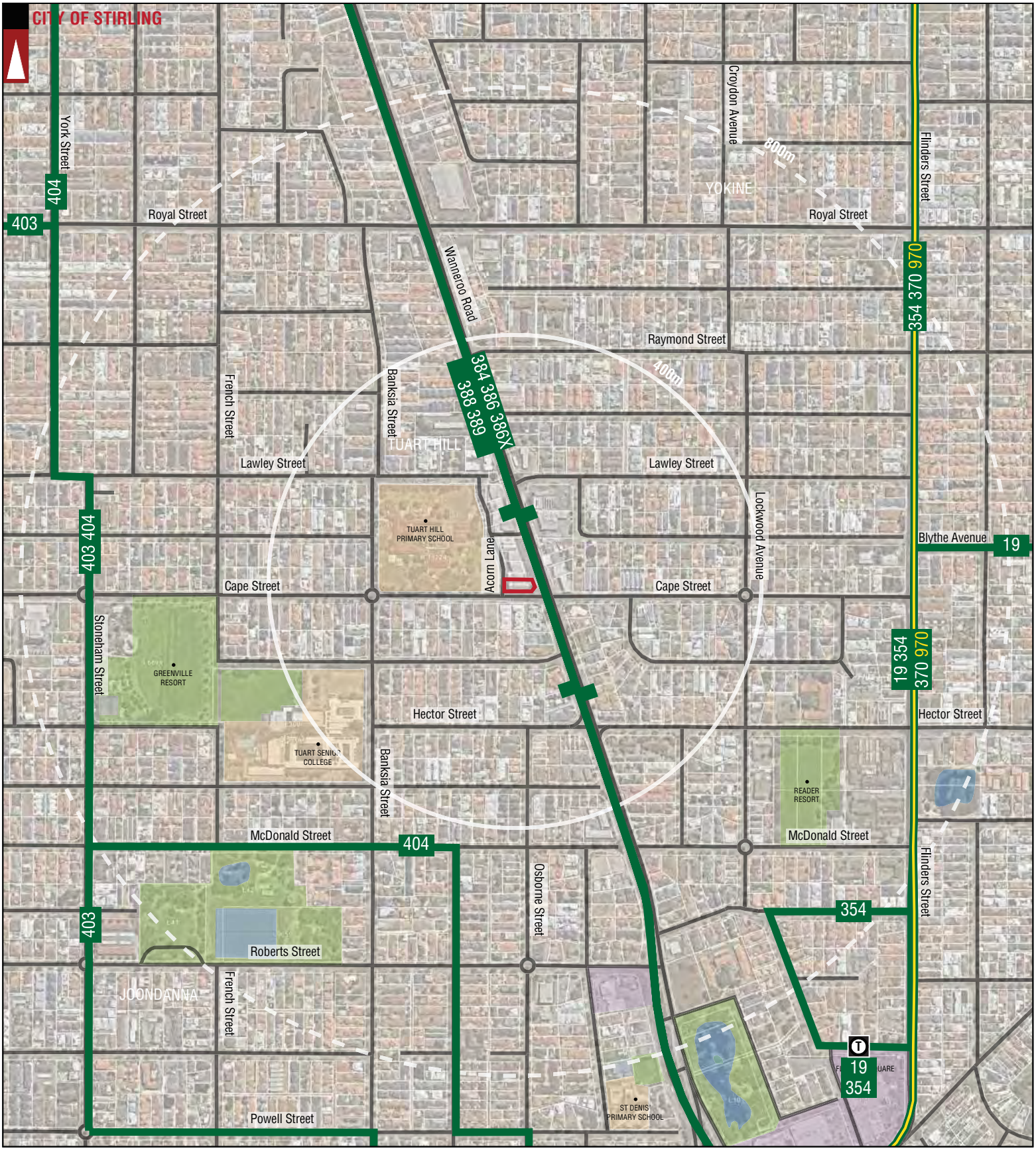
PROJECT: 73 WANNEROO ROAD, TUART HILL

TITLE: BICYCLE NETWORK PLAN - 800M RADIUS

DRAWING NUMBER: P002937_S02

DRAWN BY: A.M.

Premise



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA

Hay Street — ROAD STREET NAME
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF STIRLING — LOCAL GOVERNMENT NAME
TUART HILL — SUBURB NAME

103 — BUS ROUTE NUMBER
990 — HIGH FREQUENCY BUS ROUTE NUMBER
BUS STOPS
BUS ROUTES
HIGH FREQUENCY BUS ROUTE

City of Stirling
15 April 2025
RECEIVED

NOTE : FOR MORE INFORMATION REGARDING THE DESCRIPTION OF BUS ROUTES AND THEIR INDICATIVE PEAK AND OFF-PEAK FREQUENCIES REFER TO THE REPORT.

LEGEND

No	DATE	AMENDMENT
B	13-02-2025	UPDATED INFORMATION
A	09-11-2023	ISSUED FOR REVIEW

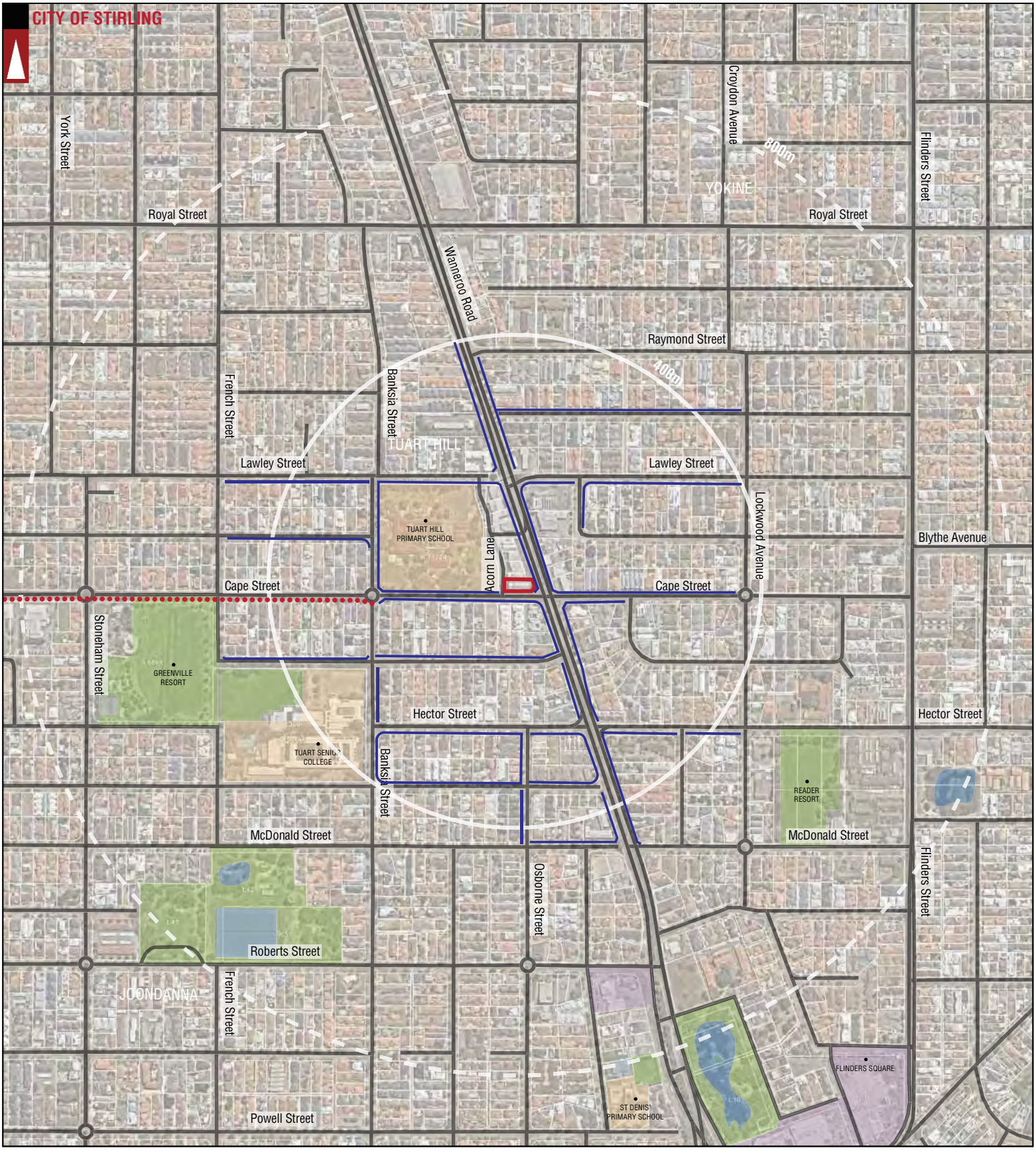
PROJECT: 73 WANNEROO ROAD, TUART HILL

TITLE: PUBLIC TRANSPORT PLAN - 800M RADIUS

DRAWING NUMBER: P002937_S03

DRAWN BY: A.M.

Premise



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA

Hay Street — ROAD / STREET NAME
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF STIRLING — LOCAL GOVERNMENT NAME
TUART HILL — SUBURB NAME

OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)
PEDESTRIAN PATH

City of Stirling
15 April 2025
RECEIVED

LEGEND

No	DATE	AMENDMENT
B	13-02-2025	UPDATED INFORMATION
A	09-11-2023	ISSUED FOR REVIEW

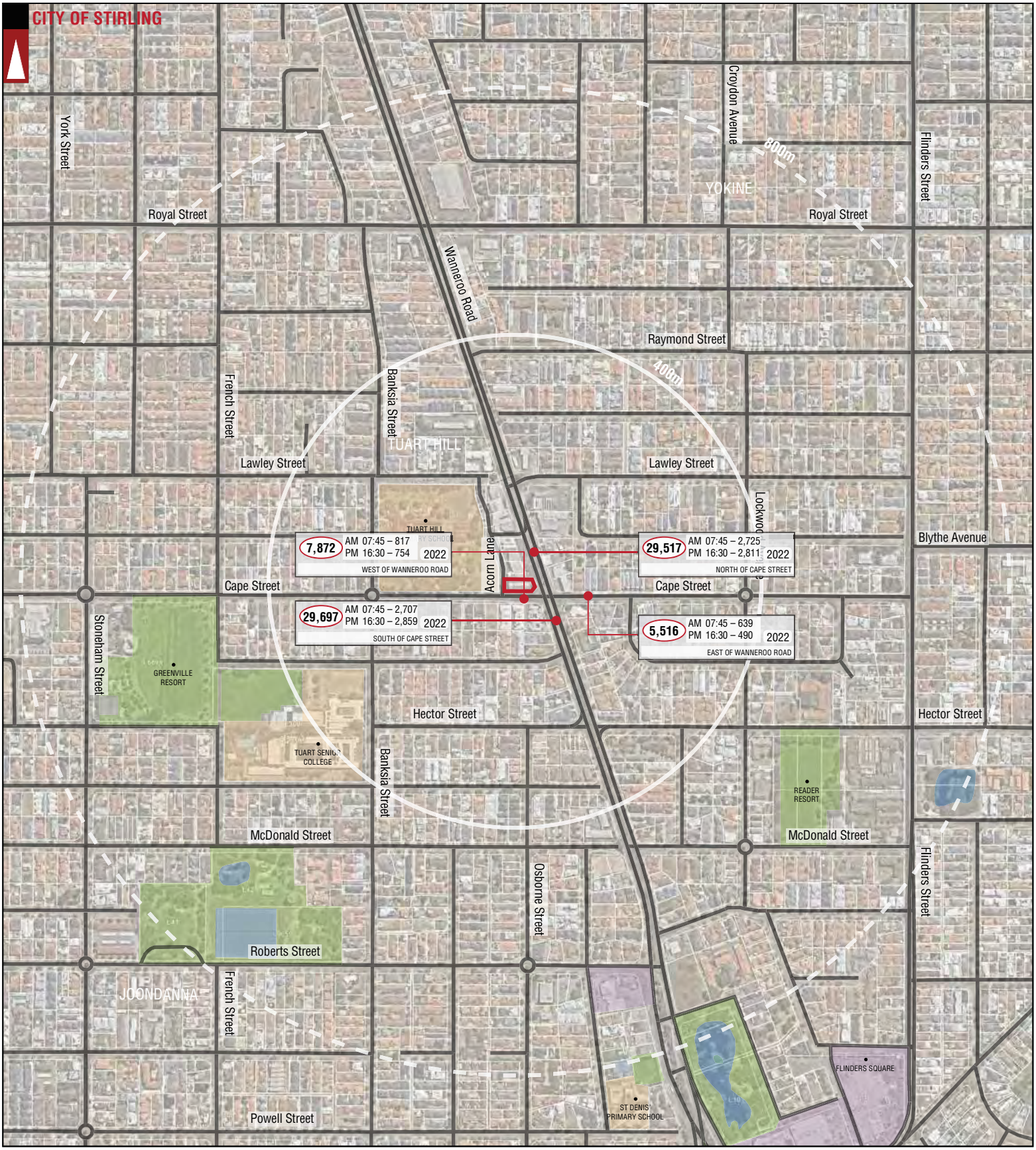
PROJECT: 73 WANNEROO ROAD, TUART HILL

TITLE: PEDESTRIAN PATHS PLAN - 800M RADIUS

DRAWING NUMBER: P002937_S04

DRAWN BY: A.M.

Premise



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA

ROAD
Hay Street — STREET NAME
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF STIRLING — LOCAL GOVERNMENT NAME
TUART HILL — SUBURB NAME

5,512 — NUMBER OF VEHICLES PER DAY
AM 1145 – 381 / PM 1630 – 480 — NUMBER OF VEHICLES PER AM PEAK HOUR / NUMBER OF VEHICLES PER PM PEAK HOUR
2014 — YEAR
EAST OF HARLOW ROAD — LOCATION

City of Stirling
15 April 2025
RECEIVED

LEGEND

No	DATE	AMENDMENT
B	13-02-2025	UPDATED INFORMATION
A	09-11-2023	ISSUED FOR REVIEW

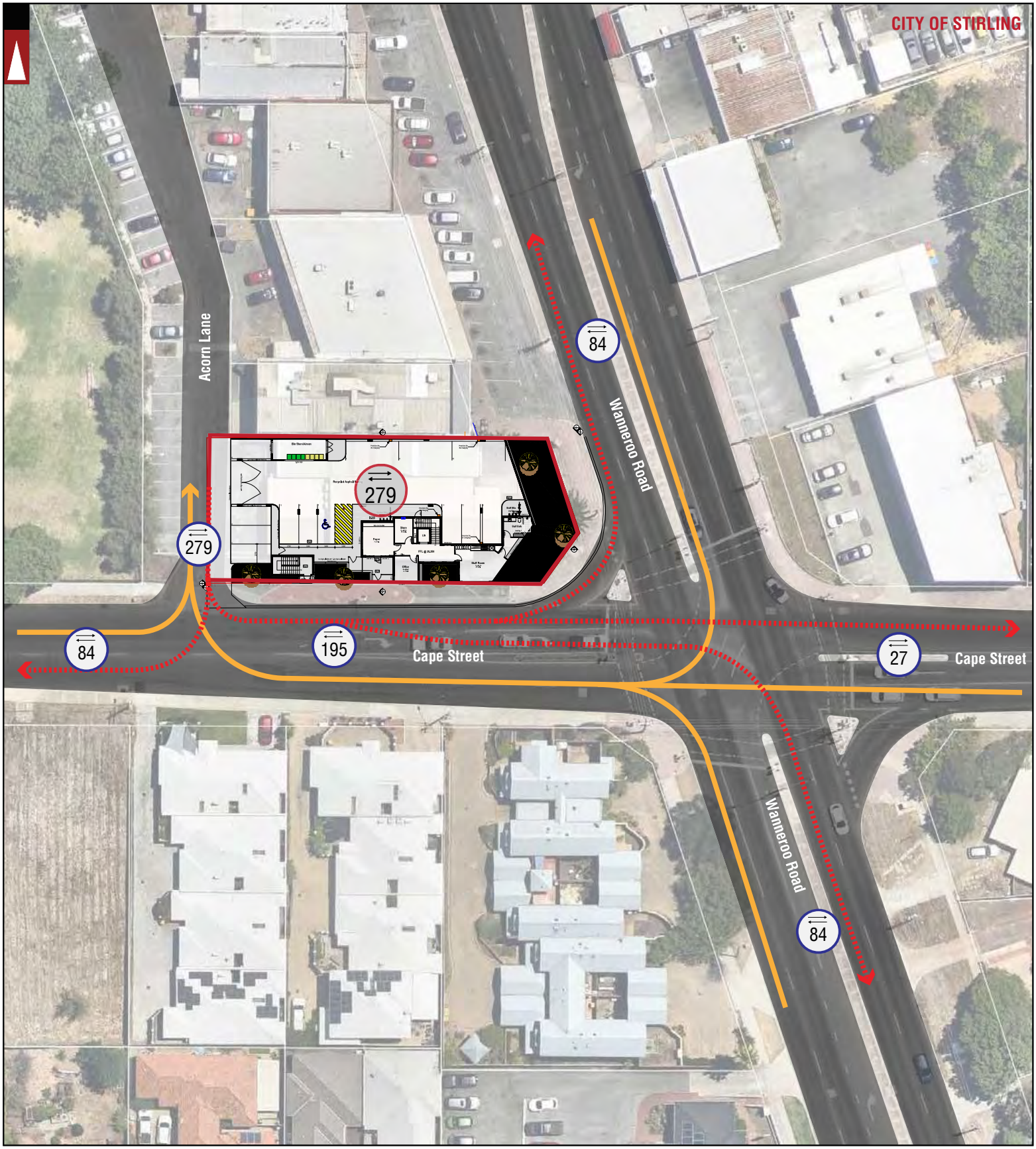
PROJECT: 73 WANNEROO ROAD, TUART HILL

TITLE: EXISTING TRAFFIC COUNTS - 800M RADIUS

DRAWING NUMBER: P002937_S05

DRAWN BY: A.M.

Premise



LOCATION BOUNDARY

ROAD (VARIED WITH ROAD WIDTH)

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development

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

Traffic Flow IN Direction

Traffic Flow OUT Direction

City of Stirling
15 April 2025
RECEIVED

NOTE: THE PLAN IS COURTEOUSY OF MAGNI BUILDERS

LEGEND

No	DATE	AMENDMENT
A	13-02-2025	PROPOSED LAYOUT AMENDED
A	09-11-2023	ISSUED FOR REVIEW

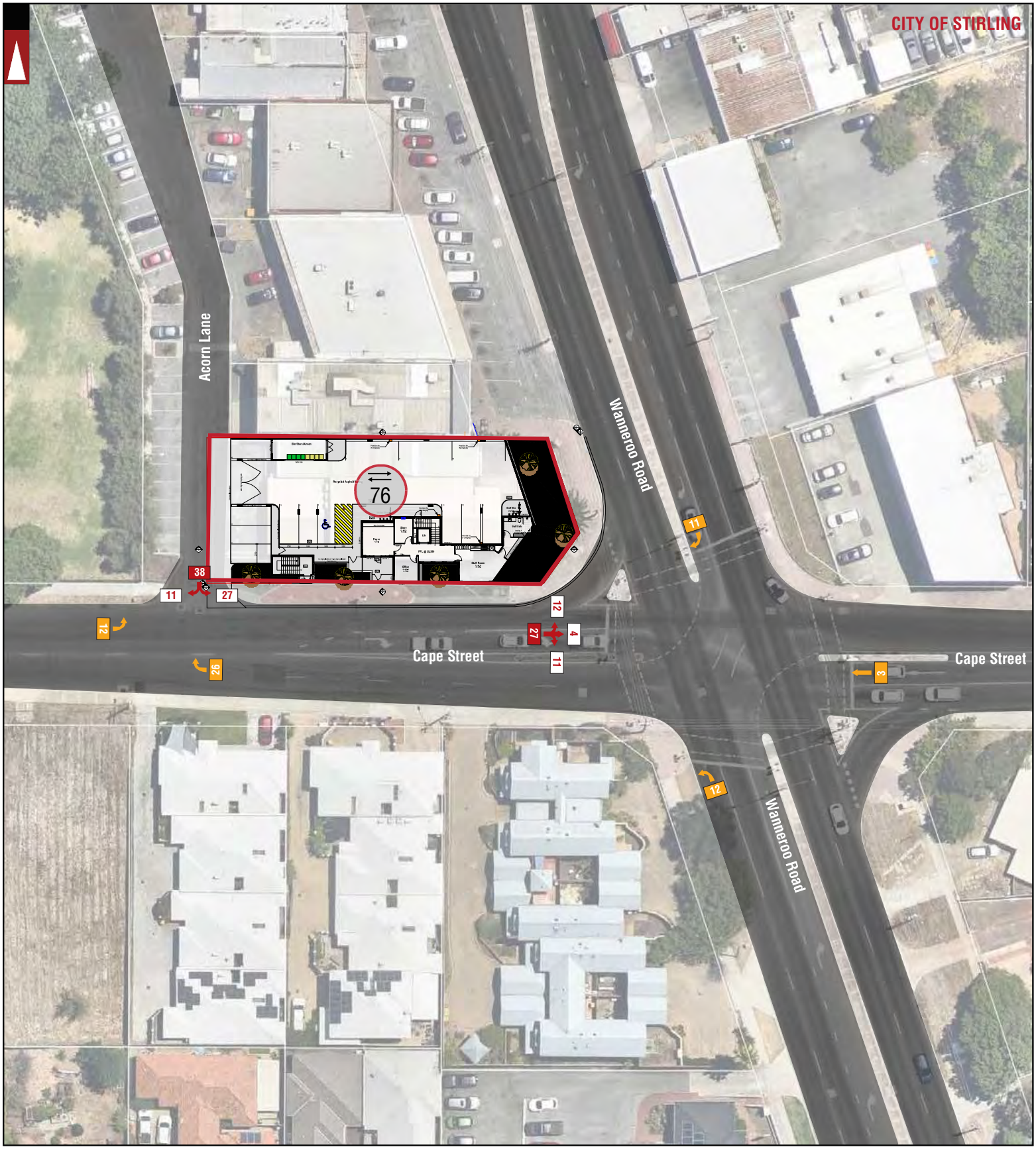
PROJECT: 73 WANNEROO ROAD, TUART HILL

TITLE: TRAFFIC FLOW DIAGRAM

DRAWING NUMBER: P002937_S06

DRAWN BY: A.M.

Premise



LOCATION BOUNDARY

ROAD (VARIED WITH ROAD WIDTH)

Lewis Road ROAD NAME

000 000 000 000 Traffic Flow IN Direction

000 000 000 000 Traffic Flow OUT Direction

1,389 Total Expected Traffic Generation from the proposed development - AM peak

City of Stirling
15 April 2025
RECEIVED

NOTE: THE PLAN IS COURTEOUSY OF MACRI BUILDERS

LEGEND

No	DATE	AMENDMENT
A	13-02-2025	PROPOSED LAYOUT AMENDED
A	09-11-2023	ISSUED FOR REVIEW

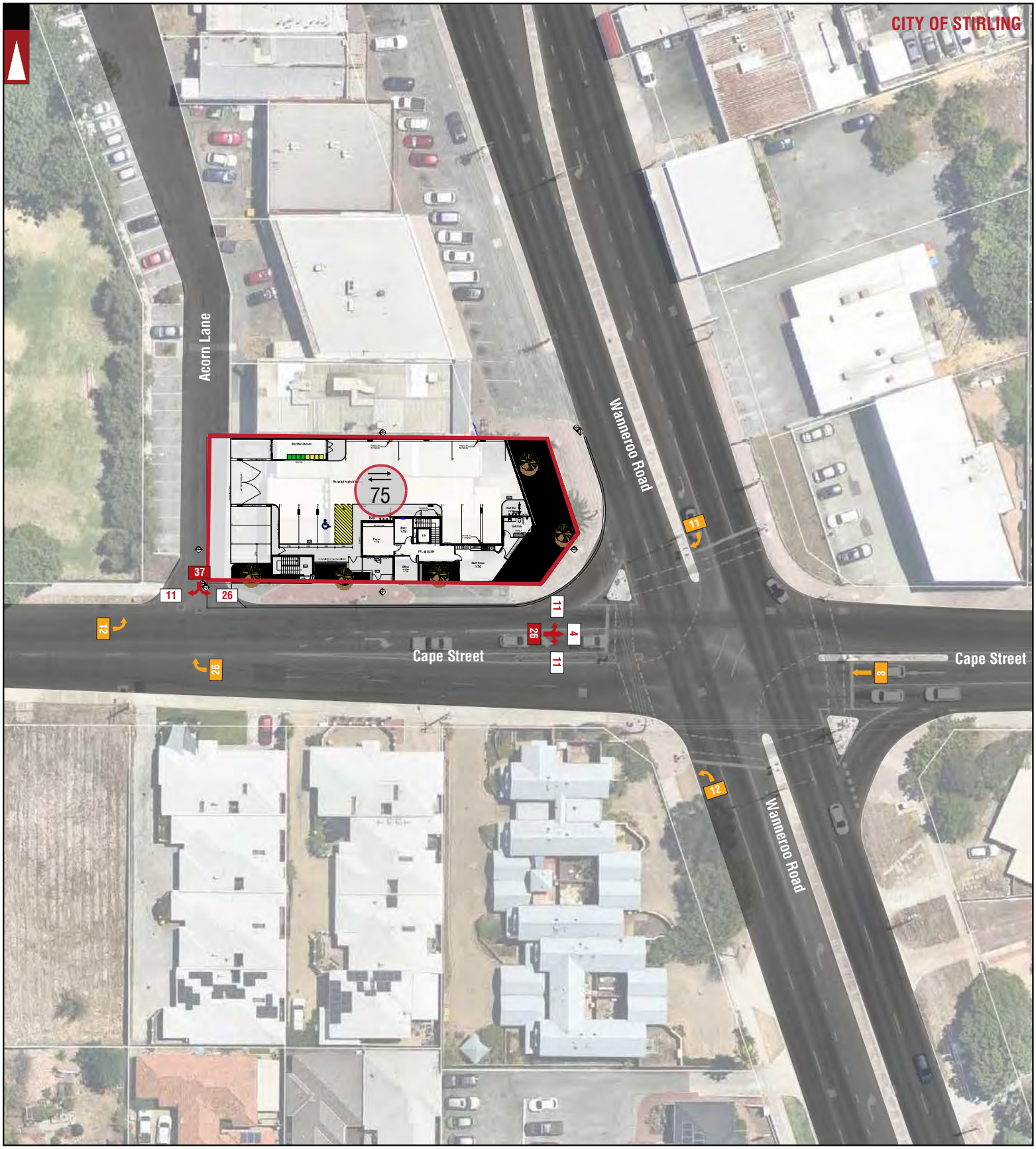
PROJECT: 73 WANNEROO ROAD, TUART HILL

TITLE: TRAFFIC FLOW DIAGRAM - AM PEAK

DRAWING NUMBER: P002937_S07

DRAWN BY: A.M.

Premise



LOCATION BOUNDARY

ROAD (VARIED WITH ROAD WIDTH)

Lewis Road ROAD NAME

000 000 000 000 Traffic Flow IN Direction

000 000 000 000 Traffic Flow OUT Direction

1,389 Total Expected Traffic Generation from the proposed development - PM peak

City of Stirling
15 April 2025
RECEIVED

NOTE: THE PLAN IS COURTEOUSY OF MACRI BUILDERS

LEGEND

No	DATE	AMENDMENT
A	13-02-2025	PROPOSED LAYOUT AMENDED
A	09-11-2023	ISSUED FOR REVIEW

PROJECT: 73 WANNEROO ROAD, TUART HILL

TITLE: TRAFFIC FLOW DIAGRAM - PM PEAK

DRAWING NUMBER: P002937_S08

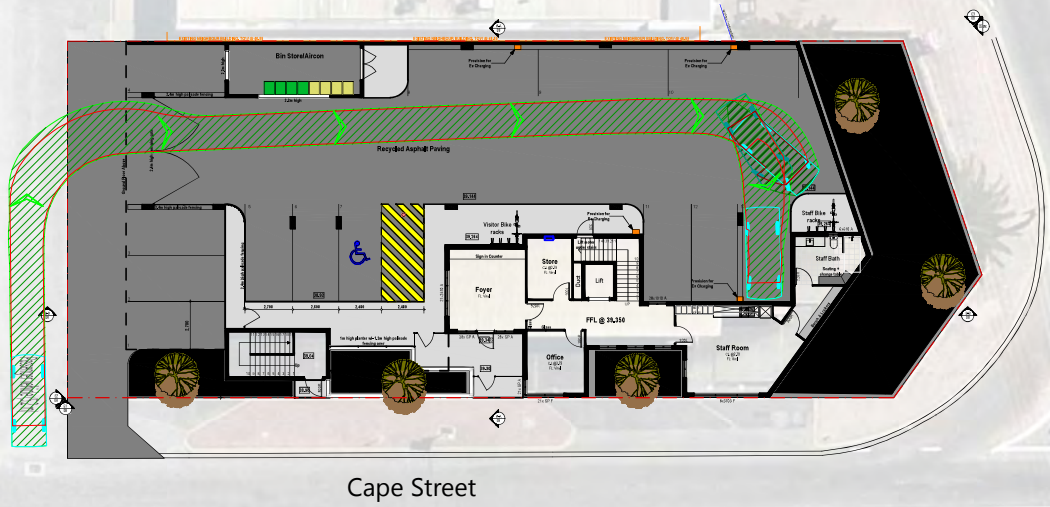
DRAWN BY: A.M.

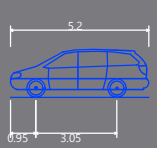
Premise

APPENDIX C

VEHICLE SWEPT PATH ANALYSIS

City of Stirling
15 April 2025
RECEIVED





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

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

LEGEND

NO	DATE	AMENDMENT
B	13-02-2025	ISSUED FOR REVIEW
A	07-11-2023	ISSUED FOR REVIEW

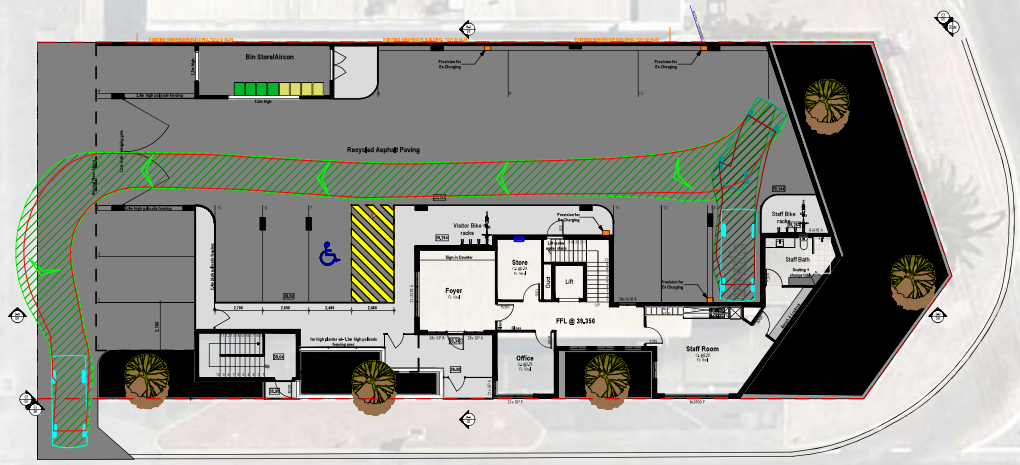
PROJECT: 73 Wanneroo Road, Tuart Hill

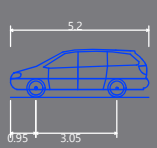
TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER: P002937_S20a

DRAWN BY: A.M.

Premise





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

LEGEND

NO	DATE	AMENDMENT
B	13-02-2025	ISSUED FOR REVIEW
A	07-11-2023	ISSUED FOR REVIEW

PROJECT: 73 Wanneroo Road, Tuart Hill

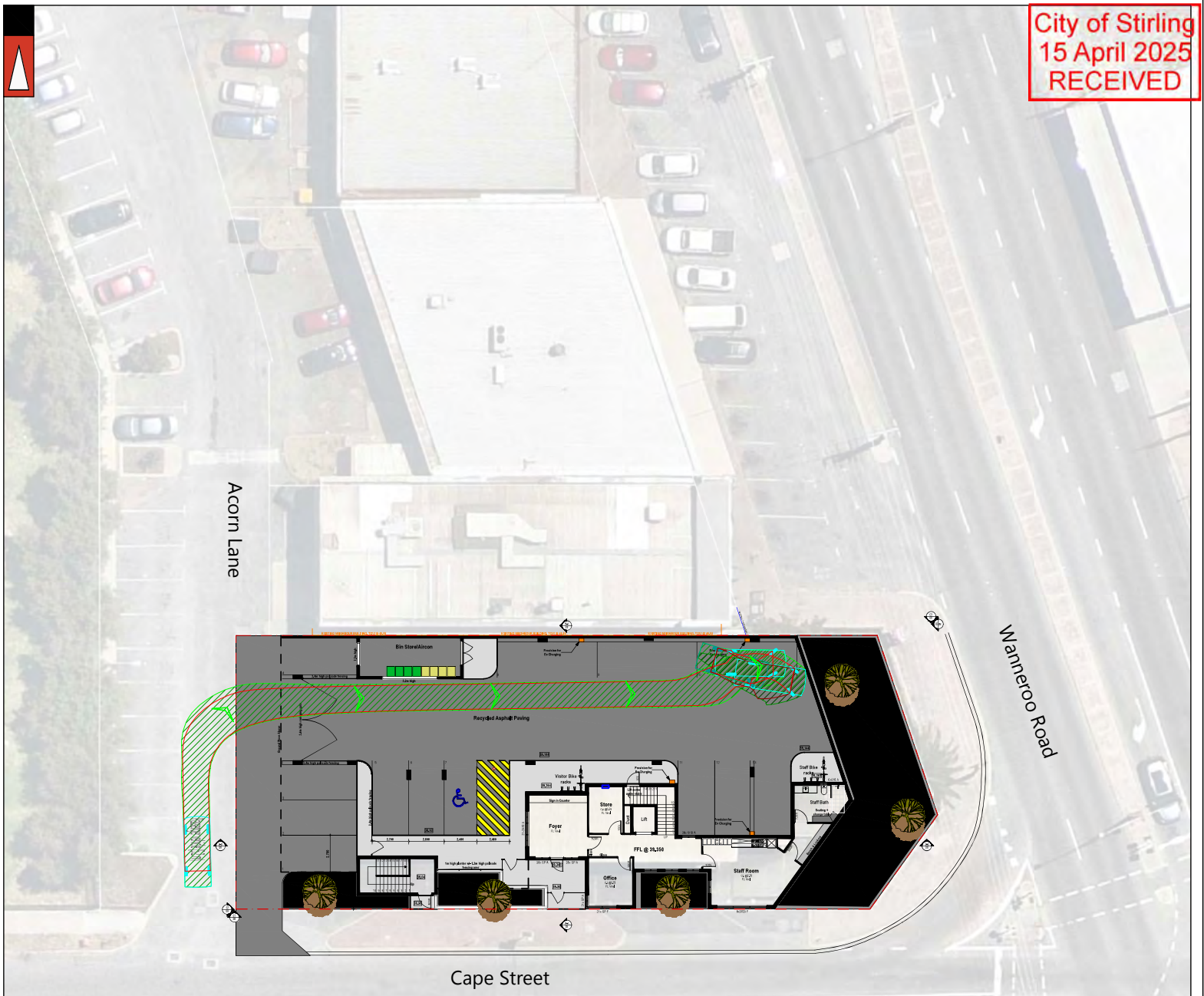
TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

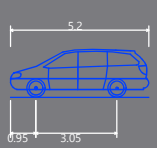
DRAWING NUMBER: P002937_S20b

DRAWN BY: A.M.

Premise

City of Stirling
15 April 2025
RECEIVED





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Lock to Lock Time 4.00s
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- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
B	13-02-2025	ISSUED FOR REVIEW
A	07-11-2023	ISSUED FOR REVIEW

PROJECT: 73 Wanneroo Road, Tuart Hill

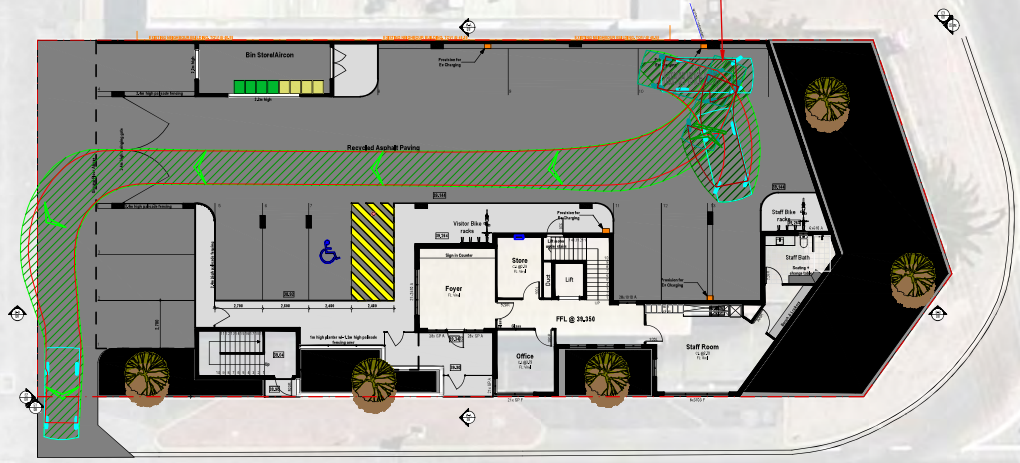
TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

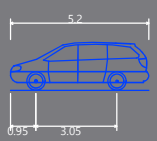
DRAWING NUMBER: P002937_S21a

DRAWN BY: A.M.

Premise

Four point turn required to maneouvre out of the parallel bays.





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- Lot boundary
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LEGEND

NO	DATE	AMENDMENT
B	13-02-2025	ISSUED FOR REVIEW
A	07-11-2023	ISSUED FOR REVIEW

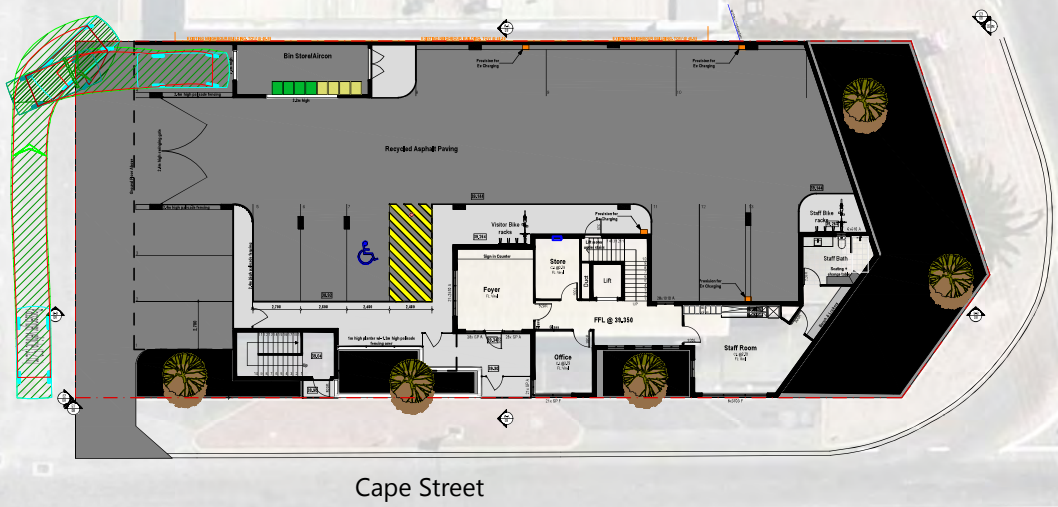
PROJECT: 73 Wanneroo Road, Tuart Hill

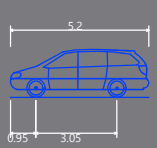
TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER: P002937_S21b

DRAWN BY: A.M.

Premise





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

LEGEND

NO	DATE	AMENDMENT
B	13-02-2025	ISSUED FOR REVIEW
A	07-11-2023	ISSUED FOR REVIEW

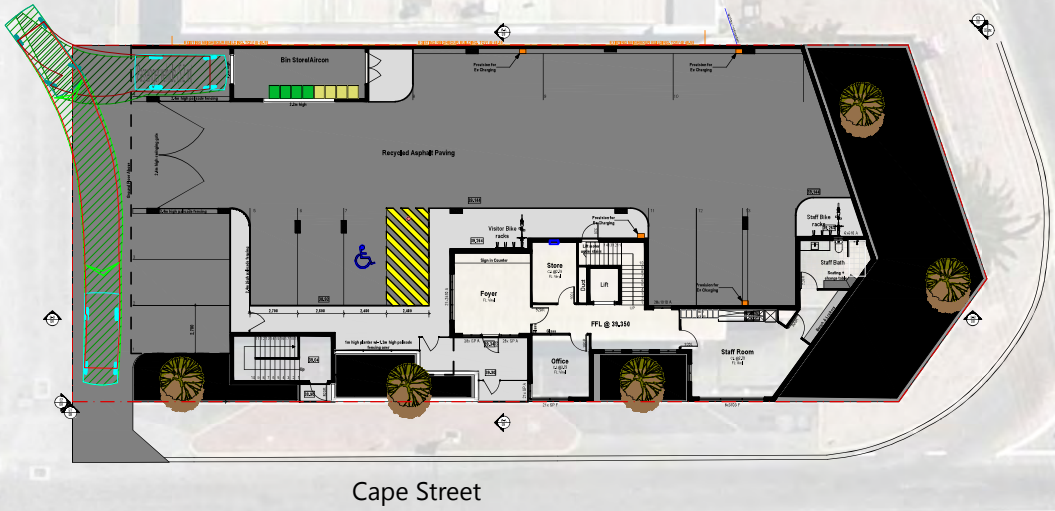
PROJECT: 73 Wanneroo Road, Tuart Hill

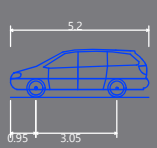
TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER: P002937_S22a

DRAWN BY: A.M.

Premise





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Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

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

LEGEND

NO	DATE	AMENDMENT
B	13-02-2025	ISSUED FOR REVIEW
A	07-11-2023	ISSUED FOR REVIEW

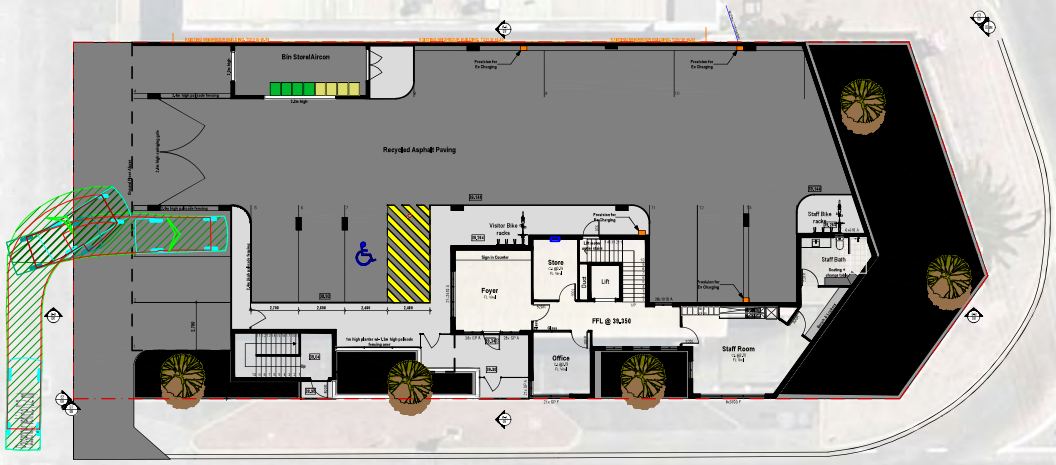
PROJECT: 73 Wanneroo Road, Tuart Hill

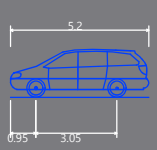
TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER: P002937_S22b

DRAWN BY: A.M.

Premise





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Track Width 1.840m
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Kerb to Kerb Turning Radius 6.300m

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

LEGEND

NO	DATE	AMENDMENT
B	13-02-2025	ISSUED FOR REVIEW
A	07-11-2023	ISSUED FOR REVIEW

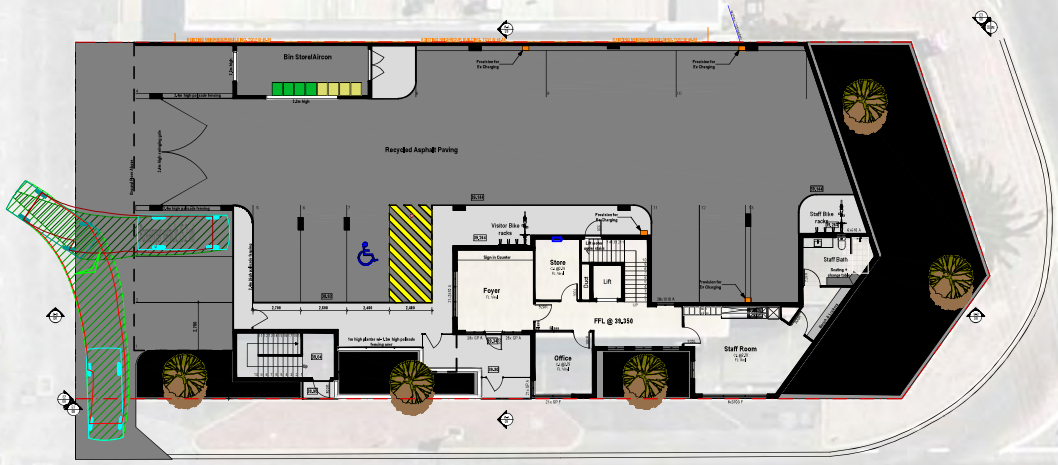
PROJECT: 73 Wanneroo Road, Tuart Hill

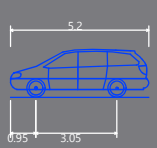
TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER: P002937_S23a

DRAWN BY: A.M.

Premise





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Track Width 1.840m
Lock to Lock Time 4.00s
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- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
B	13-02-2025	ISSUED FOR REVIEW
A	07-11-2023	ISSUED FOR REVIEW

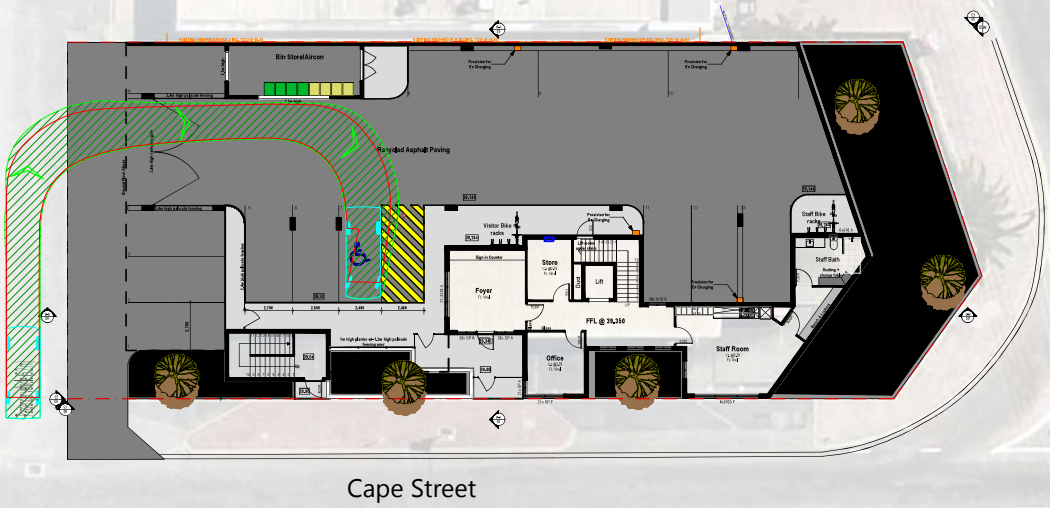
PROJECT: 73 Wanneroo Road, Tuart Hill

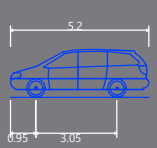
TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER: P002937_S23b

DRAWN BY: A.M.

Premise





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Track Width 1.840m
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- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
B	13-02-2025	ISSUED FOR REVIEW
A	07-11-2023	ISSUED FOR REVIEW

PROJECT: 73 Wanneroo Road, Tuart Hill

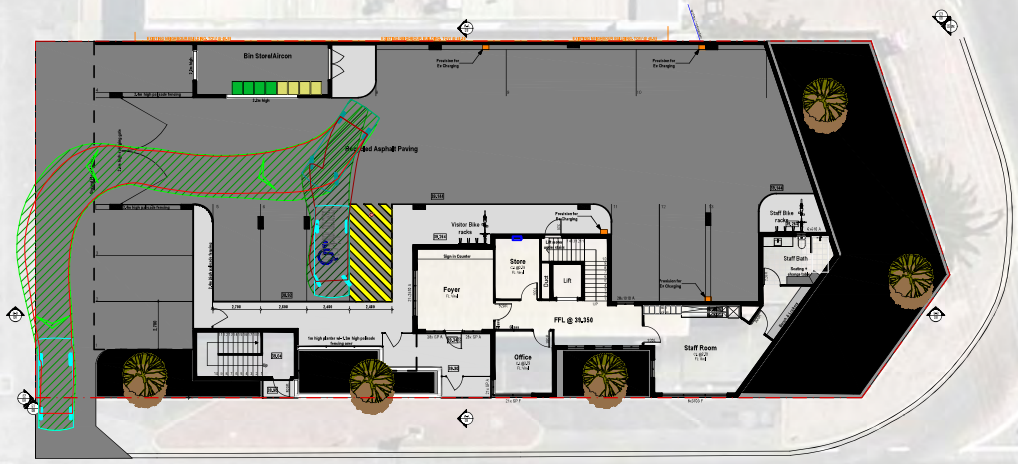
TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

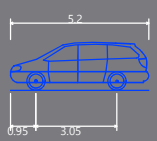
DRAWING NUMBER: P002937_S24a

DRAWN BY: A.M.

Premise

City of Stirling
15 April 2025
RECEIVED





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Lock to Lock Time 4.00s
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- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
B	13-02-2025	ISSUED FOR REVIEW
A	07-11-2023	ISSUED FOR REVIEW

PROJECT: 73 Wanneroo Road, Tuart Hill

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

DRAWING NUMBER: P002937_S24b

DRAWN BY: A.M.

Premise

Premise

Attachment 7b - Enviornmental Assessment

ENVIRONMENTAL ASSESSMENT 2311116 Rev 0

CHILDCARE CENTRE

LOT 11, #73 WANNEROO ROAD TUART HILL WA 6060

prepared for

MACRI BUILDERS
50 MAIN Street, OSBORNE PARK W A 6017

PO Box 2124, Malaga WA 6944
ndengine@bigpond.net.au
0412 679 431

ND Engineering
Consulting Engineers
31 Years 1994 – 2025
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REFERENCES:

A. Environmental Protection (Noise) Regulations 1997.

B. Drawings: Macri Builders; Qty 9 sheets; Project 23039, Revision 9.00, Dated 31 JAN 25.

C. State Planning Policy 5.4 Road and Rail Noise SEP 2019 &
State Planning Policy 5.4 Implementation Guidelines SEP 2019

REVISIONS

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SUMMARY

0.1 ND Engineering's opinion is that the proposed Child Care Centre (CCC) for the daytime periods of 0630 - 1900 hours (6.30am to 7.00pm) Monday to Friday the assessed noise emissions will comply with the Noise Regulations (Reference A) subject to implementation of the recommendations contained in Section 5 'Recommendations'.

INTRODUCTION

1.1 ND Engineering was commissioned to provide an environmental acoustic assessment of the:

a. Noise emissions from the proposed CCC with regards to the surrounding Residential premises via Reference A being the Noise Regulations.

b. Noise received from Wanneroo Road with regards to the CCC's outdoor and indoor noise via Reference C being SPP5.4 for traffic noise.

DESCRIPTION

2.1.1 The proposed CCC site is located in Tuart Hill on the North West corner of Wanneroo Road and Cape Street.

2.1.2 The nearest noise sensitive 'residential' premises of relevant interest is located South across Cape Street at 69 Wanneroo Rd and 250 & 252 Cape St.

2.1.3 The assigned noise levels are contained in Annex A.

2.1.4 Refer to the following Annexes for detailed location and site descriptions:

a. Annex A 'Location'.

b. Annex B 'Site Plans'.

2.2 The main non-equipment noise source at the site will be:

a. Children's voices:

- Babes	0 – 2 years old	12x places	Activity 1
- Babes	0 – 2 years old	12x places	Activity 2
- Toddlers	2 – 3 years old	20x places	Activity 3
- Toddlers	2 – 3 years old	15 places	Activity 4
- Toddlers	2 – 3 years old	15x places	Activity 5
- Pre Kindy	3 – 5 years old	20x places	Activity 6

b. Occasional music for children with the music being non-impulsive by nature. Refer Annex E 'Music'.

c. Carpark. Refer Annex G 'Carpark'.

2.3 The main equipment noise sources at the site are expected to comprise air-conditioning systems and mechanical ventilation systems.

Please note that the mechanical services have yet to be designed at DA stage.

Refer Annex F 'Mechanical Services'.

ASSESSMENT

3.1 Noise emissions from the Child Care Centre (CCC) are typically expected to occur Monday to Friday between 0630 to 1900 hours(6.30am to 7.00pm) mainly during outdoor play weather permitting.

This means that for evenings, night-time, public holidays and Sundays there is expected to be no noise emissions from the CCC at all. Anecdotal evidence indicates this is a desirable situation sought by some residences when purchasing properties adjacent to a CCC as their will be no afterhours noise thus negating a common source of complaint.

3.2 The relevant assigned noise levels at receiving premises, residential in the vicinity of the noise source, as allowed under Reference A are shown in the following Table 3.2. The assessments of the various noise sources emissions from the CCC are assessed against Table 3.2 as applicable.

Table C7 – ASSIGNED NOISE LEVELS for residences near CCC

Noise sensitive premises at locations . . . . . a building directly associated with a noise sensitive use.	Time of day	Time of day	Assigned Noise Levels dB(A)		
			LA10	LA1	LAmax
. . within 15 m of . .	Day	0700-1900 hrs Monday to Saturday	52	62	72
		0900-1900 hrs Sunday, Public holidays	47	57	
	Evening	1900-2200 hrs all days			62
	Night	2200-0700 hrs Monday to Saturday	42	52	
		2200-0900 hrs Sunday, Public holidays			
. . greater than 15 m from . .	All hours		60	75	80
Commercial premises	All hours		60	75	80

3.3 Refer to the following annexes for the detailed assessments:

a. Assigned Noise Levels. Refer Annex C - Assigned Noise Levels.

b. Children. Refer Annex D - Children.

c. Music. Refer Annex E - Music.

d. Mechanical Services. Refer Annex F - Mechanical Services.

e. Carpark. Refer Annex G - Carpark.

f. Traffic. Refer Annex H - Traffic.

3.4 Recommendations arising from the assessments are collated and presented in Section 5 'Recommendations' in the main body of the report.

CONCLUSIONS

4.1 ND Engineering's opinion is that for the proposed Child Care Centre (CCC) for the daytime periods of 0630 - 1900 hours (6.30am to 7.00pm) Monday to Friday the:

a. Children's' noise emissions will comply with the Noise Regulations (Reference A) subject to implementation of the recommendations contained in Section 5 'Recommendations'.

b. Non children noise emissions will comply with the Noise Regulations (Reference A) subject to implementation of the recommendations contained in Section 5 'Recommendations'.

c. Traffic noise received will meet the requirements of SPP5.4 (Reference C) subject to implementation of the recommendations contained in Section 5 'Recommendations'

4.2 Note that staff vehicles and parent's vehicle movements prior to 7.00am are acceptable.

RECOMMENDATIONS

5.1 The recommendations presented in this report are in outline format only and require:

a. Detailed final design of components by appropriately experienced persons in accordance with the current relevant editions of Australian Standards, Regulations, Gas Installation Code/s and the BCA.

b. Completion of minor details, including acoustic/vibration details, on site by competent and qualified tradesmen and technicians.

c. New materials and equipment to be installed in accordance with the manufacturer's and/or supplier's instructions.

d. New materials and equipment to comply with, and be installed in accordance with, the BCA.

e. Installer of materials and/or equipment to comply with:
(1) regulatory safety requirements.
(2) The safety procedures on the relevant Materials Safety Data Sheets (MSDS).
(3) The site safety requirements.

f. A site inspection to fully determine the extent of the work and the nature of the site.

5.2 The following **recommendations** are made:

a. **OPERATIONAL:**

(1) The CCC is to be operational for parents' usage, excluding public holidays, between 0700 - 1830 hours (7.00am to 6.30pm) Monday to Friday; and

(2) Staff will be instructed not to arrive prior to 0630 hours and to be off site by 1900 hours; and

(3) Children are not permitted outdoors for play purposes, carpark excluded, prior to 0700 hrs or after 1830 hrs.

b. **CHILDREN'S PLAY AREAS:**

(1) Children are not permitted outdoors for play purposes, carpark excluded, prior to 0700 hours or after 1830 hrs; and

(2) External Play Areas; noise barriers are required (as described elsewhere in this report). See also Annex H - Traffic Figures HU, HG, H1 for noise barriers.

(3) There are no restrictions on neither Babies 0 to 2 years old nor Toddlers 2 to 3 in any OPAs; and

(4) There are no restrictions on the older children Pre-kindy 3 to 5 on the 1st floor OPAs; and

(5) The older children Pre-kindy 3 to 5:

(a) Are permitted on the Ground floor corner OPA2 138m^2 associated with Activity 3; and

(b) Are not permitted on the Ground floor OPA1 178m^2 associated with Activity 1 & 2; and

(6) See also ANNEX H - TRAFFIC Figures HU, HG, H1 for noise barriers.

(7) Practical considerations:

(a) Fixed play equipment should be non-metallic. If metal fixed play equipment is used then hollow metal sections shall be filled with expanding foam or sand; and

(b) Concrete or brick paved areas, if any, should be minimised and where practicable covered with synthetic grass to minimise noise of play equipment on hard surfaces.

c. **MUSIC:**

(1) Keep external windows and doors closed when playing music indoors; and

(2) Do not play music outdoors; and

(3) Avoid playing games requiring hand clapping; and

(4) Where music is allowed to be played outdoors, by the Local Government Authority (LGA), the music shall be light children's type of music.

d. **MECHANICAL SERVICES:**

(1) Exhaust systems:

(a) No specific external acoustic requirements for small non-kitchen exhaust systems.

(b) No specific acoustic requirements for domestic kitchen canopy ducted to exterior when kitchen equipment inputs is less than either 8 kW electrical or 29 MJH gas.

(c) Specific external acoustics requirements for a commercial kitchen canopy with an external fan when the kitchen equipment input is greater than either 8 kW electrical or 29 MJH gas then the exhaust fan shall be:

(i) Located more than 6.0 metres from residential boundary with a vertical discharge; and

(ii) Operating at a speed not exceeding nominally 960 rpm with a Sound Pressure Level not exceeding 52 dB(A) @ 3.0 m at the maximum operating speed.

(2) Air conditioning systems:

(a) Evaporative AC units shall be of the centrifugal fan type and shall be sized to deliver the required air quantity on the low speed setting; and

(b) Refrigerated AC units shall be inverter type with night-time 'quiet/silent' mode; and

(c) Do not locate the AC unit/s closer than 6 metres to any residential boundary; and

(d) Evaporative AC units shall have Sound Pressure Levels (Lp or SPL) not exceeding 61 dB(A) @ 1.0 metre when operating at rated conditions; and

(e) Refrigerated AC units shall have Sound Power Levels (Lw or SWL) not exceeding 83 dB(A) when operating at rated conditions; and

e. **CARPARK:**

(1) Staff will be instructed not to arrive prior to 0600 hours and to be off site by 1900 hours and park in the designated staff parking bays if any; and

(2) Signage is placed within the carpark asking parents/staff not to slam car doors/boots; and

(3) Signage is placed within the carpark asking parents/staff not to play music; and

e. **CONSTRUCTION:** The following recommendations are made:

External walls provided as follows as, either:

(1) **Option 1** - external double brick cavity walls to all locations in contact with noise contours (See Figures HU, HG, H1) as follows:

- External 90 brick with or without render,
- 50 cavity with Matrix resilient ties & with 50 Roxul CWI insulation density 45 kg/m^3;
- Internal 90 brick with or without render
- Use of permicav or solid board insulation in lieu of GW insulation is not permitted; and/or

(2) **Option 2** - external brick veneer walls to all locations in contact with noise contours (See Figures H.U, H.G, H.1) as follows:

- External 90 brick with or without render,
- 50 cavity with vapour break, 90 steel studs resiliently mounted off the brick wall, with 75 Glass Wool insulation density 11 kg/m3,
- 2x13 plasterboard to Wanneroo Rd façades & 1x 13 plasterboard elsewhere; and
- Use of permicav or solid board insulation in lieu of GW insulation is not permitted

NB: The following walls are exempt from above walls Options 1 & 2:

- Undercroft carpark walls;
- Undercroft carpark staircase walls at Undercroft, Ground and 1st floor levels;
- Ground floor walls abutting Northern neighbouring building walls at 75 Wanneroo Rd;

Roof/ceilings:
- Minimum 60mm anti-condensation GW insulation applied under metal roof sheeting;
- Insulation on the ceilings minimum 50 mm density 11 kg/m3 or greater as required for energy efficiency;
- All ceilings to be 1x 13mm plasterboard.
- All eaves and gables shall be fully sealed and closed with Compressed Fibre Cement sheeting or equivalent;

Glazing to be laminated glass with thicknesses as nominated below or greater as required for energy efficiency:

(1) UNDERCROFT:
Glazing rated at Rw36 being either 6.50 laminated Viridian Hush glass or 6.76 mm laminated Cooling Brothers Whisper glass. See exception in (4) below.

(2) GROUND FLOOR:
Glazing rated at Rw36 being either 6.50 laminated Viridian Hush glass or 6.76 mm laminated Cooling Brothers Whisper glass. See exception in (4) below.

(3) FIRST FLOOR:
Glazing rated at Rw36 being either 6.50 laminated Viridian Hush glass or 6.76 mm laminated Cooling Brothers Whisper glass. See exception in (4) below.

(4) All other glazing rated at Rw33, other than the above Rw36, to be minimum 6.38mm laminated glass for rooms including Activity 1, Activity 2, Activity 4, Bath, Kitchen, Laundry, Nappy, Prep, Storage, Store, UAT, Void, WC.

Mechanical ventilation, for the provision of outdoor air, shall be provided via either an evaporative or refrigerated air conditioning system.
During peak hour traffic utilise mechanical ventilation whenever possible.
Mechanical ventilation openings shall not face towards Wanneroo Rd.
Mechanical ventilation systems will need to comply with *AS 1668.2 - The use of mechanical ventilation and air-conditioning in buildings*.

Fresh intake and relief air paths will need to be fully ducted to allow windows to be closed when required and be located at positions furthest from the traffic noise source where practicable or located so they do not have direct line of sight to the traffic noise source.

Glazing additional requirements:

The sound reduction of windows and doors are based on the requirement that suitable acoustic seals are provided to prevent sound leakage around each building element.

All external glass windows and doors must:

• have a seal to restrict air infiltration fitted to each edge of an operable window; and

• within doors or fixed framing, glazing must be set and sealed using an airtight arrangement of non-hardening sealant, soft rubber (elastomer) gasket and / or or glazing tape; and

• all external doors must have compressible silicon based rubber seals to the full perimeter and a drop seal to provide an airtight seal when closed.

In this context, a seal is foam or silicon based rubber compressible strip, fibrous seal with vinyl fin interleaf or the like. Brush / pile type seals without this seal included are not allowed.

Notification required:

"A Notification, pursuant to Section 165 of the Planning and Development Act 2005 shall be placed on the Certificate of Title of the proposed lot. Notice of this Notification is to be included on the diagram or plan of survey (Deposited Plan). The Notification is to state as follows:

'*This lot is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise. Road and rail transport noise levels may rise or fall over time depending on the type and volume of traffic.*'

Noise Barriers for Play Areas (See also Annex H - Traffic Figures HU, HG, H1):

(1) Ground floor OPA1 West Activity 1 / 2 ~178m^2
Wall 2057mm (24c) high comprising
600mm high brick wall with
1400mm high glass balustrade with a minimum surface density of 15 kg/m^2.

(2) Ground floor OPA2 East corner Activity 3 ~138m^2
Full height walls, slab to slab ~3000mm high, brick or concrete panels with ~3000mm high glass walls with a minimum surface density of 15 kg/m^2.

(3) First floor OPA3 West Activity 4 / 5 ~221m^2
Wall 2000mm high comprising a combination of:
Either 600mm high brick wall with 1400mm high glass balustrade with a minimum surface density of 15 kg/m^2
Or 2000mm high glass balustrade with a minimum surface density of 15 kg/m^2.

(4) First floor OPA4 East corner Activity 6 ~138m^2
Wall 1800mm high comprising a combination of:
Either 600mm high brick wall with 1200mm high glass balustrade with a minimum surface density of 15 kg/m^2
Or 1800mm glass balustrade with a minimum surface density of 15 kg/m^2.

ANNEXES:

A. Location.

B. Site Plans.

C. Assigned Noise Levels.

D. Children.

E. Music.

F. Mechanical Services.

G. Carpark.

H. Traffic.

ANNEX A – LOCATION

SITE OVERVIEW

SITE DETAIL

ANNEX B - SITE PLANS

Undercroft Plan

Ground Floor Plan

1st Floor Plan

Roof Plan

Elevations

Sections

ANNEX C - ASSIGNED NOISE LEVELS

C1. The assigned noise level, as determined by Reference A, comprises a Base Noise Level and an Influencing Factor adjustment to take into consideration noise from nearby features such as major roads, industrial and commercial premises. The assigned noise level comprises three criteria being the LAmax, LA1 and LA10.

C2. LAmax and LA1 represent respectively the single maximum noise event and the 1 percentile highest A weighted sound pressure levels over a representative measurement period.

The measurement criteria LA10 represents the 10 percentile highest A weighted sound pressure level over a representative measurement period of not less than 15 minutes and not more than 4 hours.

ND Engineering's understanding as a result of discussions with the DEP in March 2005 indicated that a representative measurement period for a CCC would be 4 hours.

C3. Repeated attempts at obtaining statistical noise measurement data at various CCC without interference from traffic is difficult as most CCC are located on major and/or secondary roads with children playing outdoors when there is significant traffic noise in the morning and afternoon.

The LAmax is fairly easy to obtain as it represents a single noise event such as a shout or scream. The other two criteria LA1 and LA10 are statistical measurements and traffic noise creates significant problems in acquiring the measurement in particular the LA1 measurement.

The LA10 measurement criteria provides a reasonable indication of the objectionable noise as any unwanted noise events such as traffic, wind induced vegetation noise and animal noise form a smaller and less significant component which can be partially edited out.

C4. ND Engineering's assessment is based primarily on the LAmax and LA10 criteria as obtaining a LA1 measurement that is 'legally' watertight is virtually impossible or not achievable when gathering noise data for the assessments. As a consequence, the assessments are based on the LAmax and LA10 criteria. The LAmax criteria is the most important criteria as this is the criteria associated with shouting that is most objectionable.

C5. The base assigned noise levels are shown in the following table.

Table C5 – ASSIGNED 'BASE' NOISE LEVELS

Noise sensitive premises at locations . . . . . a building directly associated with a noise sensitive use.	**Time of day**		**Assigned Noise Levels dB(A)**		
			LA10	**LA1**	**LAmax**
. . within 15 m of . .	**Day**	**0700-1900 hrs Monday to Saturday**	**45+IF**	55+IF	**65+IF**
		0900-1900 hrs Sunday, Public holidays	40+IF	50+IF	
	Evening	1900-2200 hrs all days			55+IF
	Night	2200-0700 hrs Monday to Saturday	35+IF	45+IF	
		2200-0900 hrs Sunday, Public holidays			
. . greater than 15 m from . .	All hours		60	75	80
Commercial premises	All hours		60	75	80

C6. The following table shows the Influencing Factor calculation for the adjustments to the base noise levels for the nearest residences to the CCC.

Table C6 – INFLUENCING FACTOR ASSESSMENT for residences near CCC

INFLUENCING FACTOR CRITERIA			ASSESSMENT		
Item	**Criteria**	**Value**	**Criteria**	**Value**	**Totals**
Major Road within the					6 (Transport Factor ≤ 6)
- 100 m radius inner circle	veh/day > 15000	6 dB	Wanneroo Rd	6	
- 450 m radius outer circle	veh / day > 15000	2 dB	-	-	
Minor Road within the					
- 100 m radius inner circle	15k > veh/day > 6k	2 dB	-	-	
Type A 'Industrial and Utility premises' within the					1.3 (≤ 30)
- 100 m radius inner circle	1/10 x Area%	≤ 10	0 %	0	
- 450 m radius outer circle	1/10 x Area%	≤ 10	0 %	0	
Type B 'Commercial premises' within the					
- 100 m radius inner circle	1/20 x Area%	≤ 5	23.8 %	1.2	
- 450 m radius outer circle	1/20 x Area%	≤ 5	2.7 %	0.1	
INFLUENCING FACTOR = 7 dB(A)					

C7. The assigned noise levels at receiving noise sensitive premises, residential in the vicinity of the noise source, as allowed under Reference A are shown in the following table.

Table C7 – ASSIGNED NOISE LEVELS for residences near CCC

Noise sensitive premises at locations . . . . . a building directly associated with a noise sensitive use.	Time of day	Time of day	Assigned Noise Levels dB(A)		
			LA10	LA1	LAmax
. . within 15 m of . .	Day	0700-1900 hrs Monday to Saturday	52	62	72
		0900-1900 hrs Sunday, Public holidays	47	57	
	Evening	1900-2200 hrs all days			62
	Night	2200-0700 hrs Monday to Saturday	42	52	
		2200-0900 hrs Sunday, Public holidays			
. . greater than 15 m from . .	All hours		60	75	80
Commercial premises	All hours		60	75	80

ANNEX D - CHILDREN

D1. Noise emissions from the Child Care Centre (CCC) are expected to occur Monday to Friday between 0700 to 1830 hours mainly during the two hours of outdoor play per day weather permitting for the Pre-kindy or Kindy group. This means that for evenings, night-time, public holidays and Sundays there is expected to be no noise emissions from the CCC at all.

D2. Anecdotal evidence indicates this is a desirable situation sought by some residences when purchasing properties adjacent to a CCC as their will be no afterhours noise thus negating a common source of complaint.

D3. The Children's voices categorised by age groups:

a. Pre Kindy / Kindy 3 – 5 years old:

Measurements, observations and discussions with CCC staff since year 2000 indicates that this is the most significant noise producing group.

b. Toddlers 2 – 3 years old:

This is a very low noise producing group based on observations and discussions with CCC staff since year 2000. Their external play time is less than the Kindy but more than the Babes group.

Attempts to obtain noise measurements suitable for use with Environmental Protection (Noise) Regulations 1997 "Reference A" have not been successful mainly due to traffic noise from nearby minor and/or major roads associated with the CCC's that ND Engineering has been reporting upon.

c. The Babes 0 - 2 years old:

This again is a very low noise producing group based on observations and discussions with CCC staff.

Attempts to obtain noise measurements suitable for use with Environmental Protection (Noise) Regulations 1997 "Reference A" have not been successful mainly due to traffic noise from nearby minor and/or major roads associated with the CCC's that ND Engineering has been reporting upon.

D4. Children, weather permitting, typically play outside for about 2 hours per day being typically around 0830 to 1000 hours and 1500 to 1800 hours with play typically being broken up into about 30 minute sessions at a time. Sometimes the afternoon outdoor play time is not utilised due to higher levels of sun exposure at this time of day. This low number of outdoor play hours is:

(1) Consistent with information obtained from CCC operators since year 2005. There are some variations between CCC but it is generally consistent with ND Engineering experience with the CCC assessments undertaken since year 2005;

(2) Also due to current sun exposure policies as expressed by the Cancer Council's Sun Protection Policy which does not recommend outdoor play between 1000 to 1500 hours;

(3) Play groups are typically up to 20 children depending upon supervision levels, with play times being staggered with children being rotated between outdoor and indoor activities.

Children 0 to 3 years old - Assessment

D5.0 The sound power data utilised for this assessment is based on AAAC V3.0 CCC Acoustic Assessment Table 1. The sound data is shown in the notes to each noise model.

D5.1 **The Babes** 0 - 2 years old is a very low noise producing group based on observations and discussions with CCC staff. Their external play time is typically about 30 minute sessions. Attempts to obtain noise measurements suitable for use with Reference A have not been successful due to the typically low noise output of this age group.

D5.2 **The Toddlers** 2 – 3 years old age group is again a very low noise producing group based on observations and discussions with CCC staff since 2000. Their external play time is generally less than the Kindy group but more than the Babes group. Attempts to obtain noise measurements suitable for use with Reference A have not been successful mainly due to traffic noise from nearby secondary and/or major roads associated with the CCC's that ND Engineering has been reporting upon since 2000.

D5.3 The noise levels created by small groups of children, in the Babes 0 to 2 years old and Toddlers 2 to 3 year old age groups, is unlikely to cause a problem for any of the surrounding residences due to:

a. Low noise output of this age group; and

b. These age groups engage in parallel play, rather than group play, at this stage of their social development which is a low noise activity; and

c. Short duration of outdoor play times, typically 30 minutes, especially if the weather is not mild.

D5.4 ND Engineering's assessment with regards to Residential Premises is that the noise emissions from the Babes and Toddlers Outdoor Play Areas (OPA) as currently presented see Reference B and Annex A, complies with the assigned noise levels, see Figures D7, subject to implementation of the **recommendations** including the following:

(1) There are no restrictions on neither Babies 0 to 2 years old nor Toddlers 2 to 3 in any OPAs; and

(2) There are no restrictions on the older children Pre-kindy 3 to 5 on the 1st floor OPAs; and

(3) There are restrictions on the older children Pre-kindy 3 to 5 on the Ground floor OPA as set out below; and

(4) See also Annex H - Traffic Figures HU, HG, H1 for noise barriers.

D.5 Refer to the Section '**Recommendations**' in the main body of the report.

Children 3 to 5 years old - Assessment

D6.1 The sound power data utilised for this assessment is based on AAAC V3.0 CCC Acoustic Assessment Table 1. The sound data is shown in the notes to the noise model.

D6.2 ND Engineering's assessment with regards to Residential Premises is that the noise emissions from the outdoor play areas (OPA) as currently presented see Reference B and Annex A, complies with the assigned noise levels, see Figures D7, subject to implementation of the **recommendations** including the following:

(1) There are no restrictions on neither Babies 0 to 2 years old nor Toddlers 2 to 3 in any OPAs; and

(2) There are no restrictions on the older children Pre-kindy 3 to 5 on the 1st floor OPAs; and

(3) The older children Pre-kindy 3 to 5:

(a) Are permitted on the Ground floor corner OPA2 138m^2 associated with Activity 3; and

(b) Are not permitted on the Ground floor OPA1 178m^2 associated with Activity 1 & 2; and

(4) See also ANNEX H - TRAFFIC Figures HU, HG, H1 for noise barriers.

D6.3 Refer to the Section '**Recommendations**' in the main body of the report.

Modelling - Assessment

D7.1 The following pages contains the following SPP5.4 noise modelling figures:

- Figure D7.1 – OPA Activity 1, 2 & 3 Ground Floor $\underline{LA_{10}}$
- Figure D7.2 – OPA Activity 4, 5 & 6 First Floor $\underline{LA_{10}}$

D7.2 The following noise modelling notes apply to the noise modelling figure on the following pages:

0. North is top of page.
1. Absenteeism is ignored.
2. Receiver 1400mm high with Children (Chn) noise sources at 1000mm high.
3. Contour lines: AGL = Above GROUND Level.
4. Concawe conditions implemented in noise modelling.
5 Children (Chn) noise sources at 1000mm high above OPA ground level with LAeq Sound Power Levels:

a. Babes 0-2 years old Sound Power Level 78 dB(A) per 10 children distributed over the Ground Floor OPA1 178m^2 (Activity 1 & 2 with 24 children).

b. Toddlers 2-3 years old Sound Power Level 85 dB(A) per 10 children distributed over the Ground Floor corner OPA2 138m^2 (Activity 3 with 20 children).

c. Toddlers 2-3 years old Sound Power Level 87 dB(A) per 10 children distributed over the First Floor OPA3 221m^2 (Activity 4 & 5 with 30 children).

d. Pre-kindy Sound Power Level 87 dB(A) per 10 children distributed over the First Floor corner OPA4 138m^2 (Activity 6 with 20 children).

6. Noise Barriers for Play Areas see Annex H - Traffic Figures HU, HG, H1):

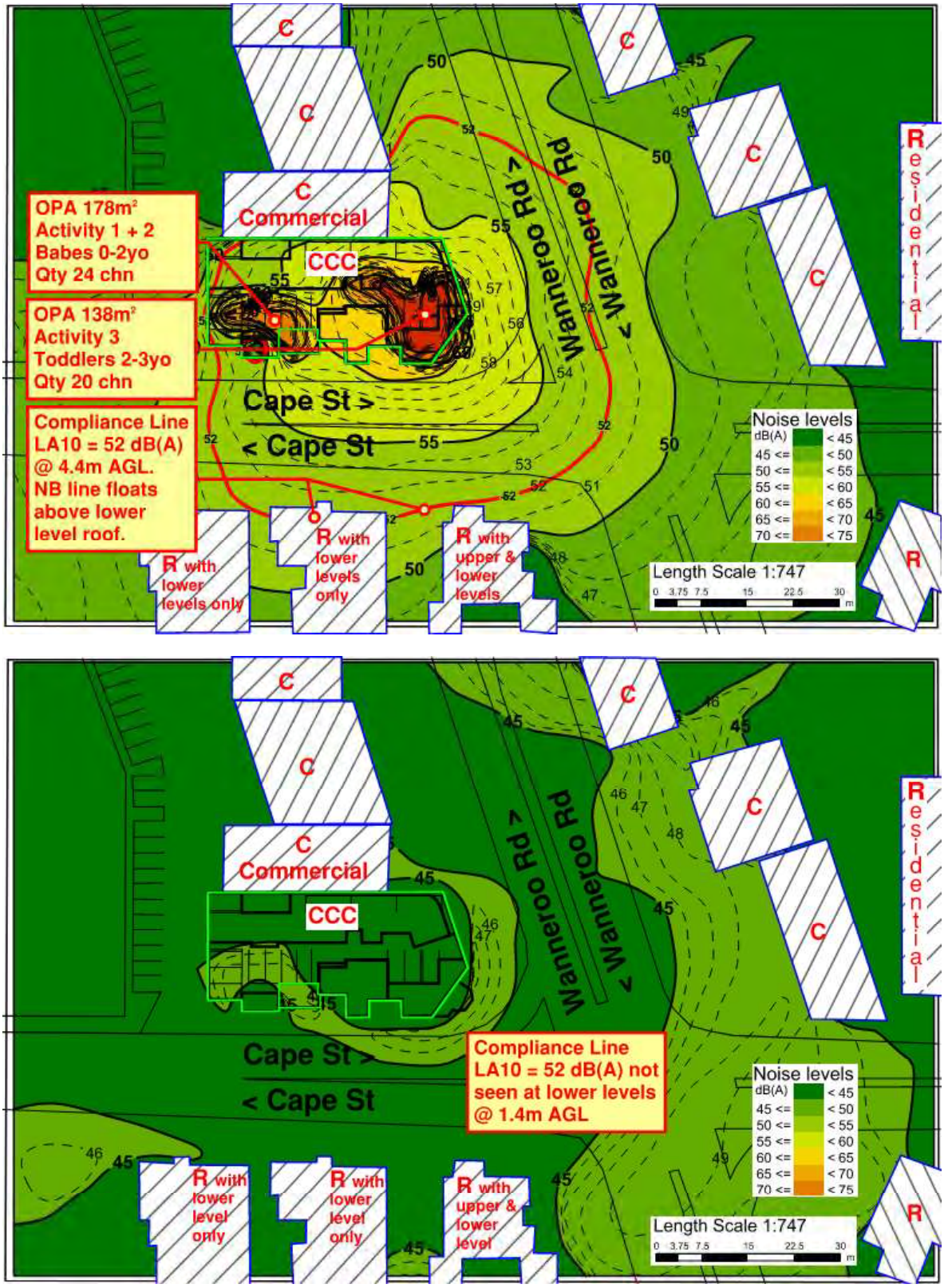
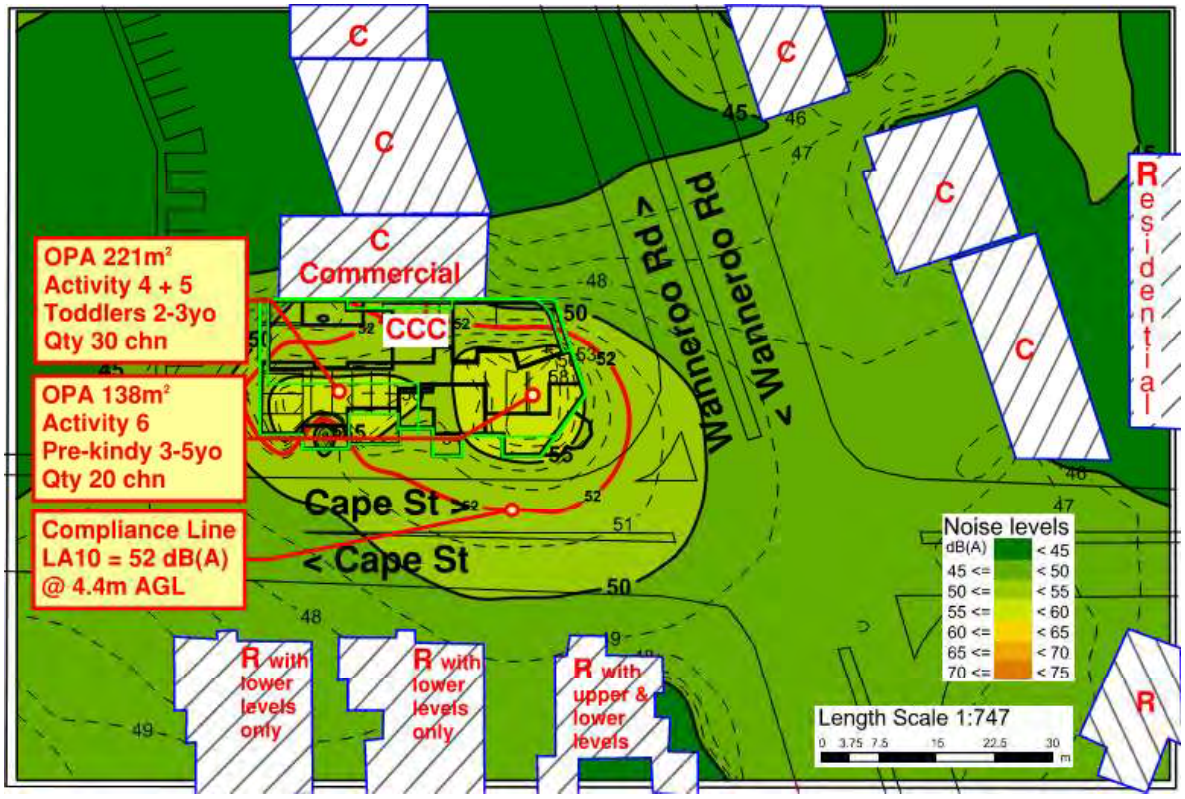


Figure D6.1 – OPA Activity 1, 2 & 3 Ground Floor $\underline{LA_{10}}$



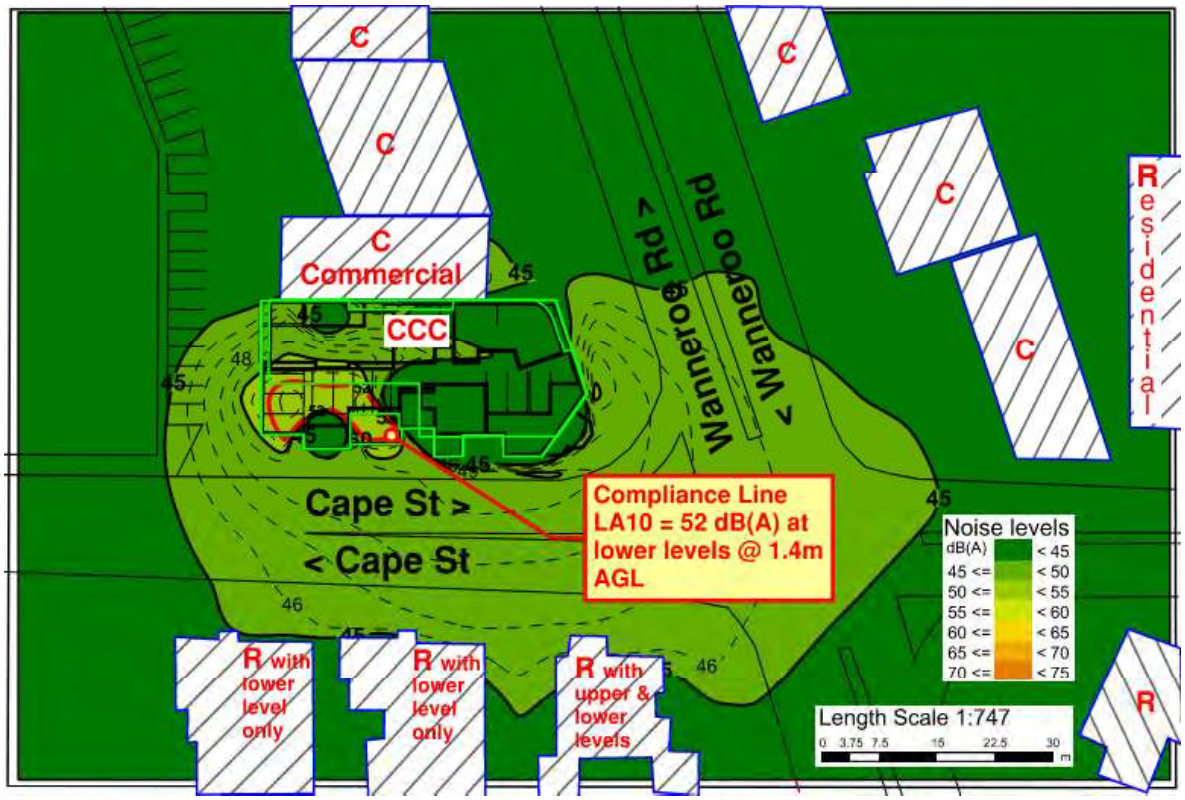


Figure D6.2 – OPA Activity 4, 5 & 6 First Floor LA_{10}

ANNEX E - MUSIC

E1. Typically, music produced within Child Care Centres is for short durations as part of an activity and is played at a low volume as small children will typically not be able to follow instructions in rooms with a high noise background.

Basically, music levels will need to be kept at about 60 dB(A) or lower within the room which is equivalent to the noise level produced by a conversational adult male voice at 1 metre.

The music is typically non-impulsive, minimal bass, thus minimizing the main source of complaint typically associated with music.

E2. The reduction in noise levels to the nearest residential boundary has been calculated to be at least 20 dB(A) as a result of attenuation due to the transmission loss of the glass.

Essentially with all external doors and windows closed the noise level due to music at the nearest residential boundary will be about 35 dB(A) which with all adjustments included is well below the daytime LA10 assigned noise levels.

E3. Reductions due to distance and boundary fence reductions have not been included in the preceding calculation and are expected to be about 3 to 8 dB(A) with an average of 5 dB(A) therefore making the assessment fairly conservative.

E4. The following **recommendations** are made:

a. Keep external windows and doors closed when playing music indoors; and

b. Do not play music outdoors; and

c. Avoid playing games requiring hand clapping; and

d. Where music is allowed to be played outdoors, by the Local Government Authority (LGA), the music shall be light children's type of music.

E4. Refer also to the Section '**Recommendations**' in the main body of the report.

ANNEX F – MECHANICAL SERVICES

F1. The main equipment noise sources at the site are expected to comprise:

a. Air-conditioning being either:
(1) Evaporative ducted; or
(2) Refrigerated reverse cycle air conditioning systems configured possibly as a mixture of ducted and wall mounted systems;

b. Mechanical ventilation exhaust systems (for Bath, Kitchen, Laundry, WC's) being typically of two types for;
(1) Rooms with an external non-boundary wall having either window or wall mounted exhaust fans; and
(2) Rooms without an external non-boundary wall having either:

(i) Ceiling mounted exhaust fan ducted vertically to the exterior through the roof; or
(ii) Bulkhead/ceiling ducted exhaust system to a non-boundary external wall; and

F2. The Child Care Centre is expected to be operational, excluding public holidays, between 0630 to 1900 hours Monday to Friday with a opening time of 7.00am and closing time 6.30pm.

F3.1 The main potential noise source is the air-conditioning condenser units and the detailed requirements for these AC condenser units are contained in the recommendations section of this report and also as follows:

a. Evaporative AC units shall be of the centrifugal fan type and shall be sized to deliver the required air quantity on the low speed setting; and

b. Refrigerated AC units shall be inverter type with night-time 'quiet/silent' mode; and

c. Do not locate the AC unit/s closer than 6 metres to any residential boundary; and

d. Evaporative AC units shall have Sound Pressure Levels (Lp or SPL) not exceeding 61 dB(A) @ 1.0 metre when operating at rated conditions.

e. Refrigerated AC units shall have Sound Power Levels (Lw or SWL) not exceeding 83 dB(A) when operating at rated conditions.

F3.2 The toilet exhaust fans are unlikely to pose a problem and are not assessed in detail. In the unlikely event that these exhaust discharges through the roof do present some objectionable noise this can be easily overcome by the insertion of some additional acoustic flexible duct into the discharge line.

F3.3 The kitchen exhaust fans will either be of a domestic kitchen canopy type or commercial kitchen canopy type depending upon the size of the kitchen equipment. If the kitchen equipment has inputs:

a. Less than either 8 kW electrical or 29 MJH gas then a commercial kitchen canopy is not required, and a domestic kitchen canopy ducted to the exterior will suffice. In this situation, the exhaust system is unlikely to pose a problem and therefore is not assessed in detail.

b. Greater than either 8 kW electrical or 29 MJH gas then a commercial kitchen canopy is required with an external roof mounted fan. Essentially the exhaust fan will need to be located further than 6.0 metres from a residential boundary with a maximum speed of 960 rpm. Detailed requirements for the kitchen exhaust fan are contained in the recommendations section of this report.

F4.1 ND Engineering's assessment is that the noise emissions from the Air-conditioning Condenser Units as currently presented, see Reference B and Annex A, complies with the assigned noise levels subject to implementation of the recommendations. See FIGURE F4 on the following page. Refer also to the Section '**Recommendations**' in the main body of the report.

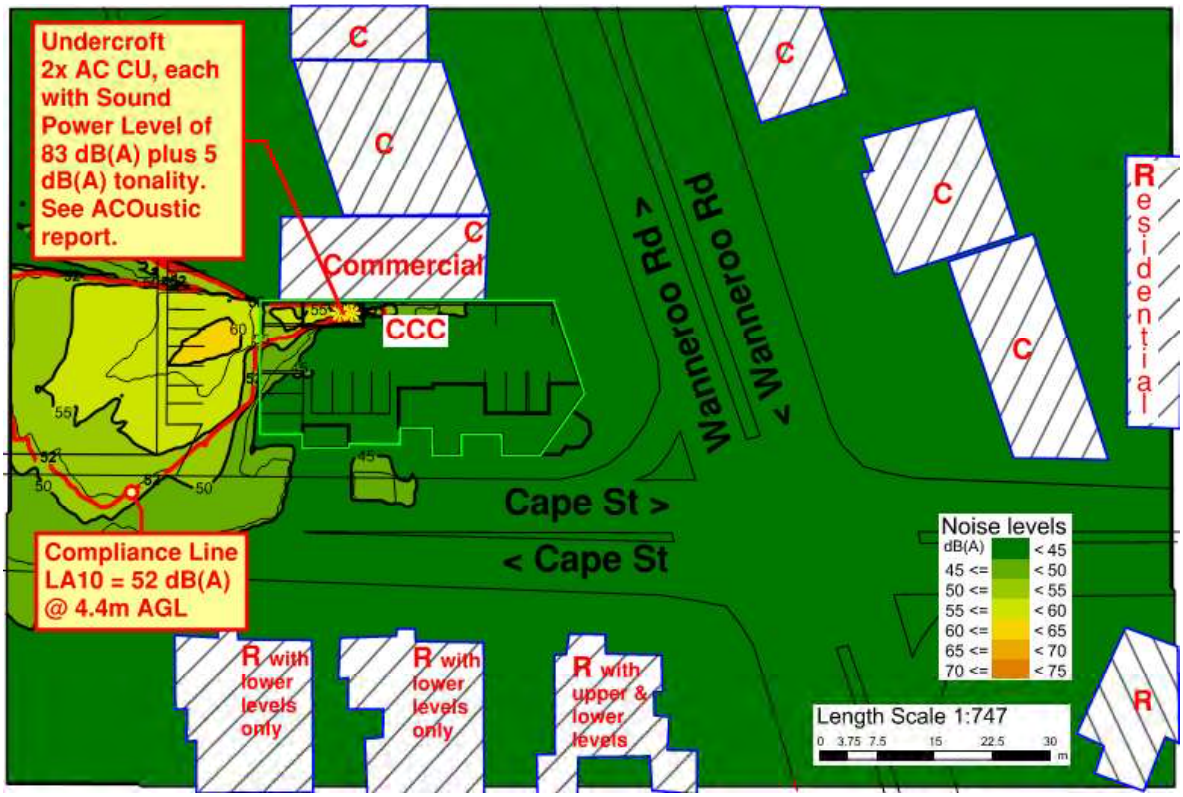


Figure F4.1 – AIRCONDITIONING UPPER LEVEL LA10

Notes:

0. North is top of page.

1. Receiver heights, at contour line heights, as noted below with noise sources at 1000mm high.

3. Concawe DAY conditions implemented in noise modelling.

3. Contour lines: AGL = Above GROUND Level ~ 1.4m above upper residential floor level at corner residence 69 Wanneroo Rd.

4. Concawe conditions implemented in noise modelling.

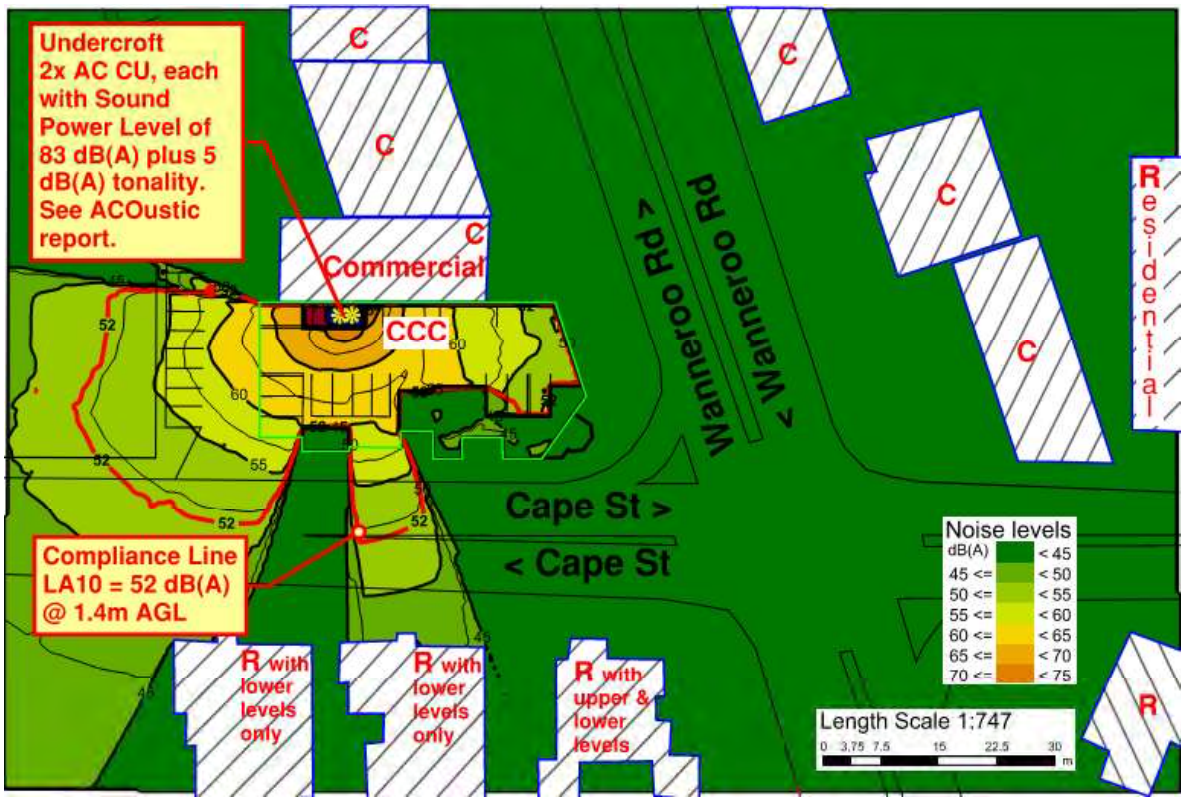


Figure F4.2 – AIRCONDITIONING LOWER LEVEL LA10

Notes:

0. North is top of page.

1. Receiver heights, at contour line heights, as noted below with noise sources at 1000mm high.

3. Concawe DAY conditions implemented in noise modelling.

3. Contour lines: AGL = Above GROUND Level ~ 1.4m above lower residential floor levels at corner residence 69 Wanneroo Rd and 250 & 252 Cape St.

4. Concawe conditions implemented in noise modelling.

ANNEX G - CARPARK

G1. Carpark noises typically may comprise adults talking and children's voices, car radios and car doors.

G2. Essentially the first and last persons on site are the CCC staff. The CCC staff parking should be away from the drop off zone in order to reduce parental stress by allowing them to park closer to the CCC doors.

G3 Observations on various CCC site shows that pickup and drop offs are generally fairly quick especially in the morning. The morning drop offs tend to occur in several distinct groups being the trades/building/construction workers drop off at or prior to 0730 hours, the first school morning drop off at about 0815 hours (prior to older siblings being taken to school) and the other school morning drop off at about 0915 hours (when older siblings have been dropped off at school in the morning).

G4.1 Measurements and observations were conducted at the Kids Campus CCC on 103 Canning Road Kalamunda on the morning of Wednesday 14 SEP 05 between 0730 to 0830 hours in order to obtain carpark noise data and discuss operational matters with the manager. This carpark contains about 21 car bays with about 15 on the residential side of the carpark and 6 on the CCC building side.

G4.2 A series of three noise measurements on site at the Kids Campus CCC side of the residential boundary showed noise levels as follows: Cars doors closing LAmax = 54 to 58 dB(A) at approximately 10 metres; and Children talking about LAmax = 50 dB(A) at approximately 10 metres.

ND Engineering measurement point near the residential boundary was located about 10 metres from the CCC entry doors. Parents were not made aware of ND Engineering's presence so that the behaviour was allowed to be as normal as possible. The entire carpark location was fairly reverberant. Parents were parking fairly close to either side of or in front of the CCC entry doors.

The LA10 and LA1 measurements were meaningless as the noise from the nearby road heavily contaminated these two measurements however it would be safe to say that the LA1 and LA10 would be lower than the LAmax measured values.

G4.3 These LAmax noise levels are not significant and given the short duration of the drop off the application of tonality and modulation penalties could not be applied to the measurements as the duration of the event was less than 10% of any representative measurement period. The only penalty that could be applied is if car doors are slammed resulting in the application of an impulsive penalty of +10 dB(A). ND Engineering's experience shows that for normal car door action the situation is one of compliance with the assigned noise levels however slamming of car doors would not be compliant prior to 0700 hrs and thus a Noise Management Plan is required via signage.

G5.1 ND Engineering's assessment is that the noise emissions within the carpark as currently presented, see Reference B and Annex A, complies with the assigned noise levels subject to implementation of the recommendations. See FIGURES G5.1 to G5.4 on the flowing pages.

G5.2 ND Engineering's carpark recommendations are:

a. Staff will be instructed not to arrive prior to 0600 hours and to be off site by 1900 hours and park in designated carbays if any; and

b. Signage is placed within the carpark asking parents/staff not to slam car doors/boots; and

c. Signage is placed within the carpark asking parents/staff not to play music; and

G6.1 The following pages contains the following SPP5.4 noise modelling figures:

Figure G1 – CAR BAY 1 Client Parking LA_{MAX}

Figure G2 – CAR BAY 7 Client Parking LA_{MAX}

Figure G3 – CAR BAY 8 Staff Parking LA_{MAX}

Figure G4 – CAR BAY 12 Staff Parking LA_{MAX}

H5.2 The following noise modelling notes apply to the noise modelling figure on the following pages:

0. North is top of page.

1. Receiver heights, at contour line heights, as noted below with noise sources at 1000mm high.

2. Concawe DAY conditions implemented in noise modelling.

3. Contour lines: AGL = Above GROUND Level ~ 1.4m above lower residential floor levels at corner residence 69 Wanneroo Rd and 250 & 252 Cape St.

4. Concawe conditions implemented in noise modelling.

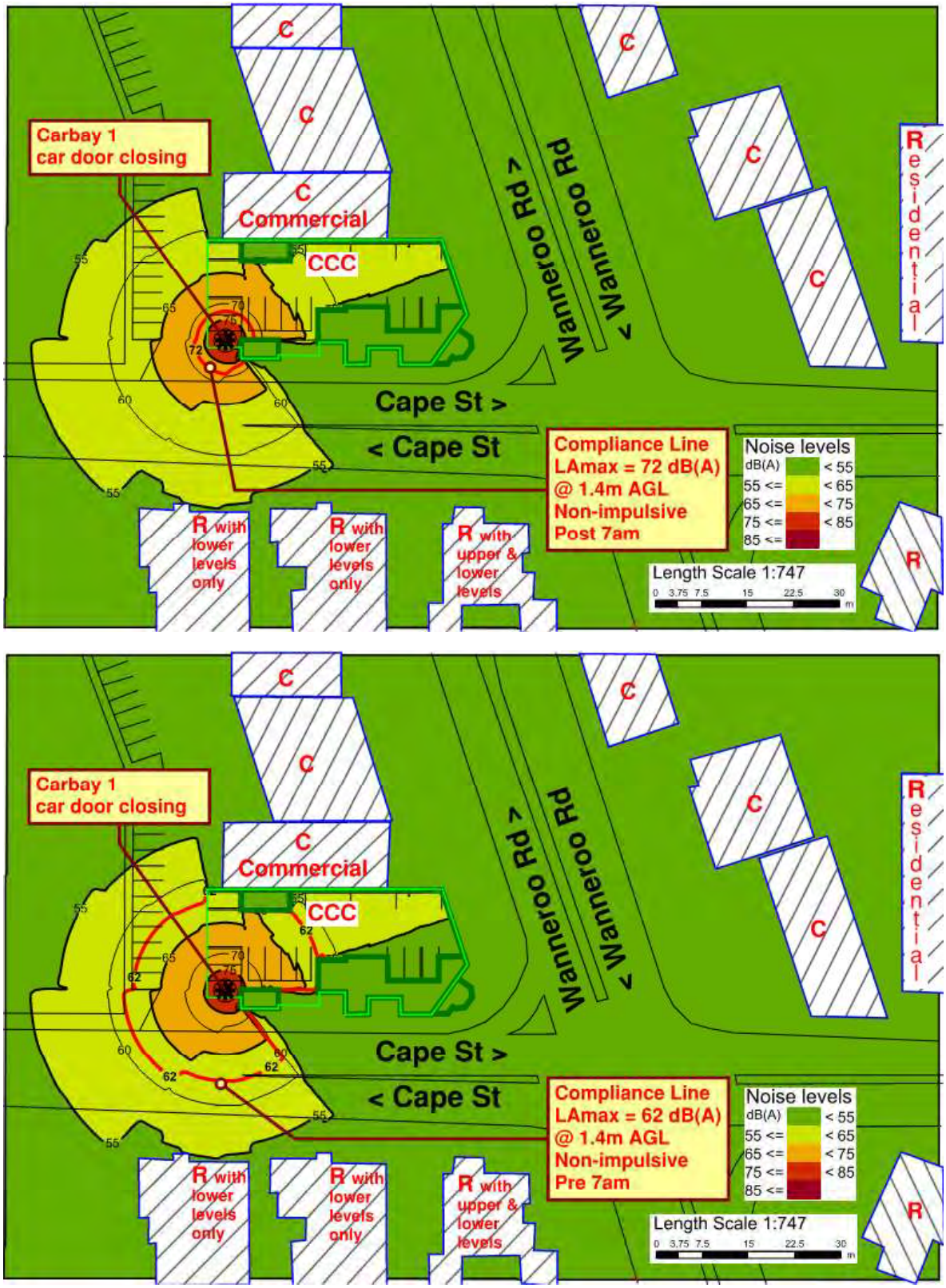


Figure G1 – CAR BAY 1 Client Parking LAmax Post & Pre 7am

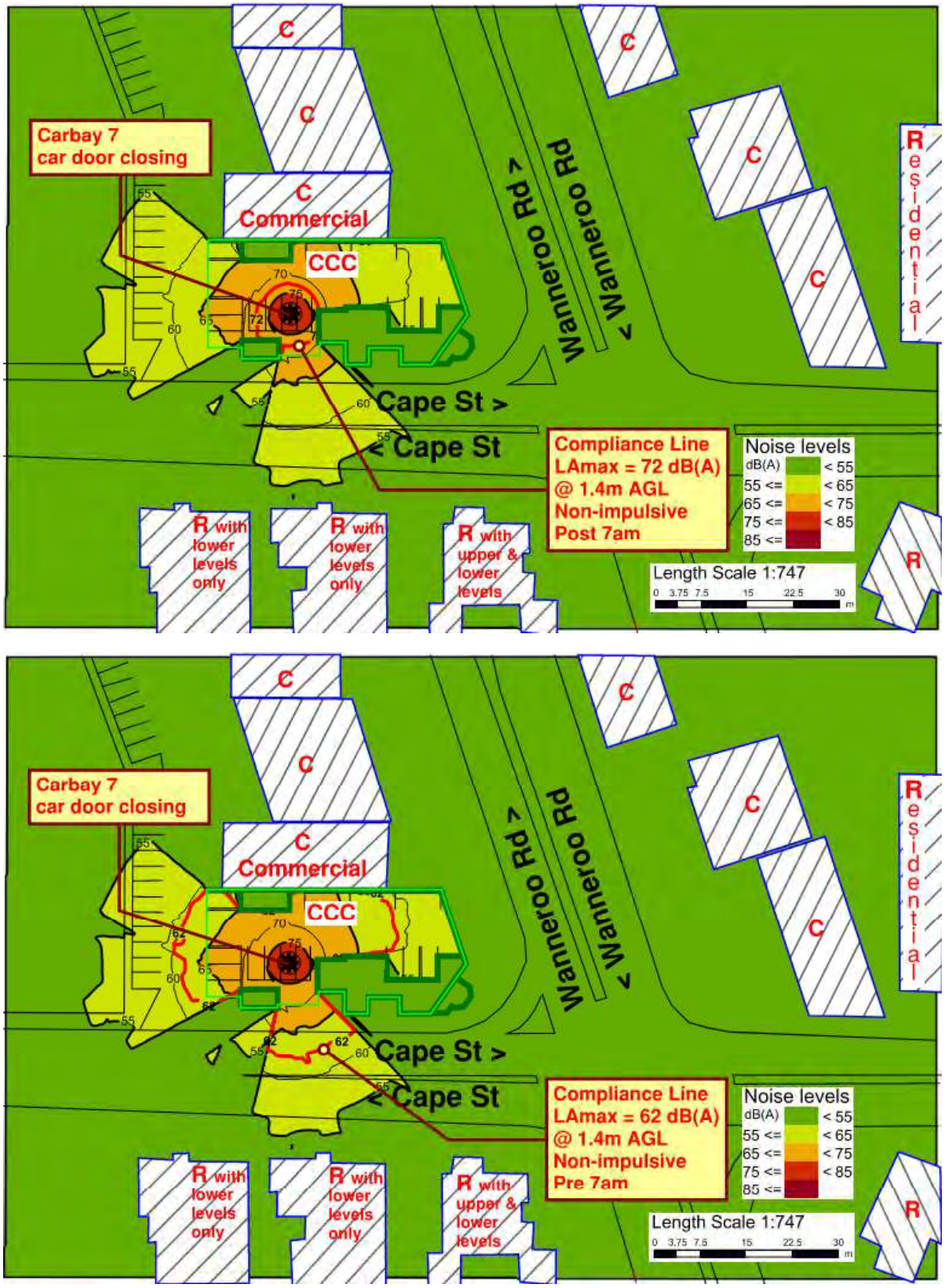


Figure G2 – CAR BAY 7 Client Parking LAmax Post & Pre 7am

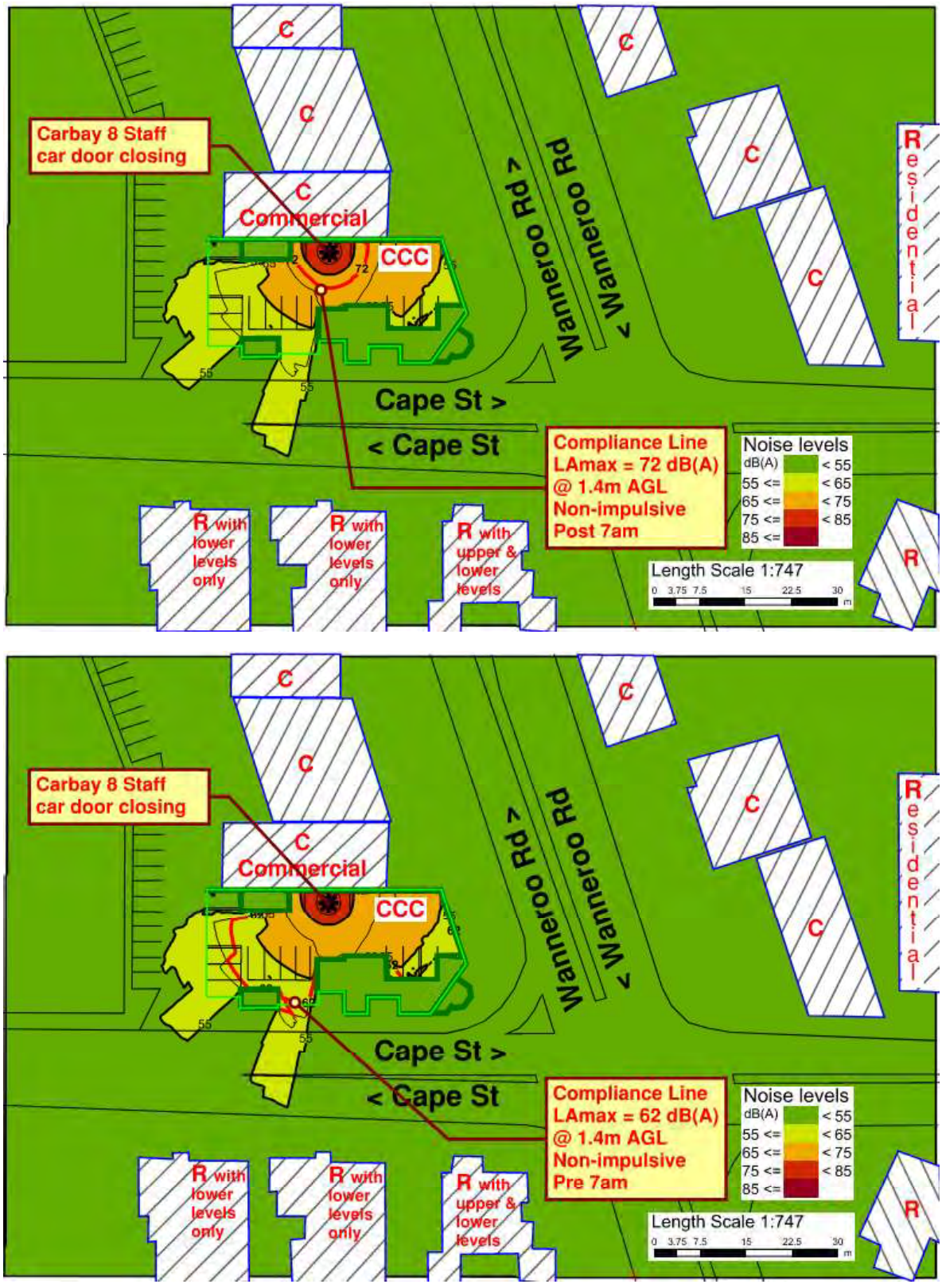


Figure G3 – CAR BAY 8 Staff Parking LAmax Post & Pre 7am

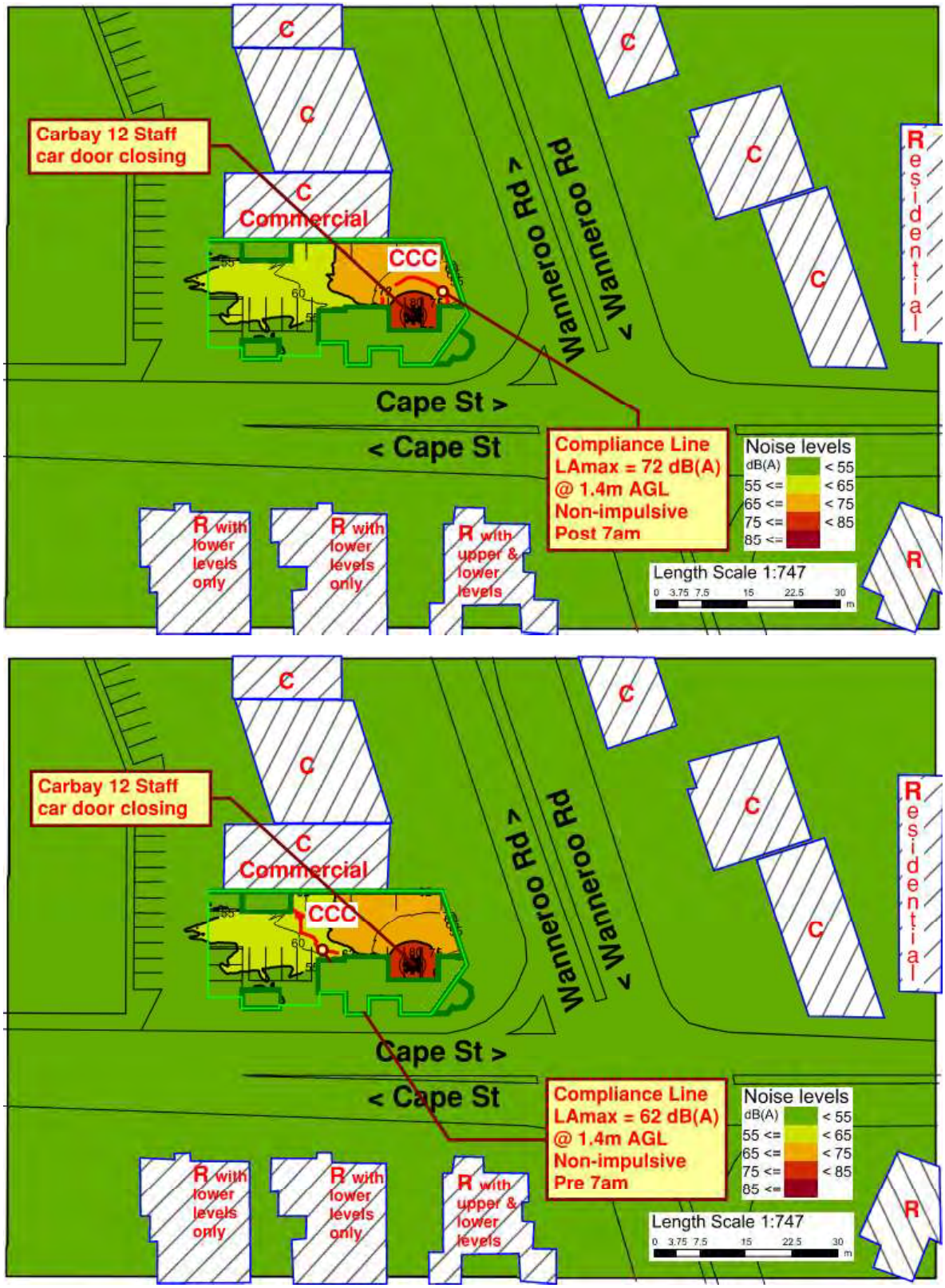


Figure G4 – CAR BAY 12 Staff Parking LAmax Post & Pre 7am

ANNEX H - TRAFFIC

H0.0 The H0.n paragraphs provide some background information on the SPP5.4 traffic noise assessment for the Child Care Centre (CCC).

H0.1 The SPP5.4 traffic noise assessment in this report for a commercial (non-residential) development and is to determine the external noise levels for:

a. Design of the building facades for the purposes of achieving recommended internal noise levels between 0630 to 1900 hrs (6.30am to 7.00pm):

(1) As per *AS2107-2016 Acoustics - Recommended design sound levels and reverberation times for building interiors*

(2) With calculation by *EN 12354-3:2000 "Building Acoustics - Estimation of acoustic performance of buildings from the performance of elements - Part 3: Airborne sound insulation against outdoor sound*; and

b. Allocation of play areas that would meet the LAeq,Day 55 dB(A) between 0700 to 1800 hrs.

H0.2 There are differences between a SPP5.4 assessment for residential and non-residential developments essentially being:

a. The Quiet House packages are not applicable to non-residential developments; and

b. The daytime LAeq for this CCC is from 0600 to 2200 hrs (6.00am to 10.00pm).

c. The night time LAeq is not applicable as the CCC is unoccupied being a non-residential use.

H0.3 Attended noise measurements, for this small scale development, were taken during the AM and PM peak traffic times consistent with the trading hours of the CCC and comprised nominal minimum 15 minute samples. The samples were further developed into LAeq,Day (7.00am to 7.00pm) using the traffic profiles from MRWA's Trafficmap.

H0.4 Traffic noise modelling was undertaken with:

a. SoundPlan V8 noise modelling software utilising Concawe DAY conditions with a wind blowing from source to receiver noting that the modelling is done well below a 200m radius for which the Concawe inputs have no effect given the small distances; and

b. Traffic modelling inputs were obtained from MRWA #42746 data provided 16 NOV 2023 for the 2021 / 2041 traffic models; and

c. Traffic speed current is 60 kph and it is assumed that it remains at this speed in 2041. The traffic flow past this site is influenced by the traffic light controlled intersection for Wanneroo Rd and Cape St. The dominant noise source is tyre noise at the 1000 Hertz octave band from the Wanneroo Rd North bound lanes and to a lesser degree engine acceleration noise from the Cape St East bound lanes; and

d. The road surfaces are Asphalt Dense Graded for Wanneroo Rd and Asphalt for Cape St; and

e. Topography is of minimal significance given the small distances involved being a 100m radius. This is based on a site inspection, review of Intramap & Landgate contours and Nearmap elevation profiles.

H1.1 Traffic noise is a significant component to this site with Wanneroo Road and measurement details are contained in Table H0 below.

Table H0 – MEASUREMENT DETAILS

Day and Date **Start Time** **Duration**	Thursday 23 NOV 2023 0703 hrs (AM peak) 29 minutes	Thursday 23 NOV 23 1617 hrs (PM peak) 15 minutes
Weather	BoM windy Wind ENE speed 26kmh 6.9m/s Minimal local wind observed Temperature 16°C (Lo 23, Hi 38) Humidity 28% Pressure 1014 hPa and rising Rain NIL last 24 hrs	BoM partly cloudy Wind NW speed 9kmh 2.5m/s Minimal local wind observed Temperature 37°C (Lo 23, Hi 40) Humidity 20% Pressure 1008 hPa and falling Rain NIL last 24 hrs
Location of Microphone		
Raw Results	LAeq 69.3 dB(A) Attended measurement AM traffic flow – South to Perth Furthermost 2 lanes Sth Bnd ~29m	LAeq 71.0 dB(A) Attended measurement PM traffic flow – North from Perth Closest 2 lanes Nth Bnd ~15m
Traffic profile adjusted	LAeq,day 66.6 dB(A) LAeq, night 50.1 dB(A)	LAeq,day 68.1 dB(A) LAeq,night 51.3 dB(A)
Traffic volume adjusted 2041 including façade adjustment +2.5 dB(A)	LAeq,day 70.3 dB(A) LAeq,night 53.8 dB(A)	LAeq,day 71.8 dB(A) LAeq,night 55.0 dB(A)
	LAeq,day 71.1 dB(A) average of AM/PM used in noise modelling LAeq,night 54.4 dB(A) NB: LAeq,day is dominant wrt to LAeq,night as difference >10 dB(A)	
Measurement Equipment	B&K 2270 Type 1 SLM, Sn 3006288, NVMS calibrated 30 OCT 24. ACO 511E calibrator, Sn 021572, NVMS calibrated 28 OCT 24. Calibration certificates can be provided on request.	
Comment	Peak hour attended traffic measurements. Measurements calibrated before/after measurements. Road surface: *Asphalt Dense Graded*.	

H1 The MRWA Transport Modelling #42746 data was provided 16 NOV 2023. The Heavy Vehicle (HV) percentages are provided by MRWA Trafficmap data for the 2020/21 year and advice by MRWA is that the HV data was to be used also for the 2041 year. See Table H1 below. Noise modelling is contained in Figures H0 & H1.

Table H1 – TRAFFIC DETAILS

Item	Wanneroo Road	Cape Street
Speed Limit	60 kph to remain unchanged	60 kph to remain unchanged
2021 - Average vehicles per weekday	29,300 VPD &	10,500 VPD
2041 - Average vehicles per weekday	38,550 VPD	12,600 VPD
Increase in LAeq,day by 2041	+1.1 dB(A)	+0.8 dB(A)
Heavy Vehicles	4.8% HV	4.8% HV
Contribution 2041	Reference source	-5 dB(A) lower than Wanneroo Rd the reference source thus is not significant

H2. The indoor design criteria, for the purposes of traffic noise intrusion, for this noise sensitive non-residential building is as per *AS2107-2016 Acoustics - Recommended design sound levels and reverberation times for building interiors*. The recommended design sound level (LAeq,t) range for traffic noise intrusion purposes:

Table H2 – INDOOR DESIGN NOISE LEVELS

Description	AS 2107 -2016 Recommendations	*Predicted when utilising this report's recommendations based on the calculation method in 'BS EN ISO 12354-3:2017 Airborne sound insulation against outdoor sound'*
- Cot Rooms (Nursery)	35 to 45 dB(A)	*Within AS 2107 recommended ranges*
- Activity	40 to 45 dB(A)	
- Staff		
- Office		
- Reception	40 to 50 dB(A)	
- Parent Waiting Room		
- Foyer (Lobby)	< 50 dB(A)	
- Lift Lobby		
- Corridors		
- Stores, Prep, WC's, Nappy, Laundry, Kitchen	50 to 60 dB(A)	

H3. The following recommendations are made:

a. Provide external walls as follows as, either:

(1) Option 1 - external double brick cavity walls to all locations in contact with noise contours (See Figures HU, HG, H1) as follows:

- External 90 brick with or without render,
- 50 cavity with Matrix resilient ties & with 50 Roxul CWI insulation density 45 kg/m^3;
- Internal 90 brick with or without render
- Use of permicav or solid board insulation in lieu of GW insulation is not permitted; and/or

(2) Option 2 - external brick veneer walls to all locations in contact with noise contours (See Figures H.U, H.G, H.1) as follows:

- External 90 brick with or without render,
- 50 cavity with vapour break, 90 steel studs resiliently mounted off the brick wall, with 75 Glass Wool insulation density 11 kg/m3,
- 2x13 plasterboard to Wanneroo Rd façades & 1x 13 plasterboard elsewhere; and
- Use of permicav or solid board insulation in lieu of GW insulation is not permitted

NB: The following walls are exempt from above walls Options 1 & 2:

- Undercroft carpark walls;
- Undercroft carpark staircase walls at Undercroft, Ground and 1st floor levels;
- Ground floor walls abutting Northern neighbouring building walls at 75 Wanneroo Rd;

b. Roof/ceilings:

- Minimum 60mm anti-condensation GW insulation applied under metal roof sheeting;
- Insulation on the ceilings minimum 50 mm density 11 kg/m3 or greater as required for energy efficiency;
- All ceilings to be 1x 13mm plasterboard.
- All eaves and gables shall be fully sealed and closed with Compressed Fibre Cement sheeting or equivalent;

c. Glazing to be laminated glass with thicknesses as nominated below or greater as required for energy efficiency:

(1) UNDERCROFT:
Glazing rated at Rw36 being either 6.50 laminated Viridian Hush glass or 6.76 mm laminated Cooling Brothers Whisper glass.

(2) GROUND FLOOR:
Glazing rated at Rw36 being either 6.50 laminated Viridian Hush glass or 6.76 mm laminated Cooling Brothers Whisper glass.

(3) FIRST FLOOR:
Glazing rated at Rw36 being either 6.50 laminated Viridian Hush glass or 6.76 mm laminated Cooling Brothers Whisper glass.

(4) All other glazing rated at Rw33, other than the above Rw36, to be minimum 6.38mm laminated glass for rooms including Activity 1, Activity 2, Activity 4, Bath, Kitchen, Laundry, Nappy, Prep, Storage, Store, UAT, Void, WC.

d. Mechanical ventilation, for the provision of outdoor air, shall be provided via either an evaporative or refrigerated air conditioning system.
During peak hour traffic utilise mechanical ventilation whenever possible.
Mechanical ventilation openings shall not face towards Canning Hwy.

Mechanical ventilation systems will need to comply with *AS 1668.2 - The use of mechanical ventilation and air-conditioning in buildings*.
Fresh intake and relief air paths will need to be fully ducted to allow windows to be closed when required and be located at positions furthest from the traffic noise source where practicable or located so they do not have direct line of sight to the traffic noise source.

e. Glazing additional requirements:

The sound reduction of windows and doors are based on the requirement that suitable acoustic seals are provided to prevent sound leakage around each building element.

All external glass windows and doors must:

• have a seal to restrict air infiltration fitted to each edge of an operable window; and

• within doors or fixed framing, glazing must be set and sealed using an airtight arrangement of non-hardening sealant, soft rubber (elastomer) gasket and / or or glazing tape; and

• all external doors must have compressible silicon based rubber seals to the full perimeter and a drop seal to provide an airtight seal when closed.

In this context, a seal is foam or silicon based rubber compressible strip, fibrous seal with vinyl fin interleaf or the like. Brush / pile type seals without this seal included are not allowed.

f. "A Notification, pursuant to Section 165 of the Planning and Development Act 2005 shall be placed on the Certificate of Title of the proposed lot. Notice of this Notification is to be included on the diagram or plan of survey (Deposited Plan). The Notification is to state as follows:

'*This lot is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise. Road and rail transport noise levels may rise or fall over time depending on the type and volume of traffic.*'

g. Play Areas Noise Barriers:

(1) Ground floor OPA1 West Activity 1 / 2 ~178m^2
Wall 2057mm (24c) high comprising
600mm high brick wall with
1400mm high glass balustrade with a minimum surface density of 15 kg/m^2.

(2) Ground floor OPA2 East corner Activity 3 ~138m^2
Full height walls, slab to slab ~3000mm high, brick or concrete panels with ~3000mm high glass walls with a minimum surface density of 15 kg/m^2.

(3) First floor OPA3 West Activity 4 / 5 ~221m^2
Wall 2000mm high comprising a combination of:
Either 600mm high brick wall with 1400mm high glass balustrade with a minimum surface density of 15 kg/m^2
Or 2000mm high glass balustrade with a minimum surface density of 15 kg/m^2.

(4) First floor OPA4 East corner Activity 6 ~138m^2
Wall 1800mm high comprising a combination of:
Either 600mm high brick wall with 1200mm high glass balustrade with a minimum surface density of 15 kg/m^2
Or 1800mm glass balustrade with a minimum surface density of 15 kg/m^2.

H4. Refer to the Section 'Recommendations' in the main body of the report.

H5.1 The following pages contains the following SPP5.4 noise modelling figures:

- FIGURE H.U – UNDERCROFT LAeq,Day

-..FIGURE H.G – GROUND FLOOR LAeq,Day

-..FIGURE H.1 – FIRST FLOOR LAeq,Day

H5.2 The following noise modelling notes apply to the noise modelling figure on the following pages:

0. North is top of page.

1. SoundPlan noise modelling software with Concawe DAY conditions implemented in noise modelling.

2. Contour lines: AFFL = Above Finished Floor Level of the Ground Floor floor level.

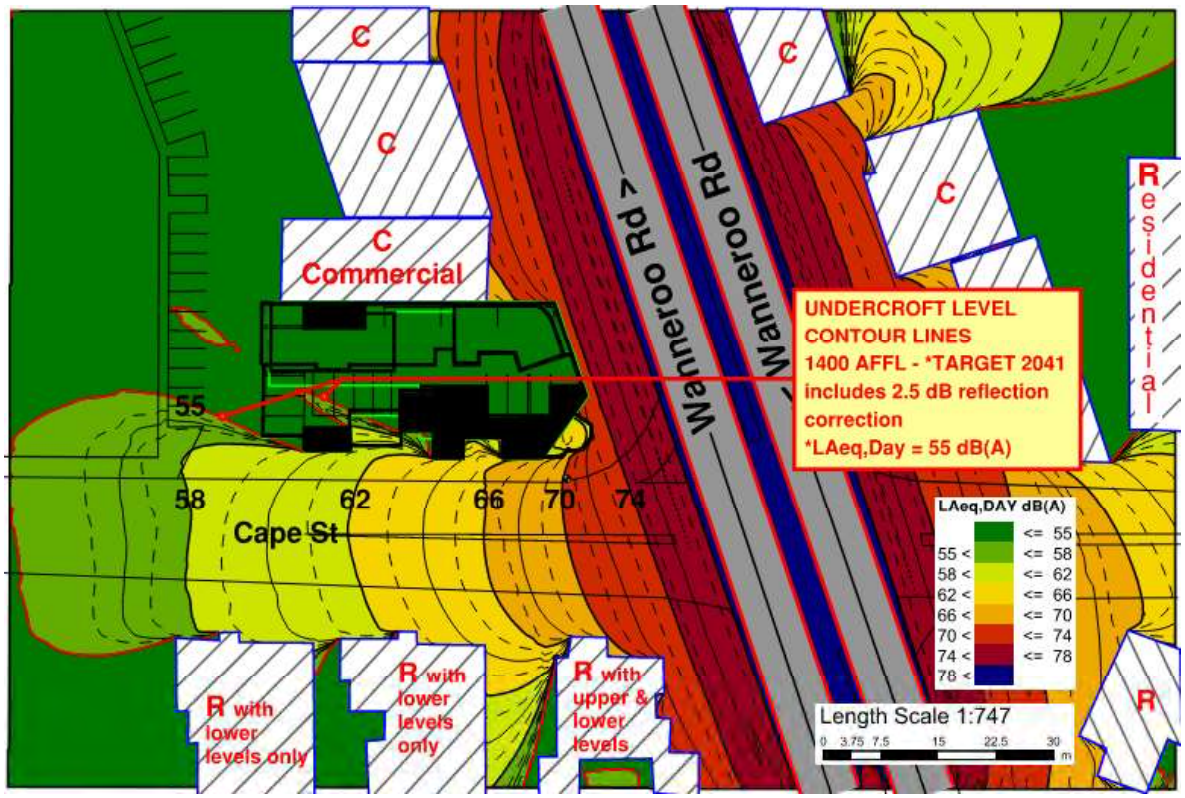
3. Traffic noise sources modeled using SoundPlan software with CoRTN algorithms with the traffic broken down into:

   - Light vehicle Austroads Classes 1 & 2 with the noise source modelled at 0.5m;

   -..Heavy vehicles Austroads Class 3 upwards with, the appropriate corrections made and,

   -..The noise source modelled at 1.5m for engine noise and 3.6m for exhaust noise.

4. LAeq,Day for this CCC is 0600 to 2200 hrs (6.00am to 10.00pm) for SPP5.4 noise modelling purposes.



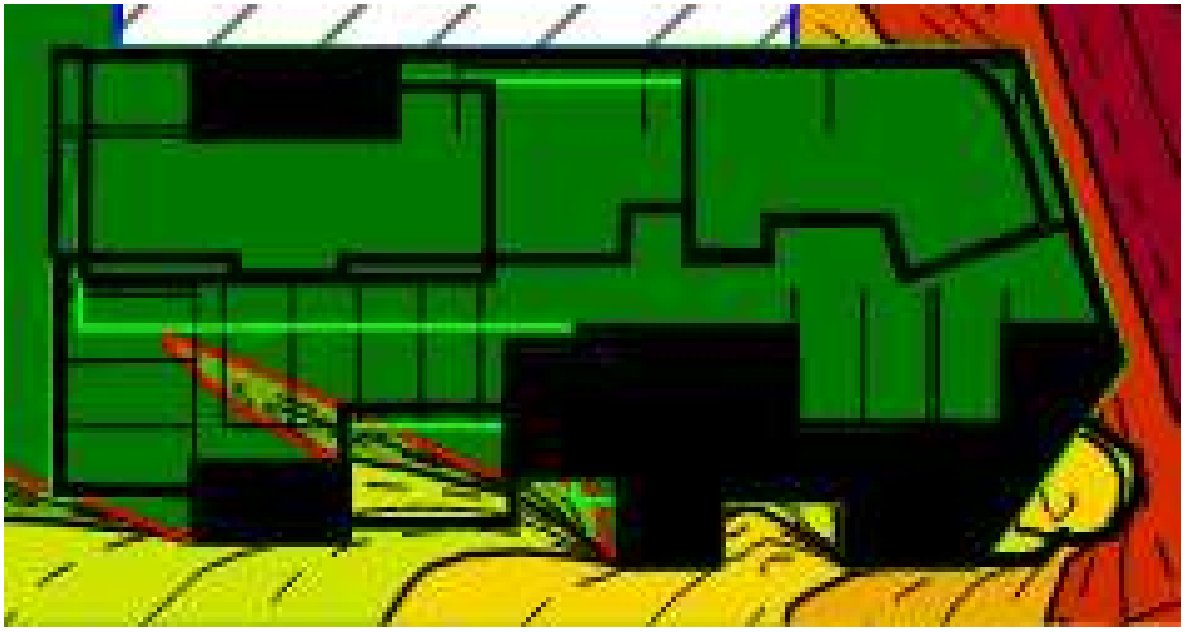


FIGURE HU – UNDERCROFT LAeq,Day

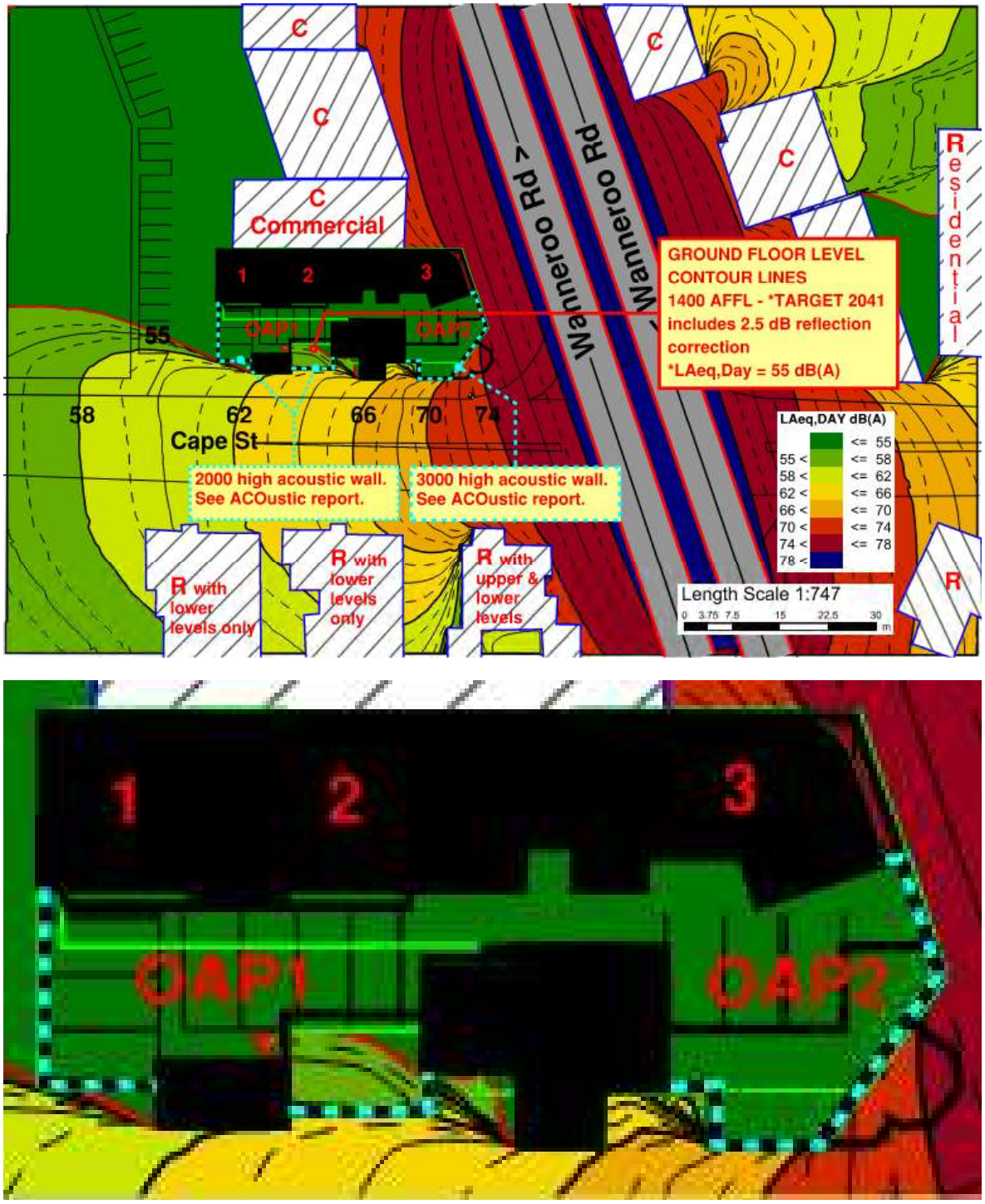
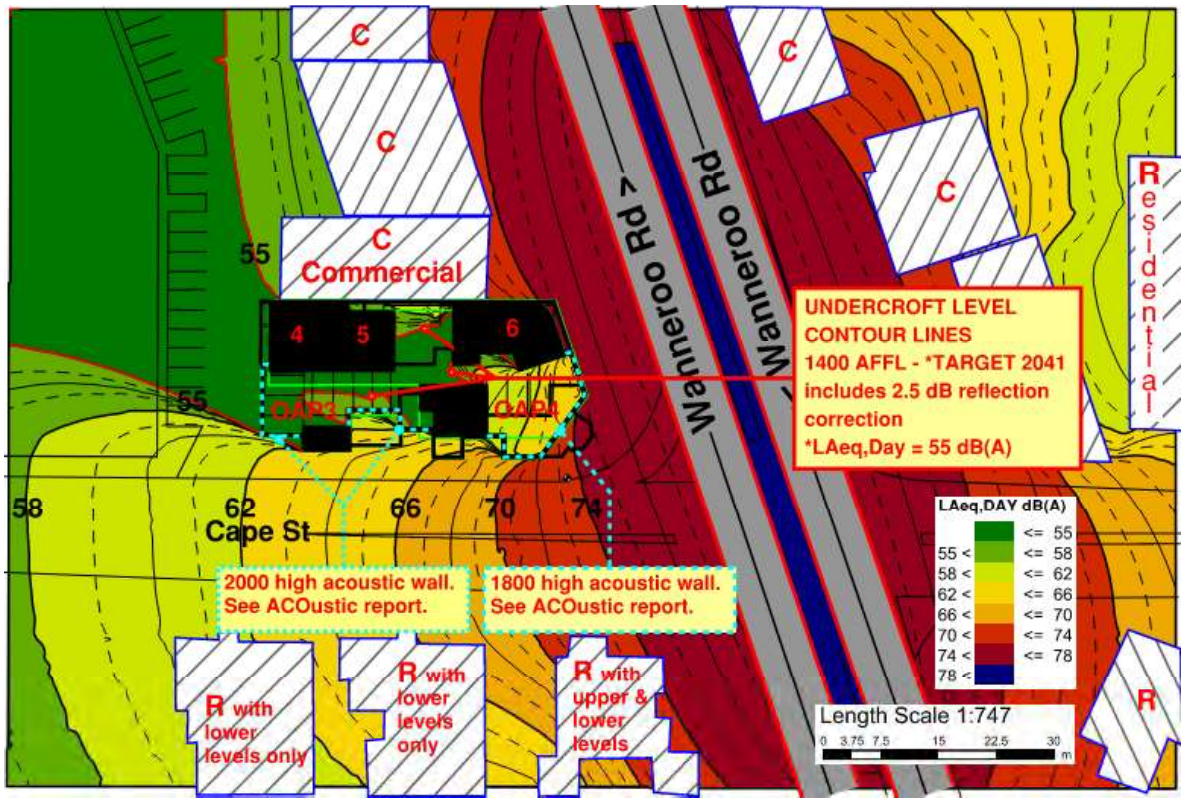


FIGURE HG – GROUND FLOOR LAeq,Day



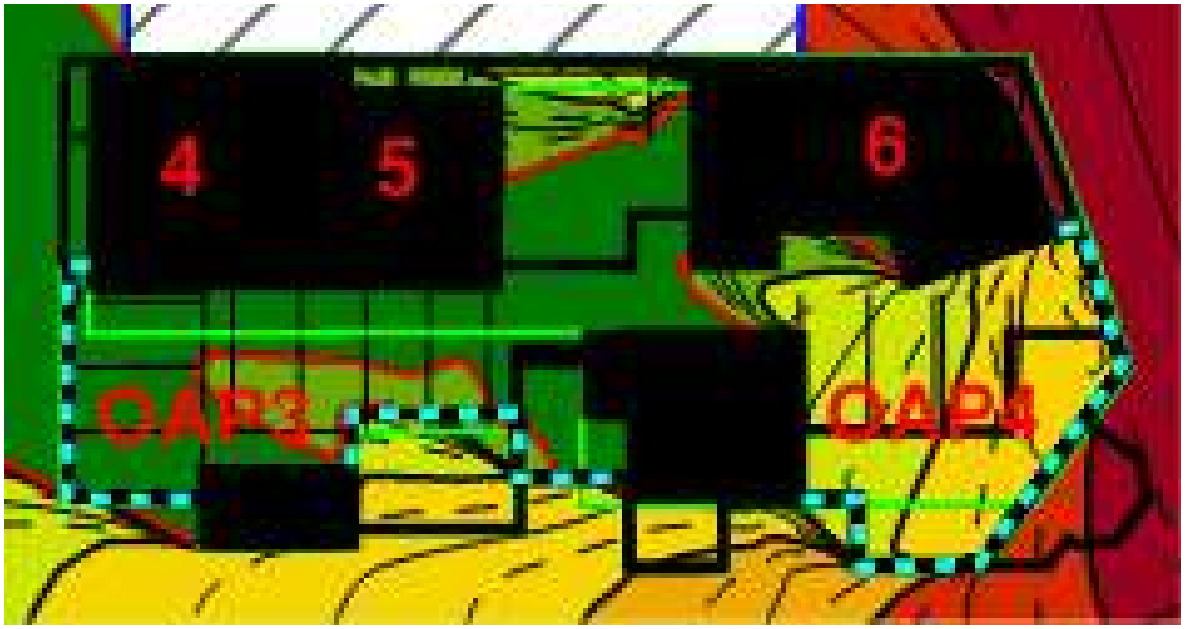


FIGURE H1 – FIRST FLOOR LAeq,Day

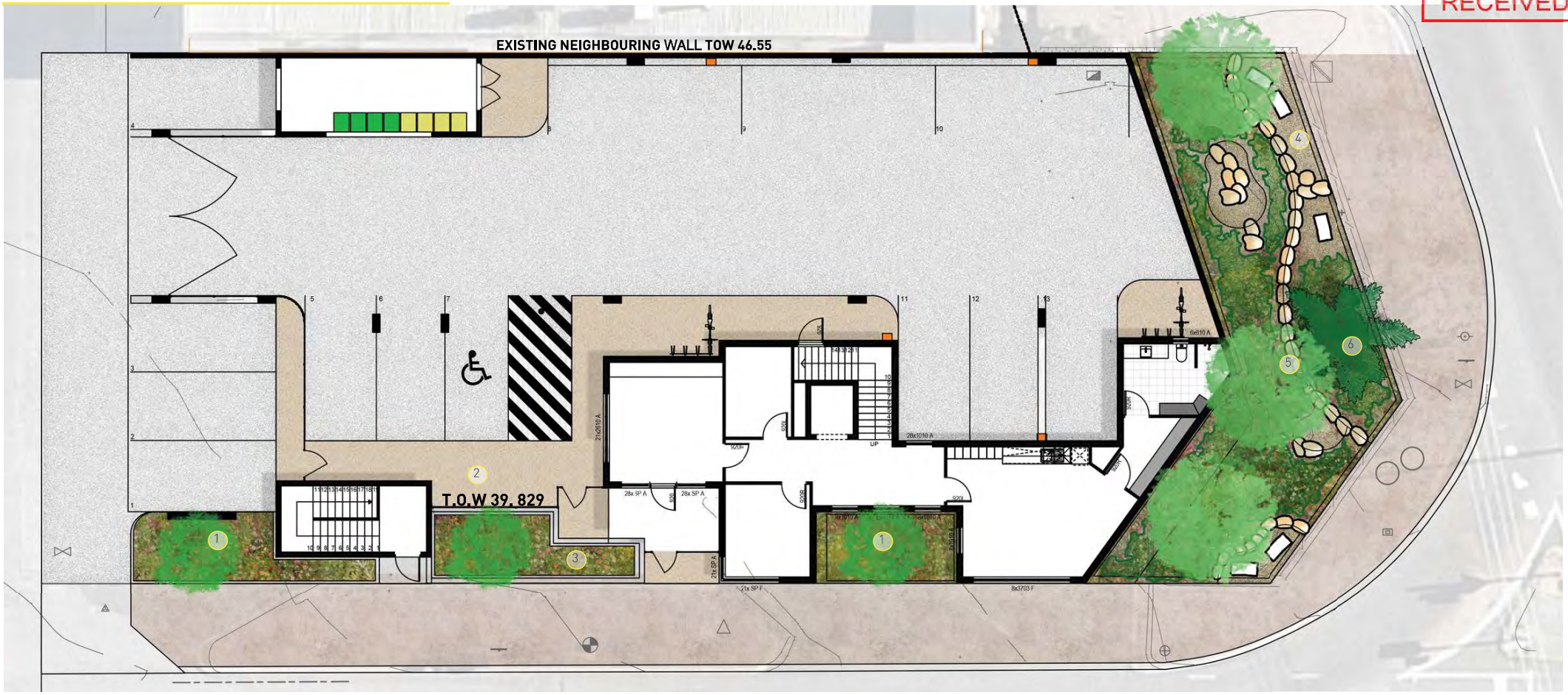
Attachment 7c - Landscaping Plan

73 WANNEROO ROAD CHILDCARE CENTRE

LANDSCAPE CONCEPT PLANS
APRIL 2025

PLAN E

UNDERCROFT LANDSCAPE



LEGEND

1. IN GROUND PLANTING WITH SMALL - MEDIUM NATIVE TREE
2. EXPOSED AGGREGATE PAVEMENT
3. RAISED PLANTERS WITH SHADE TOLERANT PLANTING AND SMALL FEATURE TREE
4. FEATURE GRAVEL MULCH WITH ROCK BOULDER RETAINING EDGE AND SANDSTONE BLOCK SEATS FOR INFORMAL SEATING
5. FEATURE NATIVE PLANTING BUFFER TO WANNEROO RD WITH MEDIUM NATIVE TREES
6. EXISTING PALM TREE TO BE RETAINED AND PROTECTED - NOTE ARBORIST TO PROVDE TPZ INFORMATION TO PROVIDE TREE PROTECTION AREA. ALL OTHER SHRUBS / BUSHES TO BE REMOVED.

NOTE: DA DRAWINGS ONLY NOT FOR CONSTRUCTION PURPOSES

73 WANNEROO ROAD CHILDCARE CENTRE

LANDSCAPE CONCEPT

APRIL 2025

JOB NO. 2314501
1:200 @ A3

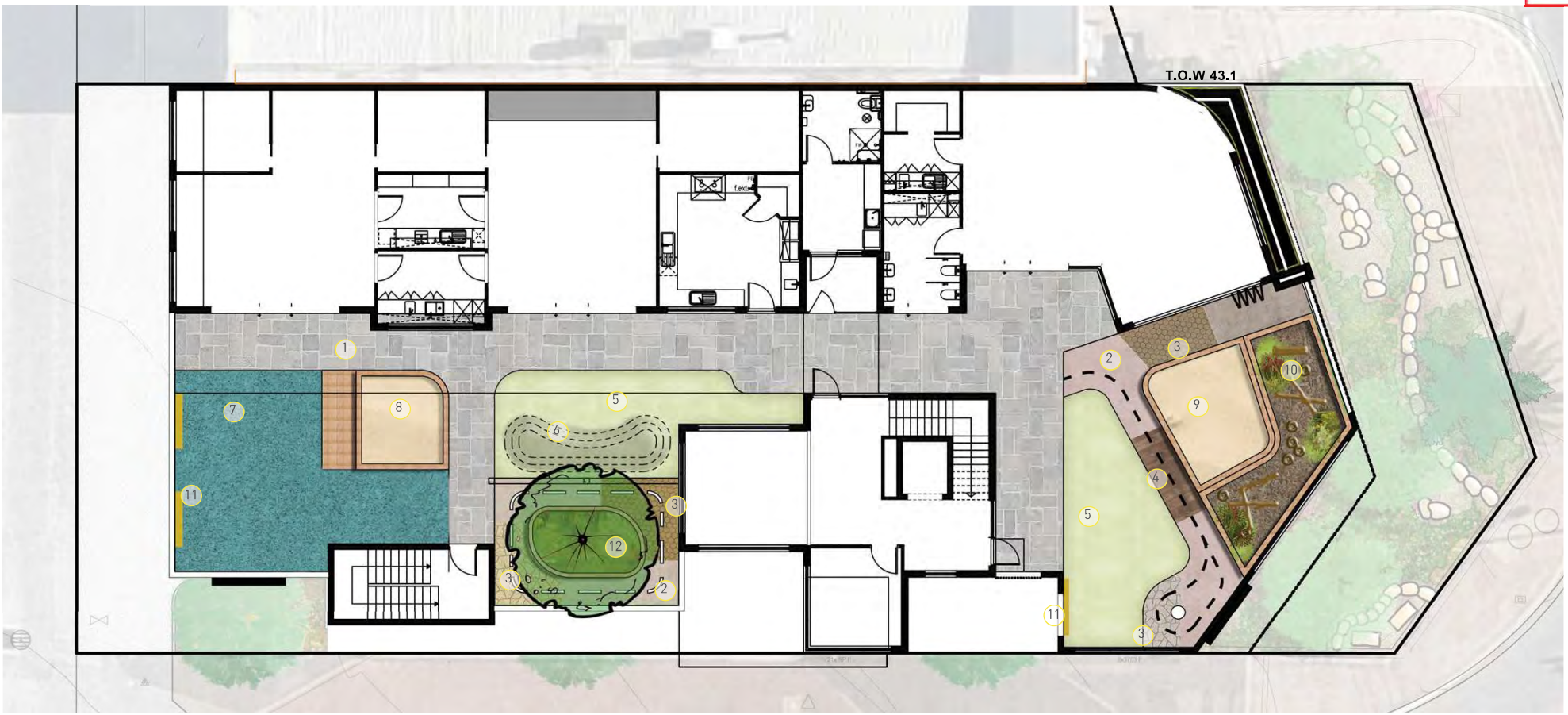
C1.102

REV E

0 2 4 6 10m

PLAN E
LANDSCAPE ARCHITECTS
LEVEL 1 278 RAILWAY PARADE WEST LEEDERVILLE 6007
T: (08) 9388 9566 E: mail@plane.com.au

GROUND FLOOR LANDSCAPE



LEGEND

1. FEATURE UNIT PAVING TO VERANDAHS
2. PROPOSED BIKE TRACK WITH LINEMARKING
3. SENSORY TACTILE INLAYS TO BIKE TRACK (FLAGSTONE PAVEMENT; COBBLESTONE; PEBBLE INLAY)
4. PROPOSED TIMBER BRIDGE TO BIKE TRACK
5. SYNTHETIC TURF SOFTFALL FOR FLEXIBLE USE - FOR USE IN UNDERCOVER AREAS ONLY WITH COOL YARN VARIETY
6. SYNTHETIC TURF MOUND FOR CRAWLING
7. RUBBER SOFTFALL AREA FOR PLAY EQUIPMENT
8. RAISED SANDPIT MIN 300MM HIGH WITH RAMP ACCESS FOR BABIES
9. RAISED SANDPIT MIN 300MM HIGH WITH STEP ACCESS
10. RAISED MULCH PLAY AREA MIN 450MM HIGH WITH 30% PLANTING AND NATURE PLAY ITEMS
11. PLAY PANELS TO BE FIXED TO WALLS
12. 1000MM MIN HIGH PLANTER WITH SMALL FEATURE TREE AND SENSORY PLANTING

NOTE: DA DRAWINGS ONLY NOT FOR CONSTRUCTION PURPOSES

73 WANNEROO ROAD CHILDCARE CENTRE
LANDSCAPE CONCEPT

APRIL 2025

JOB NO. 2314501
1:200 @ A3

C1.103

REV E

0 2 4 6 10m

PLAN E
LANDSCAPE ARCHITECTS
LEVEL 1 278 RAILWAY PARADE WEST LEEDERVILLE 6007
T: (08) 9388 9566 E: mail@plane.com.au

LEVEL ONE LANDSCAPE

LEGEND

1. FEATURE UNIT PAVING TO VERANDAHS
2. PROPOSED BIKE TRACK WITH LINEMARKING
3. SENSORY TACTILE INLAYS TO BIKE TRACK (FLAGSTONE PAVEMENT; COBBLESTONE; PEBBLE INLAY)
4. PROPOSED TIMBER BRIDGE TO BIKE TRACK
5. SYNTHETIC TURF SOFTFALL FOR FLEXIBLE USE - WITH COOL YARN VARIETY
6. RUBBER SOFTFALL AREA FOR PLAY EQUIPMENT
7. RAISED SANDPIT MIN 300MM HIGH WITH STAIR ACCESS
8. RAISED SANDPIT MIN 300MM HIGH WITH FEATURE BOULDERS AND MUD KITCHEN
9. RAISED MULCH PLAY AREA MIN 450MM HIGH WITH 30% PLANTING AND NATURE PLAY ITEMS
10. 1000MM MIN HIGH PLANTER WITH SMALL FEATURE TREE AND SENSORY PLANTING
11. RAISED PLANTER WITH CLIMBING PLANTS TO PERGOLA

NOTE: DA DRAWINGS ONLY NOT FOR CONSTRUCTION PURPOSES

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CONCEPT IMAGERY














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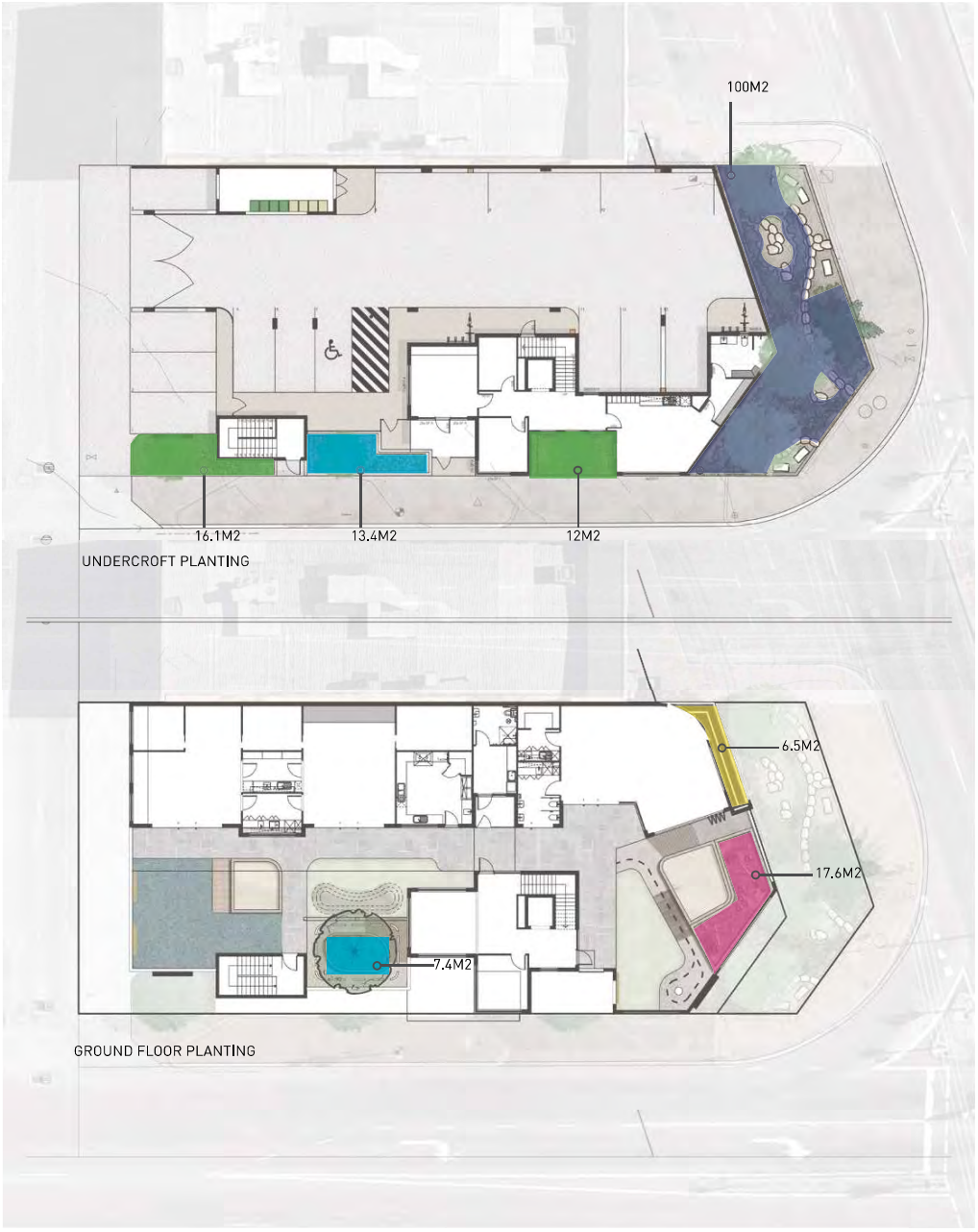
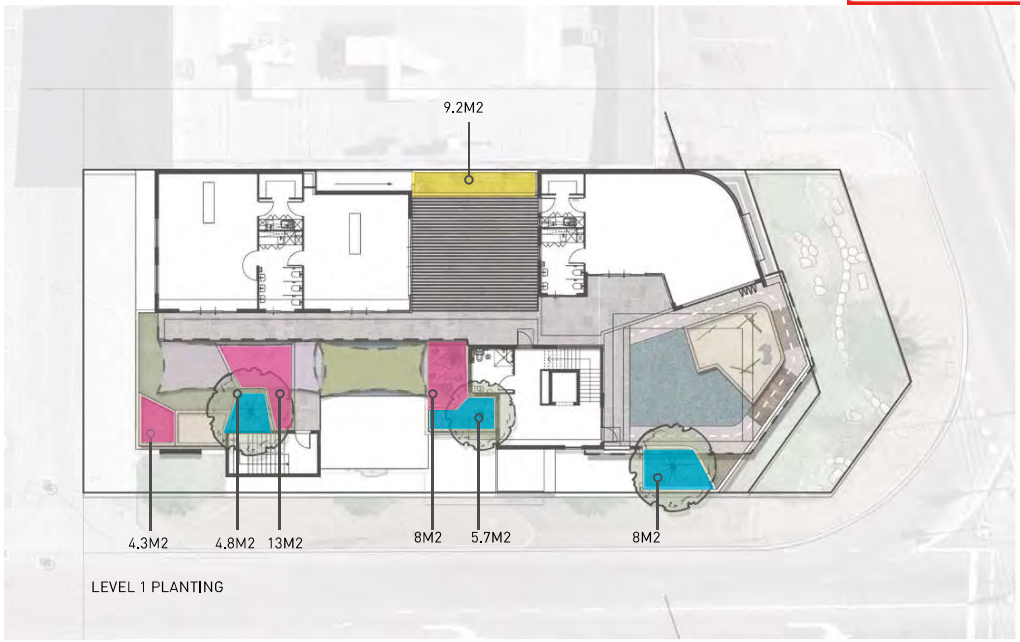
DEEP SOIL





LEGEND

IN GROUND PLANTING	28.1 M2
RAISED PLANTER 1000-1200MM HIGH	39.3 M2
RAISED PLANTER 600MM HIGH	15.7 M2
PLANTING TO RAISED MULCH AREA 450MM HIGH - 30% OF MULCH AREA TO BE PLANTED	42.9 M2
IN GROUND PLANTING TO FRONT SETBACK	100 M2

TREE NUMBERS

UNDERCROFT - EXISTING	1
UNDERCROFT - PROPOSED	6
GROUND FLOOR - IN RAISED PLANTERS	1
LEVEL 1 - IN RAISED PLANTERS	3
TOTAL	**11**

73 WANNEROO ROAD CHILDCARE CENTRE

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PLANTING PALETTE

TREES


HYMENOSPORUM FLAVUM


EUCALYPTUS TODTIANA


EUCALYPTUS FORRESTIANA 'FUCHSIA GUM'


MAGNOLIA GRANDIFLORA 'TEDDY BEAR'


BANKSIA MENZIESII DWARF


LAGERSTROEMIA NATCHEZ 'SIOUX'


CERCIS CANADENSIS


CITRUS × MEYERI - MEYER LEMON


CITRUS × LATIFOLIA -TAHITIAN LIME


CUPANIOPSIS ANACARDIOIDES

73 WANNEROO ROAD CHILDCARE CENTRE
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PLANTING


DIANELLA LITTLE JESS


DIANELLA BREEZE


PLECTRANTHUS MONA LAVENDER


LIRIOPE JUST RIGHT


NANDINA DOMESTICA FLIRT


NEPHROLEPIS POM POM


SANSEVIERIA BLACK SWORD


LOMANDRA VERDAY


CONOSTYLIS CANDICANS


HELICHRYSUM ITALICUM


LAVANDULA SILVER PRINCESS


LAVANDULA GHOSTLY PRINCESS

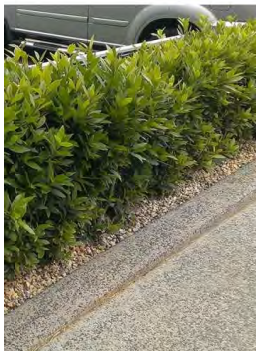

ROSMARINUS OFFICINALIS 'PROSTRATUS'


SALVIA ELEGANS


STACHYS BYZANTINA


CASURINA GLAUCA COUSIN IT


CHRYSANTHEMUM SNOWLAND


LAURUS NOBILIS


PATERSONIA OCCIDENTALIS


VIOLA HEDERACEA


OTHONNA RUBY NECKLACE


DICHONDRA SILVER FALLS


MELISSA OFFICINALIS

73 WANNEROO ROAD CHILDCARE CENTRE
LANDSCAPE CONCEPT

APRIL 2025

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1:200 @ A3

C1.108

REV E

0 2 4 6 10m

PLAN E
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Operational Management Plan

Child Care Centre

Lot 11 (No. 73) Wanneroo Road
Tuart Hill

LATERAL
PLANNING

Document Control

Reference	0239
Location	Lot 11 (No. 73) Wanneroo Road, Tuart Hill
Client	Della Cape Pty Ltd
Document Title	Application for Development Approval - Child Care Centre
Document File Name	0239 Operational Management Plan.docx
Document Date	31 July 2025
Document Version	Revision 01
Author	Alan Stewart

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1.0 Introduction

This Operational Management Plan ('OMP') has been prepared in support of an Application for Development Approval for a Child Care Centre at Lot 11 (No. 73) Wanneroo Road, Tuart Hill ('site'). The purpose of the OMP is to document how the Child Care Centre will operate to minimise impacts on the locality.

2.0 Site Description

Local Authority	City of Stirling
Locality	Tuart Hill
Address	No. 73 Wanneroo Road
Cadastral	Lot 11 on Diagram 20386
Certificate of Title	Volume 1192 Folio 208
Registered Proprietor	Della Cape Pty Ltd
Land Area	991m^2

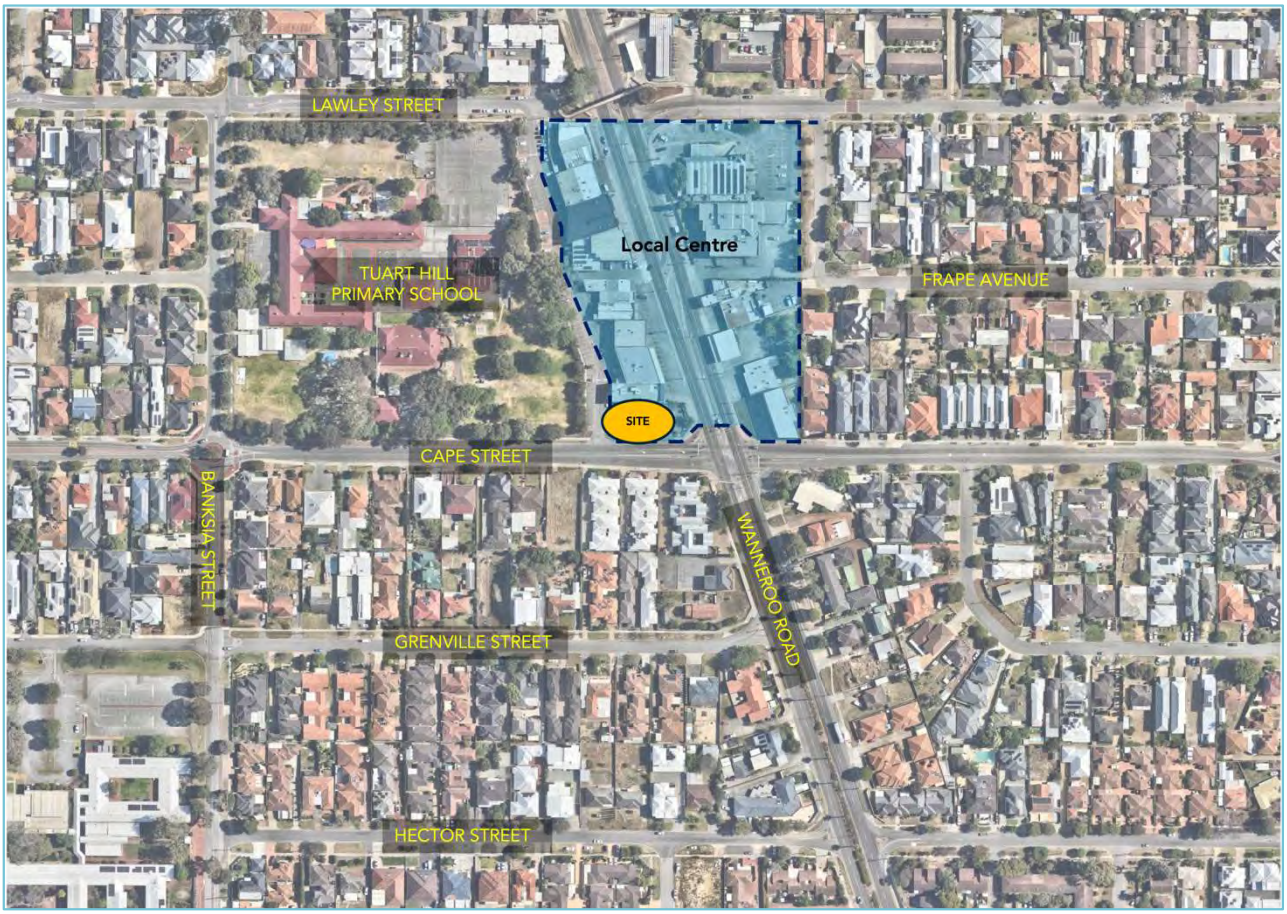

Figure 1: Site Location

3.0 Proposed Development

3.1 Operating Times

Business Days	Monday to Friday
Staff Arrival / Departure	6:30am to 7:00pm
Customer Arrival / Departure	7:00am to 6:30pm
External Play Areas ('EPA')	7:00am to 6:00pm

3.2 Capacity

Activity Room	Age Group	Places	Educators	Indoor Area	External Area
1	0 to 2	12	3	43m^2	308m^2
2	0 to 2	12	3	45m^2	
3	2 to 3	20	4	66m^2	
4	2 to 3	15	3	50m^2	354m^2
5	2 to 3	15	3	49m^2	
6	3 to 5	20	2	66m^2	
Total		**94**	**18**	**319m^2**	**662m^2**
Required Indoor Area: 3.25m^2 per child. Required Outdoor Area: 7m^2 per child.					

3.3 Staff

Educators	18
Centre Manager (Part-Time)	1
Cook (Part-Time)	1
Total	**20**

The minimum number of educators required to supervise children is:

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

The number of staff at the premises on any given day will vary depending on enrolments in each age group, with staff work times staggered to meet the needs of the centre throughout the day. Two (2) staff will typically be rostered to open the premises and commence work by 7:00am. No staff will arrive prior to 6.30am. During a typical day (for a full occupancy scenario), it is expected that up to 10 educators will be rostered to commence work prior to 9am, increasing to the maximum of 18 during the day. Staff levels will gradually decrease as shifts finish and children are collected. No more than 10 staff will typically be working at the commencement of the afternoon peak (4pm), with 2 staff typically rostered to close the premises at 6.30pm. All staff will depart by 7.00pm latest.

4.0 Traffic and Parking

4.1 Overview

Car Parking

A total of 13 car bays will be provided for use by staff, parents / guardians, and other visitors.

Six (6) car bays will be set aside for staff use only.

During the morning and afternoon peaks, six (6) car bays will be set aside for customer use only. Between 9am and 4pm (only), these car bays will be available for general use, including staff, visitors, suppliers and potential clients who may wish to meet with staff and inspect the centre.

In addition, one (1) car bay will be set aside for ACROD permit parking throughout the day.

No vehicle access is proposed from Cape Street or Wanneroo Road.

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

Figure 2: Car Park

Reversing Zone

Not required. All vehicles will enter / exit the undercroft car park in forward gear.

Bicycle Parking

Staff Bike Parking

Four (4) bike racks will be provided for use by staff. The staff bike bays will be located at the eastern end of the undercroft. Staff will have access to a shower / change room and lockers will be provided in the staff room.

Visitor Bike Parking

Four (4) bike racks will be provided for use by visitors. The visitor bike bays are located in the undercroft car park behind the entry foyer.

Public Transport

The site is well serviced by public transport (bus services). Multiple bus service runs along Wanneroo with bus stops immediately north of the site, adjacent to Tuart Hill Local Centre. Given this good level of access, it is anticipated that some of the staff will travel to and from the premises via public transport.

Bus No.	Description	Bus Stops
384	Perth – Mirrabooka	Wanneroo Road north of Cape Street Nos.12358 (west) and 12350 (east)
386	Perth – Kingsway Shopping Centre	
386X	Perth – Kingsway Shopping Centre (Limited Stops)	
388	Perth – Warwick Station	
389	Perth – Wanneroo	

4.2 Traffic and Parking Management

Operational Measures

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

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

Operational Measures – Traffic and Parking
Car Park
1. Line-marking and signage will be installed to depict the authorised use of each car bay throughout the day.
2. Staff, customers and other visitors will be advised of the requirement to park in designated car bays only.
3. Customers will be requested not to park or stand their vehicle in any roads surrounding the site and to observe on-street parking restrictions.
4. Staff will be responsible for monitoring use of the car park and customers will be reminded of the car park operation procedures on an as-required / as-needed basis.
5. Management of the Child Care Centre will endeavour to schedule non-urgent visitations and deliveries during non-peak times only (10:30am to 3:30pm), when vehicle movements at the Child Care Centre will typically be at their lowest.
6. All suppliers / contractors will be advised that access to the site during the peak morning drop-off and peak afternoon pick-up times will not be permitted (except for emergency maintenance and / or when unavoidable).
7. The car park security gate will remain open throughout the day and be secured out of operating hours.
Public Transport and Cycling
8. Staff will be advised of available bus services and encouraged to use public transport to access the premises.
9. Staff will also be advised of the provision of bike parking and end-of-trip facilities, which include a shower / change room and secure lockers.

5.0 Noise

5.1 Overview

Environmental Protection (Noise) Regulations

The Child Care Centre is required to satisfy the *Environmental Protection (Noise) Regulations 1997* and will incorporate measures to mitigate the impacts of noise on nearby properties.

5.2 Noise Management

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

Operational Measures

The following operational noise mitigation measures will be implemented.

Operational Measures - Noise Mitigation
Hours of Operation
1. The Child Care Centre is to be operational for customer use from 7:00am to 6:30pm Monday to Friday, excluding public holidays.
2. Staff will be instructed not to arrive prior to 6:30am and to be off site by 7:00pm.
External Play Areas
3. Children are not permitted outdoors for play purposes prior to 7:00am and after 6:30pm.
4. Fixed play equipment should be non-metallic. If metal fixed play equipment is used, then hollow metal sections shall be filled with expanding foam or sand.
5. Concrete or brick paved areas, if any, should be minimised and where practicable covered with synthetic grass to minimise noise of play equipment on hard surfaces.
6. The following restrictions apply to the External Play Areas: • 0 to 2 age group: No Restrictions; • 2 to 3 age group: No Restrictions; • 3 to 5 age group: - Not Permitted to use the Ground Floor External Play Area (178m^2) next to Activity Rooms 1 & 2; - Permitted to use the Ground Floor External Play Area (138m^2) next to Activity Room 3; - Permitted to use all of the First Floor External Play Areas.
Music
7. Keep external windows and doors closed when playing music indoors.
8. Avoid playing games requiring hand clapping.
9. Do not play music outdoors (except light children's music if authorised by the Local Authority).
Car Park
10. Staff will be instructed not to arrive prior to 6:30am and to be off site by 7:00pm.
11. Staff will be instructed to park in the designated staff parking bays only.
12. Signage will be placed in the car park advising staff / visitors not to slam doors or play music in the car park.

6.0 Waste

6.1 Waste Generation Rates

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

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

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

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

6.2 Estimated Waste Generation

General and Recyclable Waste

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

Item	General Waste	Recyclable Waste
Waste Generation Rate	50 litres / 100m^2 / day	50 litres / 100m^2 / day
Activity Room Floor Area	320m^2	320m^2
Trading Days	5	5
Daily Waste	160 litres / day	160 litres / day
Weekly Waste	800 litres / week	800 litres / week

Other Waste Requirements

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

6.3 Bin Selection

Bin Size and Collection Frequency

- General Waste: 240 litre bins collected weekly;
- Recyclable Waste: 240 litre bins collected weekly.

A maximum bin size of 360 litres may be used in-lieu of 240 litre bins.

Type and Number of Bins

Item	General Waste	Recyclable Waste
Collection Frequency	Weekly	Weekly
Waste per Week	800 litres	800 litres
Number of Bins	4 x 240 litre bins	4 x 240 litre bins
Capacity of Bins	960 litres	960 litres
Total Bins Required	8 x 240 litre bins	

6.4 Bin Store

The Bin Store is of sufficient size to accommodate the required bins, as illustrated below. The Bin Store is located in the car park and integrated into the design of the building to minimise its visual impact. The Bin Store will be constructed of materials to match the building and is enclosed by a solid masonry wall. The Bin Store will be fitted with a tap and floor waste and all finished surfaces will be impervious.

Figure 3: Bin Store

6.5 Waste Collection

Collector

Local Authority.

Collection Point

Waste will be collected from Acorn Lane.

The precise collection time will be agreed with the Local Authority but shall not occur during the peak customer drop-off time (i.e. not between 7am and 9am). If waste is collected during business hours, it will be scheduled between 10.30am and 3.30pm when vehicle movements at the Child Care Centre are typically at their lowest.

The design of the development has been amended to provide sufficient clearance for the Local Authority's preferred side loading bin truck.

The bin truck will park in Acorn Lane adjacent to customer car bays Nos.1 to 3 (where the upper floor of the building is setback to provide sufficient vertical clearance for the side loading arm of the bin truck).

The operator of the Child Care Premises will be responsible for placing bins in Acorn Lane ready for collection, and returning bins to the bin store following collection

Figure 4: Bin Collection Point on Acorn Lane

7.0 Review of Operational Management Plan

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

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

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

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

EMERGEN

SUSTAINABLE DESIGN ASSESSMENT REPORT

PROPOSED CHILDCARE

LOT 11, (#73) WANNEROO ROAD, TUART HILL WA

PREPARED BY

CLAIRE CHAPMAN

Project: 131124

Published Date: 27/02/2025

EMERGEN

DOCUMENT REVISION

DATE	DOCUMENT	COMPLETED BY	REVIEWED BY	REVISION NO.
5/12/2024	Architectural Plans	Claire Chapman	Glenn Underwood	1
27/02/2025	Architectural Plans	Claire Chapman	Glenn Underwood	2

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SOURCES OF INFORMATION

DRAWING NO.	DRAWING TITLE	REVISION NO.
A01 – A09	Architectural Drawings	Design Approval

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DISCLAIMER

The contents of this report are based on the documentation and plans provided by the Client to EMERGEN/CADDS Group. The outcomes presented are representative of schematic systems, schedules, and project design. These results should not be considered as actual energy usage.

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1 OVERVIEW

EMERGEN has developed a sustainable design report on the proposed childcare development building at Lot 11, No. 73 Wanneroo Road, Tuart Hill WA in consultation with Lateral Planning.

The purpose of this report is to support the development application by identifying the principles incorporated in the design that meet sustainable objectives and targets for the site.

1.1 STATE PLANNING POLICY SUMMARY

EMERGEN (a division of CADDS GROUP), in collaboration with the design team (Lateral Planning) has developed a sustainable design strategy aligning with *State Planning Policy 7.0*, which focuses on the Design of the Built Environment - specifically, Principle 5: Sustainability.

This report serves the vital purpose of bolstering the development application by articulating the sustainability principles and commitments for the project site. We acknowledge the significance of State Planning Policy 7.0 in promoting sustainability within the built environment. Good design, as outlined in the policy, is not only about aesthetics but also optimises the sustainability of our built surroundings, yielding positive outcomes on environmental, social, and economic fronts.

Our approach to sustainable landscape and urban design adheres closely to the established water-sensitive urban design principles, ensuring minimal adverse impacts on existing natural features and ecological processes while promoting green infrastructure at all scales of the project. Furthermore, our strategy for sustainable built environments embraces passive environmental design measures tailored to local climate and site conditions. This includes careful consideration of optimal orientation, shading, building envelope, and natural ventilation, ultimately reducing reliance on energy-intensive heating and cooling technologies. This, in turn, results in reduced energy consumption, decreased resource usage, and lowered operating costs throughout the project's lifecycle.

1.2 DESIGN AND CONSTRUCT TO AUSTRALIAN BEST PRACTICE

The design team will utilise a structured approach to a sustainable outcome for the design and construction of the development including the following Sustainable Targets.

Table 1:Sustainability Targets

DESCRIPTION	GOAL	SUSTAINABILITY COMMITMENTS
Clear Air	Improve Indoor Environment Quality and Health And Wellbeing Of Occupants.	Outdoor air provided to primary areas at a rate at least **50%** greater than minimum in AS 1668.2:2012. *(TBC based on mechanical consultant).*
Light Quality		Above **40%** of the regularly occupied areas have high level of daylight (above 160 Lux).
Exposure to Toxins		The building's paints adhesives, sealants, and carpets are low in TVOC or non-toxic. The building's engineered wood products are low in TVOC or non-toxic. Occupants are not exposed to banned or highly toxic materials in the building.
Urban ecology	Heat Resilience	Light Roof Colour (initial SRI 81)
Energy use	Reduce Emissions and Water Use.	A minimum of **30%** offset in operational energy usage
		Adequate daytime sunlight with effective shading to prevent overheating
		Solar PV Panels, 15 kW system
Water use		High WELS Ratings (these equal to above **30%** reduction in potable water).
Lighting use		**20%** reduction in lighting power when compared to NCC DTS.
Recycle building Materials	Recycled Asphalt	Project integrates recyclable materials, including recycled asphalt paving
	Sustainable Timber	The playground is constructed from sustainable timber materials
Movement and place	Low Carbon Options.	Provision for 4 x EV Charging Bays
		Provision for secured and unsecured bike parking
Design for Inclusion	Social Health.	Disability Access and inclusive design End of trip facilities

EMERGEN

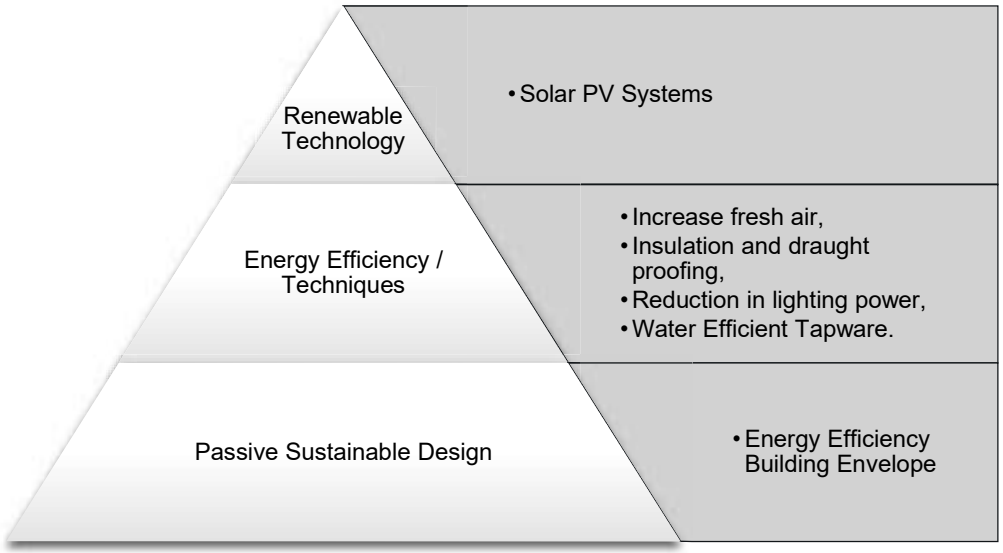
2 PROJECT INFORMATION

The proposed project is located at Lot 11, No. 73 Wanneroo Road, Tuart Hill WA.

Figure 1: Existing Site Image/proposed development

3 ENERGY REDUCTION STRATEGY

Figure 2: Energy Reduction Strategy



4 LIGHTING COMFORT

Lighting within the building must meet the following criteria:

- All lighting must be flicker-free.
- Light sources must have a minimum Colour Rendering Index (CRI) average R1 to R8 of 85 or higher and have a CRI R9 of 50 or higher.
- Light sources must meet best practice illuminance levels for each task within each space type with a maintained illuminance that meets the levels recommended in AS/NZS 1680.1:2006 series applicable to the project type and including maintenance.
- The maintained Illuminance values must achieve a uniformity of no less than that specified in Table 3.2 of AS/NZS 1680.1:2006, with a maintenance factor method as defined in AS/NZS 1680.4.; and
- All light sources must have a minimum of 3 MacAdam Ellipses.
- The walls within the field of view of occupants in regularly occupied spaces must have an average surface reflectance value of 0.70 and an average surface illuminance of at least 50% of the horizontal illuminance levels required for task.
- Vertical illuminance in workspaces: ensure that 50% of the horizontal task illuminance reaches the average eye height for 90% of primary spaces using vertical illuminance calculation grid.
- The illuminance values must be calculated in accordance with AS/NZS 1680 series for the relevant task.

4.1 EFFICIENT LIGHTING AND CONTROL

The installed aggregate illumination power has been designed to be **20%** below the maximum illumination power based on maximum allowable lighting power densities defined in Table J6.2a of the NCC 2019. Motion Detectors and daylight sensors are provided to reduce demand.

Table 2: Lighting Characteristics

PARAMETER	PROPOSED BUILDING	REFERENCE BUILDING
LIGHTING TYPE	LED light fittings	LED light fittings
DESIGN ILLUMINANCE (LUX)	Various lux	Various lux
NOMINAL LIGHTING POWER DENSITY (W/M^2)	**20%** less compared to NCC max requirements.	As per NCC max requirements.
OCCUPANT SENSOR CONTROLS	Motion sensors	N/A
DAYLIGHT CONTROLS	Yes	N/A
OTHER LIGHTING CONTROLS	Timer switches	N/A
ADJUSTMENT FACTOR APPLIED	0.9 – Motion sensor 1 0.7 – Motion sensor 2 0.55 – Motion sensor 3	Room Aspect Ratio

4.2 DAYLIGHTING

The purpose of this credit is to ensure the building is providing daylight access above typical federal, state, or local regulations by showing how the building's design and glazing specification maximises natural lighting to regularly occupied spaces.

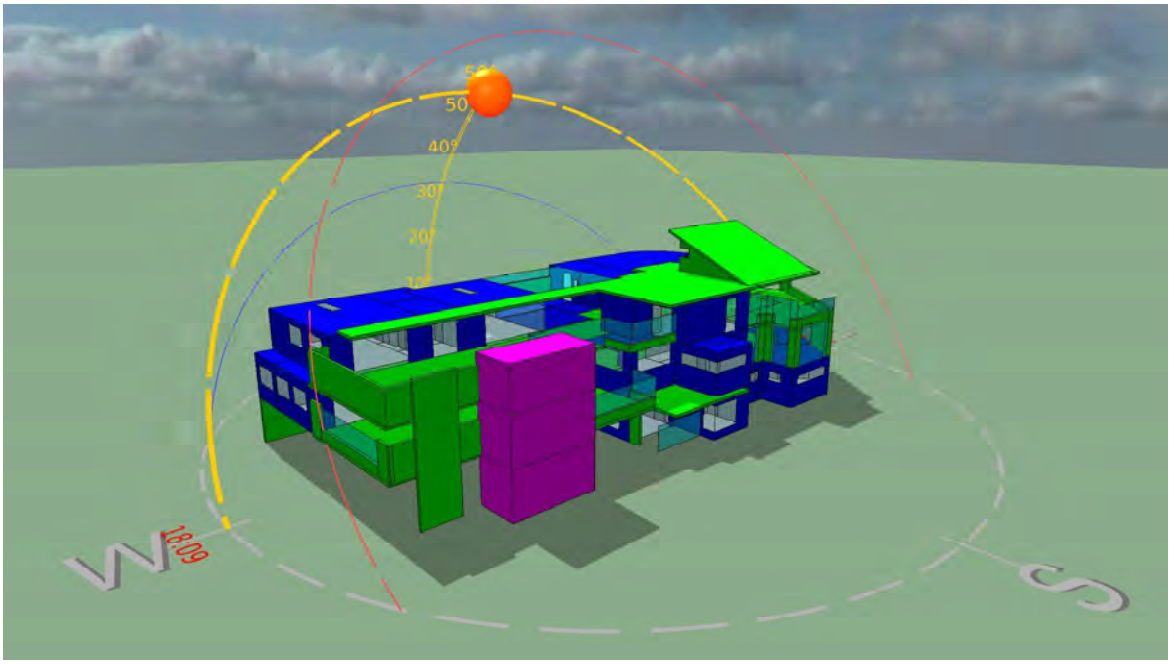


Figure 3: Daylighting Model

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CALCULATION CONDITIONS	
TEST FACTOR	Daylight Factor
SKY FACTOR	CIE Overcast Sky
DATE	September 21st 12:00pm

BUILDING	PROPOSE USAGE	NOMINATED AREA (m^2)	COMPLIANT AREA (m^2)	COMPLIANT AREA (%)
CHILDCARE	Primary	554.66	508.67	**91.7%**

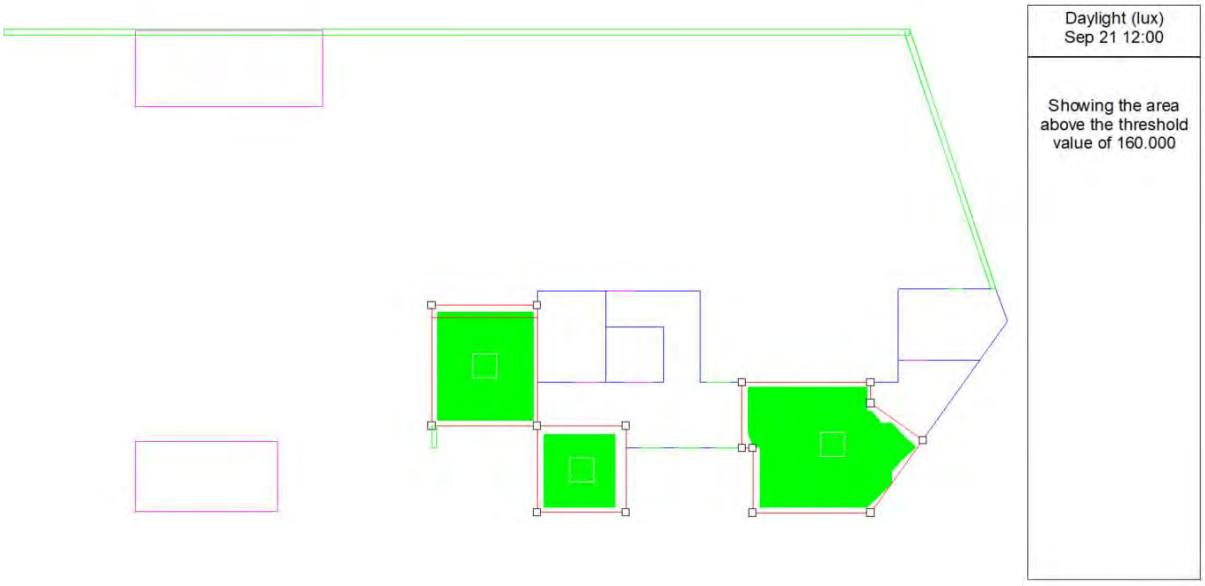

Figure 4 Daylighting for Primary Areas – Ground Floor

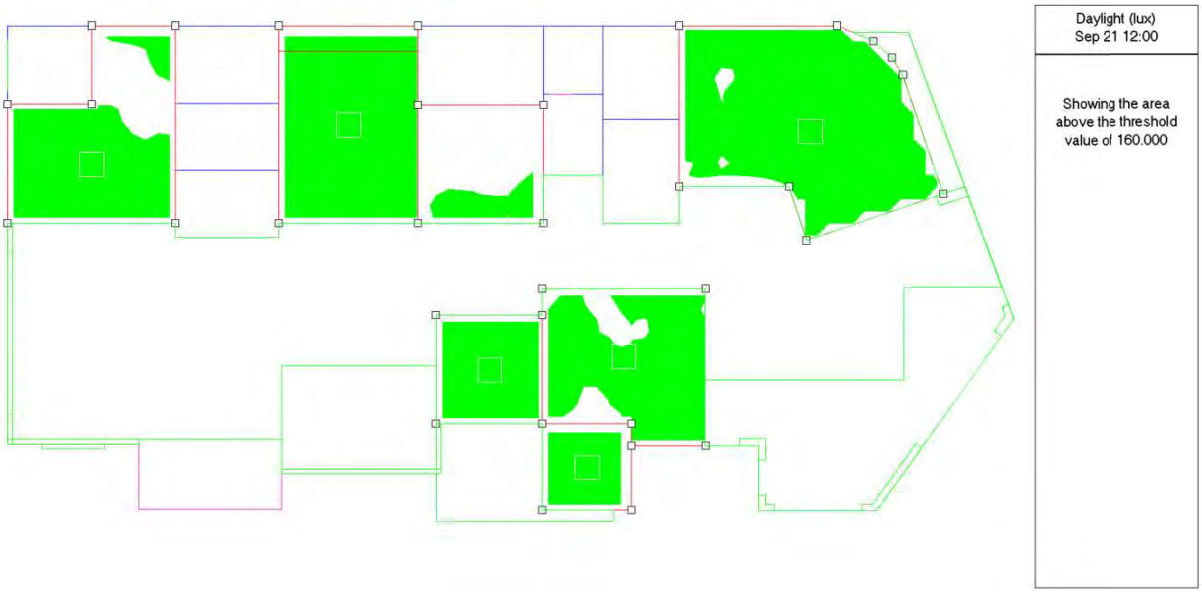

Figure 5: Daylighting for Primary Areas – First Floor

Figure 6: Daylighting for Primary Areas – Second Floor

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4.3 ARTIFICIAL LIGHTING AND CONTROLS

All lighting will be equipped with light-emitting diodes (LEDs), covering all primary areas. Common area lighting will include controls like occupancy sensors (PIRs) and time switches to minimize energy usage when lighting is not needed.

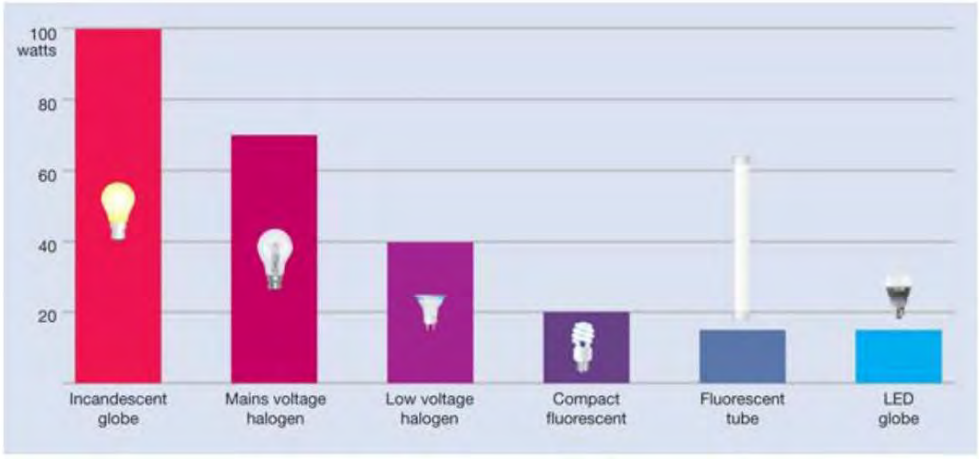

Figure 7: Comparison of LED lighting with other conventional lighting

4.4 SOLAR ANALYSIS

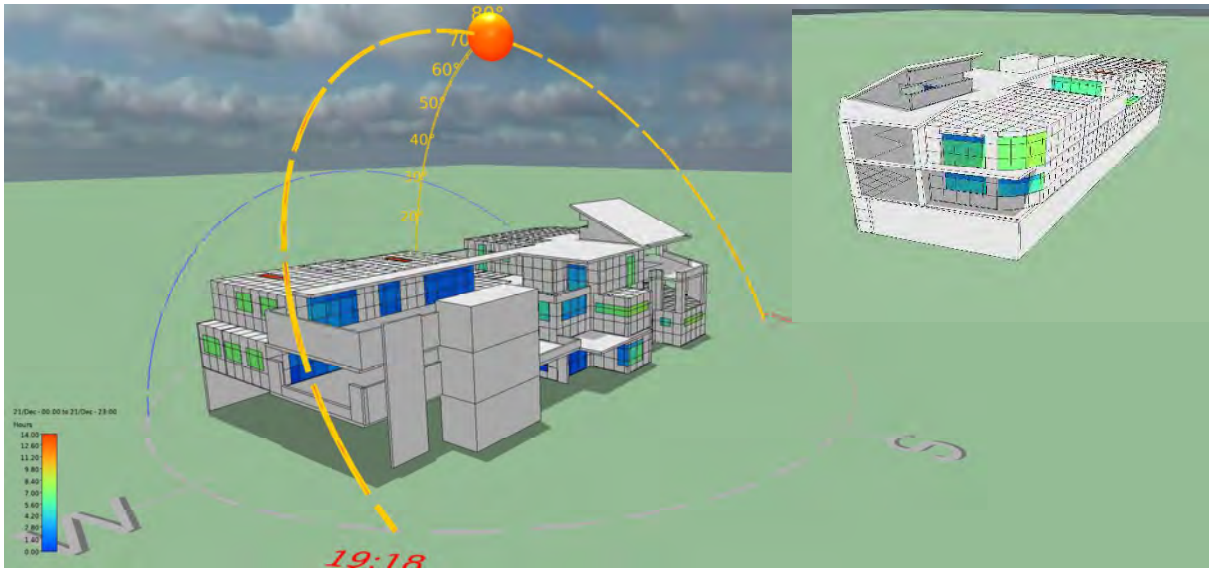

Figure 8: Solar Analysis during Summer

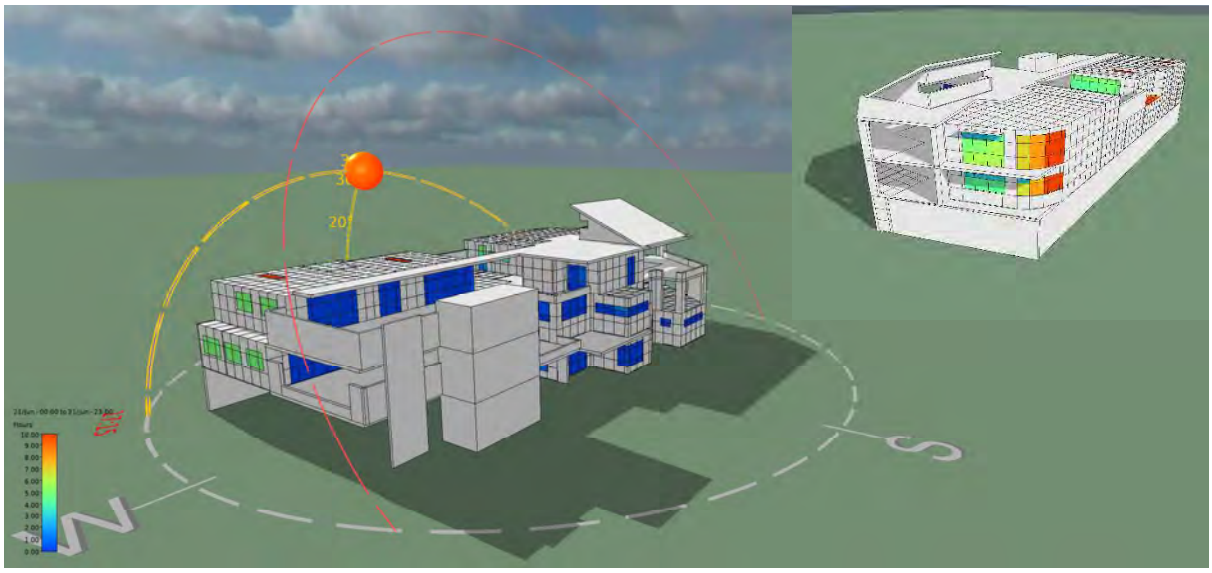

Figure 9: Solar Analysis during Winter

The shading elements have been strategically designed to minimise extended solar exposure during summer months yet maximise solar gains in winter months. During the Summer months each window, receives approximately 1 to 5 hours of daylight over the course of the day, striking a balance between harnessing natural light and mitigating excessive sunlight exposure.

5 URBAN ECOLOGY

Urban ecology is crucial for conserving biodiversity and enhancing urban life. Well-planned buildings and landscapes protect biodiversity and support sustainable practices, including low water and fertilizer use and the selection of native plants. Existing mature trees in the perimeter buffers will be maintained as much as possible.

5.1 MINIMISING HEAT ISLAND EFFECT

The heat island effect occurs when urban areas experience higher temperatures than their rural surroundings due to heat-absorbing materials and limited vegetation. This project actively mitigates the heat island effect by incorporating light-colored roofing materials and shaded landscaped areas, significantly reducing heat gain and enhancing energy efficiency.

A key sustainability measure in this project is achieving an overall Solar Reflectance Index (SRI) above 65, aligning with recommendations for stronger sustainability standards. This target contributes to improved thermal performance, reduced cooling demand, and enhanced occupant comfort.

Applications of High-SRI Materials:

- Cool Roofs & Pavements: The project prioritizes high-SRI roofing materials with a target SRI value of 81, utilizing light-colored, reflective materials such as white membranes, cool coatings, and high-albedo concrete.
- Reflective Paints & Coatings: Applied to existing surfaces to enhance their solar reflectivity and minimize heat retention.

- Shaded Surfaces: Strategically placed trees, pergolas, and solar canopies to further reduce direct heat absorption and improve microclimate conditions.

By integrating these high-SRI materials and shading strategies, this project not only mitigates the urban heat island effect but also supports long-term energy efficiency and climate resilience goals.

Figure 10: Potential design provisions for heat island effect

6 ENERGY USE

Energy savings in a building can be realized by minimizing the need for heating and cooling through a well-designed and insulated façade. The design team will focus on enhancing energy efficiency by exceeding the minimum requirements of BCA Section J. This will involve optimizing the building envelope, air conditioning and ventilation systems, and lighting to ensure lower energy consumption.

The design team has also included provisions for installing a 15kW solar PV installation on the roof at practical completion, accommodating both structural and electrical requirements.

6.1 BUILDING FABRIC

Table 3: Proposed Building Specification

CONSTRUCTION		DESCRIPTION	REQUIREMENT
ENVELOPE WALLS	External Wall	250mm cavity brick wall rendered externally and plaster internally	**Total R-Value=0.52**
INTERNAL WALLS	Brick Wall	Single leaf brick wall with hard wall plaster	**No Insulation Required.**

FLOORS	Slab on Ground	Concrete slab with ground contact. Floor coverings as per plans.	**No Insulation Required.**
FLOORS	Suspended Slab	Suspended concrete slab. Floor coverings as per plans	**No Insulation Required.**
ROOFS	Roof Type 1	Metal deck roof sheet. Cladding in Surfmist **(SA: 0.33)**	**60mm Anticon (R1.3**) with **R4.1 Insulation Batts** to dropped plasterboard ceilings.
ROOFS	Roof Type 2	Concrete Roof. Finish as per plans	**R4.1 Insulation Batts** to dropped plasterboard ceilings.

Note: Glazing values provided are for Whole System (Frame + Glass)

WINDOW SPECIFICATION		U-VALUE	SHGC
WINDOWS	Single Low E Neutral glazing in aluminium frame. (i.e., 6.38mm **Viridian ComfortPlus Neutral**, or equal)	**4.42**	**0.37**
ROOF LIGHTS	Double Low E clear glazing in aluminium frame. (i.e., 3/9/5.36 **Velux Double Low E Glazed Clear**, or equal)	**2.29**	**0.28**

6.2 RESULTS

The figures shown below demonstrate the difference in performance between the Proposed Building and the Reference Building, allowing for a quantifiable comparison on the performance of each building.

Table 4: Estimated Energy Used - Option 1: CP Clear

MODEL	HEATING	COOLING	FANS	LIGHTS	EQUIP	PV	TOTAL
REFERENCE (kWh/m^2)	2.3	21.3	12.3	7.8	8.6	-	**52.3**
PROPOSED (kWh/m^2)	2.3	21.3	12.3	7.8	8.6	-24.5	**27.8**
ENERGY REDUCTION							**48.96%**

It's important to note that a **15kW** solar photovoltaic (PV) system has been integrated into the proposed building's design to assist in offsetting the overall energy consumption.

Table 5: Annual Greenhouse Gas Emissions

MODEL		ANNUAL GREENHOUSE GAS EMISSIONS
REFERENCE	$kgCO_2$-e	**30,657.01**
PROPOSED	$kgCO_2$-e	**16,284.33**

Table 6: Predicted Mean Vote (PMV) Summary

PREDICTED MEAN VOTE - % HOURS IN RANGE FOR	<= -1.00	>-1.00 TO <=1.00	>1.00
Building Class 9b	0.09	99.89	0.01

7 WATER EFFICIENCY

7.1 SUSTAINABLE WATER INITIATIVES

Non-potable water use is minimal throughout the proposed design due to the application of water efficient toilets, taps and showers and relatively small areas of irrigated plantings. The design team has identified water capture, grey and black water capture and treatment during the target setting workshop but did not preference these options due to:

- Low non-potable water use requirements of the development
- Logistical constraints, energy use and operational costs associated with grey and black water treatment in office complexes influenced heavily by health regulations (significant periodic inspection and testing required in the applications)
- Space requirements of rainwater harvesting and/or grey and black water treatment tanks
- Relative cost vs benefit of these strategies versus competing strategies which delivered much larger environmental benefits at a lower cost.

All new water fixtures are to ensure that high WELS rating fixtures and fitting are to be specified in line with minimum benchmarks below.

Table 7: WELS Ratings

FIXTURE / EQUIPMENT TYPE	WELS RATING
TAPS	5 Star
URINALS	5 Star
TOILETS	4 Star
SHOWERS	3 Star – (7L/min)

7.1.1 LANDSCAPE AND IRRIGATION PLAN

The development's location in Western Australia is considered a drying climate and as such, water conservation is critically important. The following sections set out design strategies utilised for this development to reduce its overall water consumption.

7.1.1.1 Drip Irrigation System:

- Efficient drip irrigation system with bubblers ensuring optimal water delivery to trees and uniform hydration throughout the landscape.

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7.1.1.2 Plant Selection:

- Drought-tolerant and water-wise plants will be selected wherever possible to ensure sustainable water use.

7.1.1.3 Vegetation and Landscaping:

- Native vegetation that is water-wise will be prioritized.

8 MOVEMENT AND PLACE

8.1 BICYLCE PARKING FACILITIES & SUSTAINABLE TRANSPORT FACILITIES

It is the intention of this category to reduce occupant's dependency on carbon intensive vehicles. The development will install infrastructure to allow for future installation of minimum 4 metered EV charging stations within the undercover parking area and a high number of bike racks for both visitors and staff.

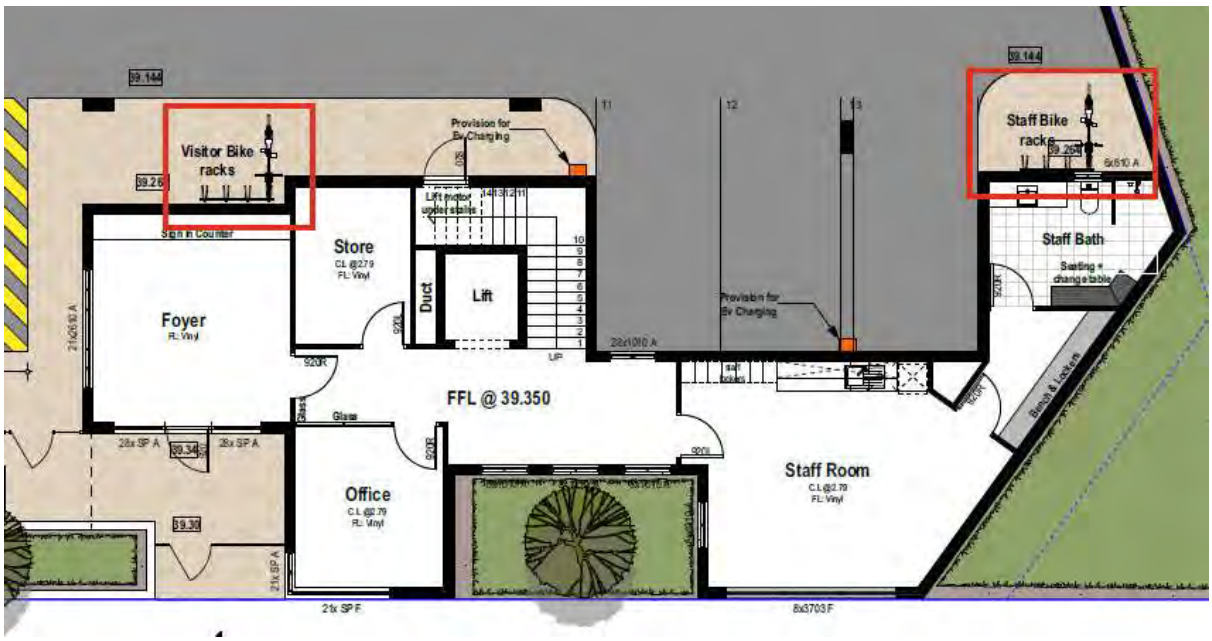

Figure 11: Proposed Bike Racks

9 WASTE EFFICIENCY

A waste planning expert will produce a Waste Management Plan (OWMP) that addresses best practice in waste management, including:

- Identifying the objectives of the plan, by setting diversion from landfill targets and / or target for reducing total materials generation (general waste materials + recyclable / reusable materials);
- Clearly identify waste streams including general waste, paper and cardboard, glass and plastic;
- Clearly identify applicable bins for various waste streams, that allow for separation of recyclable streams – or use of comingled systems where appropriate.
- Clearly identify at least one other waste stream that can be recycled, and for which recycling facilities are provided.
- Clearly identify storage areas for all waste streams identified in the OWMP.

  - Area to be sized sufficiently for all streams nominated above, based on waste generated by the project and the collection frequency for each stream; and
  - Calculations shall be based on third-party best practice guidelines.
- Outline best practice access requirements for the collection of all waste streams identified in the OWMP.
- Outline individual roles responsible for delivering and reviewing the OWMP

9.1 RECYCLING BUILDING MATERIALS

Buildings use significant natural resources throughout their lifecycle. This section will outline the impacts of material procurement and construction, and how these have been minimized compared to typical developments. The goal is to reduce the total embodied energy and carbon of the building.

Design Focus	Intended Design Initiative
Sustainable timber	• Timber used in the building and construction will primarily come from sustainable sources or be reused.
Recycled Asphalt	• Using recycled asphalt pavement
Structural and reinforcing steel	• The aim is for the majority of the steel used in the building to come from an energy-efficient processing plant and a Responsible Steel Maker

10 EXPOSURE TO TOXINS

10.1 PAINTS, ADHESIVES, AND SEALANTS

To meet the requirements, at least 95% of internally applied paints, adhesives, sealants (by volume), and carpets (by area) must meet TVOC (Total Volatile Organic Compounds) limits. Compliance with these limits can be achieved through one of the following methods:

1. Product Certification Scheme: The contractor can use products that are certified under a recognized and current Product Certification Scheme at the time of purchase. These schemes assess and verify the TVOC content of the materials, ensuring they meet the specified limits.
2. Laboratory Product Testing: If there are no certified products available, the contractor can conduct laboratory testing on the paints, adhesives, and sealants, to determine their TVOC content. The testing should be carried out using the whole paint, including water and tinters, to obtain accurate results.
3. Absence of Non-compliant Materials: Alternatively, if none of the materials mentioned (paints, adhesives, sealants, and carpets) are present at the time of practical completion (PC), and thus no TVOC emissions are expected, compliance can be achieved.

All paints used for internal application on the job are to have a low TVOC content as outlined below. TVOC content must be based on whole paint (water and tinters included):

Table 8: Paint VOC limits

PRODUCT TYPE / SUBCATEGORY	MAX TVOC CONTENT (G/L OF READY TO USE PRODUCT)
Walls and ceilings – Any gloss level	16
Trim, varnishes and wood stains	75
Primers, sealers and prep coats	65

Maximum TVOC Content Limits for Paints, Varnishes and Protective Coatings
*EU Directive
The TVOC content of the 'ready-to-use' paint shall be theoretically calculated as the sum total of the VOCs of each of the raw material component comprising the paint.

Where the TVOC content of individual components is not known, it must be determined experimentally by one of the following testing methods as appropriate:

- ISO Method 17895 (2005), for a material with a presumed VOC content <1%;
- ISO Method 11890-2 (2006), for a material with a presumed VOC <15%;
- ISO Method 11890-1 (2007), for a material with a presumed VOC content >15%;
- ASTM D3960, which is comprised of four individual testing procedures that measures TVOC (D2369) as well as density (D1475) and water content (D4017). Exempt compounds (D4457) must not be subtracted in the calculation of VOC content.

The contractor must obtain written approval from the design team before using any sealant, adhesive, paint, flooring or fit out items. This approval will be contingent on the provision of proof that the product has a VOC content below that noted above.

At the end of construction, the contractor is required to undertake a final audit to ensure that the correct products have been used.

All sealants used in an internal application on the job are to have a low TVOC content as outlined below.

Table 9: Adhesives/Sealants VOC limits

PRODUCT	MAXIMUM TVOC CONTENT (G/LITRE)
General purpose adhesives and sealants	50
Acoustic sealants, architectural sealant, waterproofing membranes and sealant, fire retardant sealants and adhesives	250
Structural glazing adhesive, wood flooring and laminate adhesives and sealants	100
Primers, sealers and prep coats	65
One and two pack performance coatings for floors	140

Maximum TVOC limits for Adhesives & Sealants
*Sealants used to enhance the fire- and water-proofing properties are included.

The testing method applicable to adhesive and sealants is only ASTM D3960 as detailed above for paints. For more information on ASTM D3960 refer to South Coast Air Quality Management District Rule 1168.

The contractor must obtain written approval from the design team before using any sealant, adhesive, paint, flooring or fitout items. This approval will be contingent on the provision of proof that the product has a VOC content below that noted above.

At the end of construction, the contractor is required to undertake a final audit to ensure that the correct products have been used.

All carpets and/or other flooring used on the project are to have low TVOC emission rates as outlined below.

Table 10: Carpet VOC limits

ALL CARPET/FLOORING PRODUCTS MUST COMPLY WITH TVOC EMISSION LEVELS	
Total VOC limit	0.5 mg/m^2 per hour
4-pc (4-Phenolcycohexene) limit	0.05 mg/m^2 per hour

Compliance Testing: Refer to Carpet and Rug Institute Green Label (US) OR American Society for Testing and Materials (ASTM) D5116 Guide for Small-Scale Environmental Chamber Determinations of Organic Emissions from Indoor Material/Products OR

For carpets and laminate floor coverings, an option for demonstrating compliance with TVOC levels is as follows: ISO 10580 (also known as ISO/TC 219) – Document N238 – Resilient,

Textile and Laminate Floor Coverings Evaluation of Volatile Organic Compounds Emissions, with a limit of 500µg/m^2/hr at 24 hours. OR

For floor coverings (other than carpet), an option for demonstrating compliance with TVOC levels is as follows:

ISO16000 parts 9, 10 and 11 (also known as the EN 13419), with a TVOC limit at three days of 5mg/m^2/h and 0.5mg/m^2/h at 28 days.

Carpet or other flooring installed as part of the base building works prior to fit out works, can be deemed re-used for the purpose of this credit.

The contractor must obtain written approval from the design team before using any sealant, adhesive, paint, flooring or fit out items. This approval will be contingent on the provision of proof that the product has a VOC content below that noted above.

At the end of construction, the contractor is required to undertake a final audit to ensure that the correct products have been used.

There are two options for demonstrating compliance for carpets, as follows:

Option A - Product Certification:

Carpets certified under a relevant Product Certification Scheme standard recognised by the GBCA under the GBCA assessment Framework for Product Certification Schemes are deemed to satisfy the requirements of this criterion. Relevant GBCA recognized standards are listed on the GBCA web site. The certificate must be current at the time of project registration or submission and list the relevant product name and model.

A UL GREENGUARD Children & Schools® certification current at the time of project registration or submission is another acceptable evidence for demonstrating compliant TVOC levels for carpets.

Option B - Experimental Testing

All carpets comply with the Total VOC (TVOC) limits within Table below. The emission levels detailed in this table must be established by a NATA or another ISO/IEC17025 accreditation laboratory.

Table 11: Flooring VOC limits

ALL CARPET/FLOORING PRODUCTS MUST COMPLY WITH TVOC EMISSION LEVELS – TO ASTM D5116 TEST PROTOCOL	
Carpets using ASTM D5116 Test Protocol:	
Total VOC limit	0.5 mg/m^2 per hour
4-pc (4-Phenolcycohexene) limit	0.05 mg/m^2 per hour
Carpet using ISO 16000 test protocol (also known as EN 13419)	
TVOC at three days-	0.5 mg/sqm per hour
Flooring using ISO 10580 (also known as ISO/TC 219) – Document	
TVOC at 24 hours - 0	0.5mg/sqm per hour

10.2 FORMALDEHYDE MINIMISATION

All engineered wood products used internally, including exposed and concealed applications, must have low formaldehyde emissions as defined in the table below, or contain no formaldehyde. Engineered wood products are defined as particleboard, plywood, veneer, MDF, Laminated Veneer Lumber (LVL), High-Pressure Laminate (HPL), Compact Laminate and decorative overlaid wood panels and include both finished and unfinished products.

These requirements are not applicable to exterior applications, formwork, internal car park applications, reused engineered wood products or raw timber.

The contractor must obtain approval from the design team before substituting any product.

The limits listed here are defined according to the test method. The levels listed are equivalent results for different test procedures.

Table 12: Formaldehyde emission limits

TEST PROTOCOL	EMISSION LIMIT/ UNIT OF MEASUREMENTS
AS/NZS 2269:2004, testing procedure AS/NZS 2098.11:2005 method 10 for Plywood	< 1.0 mg/L
AS/NZS 1859.1:2004 - Particle Board, with use of testing procedure AS/NZS 4266.16:2004 method 16	< 1.5 mg/L
AS/NZS 1859.2:2004 - MDF, with use of testing procedure AS/NZS 4266.16:2004 method 16	< 1.0 mg/L
JIS A 5908:2003- Particle Board and Plywood, with use of testing procedure JIS A 1460	< 1.0 mg/L
JIS A 5905:2003 - MDF, with use of testing procedure JIS A 1460	< 1.0 mg/L
JIS A1901 (not applicable to Plywood)	< 1.0 mg/L
ASTM D5116	<0.1 (+/- 0.0005) mg/m^{2}hr (may also be represented as mg/m^2/hr)
ISO 16000 part 9, 10 and 11 (also known as EN 13419)	<0.1 (+/- 0.0005) mg/m^{2}hr (may also be represented as mg/m^2/hr)
ASTM D6007	0.12mg/m^3*
ASTM E1333	0.12mg/m^3**
EN 717-1 (also known as DIN EN 717-1)	0.12 mg/m^3
EN 717-2 (also known as DIN EN 717-2)	3.5 mg/m^{2}hr (may also be represented as mg/m^2/hr).
*The test report must confirm that the conditions of Table 1 comply for the particular wood product type, the final results must be presented in EN 717-1 equivalent (as presented in the table) using the correlation ratio of 0.98.	

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11 CONCLUSION

In conclusion, the report outlines sustainability commitments that align with core principles, focusing on energy, water, and waste management. It highlights efforts to promote environmental responsibility and resource efficiency, underscoring a commitment to a greener, more sustainable future.

Table 13: Sustainability Commitments

DESCRIPTION	GOAL	SUSTAINABILITY COMMITMENTS
Clear Air	Improve Indoor Environment Quality And Health And Wellbeing Of Occupants.	Outdoor air provided to primary areas at a rate at least **50%** greater than minimum in AS 1668.2:2012. *(TBC based on mechanical consultant).*
Light Quality		Above **40%** of the regularly occupied areas have high level of daylight (above 160 Lux).
Exposure to Toxins		The building's paints adhesives, sealants, and carpets are low in TVOC or non-toxic. The building's engineered wood products are low in TVOC or non-toxic. Occupants are not exposed to banned or highly toxic materials in the building.
Urban ecology	Heat Resilience	Light Roof Colour (initial SRI 81)
Energy use	Reduce Emissions And Water Use.	A minimum of **30%** offset in operational energy usage
		Adequate daytime sunlight with effective shading to prevent overheating
		Solar PV Panels, 15 kW system
Water use		High WELS Ratings (these equal to above **30%** reduction in potable water).
Lighting use		**20%** reduction in lighting power when compared to NCC DTS.
Recycle building Materials	Recycled Asphalt	Project integrates recyclable materials, including recycled asphalt paving
	Sustainable Timber	The playground is constructed from sustainable timber materials
Movement and place	Low Carbon Options.	Provision for 4 x EV Charging Bays
		Provision for secured and unsecured bike parking
Design for Inclusion	Social Health.	Disability Access and inclusive design End of trip facilities

APPENDIX 1 – THERMAL CONSTRUCTION - GENERAL

Excerpt from the BCA, Volume One - Part J1.2

Thermal Construction - General

1. Where required, insulation must comply AS/NZS 4859.1 and be installed so that it –
    a. Abuts or overlaps adjoining insulation other than at supporting members such as studs, noggings, joists, furring channels and the like where the insulation must be against the member; and
    b. Forms a continuous barrier with ceilings, walls, bulkheads, floors or the like that inherently contribute to the thermal barrier; and
    c. Does not affect the safe or effective operation of a domestic service or fitting.
2. Where required, reflective insulation must be installed with –
    a. The necessary airspace, to achieve the required R-Value between a reflective side of the reflective insulation and a building lining or cladding; and
    b. The reflective insulation closely fitted against any penetration, door or window opening; and
    c. The reflective insulation adequately supported by framing members; and
    d. Each adjoining sheet of roll membrane being –
        i. Overlapped not less than 50 mm; or
        ii. Taped together.
3. Where required, bulk insulation must be installed so that –
    a. It maintains its position and thickness, other than where it crosses roof battens, water pipes, electrical cabling or the like; and
    b. In a ceiling, where there is no bulk insulation or reflective insulation in the wall beneath, it overlaps the wall by not less than 50mm.
4. Roof, ceiling, wall and floor materials, and associated surfaces are deemed to have the thermal properties listed in Specification J1.2
5. The required Total R-Value and Total System U-Value, including allowance for thermal bridging, must be –
    a. Calculated in accordance with AS/NZS 4859.2 for a roof or floor; or
    b. Determined in accordance with Specification J1.5a for wall-glazing construction; or
    c. Determined in accordance with Specification J1.6 or Section 3.5 of CIBSE Guide A for soil or sub-floor spaces.

Design Review Report – Item 1

Local government:	City of Stirling	
Item no.:	Item 1 – PDA24/0072 – 73 Wanneroo Road, Tuart Hill - Pre Development Application – Childcare Centre	
Chairperson:	Philip Gresley	
Panel members:	Tony Blackwell Jackson Liew Lisa Shine	
Local government officers:	Dean Williams Karina Bowater Simone Palmer	Coordinator Planning Senior Planning Officer DRP Support Officer
Observers	Meron Nega	Planning Officer
Date:	5 December 2024	Time: 2pm
Venue:	City of Stirling – Challenger Room	

Proponent/s		
	Alan Stewart Nicole Cavanagh Frank Macri	Lateral Planning *(Applicant)* Plan E (remotely) Macri Builders
	Owners	Della Cape Pty Ltd
Observer/s		

Briefings		
Development assessment overview	Karina Bowater	Senior Planning Officer
Technical issues	Karina Bowater	Senior Planning Officer
Design Review		
Proposed development	Item 1 – PDA24/0072 – 73 Wanneroo Road, Tuart Hill - Pre Development Application – Childcare Centre	
Property address	73 Wanneroo Road, Tuart Hill	
Background		
Proposal		
Applicant or applicant's representative address to the design review panel	Alan Stewart Nicole Cavanagh	Lateral Planning Plan E (remotely)
Key issues / recommendations	The Panel commended the progress made since DRP1, particularly in integrating the proposal into its context and enhancing its contribution to the streetscape. The front setback and its integration into the public realm are positive, but there is an untapped opportunity to transform this space into a more meaningful urban landscape. Rather than a traditional "front garden," this area could be reimagined as a usable interface for the community and	

	development, incorporating paving, seating, and shade elements to encourage interaction and activate the streetscape. A key issue identified is the need to provide additional light to external spaces. Reconfiguring voids, particularly in the middle-level play areas, could enhance access to light and improve functionality for users. The façade shows improvement, but further refinement is needed to simplify materiality, better integrate brickwork, and align the building's character with its civic purpose. While sustainability measures are progressing, shading for the eastern and western elevations and revised Solar Reflectance Index values for materials should be prioritized to improve thermal performance. The Panel also encourages clearer detailing of planters and landscaping on structure, as well as playful elements to create a more welcoming environment for children. The Panel looks forward to reviewing further progress at DRP3. Refer to attached Design Quality Evaluation Report.
Chairperson signature	

Design quality evaluation **Item 1 – PDA24/0072– 73 Wanneroo Road, Tuart Hill – Pre Development Application – Child Care Premise** **DRP Meeting – Thursday 5 December 2024**		
	S	*Design Principle satisfied*
	P	*Design Principle pending further attention*
	N	*Design Principle not satisfied*
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
	P	1a. The Panel appreciates the consideration of context and the steps taken to integrate the proposal into its surroundings, particularly through the well-placed front setback and its integration into the public realm. These elements contribute positively to the streetscape. 1b. The front landscaped setback offers an untapped opportunity to become a more meaningful urban space that better acknowledges its location at a harsh, vehicular-dominated corner. Rather than a traditional "garden," this area could be developed as a usable interface for both the community and the development. Seating, shading, and flexible-use spaces would enhance this interface and create a more active relationship with the site's context. 1c. The proposed green feature element at the corner is considered superfluous and does not adequately contribute to site identity. A more architectural corner treatment should be explored to strengthen the site's presence and interface with the public realm. 1d. Further refinement is encouraged at the ground plane and main entry canopy to create a finer grain of detail and a more pedestrian-friendly experience. 1e. The façade design, while showing some significant improvement, requires refinement to ensure the use of brick is more cohesive and balanced, contributing to a stronger integration with the surrounding context and enhancing the building's character as a civic and community-focused presence.
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
	P	2a. The Panel supports the proposal's generous deep soil zones, which provide a strong foundation for quality landscaping. 2b. The Panel commented that the overall landscape design is well-placed to contribute to the streetscape and benefit the wider community, though further refinement is needed to maximize its potential. 2c. The Panel noted that sections currently do not provide sufficient information to show how external spaces are working. Further detail is required to demonstrate how landscaping integrates with the overall design. 2d. It was recommended that the front setback buffer be developed further to provide a more urban feel. Incorporating paving, seating, and even shade elements could create a stronger sense of community and support public interaction. Opportunities also exist to reclaim some of this space to create a outlook and interactivity for staff use, and connect to the first-floor activity room through a decking system. This would enhance activation and provide a more dynamic interface with the street. The necessity of the maintenance access located in the front garden was also questioned. The existing Canary Island Date Palm should be retained and celebrated as a valuable asset. Additional trees could be integrated around it to enhance the landscape and provide shade. 2e. The detailing of planters needs further interrogation, particularly regarding their height, to ensure they function effectively. 2f. Further clarity is required on how landscaping is supported on structure. Detailed sections showing the construction and feasibility of landscaping elements would strengthen confidence in the design approach.

		2g. The Panel suggested that some of the brickwork elements from the façade could be introduced into the landscape to provide material continuity and reinforce the architectural character. 2h. The species list should be reviewed as Magnolia Grandiflora and Cercis Canadensis are on the shot-hole borer list. Replacing them with alternative species that are more resilient is recommended. 2i. Artificial turf is considered acceptable in this scheme due to its shaded location, which significantly reduces toxic gases and minimizes heat gain. However, a overshadowing diagram should be provided to demonstrate this and ongoing management and maintenance of this surface should be considered. 2j. The ground level tree to the west of the entry way may be somewhat constrained. This would benefit from additional consideration and could be better integrated to enhance the entry way and streetscape.
Principle 3 **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
	S	3a. The Panel supports the built form and scale, noting it fits well within its current and future context. The massing strikes a balance between ambition and sensitivity to the surrounding area.
Principle 4 **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
	P	4a. The Panel supports the reduced car parking provision, provided it is justified with supporting evidence. 4b. Finished floor levels (FFLs) should be included in plans for clarity. 4c. Reconsidering the stairwell's placement and orientation is recommended to improve circulation and light penetration into internal spaces. 4d. More detailed information on landscaping on structures is needed to confirm feasibility, including soil depths and planting heights. 4e. Cot rooms and activity spaces require enhanced light penetration. Creating a longer and more generous northern boundary landscaped skylight, plus enlarging decking voids would create brighter, more comfortable environments.
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
	P	5a. The presentation of a sustainability report is a positive outcome. 5b. The Panel encourages stronger sustainability measures, including revising Solar Reflectance Index (SRI) values for roofing and paving to achieve figures above 6.5. This will improve thermal performance and reduce heat gain. 5c. Measures to increase winter morning light penetration should be prioritized to reduce reliance on artificial lighting and improve energy efficiency. However, the Panel expressed some concerns around the lack of shading to the east and west elevations for summer heat gain. There is an opportunity to introduce shading elements to improve thermal performance.
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.*
	P	6a. The Panel commended the use of voids in the landscape and entry area, noting that this design strategy creates an open and connected environment, reducing the sense of enclosure. The voids provide opportunities for children to engage with natural elements, which is strongly supported. However, there is an opportunity to explore better access to light through additional voids and configuration of the external play space on the middle level.

		6b. The inclusion of generous staff spaces is commended. However, better connections to the staff courtyard or the front setback landscaping through adjustment of levels would enhance usability. 6c. The Panel suggested incorporating visual connections to the school grounds by integrating features such as small viewing windows or 'peep holes.' This would allow children to look out at the trees and school, fostering a sense of connection with the surrounding environment.
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
	S	7a. The Panel supports the proposal's overall legibility, noting clear and well-organised elements. 7b. It was suggested the front entry could be made more prominent and inviting to strengthen the sense of arrival. Revisions to fencing are encouraged to align better with the project's welcoming intent.
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
	P	8a. The Applicant was encouraged to consider fencing off the carpark to create a safe environment after hours. 8b. The laneway plan was questioned by the Panel in relation to security and surveillance. The question was asked if there is going to be a gate incorporated in this location to improve security.
Principle 9 **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
	P	9a. The Panel supports the childcare use in this location, as it meets a clear community need. 9b. The integration of community-focused landscaping, such as seating or gathering spaces, should be prioritized. Landscaping should transcend the "front garden" aesthetic to create spaces that encourage urban interaction. 9c. Public art could be introduced to enhance the site's community value and engagement.
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
	P	10a. While the façade successfully demonstrates movement and transparency, it is overly busy and lacks cohesion. The design team is encouraged to simplify material use and refine the composition of architectural elements. 10b. The brick stair tower, while visually prominent, could be reimagined to reduce its dominance. Articulation could provide relief, where fire regulations allow. 10c. The parapet roofline is heavy and could be reimagined as a pitched or skillion roof to improve aesthetics and provide additional northern glazing. 10d. The Panel commented there is opportunity to better work signage into the scheme with more thought around how the branding will be integrated. 10e. The Panel expressed some concerns around the lack of shading to the east and west elevations for summer heat gain. There is an opportunity to introduce shading elements to further enhance the elevations, especially on the Wanneroo Road elevation. 10f. The proposed green feature element at the corner is considered superfluous and does not adequately contribute to site identity. A more architectural corner treatment should be explored to strengthen the site's presence and interface with the public realm. 10g. There is opportunity to carefully integrate playful design elements in the southern elevation to create a more welcoming environment for children.

Design Review progress
Item 1 – PDA23/0105– 73 Wanneroo Road, Tuart Hill – Pre Development Application – Child Care Premise
DRP Meeting – Thursday 5 December 2024 and 23 November 2023

S	*Design Principle satisfied*
P	*Design Principle pending further attention*
N	*Design Principle not satisfied*

	DR1 17/8/2023	***DR2 5/12/2024***	***DR3***
Principle 1 - **Context and character**	N	P	
Principle 2 - **Landscape quality**	N	P	
Principle 3 - **Built form and scale**	N	S	
Principle 4 - **Functionality and build quality**	N	P	
Principle 5 - **Sustainability**		P	
Principle 6 - **Amenity**	N	P	
Principle 7 - **Legibility**		S	
Principle 8 - **Safety**		P	
Principle 9 - **Community**	N	P	
Principle 10 - **Aesthetics**	P	P	

Recommendations Summary Item 2 – PDA24/0072 and PDA23/0105– 73 Wanneroo Road, Tuart Hill			
DR1 – DRP Recommendations DRP Meeting – 23/11/2023	**DR2 – Applicant Response DRP Meeting – 23/11/2023**	**DR2 DRP Recommendations DRP Meeting – 5/12/2024**	**DR2 – Applicant Response DRP Meeting – 5/12/2024**
1a. The Panel advises the proponent to provide a more comprehensive contextual analysis of the site including a *Site Design Response* diagram. This should include detailed commentary and diagramming around the unique qualities of the site and what the opportunities can be inspired by the local built form character and adjacent properties. 1b. A detailed *opportunities and constraints* analysis should be provided. 1c. The topography of the site should be further investigated, particularly in relation to the adjacent existing building. It was suggested by the Panel to provide a series of cross section drawings which would assist to gain a better understanding of the proposal. These are useful as a design tool for the applicant to further understand the implications of design decisions. 1d. Future road widening should be shown on drawings including likely kerb and footpath locations. This will provide clarity to the Panel and the applicant to determine how the building can better respond to the corner location. This includes showing understanding footpath widths, awning depths and continuity, and the deployment of design		1b. The front landscaped setback offers an untapped opportunity to become a more meaningful urban space that better acknowledges its location at a harsh, vehicular-dominated corner. Rather than a traditional "garden," this area could be developed as a usable interface for both the community and the development. Seating, shading, and flexible-use spaces would enhance this interface and create a more active relationship with the site's context. 1c. The proposed green feature element at the corner is considered superfluous and does not adequately contribute to site identity. A more architectural corner treatment should be explored to strengthen the site's presence and interface with the public realm. 1d. Further refinement is encouraged at the ground plane and main entry canopy to create a finer grain of detail and a more pedestrian-friendly experience. 1e. The façade design, while showing some significant improvement, requires refinement to ensure the use of brick is more cohesive and balanced, contributing to a stronger integration with the surrounding context and enhancing the building's character as a civic and community-focused presence.	

	devices to further enhance the street level activation of the proposal.			
1e.	The opportunity for increasing height on the corner should be explored in the re-planning of the facility. There is opportunity for a smaller footprint and a higher building which might better address the aspirations for the area and assist (alongside the analysis suggested in 1d) to deliver a supportable outcome.			
1h.	There is an opportunity to better address the part of the proposal on the north east corner of the site which directly addresses the entry space of the existing adjacent property.			
1i.	The Panel stated there is opportunity to improve the materiality of the proposal. development to facilitate a better design response.			
1j.	The Applicant was encouraged to explore ways for the child care centre to better interact with the street. The Panel expressed concern around children's activity spaces being suggested for "activated uses" as it is likely these will be screened from public view by curtains or other devices.			
1k.	Comment was made on how the building turns the corner and the lack of awning being problematic. The Applicant should meet the required widths wherever possible or create better design outcomes when it cannot conform including			

demonstrations of where and why it does not conform.			
2c. Whilst there is planting on deck the provision for soil volume is inadequate. The Panel suggested Volume 2 of Residential Design Codes could be followed as it provides good guidance on sustainable planting. 2d. It was mentioned by the Panel the northern orientation of the northern portion of the landscape on the upper level could be supported in principle, however, the Applicant was encouraged to investigate the implications of future development and the difference of scale of the neighbouring property will have in relation to overshadowing. 2f. It was stated by the Panel cross sections would be beneficial and would provide the Panel with a better understanding of the development. 2g. The Panel recommended including shade structures in the drawings at an early stage to a gain an understanding of how these fit into the proposal		2b. The Panel commented that the overall landscape design is well-placed to contribute to the streetscape and benefit the wider community, though further refinement is needed to maximise its potential. 2c. The Panel noted that sections currently do not provide sufficient information to show how external spaces are working. Further detail is required to demonstrate how landscaping integrates with the overall design. 2d. It was recommended that the front setback buffer be developed further to provide a more urban feel. Incorporating paving, seating, and even shade elements could create a stronger sense of community and support public interaction. Opportunities also exist to reclaim some of this space to create an outlook and interactivity for staff use, and connect to the first-floor activity room through a decking system. This would enhance activation and provide a more dynamic interface with the street. The necessity of the maintenance access located in the front garden was also questioned. The existing Canary Island Date Palm should be retained and celebrated as a valuable asset. Additional trees could be integrated around it to enhance the landscape and provide shade. 2e. The detailing of planters needs further interrogation, particularly regarding their height, to ensure they function effectively.	

		2f. Further clarity is required on how landscaping is supported on structure. Detailed sections showing the construction and feasibility of landscaping elements would strengthen confidence in the design approach. 2g. The Panel suggested that some of the brickwork elements from the façade could be introduced into the landscape to provide material continuity and reinforce the architectural character. 2h. The species list should be reviewed as Magnolia Grandiflora and Cercis Canadensis are on the shot-hole borer list. Replacing them with alternative species that are more resilient is recommended. 2i. Artificial turf is considered acceptable in this scheme due to its shaded location, which significantly reduces toxic gases and minimizes heat gain. However, an overshadowing diagram should be provided to demonstrate this and ongoing management and maintenance of this surface should be considered. 2j. The ground level tree to the west of the entry way may be somewhat constrained. This would benefit from additional consideration and could be better integrated to enhance the entry way and streetscape.	
3a. The Panel stated the corner treatments are important and further thought and development is required. See comments under Principle 1			

3b. The Panel showed concern around the lack of understanding of how the building interacts with the next-door property. It was stated by the Panel cross sections would be beneficial and would provide a better understanding. 3c. Comment was made by the Panel the proposal is overdeveloped and the Applicant was urged to consider the opportunity for a smaller footprint and an additional level to the Wanneroo Road frontage.			
4a. The Panel commented the approach to the basement is not acceptable. It was suggested to relocate the activity rooms to the upper level to provide more exposure to light and ventilation. The Applicant was encouraged to provide space for real landscape to allow light and air into the building and then place the activity rooms adjacent to these areas. It was recommended to determine the hierarchy of the rooms and locate accordingly. 4c. Although supportive of the carparking strategy, comment was made by the Panel the reduction in carparking requires justification by the Applicant.		4b. Finished floor levels (FFLs) should be included in plans for clarity. 4c. Reconsidering the stairwell's placement and orientation is recommended to improve circulation and light penetration into internal spaces. 4d. More detailed information on landscaping on structures is needed to confirm feasibility, including soil depths and planting heights. 4e. Cot rooms and activity spaces require enhanced light penetration. Creating a longer and more generous northern boundary landscaped skylight, plus enlarging decking voids would create brighter, more comfortable environments.	
5b. The Applicant was encouraged to explore sustainability initiatives and make a commitment to appropriately addressing this design principle.		5b. The Panel encourages stronger sustainability measures, including revising Solar Reflectance Index (SRI) values for roofing and paving to achieve figures above 6.5. This will improve thermal performance and reduce heat gain. 5c. Measures to increase winter morning light penetration should be prioritized to reduce reliance	

			on artificial lighting and improve energy efficiency. However, the Panel expressed some concerns around the lack of shading to the east and west elevations for summer heat gain. There is an opportunity to introduce shading elements to improve thermal performance.	
		6a.	The Panel commended the use of voids in the landscape and entry area, noting that this design strategy creates an open and connected environment, reducing the sense of enclosure. The voids provide opportunities for children to engage with natural elements, which is strongly supported. However, there is an opportunity to explore better access to light through additional voids and configuration of the external play space on the middle level.	
		6b.	The inclusion of generous staff spaces is commended. However, better connections to the staff courtyard or the front setback landscaping through adjustment of levels would enhance usability.	
		6c.	The Panel suggested incorporating visual connections to the school grounds by integrating features such as small viewing windows or 'peep holes.' This would allow children to look out at the trees and school, fostering a sense of connection with the surrounding environment.	
		7b.	It was suggested the front entry could be made more prominent and inviting to strengthen the sense of arrival. Revisions to fencing are encouraged to align better with the project's welcoming intent.	

		8a. The Applicant was encouraged to consider fencing off the carpark to create a safe environment after hours. 8b. The laneway plan was questioned by the Panel in relation to security and surveillance. The question was asked if there is going to be a gate incorporated in this location to improve security.	
9a. The Panel advise the childcare use is a good location however further work is required to demonstrate what is being offered back to the community through an improved design response. 9b. Better activation, potentially through integrated alternative uses (such as a retail outlet) to Wanneroo Road could be considered.		9b. The integration of community-focused landscaping, such as seating or gathering spaces, should be prioritized. Landscaping should transcend the "front garden" aesthetic to create spaces that encourage urban interaction. 9c. Public art could be introduced to enhance the site's community value and engagement.	
10a. The aesthetics of the proposal are developing but require significant work to deliver a cohesive design idea across the entire proposal. This includes the consideration of how the proposal can wrap around the corner more successfully. This includes better consideration of the road widening, awning provision, and public realm integration across significant level changes. 10c. The Panel suggested that the southern façade held some promise with regard to materiality and articulation. The opportunity to use brickwork selectively and carefully in other locations could help refine a more cohesive response.		10a. While the façade successfully demonstrates movement and transparency, it is overly busy and lacks cohesion. The design team is encouraged to simplify material use and refine the composition of architectural elements. 10b. The brick stair tower, while visually prominent, could be reimagined to reduce its dominance. Articulation could provide relief, where fire regulations allow. 10c. The parapet roofline is heavy and could be reimagined as a pitched or skillion roof to improve aesthetics and provide additional northern glazing. 10d. The Panel commented there is opportunity to better work signage into the scheme with	

		more thought around how the branding will be integrated. 10e. The Panel expressed some concerns around the lack of shading to the east and west elevations for summer heat gain. There is an opportunity to introduce shading elements to further enhance the elevations, especially on the Wanneroo Road elevation. 10f. The proposed green feature element at the corner is considered superfluous and does not adequately contribute to site identity. A more architectural corner treatment should be explored to strengthen the site's presence and interface with the public realm. 10g. There is opportunity to carefully integrate playful design elements in the southern elevation to create a more welcoming environment for children.	

Development Services
629 Newcastle Street Leederville WA 6007
PO Box 100 Leederville WA 6902
T (08) 9420 2099
F (08) 9420 3193

Your Ref: DA25/0302
Our Ref: 193650406 - DAP421845
Enquiries: [redacted]
Direct Tel:
Email: building.services@watercorporation.com.au

7 May 2025

Client Liaison Officer
City Of Stirling
PO BOX 130
OSBORNE PARK WA 6017

Attention of: Kate Richardson

Re: 73 WANNEROO RD TUART HILL LOT 11

Thank you for your email dated 6th May 2025. We offer the following comments regarding this proposal.

Water
Reticulated water is available to the subject lot. A 20mm water service exists on the property.

Wastewater
Reticulated sewerage is available to the subject lot. Any portion of the proposed building which is within the zone of influence to sewer main may require suitable footings in accordance with our technical guidelines. Please refer to our website: www.watercorporation.com.au/Developing-and-building/Working-near-assets.

Approval for works
There are no protection of services issues to this lot. The mains are all outside the boundaries.

Building Approval Application
The applicant is required to submit a Commercial/Multi Residential Application by using our online portal BuilderNet: login-buildernet.watercorporation.com.au.

Attachments required for approval will include:

- Final construction site & architectural floor plans
- Engineer certified piling detail plans (if required)
- Hydraulic Plans – Water & Wastewater
- Trade Waste Application Form - Application forms (watercorporation.com.au)
- Trade Waste Supplement Form

The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, please contact us to confirm that this information is still valid. Please provide the above comments to the landowner, developer and/or their representative. Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact our Enquiries Officer.

Kind regards

K Moore

Kerry Moore

A/Advisor - Building Services
Development Services

Assets Planning & Delivery Group

E building.services@watercorporation.com.au

T 13 13 95

watercorporation.com.au

mainroads WESTERN AUSTRALIA

Enquiries: [redacted]
Our Ref: 17/9484 (D25#552050)
Your Ref: DA25/0302

16 June 2025

Chief Executive Officer
City of Stirling
PO Box 1533
OSBORNE PARK WA 6916

Email: planning@stirling.wa.gov.au (via email)

Dear Sir/Madam,

PROPOSED CHILD CARE CENTRE – REF. DA25/0302 – DAP/25/02900 – LOT 11 (73) WANNEROO ROAD TUART HILL

In response to correspondence received on 5 May 2025 Main Roads supports the proposal and recommends that if development approval is granted, the following conditions are imposed:

Conditions

1) Prior to occupation of the building, a vehicle safety barrier must be installed onsite at the applicant's cost, to protect the external play area adjacent to Wanneroo Road.

   Justification for Condition

   Public safety and protection from errant vehicles. Any risk mitigation measures to provide protection from errant vehicles will need to be undertaken by the developer within the property boundary.

2) This noise sensitive development adjacent to a major transport corridor must implement measures to ameliorate the impact of transport noise. The development is to comply and implement the Environmental Assessment, Revision 0, dated 24 April 2025 prepared by ND Engineering with the following amendments:

   a) Noise predictions and treatments must be adjusted for 2045 conditions as required by State Planning Policy 5.4 i.e a 20 year planning horizon.

   b) External wall, roof/ceiling, glazing, external door and ventilation specifications, noise wall installation, Quiet House treatments and title notification as outlined in ND Engineering's report must be applied to the development, subject to the above adjustments.

   The acoustic report shall be to the satisfaction of the City of Stirling and must be implemented at all times.

   Justification for Condition

   To ensure the acoustic requirements are implemented in accordance with State Planning Policy 5.4 – Road and Rail Noise.

3) Prior to occupation of the development, certification from a qualified acoustic consultant being submitted, confirming that the recommendations of the approved acoustic report prepared by ND Engineering and dated 24 April 2025 have been implemented is to be provided to the satisfaction of the City of Stirling.

   Justification for Condition

   To ensure the acoustic requirements are implemented in accordance with State Planning Policy 5.4 – Road and Rail Noise.

4) A notification, pursuant to Section 70A of the *Transfer of Land Act 1893* is to be placed on the certificate of title of the subject lot. The notification is to state as follows:

   '*The lot is situated in the vicinity of a transport corridor and is currently affected, or may in future be affected by transport noise*.'

   Justification for Condition

   To ensure the acoustic requirements are implemented in accordance with State Planning Policy 5.4 – Road and Rail Noise.

5) No works are permitted within the Wanneroo Road Reservation unless Main Roads has issued a Working on Roads Permit.

   Justification for Condition

   To ensure the works maintain public safety and do not conflict with other scheduled works such as services, and routine maintenance; or cause unacceptable disruption to the movement of people and freight. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Works on Roads

6) Stormwater shall not be discharged to the Wanneroo Road Reserve.

   Justification for Condition

   To ensure there is sufficient capacity in the Wanneroo Road stormwater network to accommodate its requirements. This is a standard requirement for development adjacent to a State Road.

Advice

a) The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network.

Further information on the pre-lodgement consultation process can be found on Main Roads website at mainroads.wa.gov.au > Technical & Commercial > Planning & Development

Should the City disagree with the above conditions or require further information please do not hesitate to contact [redacted]

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

Yours sincerely

mthornely.

Maryanne Thornely
Road Access and Planning Manager

PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure