Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 10 December 2025; 9:30am
Meeting Number: MODAP/117
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link: MODAP/117 - 10 December 2025 - City of Rockingham - City of Kalamunda - City of Mandurah

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Noting of Minutes

PART B – CITY OF ROCKINGHAM

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 6 (No.36) Patterson Road, Rockingham – Proposed Child Care Premises – DAP/25/02967
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – CITY OF KALAMUNDA

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot No. 192 (326) Hale Road, Wattle Grove - Service Station, Motor Vehicle Repairs & Recreation – Private – DAP/25/02890
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – CITY OF MANDURAH

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 3 (54-64) Lakes Road, Greenfields - Proposed Medical Centre, Pharmacy and Café – DAP/24/02790
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART E – 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

DAP Members
Eugene Koltasz (Presiding Member)
Clayton Higham (Deputy Presiding Member)
Heidi Herget
Mayor Lorna Buchan (Part B – City of Rockingham)
Cr Mark Jones (Part B – City of Rockingham)
Mayor Margaret Thomas (Part C – City of Kalamunda)
Cr Kathy Ritchie (Part C – City of Kalamunda)

DAP Secretariat
Tenielle Brownfield
Ashlee Kelly

PART A – INTRODUCTION

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PART B – CITY OF ROCKINGHAM

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2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 6 (No.36) Patterson Road, Rockingham – Proposed Child Care Premises – DAP/25/02967

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Part B – Item 3.1 - LOT 6 (NO.36) PATTERSON ROAD, ROCKINGHAM – PROPOSED CHILD CARE PREMISES

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer Development Assessment Panel	
Local Government Area:	City of Rockingham	
Applicant:	Burgess Design Group	
Owner:	Kentucky Fried Chicken Pty Ltd	
Value of Development:	$3.25 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)	
Responsible Authority:	City of Rockingham	
Authorising Officer:	Mr Peter Ricci, Director Planning and Development Services	
LG Reference:	DD020.2025.00000368.001	
DAP File No:	DAP/25/02967	
Application Received Date:	8 September 2025	
Report Due Date:	28 November 2025	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Development Plans and Elevations 2. Development Application 3. Applicants Response to City's Request for Further Information	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☒ Yes ☐ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metropolitan Outer Development Assessment Panel (MODAP) resolves to:

1. **Accept** that the DAP Application reference DAP/25/02967 is appropriate for consideration as a "Child Care Premises" land use and compatible with the objectives of the zoning table in accordance with Clause 3.2 of the City of Rockingham Town Planning Scheme No. 2;

2. **Approve** DAP Application reference DAP/25/02967 and accompanying plans:

    - Site Plan – Drawing Number SK018_A-001, Drawn by *meyer shircore architects*;
    - Ground Floor Plan, First Floor Plan - Drawing Number SK018_002, Drawn by *meyer shircore architects*;

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- Elevations - Drawing Number SK018_003, Drawn by *meyer shircore architects*;
- Architectural Impressions – Drawing Number SK018_004-006, Drawn by *meyer shircore architects*;

in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause 68(2)(b) of the City of Rockingham Town Planning Scheme No.2, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

2. No more than 89 children are to be accommodated by the Child Care Premises.

3. No more than seventeen (17) staff are to be on site at any one time.

4. The Child Care Premises must only operate between the hours of 6:30am to 6:30pm, Monday to Friday, with children not permitted in the open space play areas before 7:00am.

5. Prior to applying for a Building Permit, a Stormwater Management Plan must be prepared by a suitably qualified engineering showing how stormwater will be contained on-site and those plans must be submitted to the City of Rockingham for its approval. All stormwater generated by the development must be managed in accordance with *Local Planning Policy 3.4.3 - Urban Water Management* to the satisfaction of the City of Rockingham. The approved plans must be implemented, and all works must be maintained for the duration of the development.

6. Prior to the commencement of works a Construction Management Plan must be submitted and approved by the City of Rockingham. The Construction Management Plan shall include, but not be limited to, the following:

   (i) A Dust, Noise and Vibration Management Plan;

   (ii) Detail how access roads to and all trafficable areas on the site/s will be treated and maintained to prevent or minimise the generation of airborne dust;

   (iii) How any stockpiles on site/s are to be managed;

   (iv) Construction waste disposal strategy and location of waste disposal bins;

   (v) How materials and equipment will be delivered and removed from the site/s; and

   (vi) A Traffic Management Strategy for the duration of the project, including the locations of all car parking and loading areas to be used, the

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duration and frequency of use of these areas and any exemption requests.

All works must be carried out in accordance with the approved Construction Management Plan and maintained at all times, for duration of the development.

8. Earthworks over the site associated with the development must be stabilised to prevent sand or dust blowing off the site, and appropriate measures must be implemented within the time and in the manner directed by the City of Rockingham in the event that sand or dust is blown from the site.

9. Prior to applying for a Building Permit, detailed Engineering Drawings and specifications are to be submitted to the City of Rockingham for approval for all works within the road reserve, including crossover approach, carparks, footpaths, kerb ramps, kerbing, drainage and landscape works. All works are to be installed and maintained at the Applicant's cost to the satisfaction of the City of Rockingham for the duration of the development.

10. Prior to the occupation of the development, a new crossover is to be constructed in accordance with the City's *Commercial Crossover Specifications* to the satisfaction of the City.

11. The carpark must:

    (i) provide a minimum of 28 car parking spaces;

    (ii) be designed, constructed, sealed, kerbed, drained, marked and signposted in accordance with User Class 3 for visitor bays, User Class 1A for staff bays and User Class 4 for universal bays of Australian/New Zealand Standard AS/NZS 2890.1:2004 (as amended), *Parking facilities, Part 1: Off-street car parking* prior to applying for a Building Permit;

    (iii) provide one (1) of these car parking spaces as a space dedicated to people with disabilities, which are designed, constructed, sealed, kerbed, drained, marked and signposted in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2022 (as amended), *Parking facilities, Part 6: Off-street parking for people with disabilities* and which are linked to the main entrance of the development by a continuous accessible path of travel designed and constructed in accordance with Australian Standard AS 1428.1—2021 (as amended) *Design for access and mobility, Part 1: General Requirements for access—New building work*;

    (iv) be constructed, sealed, kerbed, drained and clearly marked prior to the development being occupied and maintained thereafter;

    (v) have lighting installed, prior to the occupation of the development, to the satisfaction of the City of Rockingham; and

    (vi) all illumination being in accordance with the requirements of Australian Standard AS 4282-2023, Control of the obtrusive effects of outdoor lighting, at all times.

12. In accordance with *Local Planning Policy 3.3.14 - Bicycle parking and End of Trip Facilities*, two (2) short-term bicycle parking spaces and four (4) long-term

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bicycle parking spaces must be provided for the development. The bicycle parking spaces must be designed in accordance with AS2890.3—2015 (as amended), *Parking facilities, Part 3: Bicycle parking facilities* and must be approved by the City of Rockingham prior to applying for a Building Permit and constructed prior to occupancy of the development. The bicycle parking spaces must be retained and maintained in good and safe condition for the duration of the development.

13. In accordance with *Local Planning Policy 3.3.14 - Bicycle parking and End of Trip Facilities*, one (1) secure hot-water shower, change room and clothing lockers must be provided for the development which must be designed in accordance with that Policy and approved by the City of Rockingham prior to applying for a Building Permit and constructed prior to occupancy of the development. The showers, change rooms and lockers must be retained and maintained in good and safe condition for the duration of the development

14. All works must be carried out in accordance with the Waste Management Plan prepared by *Urbii*, dated July 2025 and maintained at all times, for the duration of development.

15. Prior to applying for a Building Permit, a bin storage area must be designed with a size suitable to service the development and screened from view of the street to the satisfaction of the City of Rockingham. The bin storage area must be constructed prior to the occupation of the development and must be retained and maintained in good condition for the duration of the development.

16. Development must comply with the requirements and recommendations of the *Herring Storer Acoustics assessment report 34747-1-25205* and incorporate:

    (i) Fencing along the rear boundary abutting residential premises to be 2.1-metre-high double leaf colourbond fencing;

    (ii) Fencing along the east and west boundaries to be 1.8-metre-high double leaf colourbond fencing; and

    (ii) Air conditioning condensing units be located on the east side of the development, outside the kitchen.

17. Prior to the occupation of the development, written confirmation from a suitably qualified Acoustic Consultant must be provided that demonstrates that all requirements indicated in the Acoustic Report have been implemented within the development. The acoustic requirements must thereafter be implemented to the satisfaction of the City of Rockingham for the duration of the development.

18. Access of delivery vehicles is only permitted between the hours of 7:00am and 7:00pm from Monday to Saturday (inclusive) and between 9:00am and 7:00pm on Sunday and public holidays, for the duration of the development.

19. Prior to applying for a Building Permit, an updated Landscaping Plan generally in accordance with the *Landscape Architectural Drawings* prepared by *ecoscape,* dated 10 November 2025, to the satisfaction of the City of Rockingham, must be prepared and include the following detail:

    (i) The location, number and type of existing and proposed trees and shrubs, including calculations for the landscaping area;

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(ii) Any lawns to be established and areas to be mulched;

(iii) Those areas to be reticulated or irrigated ad the irrigation strategy;

(iv) Proposed upgrading to landscaping, paving and reticulation of the street setback area and all verge areas;

(v) Shade trees at a rate of one (1) per four (4) car parking bays;

(vi) Updates the Planting Schedule to include all plant species;

(vii) Internal pedestrian access pathways from the carpark to the building; and

(viii) Fencing heights, types and alignments consistent with the recommendations of the *Herring Storer Acoustics assessment report 34747-1-25205.*

The landscaping (including all verge landscaping), paving and reticulation must be completed prior to the occupation of the development, and must be maintained at all times to the satisfaction of the City of Rockingham.

20. Prior to the occupation of the development, a final illumination report must be prepared which demonstrates to the satisfaction of the City of Rockingham, that the completed development complies with the requirements of Australian Standard AS 4282—2019, Control of the obtrusive effects of outdoor lighting.

21. Floodlighting must not be illuminated after 10:00pm or before 7:00am on any day. All illumination must be in accordance with the requirements of Australian Standard AS 4282—2019, Control of the obtrusive effects of outdoor lighting, at all times, for the duration of the development.

22. The Applicant is responsible for protecting any existing City streetscape assets along Patterson Road and Benjamin Way during the construction phase of the project. This includes any existing streetscape lighting, grated gully pits, side entry pits, kerbing, footpaths, trees, turf etc. Any damage caused to the existing assets (identified to be retained), must be rectified to the satisfaction of the City of Rockingham ant the Applicant's full cost.

23. Prior to the occupation of the development a sign permit must be obtained for any advertising associated with the development, including signage painted on the building; the applicant and owner should liaise with the City's Building Services in this regard.

Advice Notes

1. This Approval relates to the details provided in the application; to undertake the development in a different manner to that stated in the application a fresh application for Development Approval must be submitted to the City.

2. A Certified Building Permit must be obtained prior to construction and thereafter an Occupancy Permit must be obtained; the applicant and owner should liaise with the City's Building Services in this regard.

3. The development must comply with the *Food Act 2008*, the Food Safety Standards and Chapter 3 of the Australian New Zealand Food Standards Code

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(Australia Only); the applicant and owner should liaise with the City's Health Services in this regard.

4. Street trees must be in accordance with the City's standard for street tree planting and to the Utility's Providers Code of Practice for Western Australia, 1 June 2015.

5. It is recommended the applicant and owner liaise with the City's Land Infrastructure and Development Services to confirm requirements for landscaping plans.

6. All works in the road reserve, including construction of a crossover or footpath, installation of on-street car parking spaces, planting of street trees, bicycle parking devices, street furniture and other streetscape works and works to the road carriageway must be to the specifications of the City; the applicant and owner should liaise with the City's Land Infrastructure and Development Services in this regard.

7. With respect to Condition 22, it is recommended that a photographic dilapidation report is undertaken by the applicant, to record the current condition of these assets.

8. The applicant is advised that a Stormwater Management Plan will require compliance with L*ocal Planning Policy 3.4.3 - Urban Water Management*. The applicant is encouraged to discuss the specific policy requirements with the City prior to the submission of the plan.

4. The business will need to comply with the *Food Act 2008* and Chapter 3 of the *Australian New Zealand Food Standards Code (Australia Only).* A permit will need to be obtained from the City's Health services prior to the occupation of the development in this regard.

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Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Central City Area
Local Planning Scheme	City of Rockingham Town Planning Scheme No.2
Local Planning Scheme - Zone/Reserve	Strategic Centre
Structure Plan/Precinct Plan	Draft Rockingham Strategic Centre Precinct Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Mixed Use
Use Class and permissibility:	Child Care Premise – Discretionary (D)
Lot Size:	2,668m^2
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Proposed Land Use	Child Care Premises
Proposed Net Lettable Area	424m^2
Proposed No. Storeys	2 Storeys

The Applicant seeks Development Approval to develop a two-storey Child Care Premises (**CCP**) for 89 children with 17 staff.

The centre will operate Monday – Friday, 6:30am – 6:30pm and includes shaded outdoor play areas to the side and rear.

Child placements and staffing are proposed as follows:

- Nursery (0-24 months) 24 Children; 6 staff;
- Kindy (24-36 months) 25 Children; 5 staff; and
- Toddler (36+ months) 40 Children; 4 staff;

A total of 28 on-site car parking bays are provided:

- 12 staff bays at the rear, accessed via a new crossover to Benjamin Way;

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- 16 visitor/parent bays at the front, accessed via an existing crossover and shared 'right of carriageway' easement from Patterson Road; and
- Includes one (1) ACROD bay.

The ground floor includes reception, children's rooms, kitchen, laundry and meeting areas, while the second storey contains only staff facilities (no child access). An external bin store is located at the rear via Benjamin Way, with private waste collection outside peak times.

Supporting documents submitted include:

- Development Application Report;
- Development Plans, and Architectural Impressions;
- Landscaping Concept Plans;
- Sustainability Strategy Report;
- Transport Impact Statement (**TIS**);
- Environmental Acoustic Assessment (**EAA**); and
- Waste Management Plan (**WMP**).

Background:

Historical Context

The subject site was originally developed as a 'Showroom' between 1985 and 1995 and was occupied by a camping retail store 'Getaway Outdoors'. Since 2007, the City has issued various Development Approvals, however, none of the approved developments were ever constructed. The existing showroom was demolished in 2019 and the site has remained vacant since that time.

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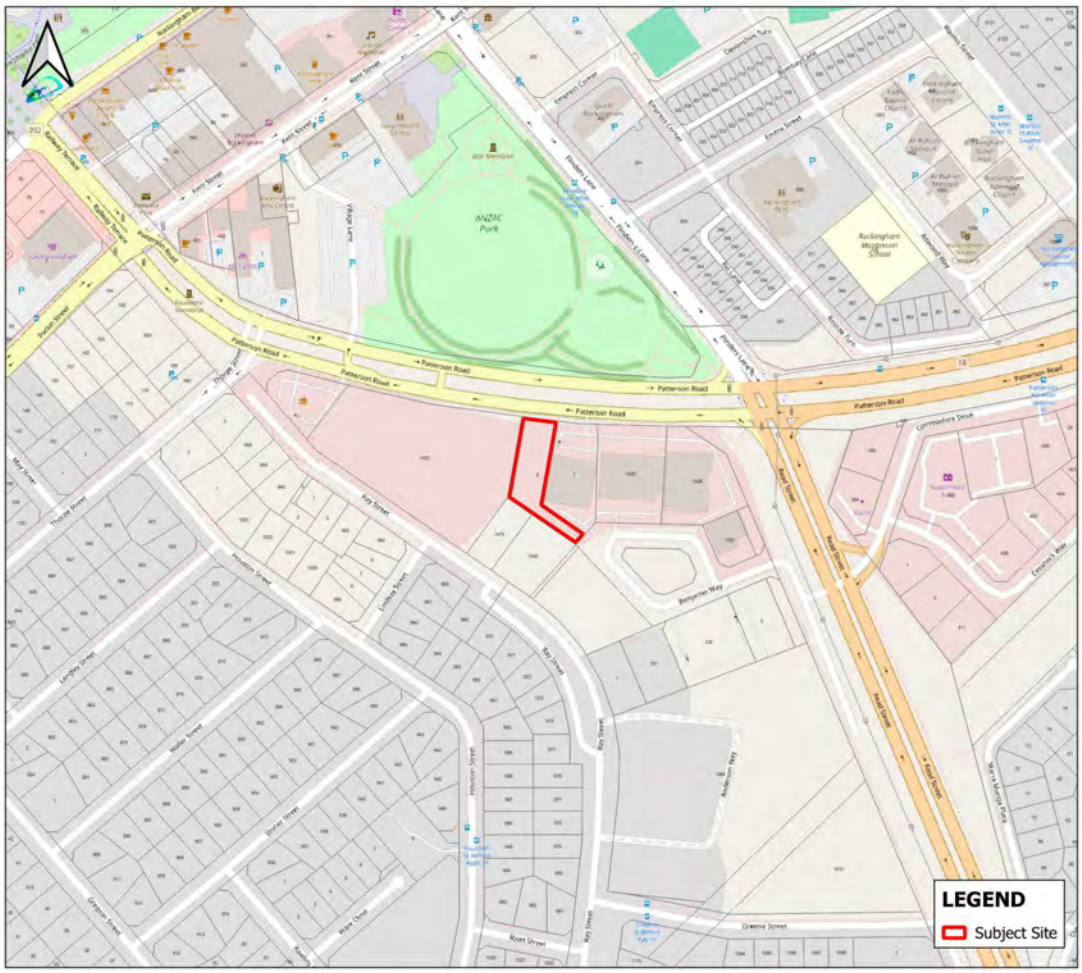

1. Location Plan

Site Context

The subject site is located on the southern side of Patterson Road and zoned 'Strategic Centre' under the City of Rockingham Town Planning Scheme No. 2 (**TPS2**) within the 'Mixed Use' sub zone.

The site shares boundaries with RAC Auto Services to the east and the Hotel Clipper to the west. Other nearby commercial tenancies, including Zone Bowling Rockingham, Gold's Gym Rockingham and KFC, form part of the broader surrounding context. Established residential tenancies adjoin the site to the south. Figures 2 and 3 depict the locality and context.

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2. Aerial Image

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Site Plan	
Photo ID:	**1**
Description of Image	
View from the northern boundary of the site looking west onto Patterson Road.	
Photo ID:	**2**
Description of Image	

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View from the northern boundary of the site looking east onto Patterson Road.	
Photo ID: **3**	
Description of Image	
View from the eastern boundary of the site looking east towards the existing commercial tenancies (RAC Auto Services, Zone Bowling and Golds Gym)	
Photo ID: **4**	
Description of Image	

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View from the Patterson Road looking towards the site. Existing crossover from Lot 7 onto Patterson Road.	
Photo ID: **5**	
Description of Image	
View from the southern crossover looking onto Benjamin Way.	

3. Site Context Photomontage

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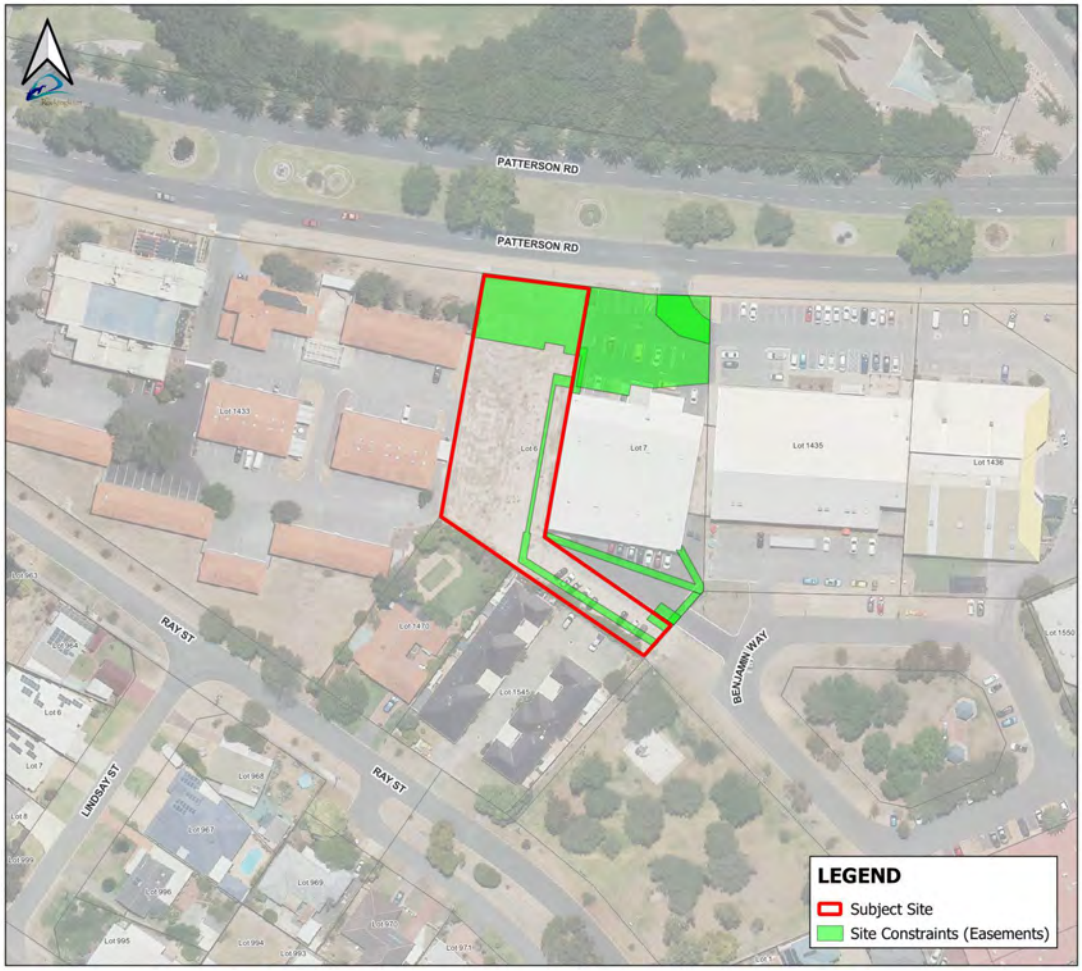
An existing right of carriageway (**easement**) is located across the front portion of the subject site and the adjoining RAC Auto Service site, running parallel to Patterson Road. Established in 1995 as part of the site's previous development, the easement provides reciprocal access rights between the subject lot and Lot 7 (No. 32–34) Patterson Road. It also facilitates access to a shared crossover onto Patterson Road, which is situated on Lot 7. No structures that would obstruct or restrict access may be constructed within the easement area. There is also a linear service easement that extends from the rear to the front of the site which is protected at all times.



4. Site Constraints (Easements)

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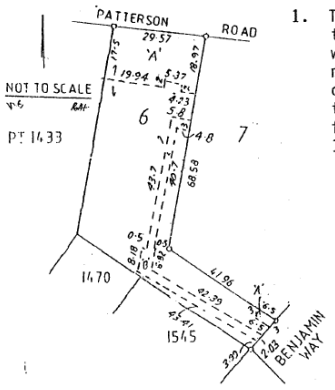
ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Rockingham Lot 1434 and being Lot 6 on Diagram 90201, delineated on the map in the Third Schedule hereto, limited however to the natural surface and therefrom to a depth of 12.19 metres, together with a right of carriageway over the portions of Lot 7 on the said Diagram marked 'A', 'D' and 'E' on the said map hereon, together with the right to enter upon the portion of the said Lot 7 marked 'B' and 'E' on the said map hereon for the purpose of exercising certain water pipeline rights, together also with the right to enter the portion of the said Lot 7 marked 'C' and 'D' on the said map hereon for the purpose of exercising certain sewerage pipeline rights, all as set out in Transfer G44063.

FIRST SCHEDULE (continued overleaf)

Pancevo Pty. Ltd. of Post Office Box 6205, East Perth and Philsu Pty. Ltd. of Lot 830 Utley Road, Serpentine, as tenants in common in equal shares.

SECOND SCHEDULE (continued overleaf)



1. TRANSFER G44064. A right of carriageway over the portion of the within land marked 'A' on the map in the margin, together with the right to enter upon the portion of the within land marked 'B' on the said map in the said margin for the purpose of exercising certain sewerage pipeline rights as set out in the said Transfer is granted to the proprietor or proprietors for the time being of Lot 7 on Diagram 90201. Registered 15.12.95 at 15.01 hrs.

Page 1 (of 2 pages)

Dated 15th December, 1995

REGISTRAR OF TITLES

ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Rockingham Lot 1434 and being Lot 7 on Diagram 90201, delineated on the map in the Third Schedule hereto, limited however to the natural surface and therefrom to a depth of 12.19 metres, together with a right of carriageway over the portions of Lot 6 on the said Diagram marked 'A' on the said map hereon, together with the right to enter upon the portion of the said Lot 6 marked 'B' on the said map hereon for the purpose of exercising certain sewerage pipeline rights, all as set out in Transfer G44064.

FIRST SCHEDULE (continued overleaf)

~~Birbick Pty. Ltd. of Unit 1, 174 Arcadia Drive, Shoalwater.~~

SECOND SCHEDULE (continued overleaf)

1. TRANSFER G44063. A right of carriageway over the portions of the within land marked 'A', 'D' and 'E' on the map in the margin, together with the right to enter upon the portion of the within land marked 'B' and 'E' on the said map in the said margin for the purpose of exercising certain water pipeline rights, together also with the right to enter upon the portion of the within land marked 'C' and 'D' on the said map in the said margin for the purpose of exercising certain sewerage pipeline rights, all as set out in the said Transfer is granted to the proprietor or proprietors for the time being of Lot 6 on Diagram 90201. Registered 15.12.95 at 15.01 hrs.

THIRD SCHEDULE (see overleaf)

5. Extract from Certificate of Titles – Lot 6 and 7

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Legislation and Policy:

Legislation

Planning and Development Act 2005
Planning and Development (Local Planning Schemes) Regulations 2015 (**Regulations 2015**)
Metropolitan Region Scheme
City of Rockingham Town Planning Scheme No. 2 (**TPS2**)
Environmental Protection (Noise) Regulations 1997

State Government Policies

State Planning Policy 7.0 - Design of the Built Environment (**SPP7.0**)
State Planning Policy 5.4 – Road and Rail Noise (**SPP5.4**)
Draft Position Statement: Child Care Premises

Structure Plans

Draft Rockingham Strategic Centre Precinct Structure Plan (**RPSP**)

Local Policies

Local Planning Policy 3.3.1 - Control of Advertisements (**LPP3.3.1**)
Local Planning Policy 3.3.5 - Child Care Premises (**LPP3.3.5**)
Local Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities (**LPP3.3.14)**

Consultation:

Public Consultation

Pursuant to clause 64, Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City's Local *Planning Policy 3.3.27 - Community Consultation on Development Applications*, the application was advertised for public comment as a non-complex application for a period of 19 days, commencing on 19 September 2025 and concluding on 8 October 2025, as follows:

- Written correspondence was sent to all owners and occupiers as identified in the Consultation Plan shown in Figure 6 below;

- The application was made available for public inspection at the City's Administration Offices and published on the City's website for the duration of the consultation period; and

At the close of the advertising period, no submissions were received.

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6. Consultation Map

Referrals/consultation with Government/Service Agencies
No external referrals were required/received.

Design Review Panel Advice

Not applicable.

Swan Valley Planning

Not applicable.

Planning Assessment:

The proposal has been assessed against all relevant legislative requirements of the Scheme, State and Local Planning Policies, and RPSP identified in the Legislation and Policy section of this report. The following matters are identified as key considerations for the assessment and determination of this application:

- Zoning and Land Use;
- Development setbacks;
- Vehicle Parking; and

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- Waste Collection.

These matters are outlined and discussed below.

Zoning and Land Use

The City is required, by Clause 67 of the Regulations 2015 to have 'due regard' to any *"proposed planning instrument the local government is seriously considering adopting or approving".* In this regard, the Minister for Planning approved Planning Scheme Amendment No.191 on the 10 October 2024, which was gazetted 18 February 2025. Under the Scheme Amendment No.191, the land is now within the 'Strategic Centre' zone.

The RPSP has been prepared together with the new zoning to coordinate development, subdivision and built form requirements within the 'Strategic Centre' zone. On 27 November 2024, the RPSP was considered by the State Planning Commission (**SPC**), where the City was notified of the requirements to change the plan in a manner consistent with a schedule of modifications, which has since occurred. None of the requested changes has a material impact on the proposed CCP. At the time of writing this report, the SPC decision on the RSPS is imminent.

In accordance with Table 1A of TPS2 and Sections 1 and 3.2 of the RPSP, the subject land is zoned 'Strategic Centre' within a 'Mixed-Use RAC0' sub-zone as depicted in Figure 7. The 'Mixed-Use' sub-zone is intended to facilitate a range of compatible residential, commercial, and active ground-floor uses that contribute to a vibrant and diverse streetscape. A proposed CCP in this zone is a Discretionary ('D') land use.

The site is located along the Rockingham City Centre Transit System (**RCCTS**) route (proposed alignment of 'mid-tier transit'), which seeks to "*encourage residential density along Wanliss Street and Patterson Road to help frame and support the RCCTS Route."*

The proposed development comprises a single commercial land use, being a CCP. Whilst this use is appropriate within the sub-zone, the absence of additional uses, particularly at ground level, limits the opportunity to achieve the intended mixed-use character and density outcomes for this precinct. Prior to lodgement, the applicant was encouraged to explore incorporating additional land uses within the development to better align with the RPSP framework objectives.

As currently proposed, the development represents an underutilisation of the site's land use potential, particularly given the permitted building height of up to eight (8) storeys and the site's strategic location along the RCCTS route. The RPSP envisions a diversity of residential typologies including mid-rise apartments and high-rise apartments which could be within a mixed-use development, with ground floor commercial and retail. Although the 'Mixed-Use' zone encourages a site to be developed to include a variety of land uses, there is no statutory requirement for a development proposal to include more than one. The proposed use is permissible within the zone and has been assessed accordingly. Furthermore, the development site forms a part of an existing broader commercial precinct and the CCP proposal compliments the existing built form and design of the existing premises. On this basis, the City considers the land use to be acceptable.

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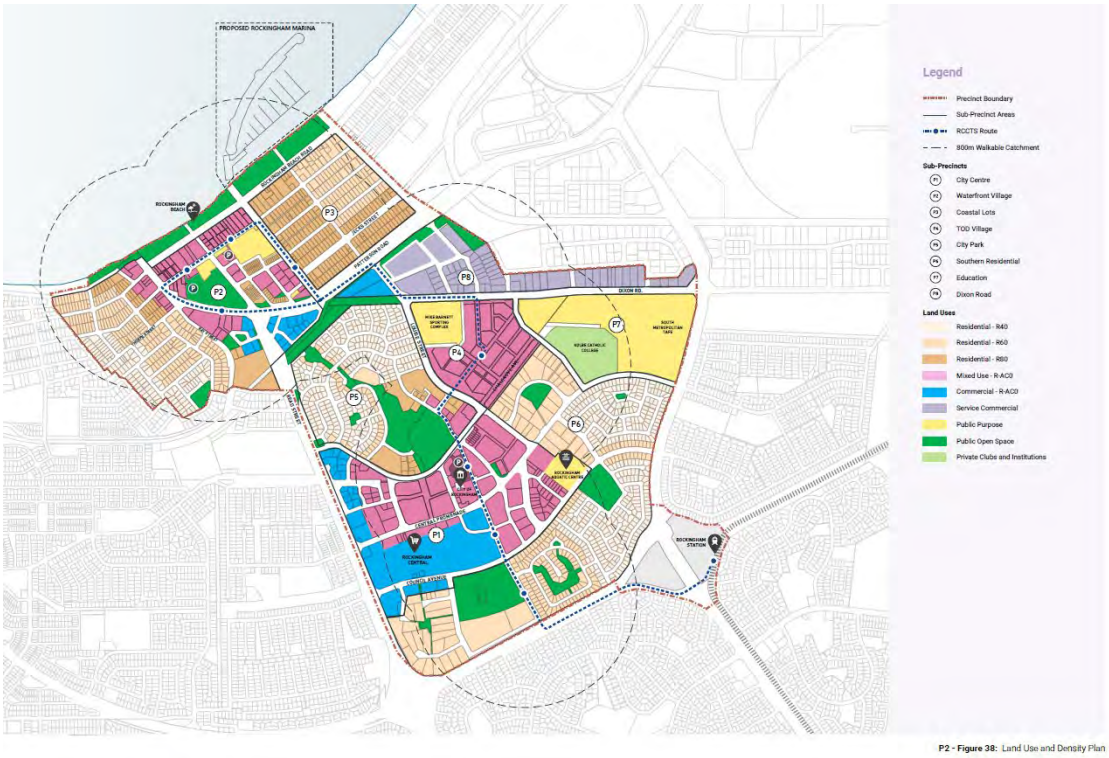
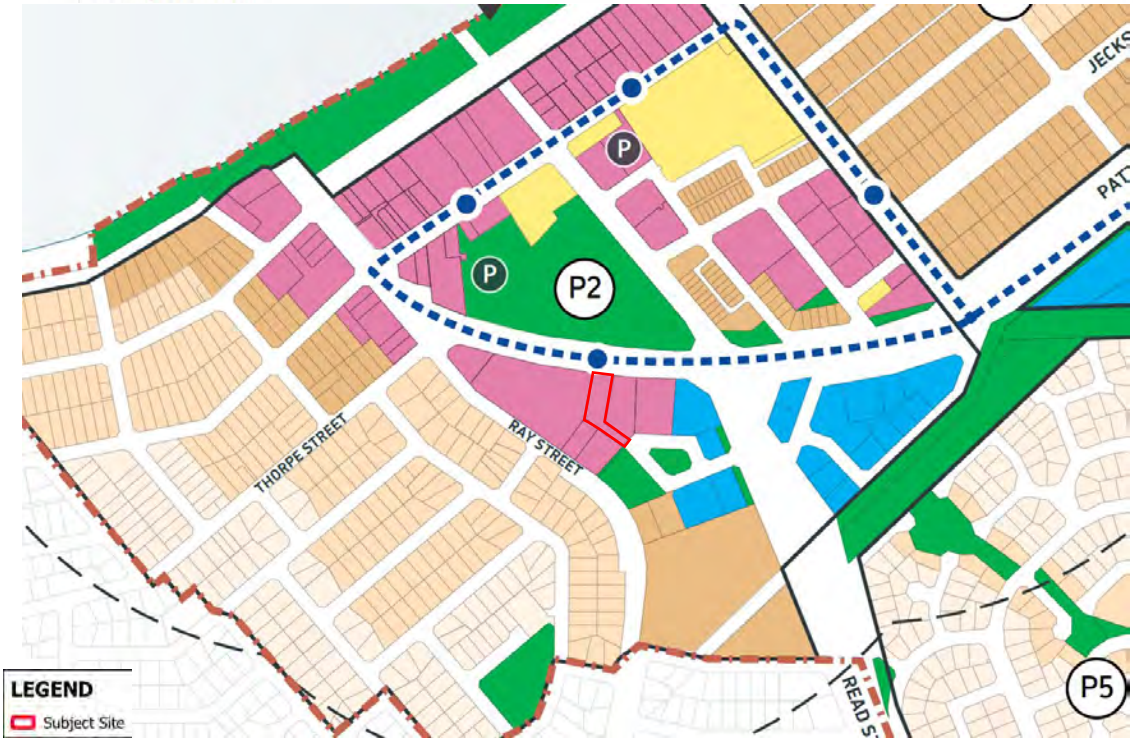


P2 - Figure 38: Land Use and Density Plan



7. Extract from RPSP - Zoning

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Development Setbacks

Development setbacks applicable are determined under P1 – Table 10: *Waterfront Village Built Form Controls* of the RPSP. An assessment of the Urban Street B Mixed Use Non-residential development setback controls are included in the table below:

Requirement		Proposal	Assessment
Minimum Primary Street Setback	Nil	20.5m	Non-Compliant
Maximum Primary Street Setback	Nil		
Minimum Primary Street setback (above podium)	3m		

The proposed development seeks a variation of 20.5m to the primary street setback to Patterson Road under the RPSP. This variation arises due to the presence of the easement across the frontage of the site, where development cannot occur.

The applicant has advised that the ability to extinguish the easement was investigated, however, due to alternative interests from affected landowners, an agreement could not be reached. As a result, the developable portion of the site is significantly constrained, limiting the ability to achieve the prescribed nil setback to the primary street. The City accepts that the removal of the easement extends beyond the control of the proponent and has considered this in the assessment, noting the purpose of the easement is to facilitate shared access arrangements for the adjoining sites.

Although the development does not meet the primary street setback requirement of the RPSP, the built form is broadly consistent with the established pattern of development along Patterson Road to the east. Importantly, the proposal provides a two-storey building height that appropriately addresses the primary street and is consistent with the building height provisions of the RPSP, including P1 of Table 10.

In this context the front setback variation to Patterson Road is supported.

Vehicle Parking

The CCP provides a total of 28 car parking bays inclusive of one (1) ACROD bay. The number of parking bays provided is compliant with the requirements under Section 2.3.6 (3) of the RPSP.

In accordance with P1 – Table 10 of the RPSP, onsite parking between the street and the building is not permitted. The proposed development includes 16 of the 28 car parking bays within this area, which has been necessitated by the presence of the existing easement.

As identified above, access for the purposes of the easement is required to be maintained for the benefit of adjoining lots to the east, limiting the design and functionality of this portion of the site. As such, the use of this area for car parking is largely dictated by site constraints rather than design choice.

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The location and number of the parking bays is considered acceptable given the operational requirements of the easement and the restricted options for achieving compliant parking arrangements elsewhere on the site.

Waste Collection

The WMP proposes bi-weekly waste collection using a rear-loader waste truck, which will reverse from Benjamin Way into the site to access the bin store. Bins will be moved to the truck for servicing, after which the vehicle will exit the site in a forward gear.

A swept path analysis has been provided, confirming that the reversing movement can be contained entirely within the vehicle access way and will not encroach into any car parking bays.

The City generally discourages reversing movements on public roads due to increased safety risks, particularly where road bends, nearby crossovers, or restricted sightlines may create potential blind spots.

Due to the shape and configuration of the site, however, internal vehicle circulation, particularly for waste collection vehicles, is significantly constrained. The development layout, does not allow for a rear-loading truck to enter in forward gear, turn within the site, and exit in forward gear.

Australian Standard AS2890.2 (*Off-street commercial vehicle facilities*) permits one reversing manoeuvre either onto or off a minor road, subject to authority approval and confirmation that the movement will not create safety or traffic obstruction issues.

The City accepts that the swept path analysis and TIS support the WMP, demonstrating that waste collection can occur safely using the proposed reversing manoeuvre.

Given the site limitations, including its irregular shape, restricted internal manoeuvring space, and the presence of easements, the range of feasible waste-servicing options is limited. The single reversing movement is not considered to pose a significant safety concern, as adequate sight lines are maintained, and Benjamin Way is a minor road. Additionally, the frequency of the waste collection will occur outside peak traffic periods, further reducing risk of potential impacts.

In view of the site constraints, servicing frequency and timing of waste collection, the City considers the proposed WMP and collection method is appropriate for the development.

Bicycle Parking

In accordance with Section 2.3.7 (2) of the RPSP, bicycle parking and end-of-trip-facilities for non-residential development are to be provided in accordance with LPP3.3.14. The following table provides an assessment of bicycle parking against LPP3.3.14.

Requirement		**Proposal**	**Assessment**
Short-term Bays	**0.05 spaces per visitor**	Bicycle Bays have not been clearly labelled on the Site Plan, however	89 Children – 4.45 (5) Short-term bicycle bays

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Long-term Bays	**plus 0.1 spaces per staff**	the TIA references the provision of two (2) short term bays at the front of the site and four (4) long term bays at the rear of the site.	15 Staff – 1.5 (2) Long- term bicycle bays
Number of Showers	**Changerooms**	A shower is provided on the first floor of the premise which incorporates space for a change room.	Compliant
One shower following the first five (5) long-term parking spaces, plus an additional shower for each four (4) bicycle parking spaces thereafter	One change room or direct access to a communal change room per shower		

While LPP3.3.14 requires five (5) short term bicycle bays and two (2) long term bays, the operational nature of the CCP warrants a greater emphasis on long-term bicycle parking. Children will generally be dropped off by car, with minimal likelihood of visitors arriving by bicycle. Conversely, staff are more likely to commute by bicycle and require secure, long-term parking during their shifts. As such, provision of additional long-term bays is considered appropriate for the site and its intended use. A condition is recommended requiring a total of two (2) short-term and four (4) long-term bicycle parking spaces.

Conclusion:

The proposed CCP has been comprehensively assessed under TPS2 and the City's and State Government's relevant Policy and regulatory framework and is generally compliant.

The proposed land use is permissible, and the design complements the existing commercial activity in the immediate locality whilst having due regard to the requirements stipulated in the RPSP.

As outlined in this report, the variations to the building setback and carparking location have been substantiated based on the site constraints and the presence of an easement. These variations are considered to be acceptable, and the development will complement the existing commercial development context already present along Patterson Road. Furthermore, the development incorporates the requirements of the easement and ensures access and reciprocal access rights are maintained for existing adjoining uses.

Having due regard to the relevant planning considerations, the City is satisfied that any potential impacts of the proposed CCP have been adequately addressed and/or will be regulated through proposed conditions of Development Approval.

As such, it is recommended that the application be conditionally approved.

SITE PLAN
SCALE: 1 : 200

SITE CRITERIA

1. Site Area
a. Site Area — **2,667m²**

2. Landscaping
a. Provided — **124m² (4.6%)**

3. Floor Area (GFA)
Total — **698m²**

4. Carparking
ii. Cars Provided
a. Staff — 16 Cars
b. Visitors — 12 Cars
28 Cars

CHILD CARE CRITERIA

1. Centre capacity
a. Number of places — **89 places**

2. Landscaping
a. Required 7m² :1 child — 623m²
b. Provided — 935m²
Total m² provided per child — **10.5 m²**

3. Indoor Floor Area (GLA)
a. Area required — 289.25m²
b. Area provided — 289.25m²

4. Room distribution

a. Room 0 - 1y		
Number of places		12 Places
Staff required	1:4 Staff	
Staff provided		3 Staff
b. Room 0 - 1y		
Number of places		12 Places
Staff required	1:4 Staff	
Staff provided		3 Staff
c. Room 2 - 3y		
Number of places		10 Places
Staff required	1:5 Staff	
Staff provided		2 Staff
d. Room 2 - 3y		
Number of places		15 Places
Staff required	1:5 Staff	
Staff provided		3 Staff
e. Room +3y		
Number of places		20 Places
Staff required	1:10 Staff	
Staff provided		2 Staff
f. Room +3y		
Number of places		20 Places
Staff required	1:10 Staff	
Staff provided		2 Staff
Total places		89 Places
Total Staff (+2 Staff (Chef, Manager))		17 Staff

SITE DESIGN CHECKLIST

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

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

LEGEND

- BUILDING FOOTPRINT - CHILDCARE
- EXTENT OF BITUMEN PAVING
- EXTENT OF BRICK PAVING / CONCRETE PAVING
- EXTENT OF LANDSCAPING

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PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM
FOR : BLACK OAK

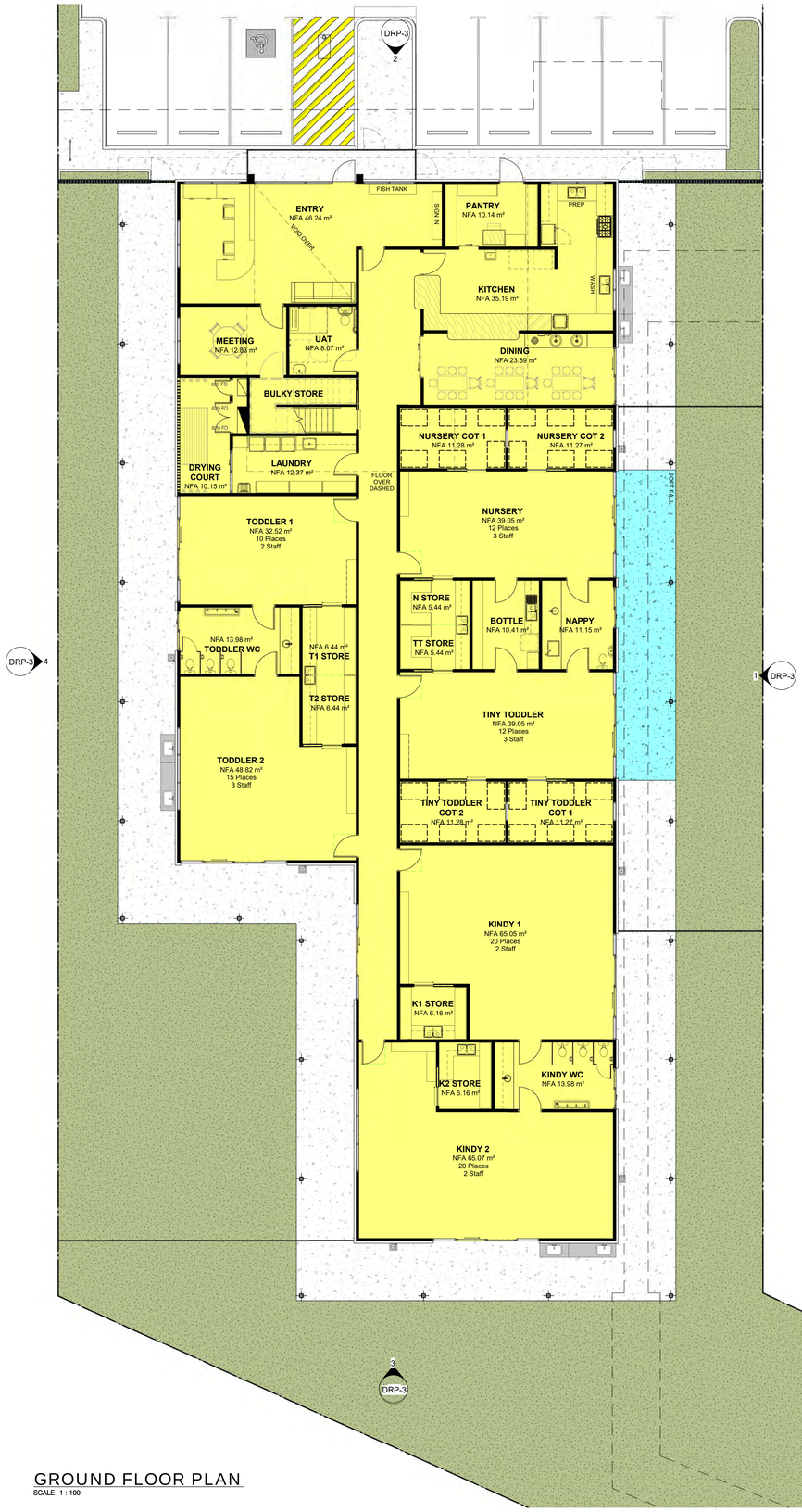
Member Australian Institute of Architects

0 2 4 6 8 10 20

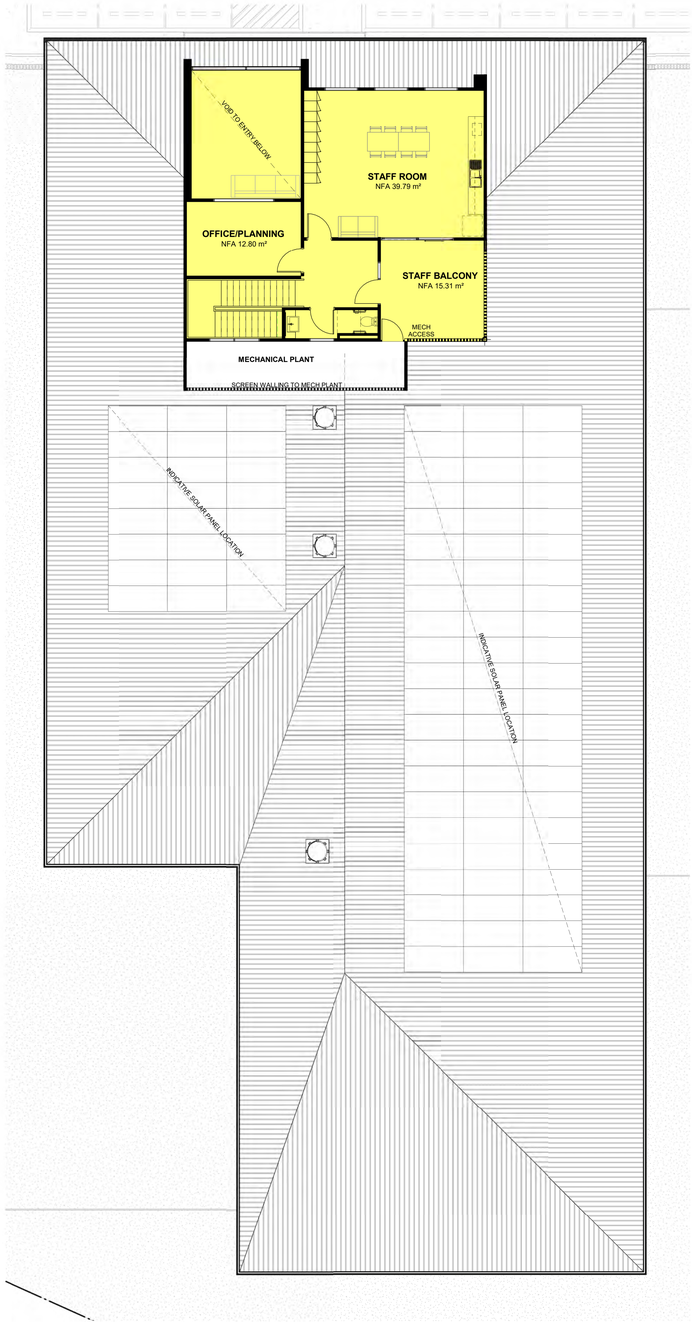
DATE: AUG 2025
REVISION: SK018
SHEET: A - 001
SCALE: As indicated@B1

PROJECT NUMBER 9539

Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: mail@meyershircore.com.au



GROUND FLOOR PLAN
SCALE: 1 : 100



FIRST FLOOR PLAN
SCALE: 1 : 100

meyer shircore architects

PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM
FOR : BLACK OAK

Member Australian Institute of Architects

0 1 2 3 4 5 10

DATE: AUG 2025
REVISION: SK018
SHEET: 002
SCALE: 1 : 100 @B1

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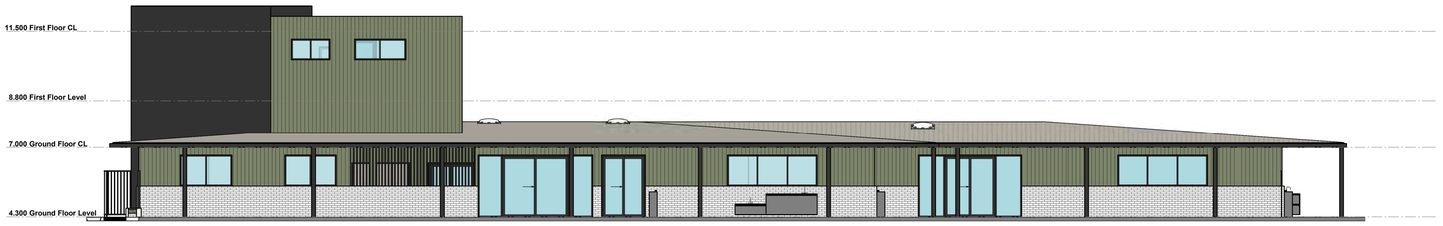
ELEVATION - NORTH
SCALE: 1 : 100

ELEVATION - SOUTH
SCALE: 1 : 100

ELEVATION - EAST
SCALE: 1 : 100



ELEVATION - WEST
SCALE: 1 : 100

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PROPOSED CHILDCARE DEVELOPMENT
LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM
FOR : BLACK OAK

Member Australian Institute of Architects

0 1 2 3 4 5 10

DATE: AUG 2025
REVISION: SK018
SHEET: 003
SCALE: 1 : 100 @B1

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PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM

FOR : BLACK OAK

Member Australian Institute of Architects

0 1 2 3 4 5 10

DATE: AUG 2025

REVISION: SK018

SHEET: 004

SCALE: @B1

PROJECT NUMBER 9539

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PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM

FOR : BLACK OAK

Member Australian Institute of Architects

0 1 2 3 4 5 10

DATE: AUG 2025

REVISION: SK018

SHEET: 005

SCALE: @B1

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PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM

FOR : BLACK OAK

Member Australian Institute of Architects

0 1 2 3 4 5 10

DATE: AUG 2025

REVISION: SK018

SHEET: 006

SCALE: @B1

PROJECT NUMBER 9539

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DEVELOPMENT APPLICATION
PROPOSED CHILD CARE PREMISES

LOT 6 (NO.36) PATTERSON ROAD,
ROCKINGHAM
CITY OF ROCKINGHAM

18 August 2025

BURGESS DESIGN GROUP
TOWN PLANNING + URBAN DESIGN

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Job code:	BLK ROC	
File reference:	250818RLGA_Development Application v1	

Revision:	Date:	Description:	Author:	Reviewer:
01	13/08/25	Version 1	AC	JB
02	15/08/25	Version 2	CT	JB

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1. INTRODUCTION

Burgess Design Group has been appointed by BCV Early Learning II Pty Ltd, the contracted purchaser of Lot 6 (No.36) Patterson Road, Rockingham (the "site" or "land") for the provision of town planning consultancy services associated with the preparation of a Development Application and coordination of statutory approvals to facilitate development of a Child Care Premises on the land.

The proposed development will facilitate the delivery of essential child care and early learning services that will assist in meeting the existing and future demand of the locality.

The following report provides an overview of the site characteristics, the local and regional context, findings of technical investigations and explains the rationale of the building design and the statutory and strategic framework that will guide its implementation.

This Development Application has been formulated in collaboration with a team of specialist consultants, who have provided technical input in relation to matters as follows:

Meyer Shircore Architects	Architectural Plans & Design Principle Statement
Ecoscape	Landscape Plans for Carparks
Childscapes	Landscape Plans for Playground
Herring Storer Acoustics	Environmental Acoustic Assessment
Herring Storer Acoustics	SPP5.4 Acoustic Assessment
Urbii Consulting	Transport Impact Statement
Urbii Consulting	Waste Management Plan
Colliers	Civil Concept Design
Emergen	Sustainability Strategy Report

1.1 ABBREVIATIONS

Abbreviations used in this report are summarised below for ease of reference:

DAP	Outer Metro Development Assessment Panel
EAA	Environmental Acoustic Assessment
MRS	Metropolitan Region Scheme
PP 3.3.5	City of Rockingham Planning Policy 3.3.5 Child Care Premises

RPSP	Rockingham Strategic Centre Precinct Structure Plan
SPP5.4	State Planning Policy 5.4: Road and Rail Noise (2019)
SPP7.0	State Planning Policy 7.0: Design of the Built Environment (2019)
TPS2	City of Rockingham Town Planning Scheme No. 2
WAPC	Western Australian Planning Commission

2. SITE DESCRIPTION/DETAILS

2.1 LEGAL DESCRIPTION, RESTRICTIONS AND ENCUMBRANCES

Lot 6 is registered in the ownership of Kentucky Fried Chicken Pty Ltd. BCV Early Learning II Pty Ltd has a current contract of sale to purchase the property.

The site is formally described as:

- Lot 6 on Diagram 90201, Certificate of Title Volume 2062, Folio 536.

The site comprises a total land area of 2,668m^2.

The title contains a right of carriageway over the northern portion of the lot adjacent to Patterson Road, in favour of Lot 7 (No.38) Patterson Road, which is located adjacent to Lot 6's eastern boundary.

The title of Lot 7 on Diagram 90201, Certificate of Title Volume 2062, Folio 536, contains a reciprocal right of carriageway over its northern portion in favour of Lot 6. This arrangement facilitates shared access for both lots from a single crossover to Patterson Road.

In addition, the title has a right of carriageway over 21m^2 of the site in favour of Lot 7 to facilitate infrastructure access from Benjamin Way. An easement in favour of Lot 7 Patterson Road for the purpose of sewerage pipeline rights also exists, running through part of the eastern portion of the site and along the "dog leg" to Benjamin Way.

The City of Rockingham, during pre-lodgement discussions (refer to Appendix 10 – Pre-lodgement Meeting Minutes), encouraged the proponent to explore the potential extinguishment of the existing reciprocal access and service easements along Patterson Road to provide for a nil setback outcome consistent with the Precinct Structure Plan. That request is not feasible, as the reciprocal access easements are permanent registered interests and cannot be extinguished without the agreement of all benefiting parties (landowners, tenants and other interest holders). Among other things, the eastern adjoining landowners and tenants rely upon this shared access and currently have registered long-term leases in place. The eastern neighbours include RAC, Zone Bowling and Gold's 24 Hour Gym. The RAC premises has recently been renovated and has a registered lease with options extending to at least 2037, making removal of the easements unworkable and unrealistic in the short-to-medium term.

Accordingly, the proposal has been designed to operate within the constraints of the existing legal encumbrances, while ensuring that the development delivers a high-quality built form and streetscape outcome consistent with the current and likely medium-term future character of the area.

Refer to Appendix 1 – Certificates of Title.

2.2 LOCATION

The site is located within the suburb of Rockingham, on Patterson Road which contains a mix of business uses, with the Rockingham foreshore approximately 600m to the west. To the south, beyond Ray Street, is an established residential community, with the commercial / civic uses occurring to the north along Kent Street.

The site is situated approximately 47 kilometres south of Perth Central Business District and is located on the edge of the Rockingham Activity Centre.

The site has rear service access to Benjamin Way, a constructed Access Street B, and to Patterson Road via easement over the adjacent property, Lot 7 Patterson Road Figure 1 – Location Plan shows the site's location.

2.3 EXISTING USE AND DEVELOPMENT

The site is currently vacant with no significant vegetation. The vacant site currently attracts antisocial behaviour, the site is regularly subject to illegal tipping and graffiti.

Refer to Figure 2 – Aerial Photograph.

2.4 SURROUNDING LAND USE AND DEVELOPMENT

Surrounding land uses are consistent with a mixed-use area. The subject site is located within a street block of Patterson Road that accommodates a KFC fast food outlet, a 3-start hotel/motel complex, RAC vehicle servicing, Zone Bowling and Gold's 23 Hour Gym.

To the rear of the Subject Land is low density residential development.

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FIGURE 1 – LOCATION PLAN

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FIGURE 2 – AERIAL PHOTOGRAPH

3. PLANNING FRAMEWORK

Outlined below is a summary of the relevant strategic and statutory documents that guide the use and development of the site and/or support the development of a child care premises.

3.1 STATUTORY FRAMEWORK

3.1.1 METROPOLITAN REGION SCHEME

The site is zoned 'Central City Area' under the *Metropolitan Region Scheme* (refer Figure 3 – MRS Map). As such, the proposed land use is consistent with the 'Central City Area' zoning.

3.1.2 CITY OF ROCKINGHAM TOWN PLANNING SCHEME NO.2

The site is zoned 'Strategic Centre – Mixed Use' under the *City of Rockingham Town Planning Scheme No.2* (TPS2) (refer Figure 4 – TPS2 Map).

The objectives of the Strategic Centre zone are:

> (a) To designate land for future use and development in the Rockingham Strategic Centre.
>
> (b) To provide a basis for future detailed planning in accordance with the structure planning provisions of the Scheme or the Activity Centres State Planning Policy.

The proposed Child Care Premises is consistent with the objectives of the Strategic Centre zone.

3.1.3 LAND USE PERMISSIBILITY

The proposed child care premises is consistent with the land use definition in LPS2, which defines a 'Child Care Premises' as a "*premises where –*

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

The *Child Care Services Act 2007* defines a child care service as *"a service providing or intended to provide education and care on a regular basis to children under 13 years of age (or such other age as may be prescribed for the purposes of this section) that –*

(a) is not an education and care service under the national child care law; and

(b) is prescribed for the purposes of this Act as a type of service to which this Act applies."

A 'Child Care Premises' is a 'D' use within the 'Mixed Use' Rockingham Strategic Centre Sub Zone, as per Table 1(a) of TPS2, meaning that the use is not permitted unless the local government has exercised its discretion by granting planning approval.

The proposed use is capable of approval on the site.

3.1.4 STRATEGIC CENTRE – MIXED USE ZONE

The Strategic Centre zone, via clause 4.3.3(b) of TPS2 refers to the Rockingham Strategic Centre Precinct Structure Plan (RPSP) and via clause 4.3.3(c) to Table 4(1).

Table 4(1) is as follows:

No.	Description of Land	Requirement
1	Rockingham Strategic Centre, as defined in the Rockingham Strategic Centre Precinct Structure Plan and as shown on the Scheme Map.	(1) Subdivision and development of land is to be generally in accordance with the Rockingham Strategic Centre Precinct Structure Plan. (2) A minimum building height of two (2) storeys applies to the Mixed Use, Commercial and Service Commercial sub-zones of the Rockingham Strategic Centre Precinct Structure Plan, except where it relates to alterations, additions or incidental structures to existing buildings and interim land uses specified by the Rockingham Strategic Centre Precinct Structure Plan.

Clause 4.20.1 of TPS2 states that:

> *Except for development in respect of which the R-Codes apply, if a development is the subject of an application for development approval and does not comply with a standard or requirement prescribed under the Scheme, the Local Government may, notwithstanding the non-compliance, approve the application unconditionally or subject to such conditions as the Local Government thinks fit.*

The proposed development complies with all standards and requirements prescribed under the Scheme.

3.1.5 ROCKINGHMAM STRATEGIC CENTRE PRECINCT STRUCTURE PLAN

The Rockingham Strategic Centre Precinct Structure Plan (RPSP) includes objectives relating to:

(a) Urban Ecology
(b) Urban Structure
(c) Public Realm
(d) Movement
(e) Land Use
(f) Built Form

The objectives for Land Use and Built Form are outlined in full:

LAND USE

- Encourage and facilitate a broad range of employment opportunities to promote diversity and help meet the self-sufficiency targets of the sub-region.
- Foster the provision of a balanced and diverse mix of uses which contribute to the development of an active and interesting character in the public and private realm of the Strategic Centre.
- Encourage increased development intensity, through mixed use and high density in key precincts and along transport corridors to increase the Strategic Centre's population base.
- Promote active day and night time retail and social environments.

BUILT FORM

- Foster the development of a Strategic Centre which possesses a diversity of built form typologies, framed around a legible public street pattern guided by the Movement and Place framework.
- Provide high-quality streetscapes through well considered approaches to building frontages, which ensure generally contiguous and active street front buildings in the mixed use/commercial precincts.
- Achieve appropriate built form outcomes, including a range of medium to high density housing, within the walkable catchment of the Rockingham City Centre Transit System.

The proposed Child Care Premises is consistent with the objectives of the RPSP.

The RPSP is shown in Figure 5: Rockingham Precinct Structure Plan Map. The site has a sub-zone of Mixed Use under the RPSP.

3.1.6 WATERFRONT VILLAGE SUB-PRECINCT

Under the RPSP the subject site is within the Waterfront Village sub-precinct.

The objectives of the Waterfront Village sub-precinct are as follows:

- Support transformation into a contemporary waterfront activity node servicing local residents and tourists through enhanced entertainment, short-stay accommodation, and cultural development opportunities.
- Rockingham Beach Road is established as the sub-precinct's focal point of activity, with uses such as alfresco dining spilling out onto the street. Traffic calming helps to reduce speeds, enhancing safety and useability.
- Reinforce Kent Street as a secondary main street with a focus on heritage, culture and the arts. Its prominence is enhanced by leveraging off the realigned RCCTS Route and creating new midblock connections to Rockingham Beach Road.
- Respond to the rare combination of a northerly coastal aspect, a sheltered beach and shady foreshore parklands with land uses that promote active recreation, living and business activities.
- Concentrate larger development typologies in the mixed use areas on Rockingham Beach Road, Kent Street, and Patterson Road.

- Carefully manage infill residential development to create high-quality residential neighbourhoods that respect the landscape qualities of these places to support Waterfront Village businesses.
- Encourage residential density along Wanliss Street and Patterson Road to help frame and support the RCCTS Route.
- Manage provision of adequate parking facilities and encourage integration of car parking with adjoining sites which are convenient, safe and sustainable.
- Battle-axe subdivision is not permitted to ensure desired streetscape and density outcomes can be achieved.
- Support retention of existing mature trees and quality urban water management outcomes through well-considered approach to landscape and deep soil for infill development sites.

The Waterfront Village sub precinct sets out development requirements for the site with the frontage type described as 'urban street mixed use'.

A detailed assessment of the proposed development against the sub precinct development objectives is provided in Section 5.1.5.

3.2 WAPC POLICIES AND DRAFT POSITION STATEMENT

The following WAPC Policies and draft Position Statement are relevant to the proposed development and are discussed in further detail in following sections:

- State Planning Policy 5.4: Road and Rail Noise (2019)
- State Planning Policy 7.0: Design of the Built Environment (2019)
- Draft Position Statement: Child Care Premises (2025).

3.2.1 STATE PLANNING POLICY 5.4: ROAD AND RAIL NOISE (2019)

State Planning Policy 5.4: Road and Rail Noise (SPP 5.4) addresses noise from major transport corridors and its impact on nearby noise-sensitive land uses. SPP 5.4, which is to be read in conjunction with the associated Guidelines, is applicable given the proximity to Read Street, which is classified as a "other significant freight/traffic" road under the policy. As such, a SPP5.4 Acoustic Assessment (refer Appendix 9), has been undertaken to address the SPP 5.4 as set out in Section 5.1.1 of this report.

3.2.2 STATE PLANNING POLICY 7.0: DESIGN OF THE BUILT ENVIRONMENT (2019)

State Planning Policy 7.0: Design of the Built Environment (SPP 7.0) seeks to deliver good design outcomes while supporting consistent and robust design review and assessment. The design principles identified in the Policy are:

1. Context and character
2. Landscape quality
3. Built form and scale
4. Functionality and build quality
5. Sustainability
6. Amenity
7. Legibility
8. Safety
9. Community
10. Aesthetics

Section 5.1.2 of this report demonstrates how the child care premises meets each principle.

3.2.3 DRAFT STATE POSITION STATEMENT: CHILD CARE PREMISES (2025)

A Draft WAPC *Position Statement: Child Care Premises* (2025) has been prepared to guide the development of child care premises to better meet the community's changing needs and was advertised to the public from 29 April to 17 June 2025. The draft Position Statement updates the *Planning Bulletin 72 Child Care Centres* (2009) and a 2022 version of the Position Statement. The draft Position Statement aims to provide decision-makers, proponents and the community with a consistent policy approach to planning for child care premises in Western Australia.

Section 5.1.3 of this report demonstrates how the child care premises satisfies the draft Position Statement.

3.3 LOCAL PLANNING POLICIES

The following City of Rockingham Local Planning Policy is relevant to the proposed development and is discussed in further detail in following sections:

- Planning Policy 3.3.5 – Child Care Premises (PP 3.3.5)

PP 3.3.5 has the following objectives:

a) To promote the orderly and proper development of land by making suitable provisions relating to the location and design of Child Care Premises;
b) To secure the amenity of the locality by ensuring that Child Care Premises are consistent with the scale and character of the immediate area;
c) To ensure that appropriate and flexible child care facilities are provided to accommodate the needs of the children and their carers; and
d) To consider the health and safety of children attending the Chile Care Premises within the confines of the planning system.

A detailed assessment of the proposed development against the policy criteria and development standards is provided in Section 5.1.4 of this report.

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FIGURE 3 – MRS MAP

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FIGURE 4 – TPS2 MAP

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FIGURE 5 – Rockingham Precinct Structure Plan Map.

4. PROPOSED DEVELOPMENT

This application seeks approval for a two storey child care premises that will provide care and early learning services for up to 89 children, with 15 staff, 1 manager and 1 chef.

Table 1 below specifies the number of children per age group, and their respective educator requirements.

Table 1 – NUMBER OF CHILDREN PER AGE GROUP

Age Group	Number of Children	Educator
0-24 months	24 children	6 staff
24-36 months	25 children	5 staff
+36 months	40 children	4 staff
Total	**89 children**	**15 staff**

These ratios meet the requirements of the *Education and Care Services National Regulations (2012)*.

The child care premises is proposed to operate from 6.30am until 6.30pm Monday to Friday, with the outdoor play space not being used before 7.00am.

The premises has been designed following early engagement with Herring Storer Acoustics to minimise the impact of noise on neighbouring residential properties.

It should be noted that staff work in shifts and are not all present at any one time.

4.1 DESIGN

The development proposal seeks planning approval to construct a two storey child care premises designed by architects Meyer Shircore. The proposal provides a high quality, architecturally designed development with a built form at a scale that is appropriate to the locality and consistent with the existing character of Patterson Road.

The design of the childcare premises has been centred around amenity considerations, both for neighbours and the children using the premises, with design guidance being focussed on:

- Creating a building which is visually appealing and setting a new standard for this section of Patterson Road
- Creating a building which is reflective of the aspirations for Patterson Road as outlined in the RPSP, via the provision of a second level and the use of glazing on the northern elevation, beyond that which would normally be provided by a child care premises
- Creating a building which is well articulated and uses multiple materials, thus creating a visually interesting building
- Respecting the existing vehicular access point to the site and the existence of the right of carriageway over the site and Lot 7 adjoining to the east
- Placing the outdoor play space behind the front building line and thus protecting the children from the impacts of the traffic on Patterson Road
- Offsetting the building from all boundaries, thus respecting the adjoining sites and the use of those sites
- Utilising the secondary access from Benjamin Way as the main location for staff parking
- Facilitating pedestrian access to the site with a clear link from the building entrance to the footpath on Patterson Road
- Designing the building to allow the children to move from the outdoor play space and the indoor spaces easily and independent of other groups within the building
- Providing a high quality landscaped setting that separates the carparking area from Patterson Road, in addition to the provision of landscaping along site boundaries to minimise the impact on neighbouring properties
- Providing a balance of indoor spaces, outdoor covered weather protected spaces and landscaped outdoor spaces for the children utilising the centre
- Providing 2.1 metres high double-sheeted Colorbond fencing along the rear boundary to further mitigate potential noise impact to the adjoining properties

Using the above design guidance and with respect to the specific requirements of the child care operator, the design of the proposed child care premises incorporates the following elements;

- a total internal gross floor area of 698m^2
- a reception area with a central meeting room, and a staff hub located upstairs
- kitchen, pantry and dining facilities
- pram storage, laundry and drying court
- two (2) 0-2 year old child care rooms with associated bathrooms, feeding, sleeping and storage areas
- four (4) child care rooms for ages two (2) and up with associated bathrooms and storage areas
- A ground floor outdoor play area with an area of 935m^2
- An at grade carpark with 28 bays inclusive of one (1) ACROD bay
- Extensive landscaping
- Boundary setbacks, and site coverage consistent with the character of the area
- Bin store capable of storing 4 x 660L bins, which is designed to meet the City's policy objectives and requirements for non-residential bin stores; and
- Signage located on the northern elevation to allow for the premises to be easily identified

Refer to Appendix 2 – Architectural Plans

4.2 LANDSCAPING

A carefully devised Landscape Concept Plan has been prepared and will be implemented to ensure that the development will sit in an attractive, well landscaped setting that is designed to provide attractive public realm frontages to the development as well as functional spaces for outdoor play for children under care.

Refer to Appendix 3 – Landscape Plans

4.3 PLANNING NEED

There is a demonstrated need for additional child care services in the local area, with extensive infill development boosting the number of young families who need convenient access to high quality facilities. This is compounded by the notable under supply of child care facilities in the immediate area.

The closest child care premises are Tiny Tots Child Care and Education Centre at 1 Read Street, Rockingham and Little Rascals Childcare Centre at 2 Regan Street, Rockingham. Both are some 600 metres from the site. West of the site towards Shoalwater, the child care premises are very limited.

The site is within close proximity to a range of other complementary uses including the Rockingham Beach Primary School, Star of the Sea Catholic Primary School, Rockingham Montessori School, Rockingham Senior High School and Bungaree Primary School. The site is located 600m south – east of the Commercial hub on Kent Street.

The 2024 report *'International childcare: Mapping the deserts'* by Victoria University presents a demographic analysis of the availability of childcare places. The study uses the definition of a 'childcare desert' where there are less than 0.333 places per child, or more than 3 children per place. Overall Australia has 0.474 places per child and Western Australia 0.358 places per child (in 2024). Within Perth, Subiaco-Shenton Park has 0.671 places per child (2024), while Rockingham has 0.351 places per child and Safety Bay-Shoalwater 0.332 places per child.

Accordingly, it is considered that the site is an appropriate location for the proposed child care premises having regard to the characteristics of the existing catchment and the need for additional child care places as highlighted by the Victoria University study.

The provision of the child care premise within close proximity of the Rockingham Strategic City Centre will also assist to support other businesses in the City Centre in relation to attracting and retaining employees. The Child Care premises also satisfies the following objectives of the RPSP:

- Encourage and facilitate a broad range of employment opportunities to promote diversity and help meet the self-sufficiency targets of the sub-region.
- Foster the provision of a balanced and diverse mix of uses which contribute to the development of an active and interesting character in the public and private realm of the Strategic Centre.

4.4 TRAFFIC AND CAR PARKING

Vehicular access to the proposed development will be via Patterson Road and Benjamin Way. The Benjamin Way access will allow for direct access to an at grade car park for staff. This will allow for the separation of staff and parent / drop off parking areas. A new crossover will be required to be constructed to facilitate this access location. Properties to the east of the site which front onto Patterson Road also have a secondary access from Benjamin Way. Benjamin Way links directly onto Read Street, minimizing any impact on residential properties. This parking area contains 12 staff car bays.

Access to the subject site from Patterson Road is via the property adjoining to the east, being Lot 7 (No. 38) Patterson Road via a right of carriageway. Lot 7 (No.38) has an existing crossover access from Patterson Road, and an existing car park on the northern portion of the lot, covered by the right of carriageway. The proposed car park on the site aligns with the existing right of carriageway and links in appropriately with the existing car parking area on Lot 7. This car parking provides 4 staff bays and 12 visitor bays. The parking area provides a clear and direct pedestrian link to the footpath provided on Patterson Road. The footpath links the site with the existing public transport services, with the nearest bus stop being located on Patterson Road less than 400 metres from the site.

A total of 28 car parking bays are proposed, inclusive of an ACROD bay.

Delivery vehicles to the site are likely to be light-weight trucks and vans which will be making short duration deliveries only a couple of times a week. Deliveries to the subject site will take place outside peak operating periods to ensure the car park area is available for service vehicle manoeuvring, loading and unloading, with no disturbance to the operation of the premises. Refer to Section 6 of this report for further detail in relation to traffic and car parking.

4.5 ACOUSTIC ASSESSMENT

The child care premises is proposed to operate from 6.30am until 6.30pm, Monday to Friday. The premises has been designed with early engagement from Herring Storer Acoustics to minimise the impact of noise on neighbouring residential properties.

The main design and operational features to minimise noise are the location of the air conditioning condensing units, the fencing treatments and the limitation on the use of the outdoor play area until after 7.00am. Refer to Section 7 of this report for further detail in relation to the acoustic assessment undertaken.

4.6 WASTE MANAGEMENT

A bin store is located within the proposed car park at the western end of the site, accessible from the Benjamin Way parking area. This location allows for convenient waste handling and collection while being visually screened and integrated discreetly into the overall development design.

A Waste Management Plan (WMP) has been prepared by Urbii to guide waste operations for the proposed development. The WMP estimates refuse and recycling volumes based on best-practice industry benchmarks for child care centres. It demonstrates that the proposed bin store is appropriately sized to accommodate the expected weekly generation of 2,450 L of general waste and 2,450 L of recyclables.

The waste system will include two 660L bins for general waste (red lid) and two 660L bins for co-mingled recycling (yellow lid), stored in a centralised bin area. Waste will be collected twice weekly by a private contractor using a small rear-loading truck. Collection will take place within the rear staff car park, where contractors will wheel bins between the bin store and the truck. This method avoids interference with public streets and limits operational impact.

Swept path analysis confirms that waste vehicles can safely reverse into and exit the site via Benjamin Way, a minor access road with low traffic volume. Waste collection is scheduled for off-peak hours to further minimise potential conflicts. Refer to Appendix 7 – Waste Management Plan.

4.7 CIVIL WORK & STORMWATER MANAGEMENT

The development has been designed following engagement with civil engineers Colliers to ensure compliance with the City's Civil & Stormwater Design Guidelines. This has ensured adequate onsite storage and management of stormwater and that the proposal will not result in any adverse impacts on the City's water management infrastructure or in relation to surrounding developments. Refer to Appendix 8 – Civil Concept Design.

4.8 SUSTAINABILITY

A Sustainability Strategy has been prepared by EMERGEN to guide the design and operation of the proposed child care premises. The strategy outlines a comprehensive suite of environmentally sustainable initiatives aimed at achieving best practice outcomes in line with State Planning Policy 7.0 – Design of the Built Environment.

Key sustainability measures include targeted reductions of 30% in predicted energy use through passive solar design, efficient mechanical systems, and on-site renewable energy via a rooftop solar photovoltaic (PV) system. Water efficiency is addressed through WELS-rated fixtures and a rainwater harvesting system for landscape irrigation. The development will also feature low-VOC materials, sustainable construction practices with at least 80% of construction waste diverted from landfill, and a focus on heat resilience through light-coloured roofing and increased vegetation.

End-of-trip facilities, EV charger infrastructure, and bicycle parking will promote sustainable transport options. Collectively, these initiatives support a highly sustainable and low-impact development with strong environmental, social, and economic outcomes. Refer to Appendix 4 – Sustainability Strategy Report.

5. PLANNING ASSESSMENT

5.1.1 STATE PLANNING POLICY 5.4: ROAD AND RAIL TRANSPORT NOISE (2019)

A Transportation Acoustic Assessment has been prepared by Herring Storer in accordance with the requirements of State Planning Policy 5.4: *Road and Rail Noise* (2019) to assess noise levels of Read Street, being a "Other significant freight/traffic" road.

The Transportation Noise Assessment found that noise levels from Read Street as received by the child care premises, approximately 160 metres away, would comply with the day time "noise targets" (refer Appendix 9 – SPP5.4 Acoustic Assessment).

5.1.2 STATE PLANNING POLICY 7.0: DESIGN OF THE BUILT ENVIRONMENT (2019)

The following is a summary of the key aspects of each design principle and provides a response demonstrating how the proposed child care premises meets each principle.

1. Context and Character

"Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place".

The site is located within the Waterfront Village Primary Centre, a coastal precinct comprising residential, small-scale commercial, entertainment and public open space uses. It is surrounded by a mix of older and contemporary developments, including single houses, grouped dwellings, and medium-density apartments. The Rockingham Foreshore and Village Green are located within 500m, contributing to the area's recreational character. The proposal has been designed in response to local planning controls and site easements, and the site benefits from strong public transport access, including nearby high-frequency bus routes, together with the Rockingham Train Station which is located less than 5km away.

2. Landscape Quality

"Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context".

A Landscape Architect has been engaged to design the overall landscape and playscape concept. The verge areas will be densely planted with a mix of ground covers, low shrubs, and shade trees to enhance amenity and provide shade to parking areas, contributing to the site's visual and environmental quality. Refer Landscape Concept Plan at Appendix 3.

3. Built Form and Scale

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

The proposed development adopts a blended built form that responds to the local character, with a scale, form, and materiality consistent with surrounding properties. The two-storey façade fronting Patterson Road features commercial-style glazing and blocked colour elements, promoting visual engagement with the street. The main pitched roof behind the two-storey façade is largely single-storey, reflecting the residential roof forms in the area. Use of familiar materials, combined with generous glazing, ensures the building integrates well with the established streetscape while maximising natural light and outlook.

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 lifecycle".

The proposed development has been designed to ensure efficient site functionality and long-term durability. A pedestrian link provides direct access to the roadside footpath, while the car park layout offers a logical division between staff and visitor bays, minimising congestion. An ACROD bay with shared space is positioned opposite the main entrance to enhance accessibility.

The internal layout reflects operational requirements, and the rear-located bin store supports flexible waste collection. The building will utilise durable materials including painted CFC, face brick/masonry, and Colorbond, with a bold, purpose-driven colour scheme that reinforces street presence and aligns with the operator's branding.

5. Sustainability

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

The proposed development incorporates a range of environmental and social sustainability measures. Natural light and ventilation are maximised through extensive glazing, skylights, and operable windows, while roof overhangs reduce afternoon heat gain in western-facing activity rooms. Native landscaping, including shade trees and aquaponic planting, enhance the outdoor environment and offer learning opportunities for children. The installation of solar panels further supports energy efficiency. Delivering child care services in this established locality contributes positively to the social fabric, supporting local families and fostering a sense of community.

6. Amenity

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

The proposal has been designed to enhance visual amenity through a responsive architectural approach that engages positively with Patterson Road, complemented by a strong emphasis on landscaping. The building maintains the continuity of the streetscape through appropriate setbacks. Potential impacts from outdoor play noise are being addressed through an acoustic assessment, with acoustically rated fencing and other mitigation measures to be integrated into the design and operation of the centre.

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 design of the child care centre prioritises clear legibility and intuitive wayfinding. The main entry is distinctly marked through a combination of material change and a double-height glazed void, enhancing visibility from the street. Internally, a central hallway provides a clear circulation spine, with well-defined room functions that support ease of navigation for staff, children, and visitors.

8. Safety

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

The child care centre has been designed to prioritise safety, particularly for children and visitors. Passive surveillance is achieved through the strategic placement of the reception area overlooking the main entry and front outdoor spaces, with staff present during all operating hours. The layout minimises dead spaces, reducing opportunities for antisocial behaviour and enhancing overall security within and around the site.

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".

The proposed child care centre is a high-quality community facility that complements the surrounding residential character and responds to broader local needs. Designed with nature play landscaping and welcoming outdoor spaces, the centre promotes social interaction and a strong sense of community. While tailored to a specific operator, the building has been designed with long-term adaptability in mind, allowing future use by other providers. Low-scale verge planting helps soften the car park while maintaining a strong visual connection with Patterson Road, ensuring the development integrates well with its context.

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 built form adopts a simple and practical design that aligns with the aesthetic character of the surrounding area, while incorporating a commercial-inspired façade that responds to the evolving urban context of Patterson Road and relevant local policies. The design reflects the mixed residential and commercial character of the Waterfront Village, using contemporary materials with an emphasis on texture and visual interest to deliver a high-quality architectural outcome.

5.1.3 DRAFT WAPC POSITION STATEMENT: CHILD CARE PREMISES (2025)

An assessment of the proposed development against the draft WAPC *Position Statement: Child Care Premises* (2025) has been provided in Table 2 below:

TABLE 2: DRAFT WAPC POSITION STATEMENT: CHILD CARE PREMISES (2025)		
CRITERIA	PROVIDED	COMPLIES ✓/✗
LOCATIONAL CRITERIA		
In addition to residential areas, Child Care premises should be located in mixed use zones and compatible reserves.	The RPSP identifies the site as Mixed-Use, along with the other properties on the south side of Patterson Road between Read and Ray Streets. The site is located 600m south – east of the Commercial hub on Kent Street. The child care premises is located such that workers within the Rockingham City Centre will be able to easily access the proposed child care services.	✓
Located near public transport, have universal access (where appropriate), be accessible to walking and cycling routes and supported by end of trip facilities for employees.	The closest bus stops are located on Patterson Road (after Flinders Lane) (ID: 25852), less than 400m from the site. These stops are serviced by bus route 551 to/from Rockingham Station. In this regard, the site is adequately serviced by public transport. The dual use path is provided on the south side of Patterson Road facilitating direct and easy pedestrian and cycling access to the site. Provision will be made for the parking of bicycles.	✓
NOISE AND EMISSIONS		
Child care premises should minimise any noise impacts on adjoining properties	The proposed building is adequately setback from adjoining residences to ensure that development has minimal impact on the amenity of the area. 2.1m high double-sheeted Colorbond fencing is also provided along the rear boundary to further mitigate potential noise impacts on the adjoining properties. See Section 7 Acoustic Report of this report. The EAA prepared by Herring Storer Acoustics details the outcomes of the acoustic assessment at Appendix 6 – Environmental Acoustic Assessment.	✓

Child care premises should not be affected by adjoining or nearby land uses with excessive noise sources or hazardous emissions (such as dust or odour)	The proposed outdoor play space has been well setback from Patterson Road. Read Street has been assessed via the Transportation Acoustic assessment prepared by Herring Storer Acoustics, attached at **Appendix 9 – SPP5.4 Acoustic Assessment.** No hazardous emissions occur from nearby land uses.	✓
The hours of operation in Residential zoned areas should generally be between 7:00 am and 7:00 pm weekdays. For child care premises located on compatible scheme reserves and mixed commercial or similar type zones, hours of operation may be extended.	The RPSP identifies the site as Mixed-Use. The proposal is that the child care premises commence business operations at 6.30am. The majority of children are expected to be dropped off after 7.00am. Given the zoning of the subject site and the surrounding land, a 6.30am starting time is appropriate. The outdoor play area will not be used prior to 7.00am.	✓
AMENITY AND ENVIRONMENT		
Landscaping should be provided along the street frontage within the development site to a standard complementary to adjacent properties.	Landscaping is proposed to be provided along the Patterson Road frontage. The nature of the proposed landscaping is well in excess of the landscaping provided by the properties to the east of the subject site. The landscaping will enhance the appearance of the site from Patterson Road.	✓
Outdoor play area landscaping and structures should provide shade and not be a safety risk to children.	The proposed child care premises provides the required areas per child for both indoor and outdoor play, as set out by the *Education and Care Services National Regulations 2012*.	✓
Outdoor play areas should be in a safe location at ground level in all residential zoned areas.	The outdoor play area is provided at ground level, with good visual access to and from the building.	✓
Where possible, outdoor play areas should be located away from any adjoining noise-sensitive land uses such as residential aged care facilities.	2.1m high double sheeted Colorbond fencing is provided along the rear boundary. The acoustic assessment undertaken demonstrates that subject to appropriate fencing and the outdoor play space not being used before 7.00am, the location of the outdoor play space is appropriate, see **Section 7 Acoustic Report** of this report and **Appendix 6 – Environmental Acoustic Assessment.**	✓

If abutting a Regional Road, the outdoor play area should be behind the premises to provide appropriate separation for the children from vehicle emissions and noise.	The outdoor play area is located well setback from Patterson Road, including large sections protected from Patterson Road by the building itself. The Transportation Acoustic assessment prepared by Herring Storer Acoustics is attached at **Appendix 9 – SPP5.4 Acoustic Assessment**.	✓
BUILDING DESIGN		
Site to be of sufficient size to accommodate the building and appropriate parking, manoeuvring area for customers and service vehicles.	The subject site is 2,668m2 in area. The site design provides for adequate car parking and allows for the safe manoeuvring of vehicles (including delivery vehicles) within the parking areas.	✓
The building design should be in accordance with the Education and Care Services National Regulations (WA) 2012 which sets minimum play area per child requirements.	The proposed Child Care Premises provides the required areas per child for both indoor and outdoor play, as set out by the *Education and Care Services National Regulations 2012*.	✓
Two storey building height in a residential area should address amenity issues such as elevated noise emissions, overlooking and overshadowing.	The two storey component of the building is well setback from the residential properties to the south and to the west (by 5 metres) of the site, ensuring no adverse amenity impacts on those adjoining sites in terms of overshadowing nor visual privacy.	✓
The building should have appropriate ventilation, natural light and laundry, toilet, and hygiene facilities.	The proposed child care premises provides the required amenities as set out by the *Education and Care Services National Regulations 2012*.	✓
Identified flood or bushfire risk should be adequately managed against possible risks.	The site has not been identified as being within a bushfire prone area nor subject to flood risk.	✓
In residential areas the external appearance should be complimentary to the residential streetscape. This includes building design, scale, setbacks, materials, colour, signage and landscaping.	The design considerations of the child care premises are outlined in detail within **Section 4.1 – Design** and **5.1.5 RPSP – Waterfront Village** of this report	✓

The DWER contaminated sites guidelines should be considered to ensure that the site is safe for a child care premises.	The site is not a known, remediated or suspected DWER contaminated site. Groundwater contamination does not exceed 10 x Australian drinking water criteria. The site is not located within a heavy industry area or buffer.	✓
In residential zones, areas to be used for car parking for child care premises should complement the streetscape character with landscaping and appropriate paving materials.	The subject site is designated as Mixed Use under the RPSP. The car parking area adjacent to Patterson Road adds to the existing character of the road. The Benjamin Way parking area is consistent with the parking areas in that location on adjacent properties.	
Car parking provision should accord with the *Interim Guidance for non-residential car parking requirements in Perth and Peel.*	It's acknowledged that the Interim Guidance in November 2024 was formalised as part of the WA Planning Manual. The provision of 28 car parking spaces given 89 children and 17 staff is considered to be appropriate, particularly given the location of the site, the provision of one bay per staff member is a practical outcome. The RPSP Waterfront Sub-precinct references slightly different ratios. The ratios for a child care premises as per Table 4 of TPS2 as been adopted as the ratios to determine compliance, see **Section 6 Traffic Report** of this report.	✓
TRAFFIC AND VEHICLE ACCESS		
Traffic and parking movements should be safe and not have a significant impact on the local community.	The **Transport Impact Statement** for the proposed development is attached at **Appendix 5** and demonstrates that the proposal is safe and won't have significant adverse impacts on the local community. Also see **Section 6 Traffic Report** of this report.	✓

The proposal wholly complies with the criteria stipulated in the draft WAPC *Position Statement: Child Care Premises* (2025).

5.1.4 CITY OF ROCKINGHAM PLANNING POLICY 3.3.5 – CHILD CARE PREMISES

The City's Planning Policy 3.3.5 – Child Care Premises (PP 3.3.5) has additional requirements to those covered by the draft WAPC *Position Statement: Child Care Premises* which are addressed in Table 3 below.

TABLE 3: CITY OF ROCKINGHAM PLANNING POLICY 3.3.5 – CHILD CARE PREMISES			
	CRITERIA	PROVIDED	COMPLIES ✓/✗
LOCATIONAL CRITERIA			
a)	distributed strategically to provide the maximum benefit to the community it serves;	The closest child care premises are Tiny Tots Child Care and Education Centre at 1 Read Street, Rockingham and Little Rascals Childcare Centre at 2 Regan Street, Rockingham. Both are some 600 metres from the subject site. West of the site towards Shoalwater, the child care premises are very limited. Also see Section 4.3 Planning Need of this report which addresses Clause 4.9 – Need for Child Care Premises of the Policy.	✓
b)	within easy walking distance or part of appropriate commercial, recreation or community nodes and education facilities;	The site is adjacent to Local Public Open Space (Benjamin Way), with the Rockingham Oval and Memorial located across Patterson Road. The site is located 500m west of the Rockingham Montessori School and is located 600m south – east of the Commercial hub on Kent Street.	✓
c)	located in areas where adjoining uses are compatible with a child care centre (includes considering all permissible uses under the zoning of adjoining properties);	The RPSP identifies the site as Mixed-Use, along with the other properties on the south side of Patterson Road between Read and Ray Streets. It is commonplace and consistent the planning principles for child care premises to be located within a Mixed Use area. As such, the proposed land use is considered to be compatible with adjoining land uses.	✓
d)	serviced by public transport (where available);	The closest bus stops are located on Patterson Road (after Flinders Lane) (ID: 25852), less than 400m from the site. These stops are serviced by bus route 551 to/from Rockingham Station. In this regard, the site is adequately serviced by public transport.	✓

e)	considered suitable from a traffic engineering and safety point of view; and	A Transport Impact Statement prepared by Urbii demonstrates that the traffic generated from the proposed child care premises falls under the 'moderate impact' category. Urbii considers that the surrounding road network can successfully accommodate additional traffic from the proposed development. See **Section 6 Traffic Report** of this report and **Appendix 5 - Transport Impact Statement** for further details.	✓
f)	of sufficient size and dimension to accommodate the development without affecting the amenity of the area.	The proposed child care premises provides the required areas per child for both indoor and outdoor play, as set out by the *Education and Care Services National Regulations 2012*. The proposed building is adequately setback from adjoining properties to ensure that development has a minimal impact on the amenity of the area.	✓
SITES NOT GENERALLY SUITABLE			
g)	Soil contamination exceeds the levels regarded as being suitable for standard residential land uses	The subject site is not a known, remediated or suspected DWER contaminated site.	✓
h)	Groundwater is to be abstracted for the irrigation of gardens and play area within the Child Care Premises	No groundwater abstraction will be occurring.	✓
i)	The service provided by the Centre will have a demonstrable adverse impact on the existing or planned level of Child Care Premises enjoyed by the local community	The child care premises will have a positive impact see **Section 4.3 Planning Need** of this Report.	✓
j)	Access is from a major road or in close proximity to a major intersection where there may be safety concerns;	Access from Patterson Road is via the adjoining property and has been fully assessed in the Traffic Impact Assessment, see **Section 6 Traffic Report** and **Appendix 5 - Transport Impact Statement** of this Report.	✓

k) Access is from a local access street which may impact on the amenity of the area due to traffic and parking;	There is access from Benjamin Way, which leads directly to Read Street, minimising any impact on the local area see **Section 6 Traffic Report** and **Appendix 5 - Transport Impact Statement** of this Report.	✓
The current use or any permissible use under the zoning of the adjoining premises produces unacceptable levels of noise, fumes, or emissions or poses a potential hazard by reason of activities or materials stored on site;	Current nor permissible uses under the zoning on adjoining properties will be emitting unacceptable levels of any potential hazards.	✓
Noise produced by roads, railways and aircraft are likely to have an adverse impact on the site;	A SPP5.4 Acoustic Assessment has been prepared by Herring Storer Acoustics in accordance with the requirements of SPP5.4: Road and Rail Noise. **See Section 5.1.1 and Appendix 9 – SPP5.4 Acoustic Assessment.**	✓
The site is in a heavy industry area or in the buffer area of a heavy industry area.	The site is not within a heavy industrial area nor within the buffer area of a heavy industrial area.	✓
SITE CHARACTERISTICS		
Sites in a residential area should be of regular shape and greater than 1000m^2.	The subject site is within a Mixed Use zone and is 2,668sqm in area. As such, the site complies with this criterion	✓
The topography of the site and surrounds should also be considered as steep slopes may affect access to the facility, noise transfer and methods of noise mitigation.	The site is generally flat at approximately 4.1m AHD.	✓
Sites selected for child care centres should also be assessed to determine their potential for soil and groundwater contamination.	The subject site is not a known, remediated or suspected DWER contaminated site. Groundwater contamination does not exceed 10 x Australian drinking water criteria.	✓

CAR PARKING		
Parking areas should be located in front of the building. If this is not possible, parking areas should be clearly visibly and easily accessible from the entry to the site.	Parking is proposed to be located in front of the building, in line with the right of carriage way easement which exists on the title.	✓
In addition, landscaping may be required on-site to screen car parking areas from the street and the Child Care Premises from adjoining residences in order to maintain the amenity of the locality.	Landscaping will be provided between the car parking area and Patterson Road to soften the impact of the car parking area from Patterson Road. Landscaping is provided within the outdoor play space area.	✓
NOISE IMPACTS		
A Noise Impact Assessment may be required for the development of a Child Care Premises.	The Acoustic Report prepared by Herring Storer Acoustics detailing the outcomes of the assessment are outlined in **Section 7 Acoustic Report** of this report and in **Appendix 6 – Environmental Acoustic Assessment**	✓
DESIGN CONSIDERATIONS		
Clause 4.6 of the Policy references the design considerations	The design considerations of the child care premises are outlined in detail within **Section 4.1 – Design** and **5.1.5 RPSP – Waterfront Village** of this report	✓
HOURS OF OPERATION		
Hours of operation will be restricted to 6:30am to 7:00pm	The proposed hours of operation are within these times.	✓
ADVERTISING SIGN		
The Child Care Policy refers to the City's Planning Policy 3.1.1 Controls of Advertisements which states that 2 wall signs with a combined two area of less than 4 sqm are exempt from needing approval	The proposal contains two wall signs with a combined area of less than 4m², exempting them from the need to obtain planning approval.	✓

The proposal wholly complies with the locational criteria and site characteristics stipulated in the City of Rockingham PP 3.3.5.

5.1.5 ROCKINGHAM STRATEGIC CENTRE PRECINCT STRUCTURE PLAN – 'WATERFRONT VILLAGE'

The RPSP is a due regard document in the consideration of this application.

The RPSP sub-precinct – 'Waterfront Village' sets out development criteria applicable to all development within the sub-precinct. As the RPSP is a due regard document, there is discretion available to depart from the criteria so long as there are cogent reasons to do so. The items addressed in the Structure Plan are:

- Building Height and Floor Levels
- Setbacks
- Street Level Interface
- Movement and Access
- Open Space and Landscaping

An assessment of the proposed development against the criteria of the RPSP sub-precinct 'Waterfront Village' are addressed in Table 4 below.

TABLE 4: WATERFRONT VILLAGE BUILT FORM CONTROLS		
CRITERIA	PROVIDED	COMPLIES ✓/✗
BUILDING HEIGHT		
Minimum Podium Height - 2 Storeys	The building is two storeys in height	✓
Maximum Podium Height – 3 Storeys	The building is only proposed to be two storeys.	✓
Maximum Building Height – 8 storeys	The building is only proposed to be two storeys. The proposal is consistent with the Building Height criterion.	✓
FLOOR LEVELS		

Minimum first floor finished level to ground floor height – 4.5m	The proposed level difference is 4.5m	✓
Minimum upper floor to ceiling height (non-residential) – 2.7m	The upper floor to ceiling height is 2.7 metres	✓
FRONT SETBACK		
Minimum Front Setback - Nil	The building setback is in response to an existing access easement which is in place over the title, which facilitates the site sharing access to Patterson Road with the property adjoining to the east.	Refer to **Section 5.1.6 Front Setback** of this report for further detail
Maximum Front Setback -3m	The building setback is in response to an existing access easement which is in place over the title, which facilitates the site sharing access to Patterson Road with the property adjoining to the east.	Refer to **Section 5.1.6 Front Setback** of this report for further detail
Minimum Front Setback (Above Podium) - 3m (additional to front setback)	The building setback is in response to an existing access easement which is in place over the title, which facilitates the site sharing access to Patterson Road with the property adjoining to the east.	Refer to **Section 5.1.6 Front Setback** of this report for further detail
SIDE / REAR SETBACKS		
Minimum Side and Rear Setbacks (Podium) – Nil	The side and rear setbacks appropriately respond to the adjacent land uses.	✓
STREET LEVEL INTERFACE (NON-RESIDENTIAL)		
Minimum Clear Glazing % - 50% of building frontage	The front elevation incorporates a 50% clear glazing across the building frontage	✓
Minimum Frontage Buildout - 70% (up to 30% for crossover / side setbacks). For sites fronting the RCCTS route, a Frontage Build Out greater than 70%, and orientation of openings and	The building, including eaves and verandah, extend across approximately 79% of the building frontage, with window openings directed such that passive surveillance is provided to the visitor carpark and Patterson Road.	✓

habitable rooms towards the RCCTS route are encouraged to provide passive surveillance and activity		
Awnings as a minimum % of building frontage – 70%	There are no awnings that extent into the road reserve because the building is set back 20.5 metres from the front boundary; however, eaves are incorporated at both the ground and first floor levels, extending across approximately 79% of the building frontage.	Refer to **Sections 5.1.7 Street Level Interface** of this report for further detail
Awnings Minimum Standards - Height - 3m / Width - 2.4m	There are no awnings that extend into the road reserve, because the building is set back 20.5 metres from the front boundary; however, eaves are incorporated at both the ground and first floor levels, extending across approximately 79% of the building frontage. The eaves are situated approximately 2.6m above ground floor level with a width of approximately 0.7m	Refer to **Section 5.1.7 Street Level Interface** of this report for further detail
MOVEMENT AND ACCESS		
On-site parking between street and building - Not Permitted	This provision conflicts with the City's PP3.5.5 – Child Care Premises, which states under Section 4.3 Carparking that *"Parking areas should be located in front of the building. If this is not possible, parking areas should be clearly visible and easily accessible from the entry to the site"* The design has visitor parking and some staff parking in front of the building in accordance with the right of carriageway which exists on the title and in line with the existing access to the site, via Lot 7 adjoining to the east. One of the objectives of the Waterfront Village is to; *Manage provision of adequate parking facilities and encourage integration of car parking with adjoining sites which are convenient, safe and sustainable.* By using the existing shared crossover with Lot 7, as per the right of carriageway on the respective titles the proposed development is meeting is objective.	Refer to **Section 6** and **Appendix 5 - Transport Impact Statement** of for further details
Direct vehicle access - Permitted in locations nominated by the road authority.	The access to Patterson Road exists, via Lot 7 and is not proposed to be changed. Further details are provided in **Section 6 Traffic Report**	✓

	of this report and **Appendix 5 - Transport Impact Statement.**	
Parking for non-residential use to be provided at a rate of 1 bay per 25sqm NLA	With a floor area of approximately 700sqm. Is ratio is satisfied with 28 car parking bays provided.	✓
OPEN SPACE AND LANDSCAPING		
Ten (10) per cent of the site deep soil, including 1 large tree and small trees to suit area.	The site currently does not contain any vegetation, a Landscaping Concept Plan (refer to **Appendix 3 – Landscape Plans**) has been submitted which demonstrates that 10% of the site has been allocated as a Deep Soil zone.	✓

Pre-lodgement Meeting Outcomes

A pre-lodgement meeting with the City of Rockingham was held on 25 July 2025 to discuss the proposal against the general requirements and objectives of the Precinct Structure Plan. Refer to **Appendix 10 – Pre-lodgement Meeting Minutes**. The following matters were raised and have been addressed as outlined:

- Easement Resolution & Front Setback

  The required nil front setback cannot be achieved due to the existence of reciprocal access easements along the frontage, which legally fix the setback line. These easements cannot be extinguished, and the adjoining property benefiting from the easement has a long-term lease in place with RAC (7 years plus a 7-year option). This situation is unlikely to change in the short to medium term, meaning the proposed setback represents the only practical outcome. The proposed design will nevertheless deliver substantial improvement to the amenity of the area compared with the current vacant and fenced condition, consistent with the principles of orderly and proper planning. Further discussions are provided in **Section 5.1.6 Front Setback** of this report.

- 50% Minimum Glazing & 4.5m First Floor Finished Level to Ground Floor Height

  The design now achieves 50% clear glazing at street front, enhancing the visual connection between the public realm and internal uses. In addition, the first floor

incorporates a minimum finished level to ground floor height of 4.5 m, consistent with the intended scale and proportion of the built form within the precinct.

- Noise Impact Mitigation (Rear Boundary)

  A 2.1 m high, double-sheeted Colorbond fencing is proposed along the rear boundary to further mitigate potential noise impacts to adjoining residential properties.

Overall, the proposal is generally consistent with the development criteria outlined within the RPSP sub-precinct 'Waterfront Village'. The proposal also satisfies the Waterfront Village sub-precinct objective of managing the *"provision of adequate parking facilities and encourage integration of car parking with adjoining sites which are convenient, safe and sustainable"*.

Additional comments in relation to the Front Setback and the Street Level Interface requirements are provided in further detail in the sections below. The Movement and Access requirements are addressed in Section 6 Traffic Report of this Report.

5.1.6 FRONT SETBACK

The proposed building is set back 20.5 metres from Patterson Road to accommodate the existing reciprocal right of carriageway registered on the titles of both Lot 6 and the adjoining Lot 7 (No. 38) Patterson Road (refer to Appendix 2 – Architectural Plans).

These easements are permanent registered interests that cannot be extinguished without the consent of all interested parties. There is no prospect of such consent being obtained in the short-to-medium term given the adjoining landowner's recent developments, recent renovations and long-term lease arrangements. Consequently, a nil front setback outcome sought under the Precinct Structure Plan is not achievable or realistic in this instance.

The proposed setbacks are considered appropriate based on the following:

1. Respect for existing legal access arrangements

   The existing rights of carriageway easements provide reciprocal access arrangements for lots along Patterson Road and were established prior to the sub-precinct setback considerations. These arrangements are in place to limit the number of crossovers to Patterson Road, which is a safe and desirable traffic outcome. It is neither equitable nor legally permissible for the proposed development to build over the easement.

2. Streetscape consistency

   The building setback aligns with the existing building on Lot 7, and those further into the east, including Zone Bowling and Gold's 24 Hour Gym, reinforcing a consistent built form pattern along this portion of Patterson Road. This coordinated approach respects the streetscape and maintains visual cohesion.

3. Amenity improvement

   The site is currently vacant, and an attractor for antisocial activities, which is a poor streetscape and amenity outcome. The proposed child care premises will replace an underutilised site with a high-quality, community-focused development. Its scale, design, and landscaping will enhance the visual appeal of the area and improve the overall streetscape character.

4. Employment and community benefit

   The proposal will deliver important social and economic benefits, including accessible early childhood education, local job creation during construction and operation, and ongoing support for working families in the area. These outcomes align with the broader objectives of the City's planning framework to promote community wellbeing and economic activity.

Given the particular constraints of the site and the permanent nature of the access easements, the proposed front setbacks represent a balanced and reasonable design response. They respect existing legal rights, achieve a coherent streetscape, and deliver substantial amenity and employment benefits to the local community

5.1.7 STREET LEVEL INTERFACE

While the proposal does not fully meet certain quantitative requirements under the *Waterfront Village Built Form Controls*, the design has been developed with strong regard to the Design Principles of *State Planning Policy 7.0 – Design of the Built Environment (2019)* and achieves positive urban design outcomes through alternative means.

1. The development provides a minimum of 50% clear glazing at street level, incorporating extensive full-height windows to maximise transparency and visual connectivity between the public realm and internal activities.

This design outcome aligns with the objectives of SPP 7.0 by enhancing legibility, activation, and community, fostering passive surveillance, improving safety, and creating an inviting and engaging interface with Patterson Road.

2. The building design activates the public realm through clearly articulated forms, material variation, and landscaping treatments that maintain a strong address to the street. This aligns with the *Built Form* and *Context and Character* principles of SPP 7.0, ensuring that the development contributes positively to the surrounding urban fabric.

3. While awnings are not provided over the adjacent road reserve, eaves are incorporated across approximately 79% of the building frontage, situated at approximately 2.6m high. These architectural elements offer functional weather protection and shading, and contribute to visual interest and human-scaled articulation. This approach meets the underlying intent of the *Functionality and Build Quality* and *Sustainability* principles of SPP 7.0 by ensuring environmental comfort and a pedestrian-friendly streetscape.

In summary, the design responds thoughtfully to site context and delivers on the *Design Principles* of SPP 7.0, despite minor departures from the prescriptive criteria set out in the RPSP. The outcome is a high-quality and contextually integrated development that enhances the local streetscape and pedestrian experience.

6. TRAFFIC REPORT

A Transport Impact Statement for the proposed development has been prepared by Urbii, with vehicle swept path analysis provided in support. The report assesses traffic operations, vehicle access, and car parking provision associated with the proposed child care premises.

The key outcomes from the report are as follows:

- The proposed development is expected to generate approximately 356 vehicle trips per day, with peak traffic volumes of 62 vehicles per hour during the AM and PM peak periods. These trips are expected to be primarily passenger cars and SUVs associated with child drop-offs and staff movements.
- Traffic generation associated with the development is not expected to increase flows on adjacent roads beyond 100 vehicles per hour per lane, which is the threshold identified in the WAPC Transport Impact Assessment Guidelines. As such, the impact on the surrounding road network is considered to be moderate and acceptable.
- Vehicle access is proposed via two points: an existing access easement through the adjoining property to Patterson Road, and a new crossover to Benjamin Way. Internal circulation allows for two-way movement and complies with access design standards.
- A total of 28 car bays are proposed, including 1 ACROD bay and 2 EV charging bays. Car parking layout and dimensions generally comply with AS/NZS 2890.1, and the supply exceeds the estimated peak parking demand of 22 bays (including 15 staff and 7 pick-up/drop-off).
- Pick-up and drop-off modelling confirms that 7 dedicated bays will adequately accommodate peak parent movements, with signage recommended to manage short-stay use during peak periods.
- Swept path analysis confirms satisfactory movement for waste vehicles within the rear staff car park, including reversing manoeuvres from Benjamin Way, which is a low-traffic access road.
- Pedestrian and cyclist access is well supported, with nearby public transport (Bus Route 551), footpaths, and six onsite bicycle parking spaces, along with end-of-trip facilities for staff.
- No safety issues or site-specific risks were identified within the five-year crash history near the site or through site assessments.

Overall, the proposed development is supported from a traffic, parking, and access perspective, with no major transport-related constraints identified. The Transport Impact Statement for the proposed development is attached at Appendix 5.

6.1 CAR PARKING

Planning Policy 3.3.5 – Child Care Premises via Clause 4.3 Car Parking states that within the Waterfront Village Zone, the City shall determine the number of carparking bays to be provided having regard to:

(a) The nature of the proposed development
(b) The number of employees likely to be employed on the site
(c) The anticipated demand for parking, and
(d) The orderly and proper planning of the locality

Parking areas should be located in front of the building. If this is not possible, parking areas should be clearly visibly and easily accessible from the entry to the site.

In addition, landscaping may be required on-site to screen car parking areas from the street and the Child Care Premises from adjoining residences in order to maintain the amenity of the locality.

Table 5 – Vehicle Parking Standards

Number of Children and/or Employees	Minimum Parking Provision (Ratio)	Required	Provided	Complies ✓/×
Employees	1 space per employee	17	16	×
Children	1 space per every 8 children allowed under maximum occupancy (89 children)	11	12	✓
Total		28	28	✓

Refer to Section 3 - Vehicular Access & Parking of the Appendix 5 - Transport Impact Statement for further details.

6.2 VEHICLE ACCESS

Vehicle access to the site is proposed via two points. The primary access is through an existing access easement over the adjoining property to the east, which connects to Patterson Road. A secondary vehicle crossover is also proposed at the rear of the site, providing access to Benjamin Way.

Both access points and associated parking aisles have been designed with a minimum width of 6.2 metres, allowing for safe two-way vehicle movement throughout the site. Swept path analysis confirms satisfactory manoeuvrability for vehicles accessing and navigating the car park layout.

7. ACOUSTIC REPORT

An Environmental Acoustic Assessment (EAA) has been prepared by Herring Storer Acoustics to assess the predicted noise emissions from the proposed child care premises in accordance with the requirements of the *Environmental Protection (Noise) Regulations 1997* (the Regulations). The report considers noise emissions from children playing in the outdoor play areas and mechanical services associated with the development.

The EAA has considered the potential acoustic impact on the adjoining residential properties surrounding the site, as well as the impact from car movements. The technical report notes that noise associated with cars movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors are not strictly exempt from the Regulations. Noise received at the neighbouring residences from these noise sources has been assessed to comply with the Regulations, on the proviso that 1.8 metre high and 2.1 metre high boundary fencing is provided.

The air conditioning condensing units have been assessed to comply with the requirements of the Regulations on the proviso that the air conditioning condensing units be located on the east side of the development.

The report concludes that noise emissions from the proposed development will comply with the Regulations provided that the following measures are implemented:

- Outdoor play to be limited to the day period (ie after 7am)
- Boundary fencing to comprise standard 1.8-metre-high fencing, with the rear boundary fencing adjacent to residential areas increased to 2.1 metres in height and constructed as double-sheeted Colorbond. This enhanced specification will assist in further mitigating potential noise impacts on adjoining residential properties
- The air conditioning condensing units to be located on the east side of the development

The Acoustic Report prepared by Herring Storer Acoustics detailing the outcomes of the assessment is attached at Appendix 6– Environmental Acoustic Assessment.

8. CONCLUSION

Burgess Design Group, on behalf of the client, BCV Early Learning II Pty Ltd, has prepared this Development Application report to guide the development of a Child Care Premises on the subject land.

The proposal is consistent with orderly and proper planning for the site.

- The proposed child care premises will provide a necessary service to residents and workers of the surrounding Rockingham locality, meeting an established need for such a service
- A 'Child Care Premises' is classified as a 'D' use within the 'Primary Centre Waterfront Village' Zone under the provisions of the TPS2. As such, the City and DAP can consider and approve the proposed land use on the site
- The site is within close proximity to a range of other complementary uses including the Rockingham Beach Primary School, Star of the Sea Catholic Primary School, Rockingham Montessori School, Rockingham Senior High School and Bungaree Primary School
- The proposal is consistent with the provisions of LPS2 and WAPC draft *Position Statement: Child Care Premises* (2025)
- The proposal is consistent with the provisions of City's PP 3.3.5
- The proposed development does not result in any adverse traffic impacts on the surrounding road network
- The proposed development will comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*

In this regard, Burgess Design Group respectfully requests the support of the City of Rockingham and Development Assessment Panel for the proposed child care centre on Lot 6 (No. 36) Patterson Road, Rockingham.

APPENDIX 1:
CERTIFICATE OF TITLE

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
2062	**536**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 6 ON DIAGRAM 90201

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

KENTUCKY FRIED CHICKEN PTY LTD OF 20 RODBOROUGH ROAD, FRENCHS FOREST, NEW SOUTH WALES
(T K501315) REGISTERED 8/2/2008

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

1. G044063 EASEMENT BENEFIT SEE SKETCH ON VOL 2062 FOL 536. REGISTERED 15/12/1995.
2. G044064 EASEMENT BURDEN SEE SKETCH ON VOL 2062 FOL 536. REGISTERED 15/12/1995.

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

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

STATEMENTS:

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

SKETCH OF LAND:	2062-536 (6/D90201)
PREVIOUS TITLE:	2062-534
PROPERTY STREET ADDRESS:	LOT 6 PATTERSON RD, ROCKINGHAM.
LOCAL GOVERNMENT AUTHORITY:	CITY OF ROCKINGHAM

ORIGINAL – NOT TO BE REMOVED FROM OFFICE OF TITLES

Application G44060 WESTERN AUSTRALIA

Volume 2062 Folio 534

REGISTER BOOK VOL. FOL.

CT 2062 536

CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

REGISTRAR OF TITLES

Dated 15th December, 1995

ESTATE AND LAND REFERRED TO

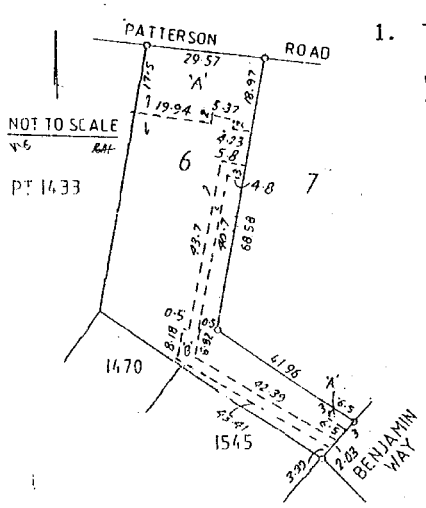
Estate in fee simple in portion of Rockingham Lot 1434 and being Lot 6 on Diagram 90201, delineated on the map in the Third Schedule hereto, limited however to the natural surface and therefrom to a depth of 12.19 metres, together with a right of carriageway over the portions of Lot 7 on the said Diagram marked 'A', 'D' and 'E' on the said map hereon, together with the right to enter upon the portion of the said Lot 7 marked 'B' and 'E' on the said map hereon for the purpose of exercising certain water pipeline rights, together also with the right to enter the portion of the said Lot 7 marked 'C' and 'D' on the said map hereon for the purpose of exercising certain sewerage pipeline rights, all as set out in Transfer G44063.

FIRST SCHEDULE (continued overleaf)

Pancevo Pty. Ltd. of Post Office Box 6205, East Perth and Philsu Pty. Ltd. of Lot 830 Utley Road, Serpentine, as tenants in common in equal shares.

SECOND SCHEDULE (continued overleaf)

1. TRANSFER G44064. A right of carriageway over the portion of the within land marked 'A' on the map in the margin, together with the right to enter upon the portion of the within land marked 'B' on the said map in the said margin for the purpose of exercising certain sewerage pipeline rights as set out in the said Transfer is granted to the proprietor or proprietors for the time being of Lot 7 on Diagram 90201. Registered 15.12.95 at 15.01 hrs.



THIRD SCHEDULE (see overleaf)

NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS

E65333/11/88—1 500—S/2860

LT: 39

FIRST SCHEDULE (continued)

NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS

REGISTERED PROPRIETOR	INSTRUMENT		REGISTERED	TIME	SEAL	CERT. OFFICER
	NATURE	NUMBER				

CERTIFICATE OF TITLE VOL. 2062 536

LT. 39/40

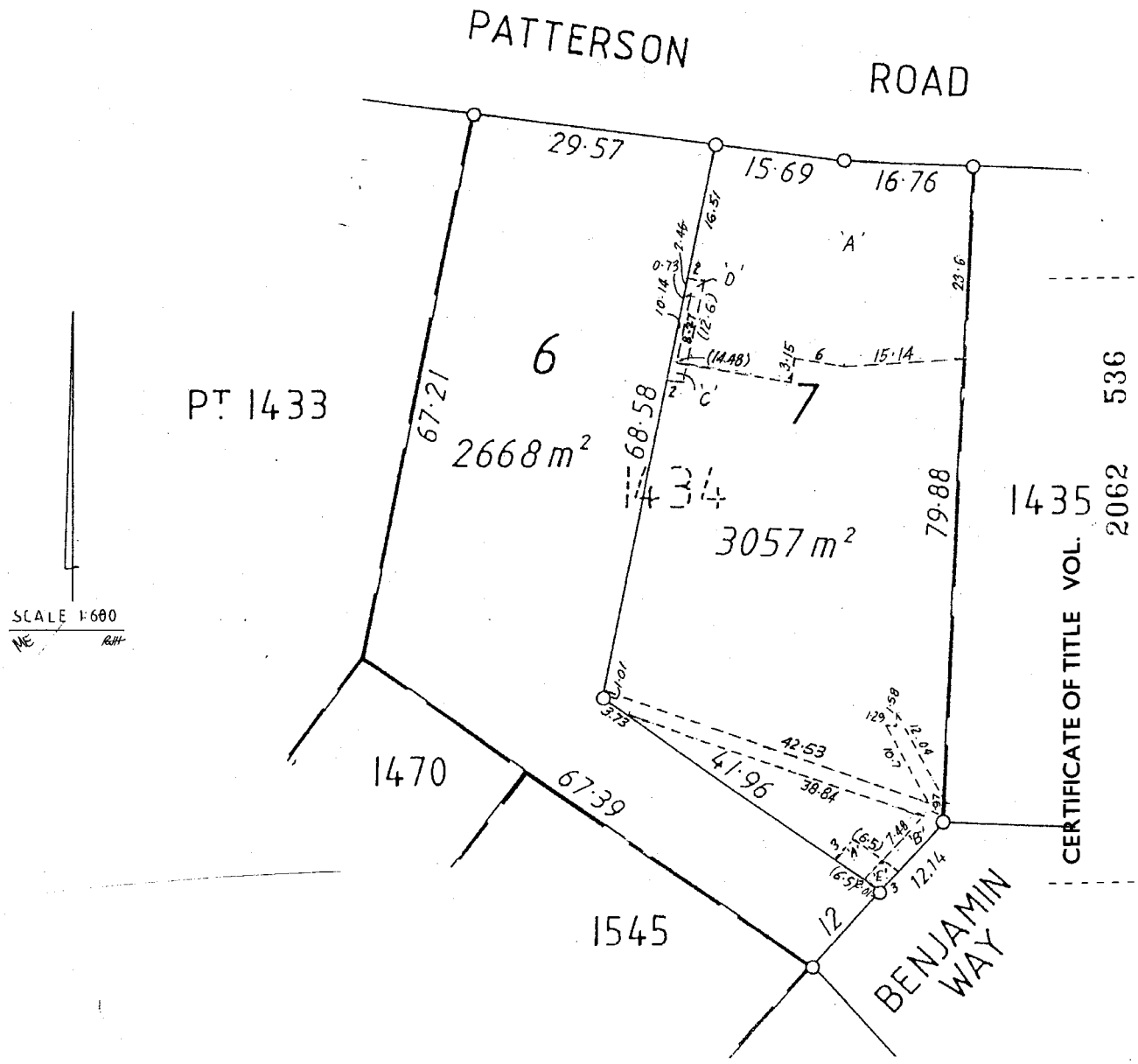
SECOND SCHEDULE (continued)

NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS

INSTRUMENT		PARTICULARS	REGISTERED	TIME	SEAL	CERT. OFFICER	CANCELLATION	NUMBER	REGISTERED OR LODGED	SEAL	CERT. OFFICER
NATURE	NUMBER										

CERTIFICATE OF TITLE VOL. 2062 536

THIRD SCHEDULE



E65331/11/88—3M—S/2860

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
2062	**537**

RECORD OF CERTIFICATE OF TITLE

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BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 7 ON DIAGRAM 90201

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

ALLDATA NOMINEES PTY LTD OF SUITE 1 263 CANNING HIGHWAY EAST FREMANTLE WA 6158
(T G315703) REGISTERED 30/10/1996

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

1. G044064 EASEMENT BENEFIT SEE SKETCH ON VOL 2062 FOL 537. REGISTERED 15/12/1995.
2. G044063 EASEMENT BURDEN SEE SKETCH ON VOL 2062 FOL 537. REGISTERED 15/12/1995.
3. P620917 LEASE TO RAC AUTOMOTIVE SERVICES PTY LTD OF 832 WELLINGTON STREET WEST PERTH WA 6005 EXPIRES: SEE LEASE. REGISTERED 11/7/2023.
4. P894750 EASEMENT BURDEN FOR ACCESS PURPOSES - SEE DEPOSITED PLAN 427052 REGISTERED 22/2/2024.

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

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

STATEMENTS:

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

SKETCH OF LAND:	2062-537 (7/D90201)
PREVIOUS TITLE:	2062-535
PROPERTY STREET ADDRESS:	LOT 7 PATTERSON RD, ROCKINGHAM.
LOCAL GOVERNMENT AUTHORITY:	CITY OF ROCKINGHAM

ORIGINAL – NOT TO BE REMOVED FROM OFFICE OF TITLES

REGISTER BOOK

Application G44061 WESTERN AUSTRALIA

Volume 2062 Folio 535

CT 2062 537

CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

VOL. 2062 FOL. 537

Page 1 (of 2 pages) 4

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

REGISTRAR OF TITLES

Dated 15th December, 1995

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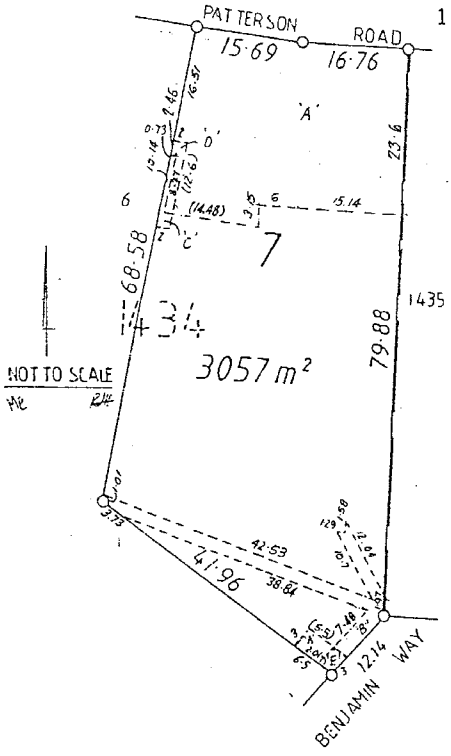
FIRST SCHEDULE (continued overleaf)

~~Birbick Pty. Ltd. of Unit 1, 174 Arcadia Drive, Shoalwater.~~

SECOND SCHEDULE (continued overleaf)



1. TRANSFER G44063. A right of carriageway over the portions of the within land marked 'A', 'D' and 'E' on the map in the margin, together with the right to enter upon the portion of the within land marked 'B' and 'E' on the said map in the said margin for the purpose of exercising certain water pipeline rights, together also with the right to enter upon the portion of the within land marked 'C' and 'D' on the said map in the said margin for the purpose of exercising certain sewerage pipeline rights, all as set out in the said Transfer is granted to the proprietor or proprietors for the time being of Lot 6 on Diagram 90201. Registered 15.12.95 at 15.01 hrs.

THIRD SCHEDULE (see overleaf)

NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS

E65333:11/88—1 500—S/2860

LT: 39

FIRST SCHEDULE (continued) NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS

REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	REGISTERED	TIME	SEAL	CERT. OFFICER
Alldata Nominees Pty Ltd of care of Cash Converters Furniture, 1296 Albany Highway, Cannington.	Transfer	G315703	30.10.96	11.32		

CERTIFICATE OF TITLE VOL. 2062 537

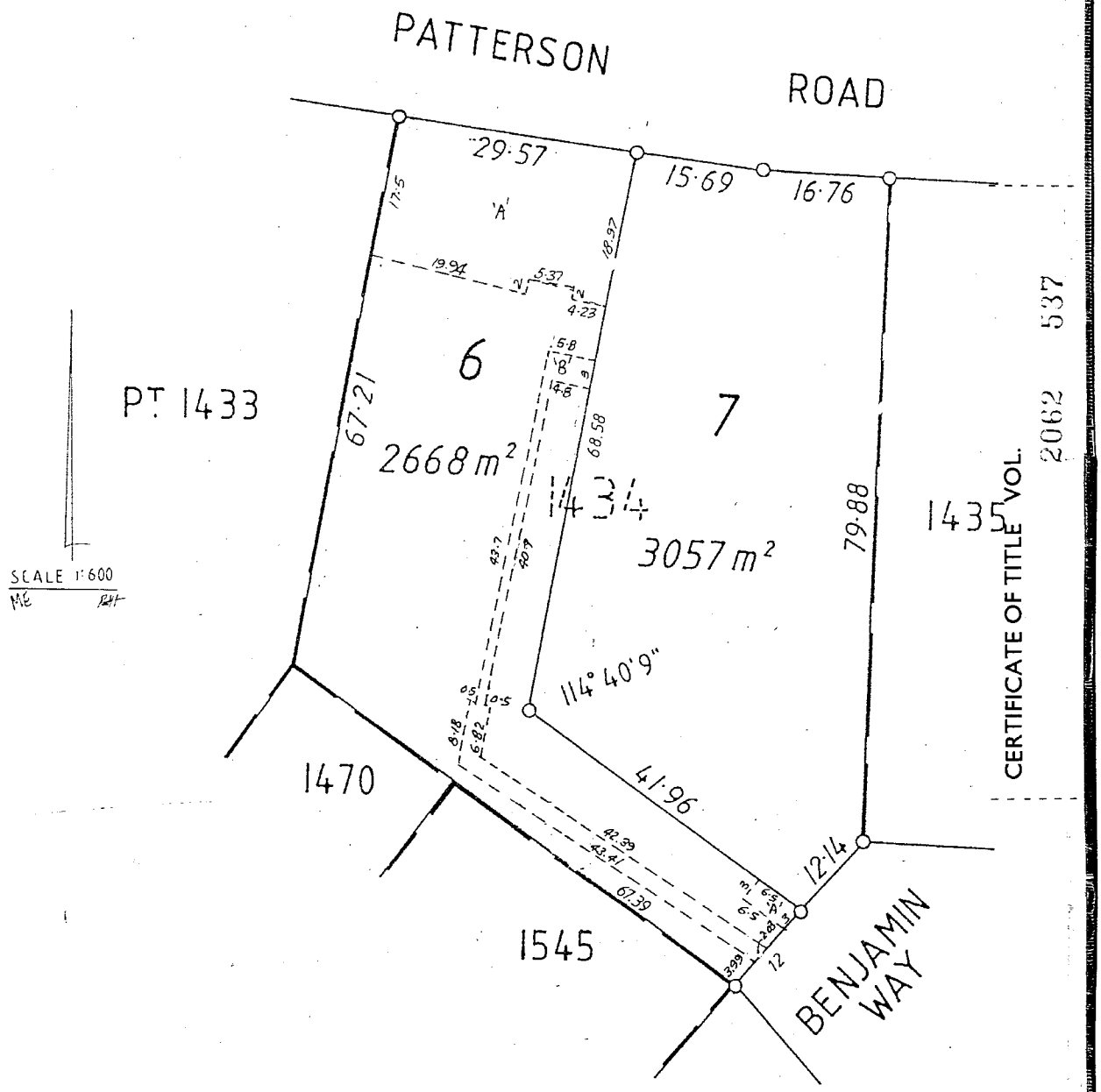
LT. 39/40

SECOND SCHEDULE (continued) NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS

INSTRUMENT NATURE	INSTRUMENT NUMBER	PARTICULARS	REGISTERED	TIME	SEAL	CERT. OFFICER	CANCELLATION	NUMBER	REGISTERED OR LODGED	SEAL	CERT. OFFICER
Mortgage	G368644	to National Australia Bank Ltd.	9.1.97	8.40							

CERTIFICATE OF TITLE VOL. 2062 537

THIRD SCHEDULE



E65331/11/88—3M—S/2960

APPENDIX 2:
ARCHITECTURAL PLANS

SITE PLAN
SCALE: 1 : 200

SITE CRITERIA

1. Site Area
a. Site Area — **2,667m²**

2. Landscaping
a. Provided — **124m² (4.6%)**

3. Floor Area (GFA)
Total — **698m²**

4. Carparking
ii. Cars Provided
a. Staff — 16 Cars
b. Visitors — 12 Cars
28 Cars

CHILD CARE CRITERIA

1. Centre capacity
a. Number of places — **89 places**

2. Landscaping
a. Required 7m² :1 child — 623m²
b. Provided — 935m²
Total m² provided per child — **10.5 m²**

3. Indoor Floor Area (GLA)
a. Area required — 289.25m²
b. Area provided — 289.25m²

4. Room distribution

a. Room 0 - 1y		
Number of places		12 Places
Staff required	1:4 Staff	
Staff provided		3 Staff
b. Room 0 - 1y		
Number of places		12 Places
Staff required	1:4 Staff	
Staff provided		3 Staff
c. Room 2 - 3y		
Number of places		10 Places
Staff required	1:5 Staff	
Staff provided		2 Staff
d. Room 2 - 3y		
Number of places		15 Places
Staff required	1:5 Staff	
Staff provided		3 Staff
e. Room +3y		
Number of places		20 Places
Staff required	1:10 Staff	
Staff provided		2 Staff
f. Room +3y		
Number of places		20 Places
Staff required	1:10 Staff	
Staff provided		2 Staff
Total places		89 Places
Total Staff (+2 Staff (Chef, Manager))		17 Staff

SITE DESIGN CHECKLIST

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

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

LEGEND

- BUILDING FOOTPRINT - CHILDCARE
- EXTENT OF BITUMEN PAVING
- EXTENT OF BRICK PAVING / CONCRETE PAVING
- EXTENT OF LANDSCAPING

meyer shircore architects

PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM
FOR : BLACK OAK

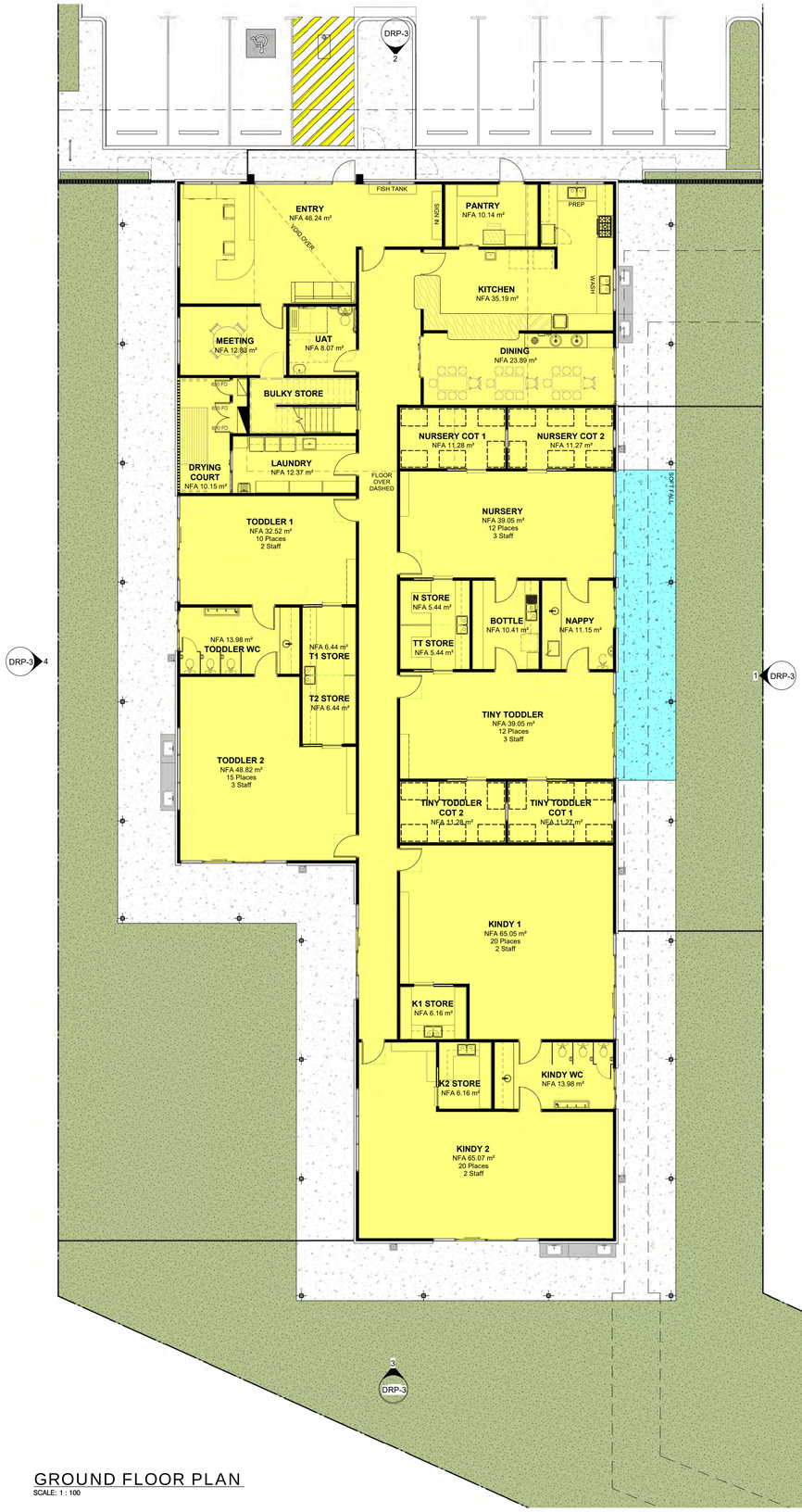
Member Australian Institute of Architects

0 2 4 6 8 10 20

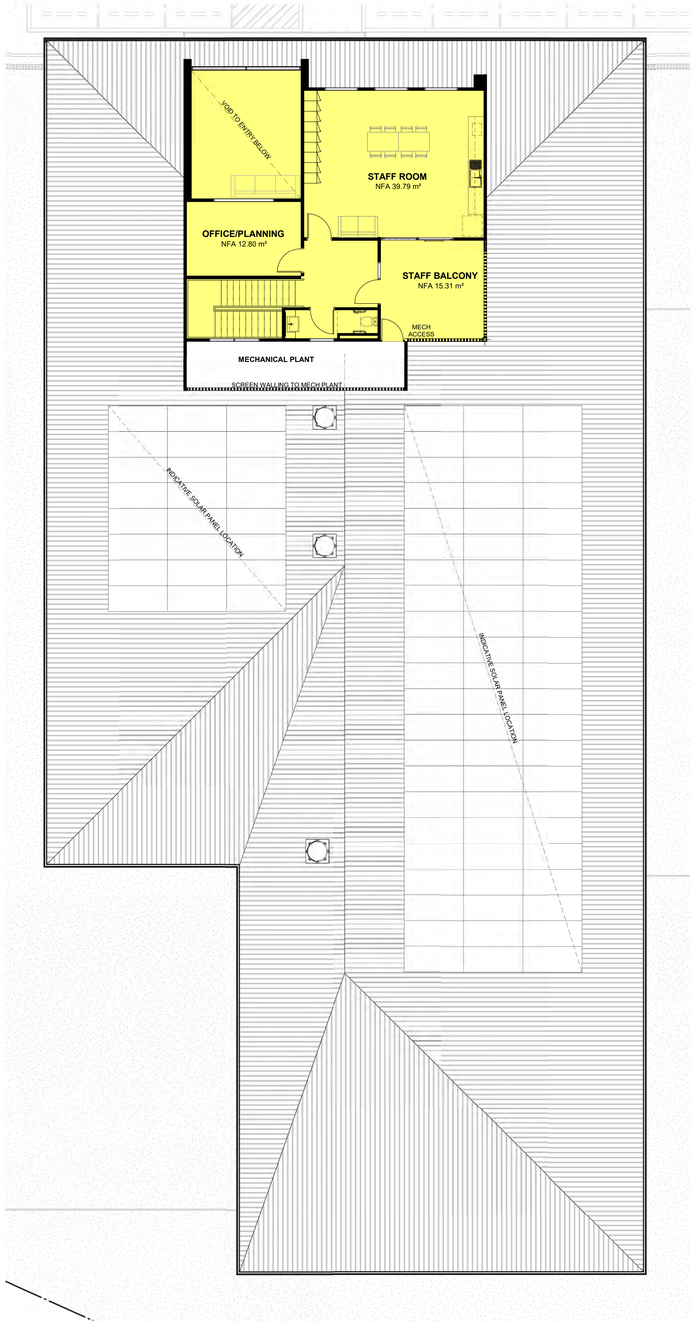
DATE: AUG 2025
REVISION: SK018
SHEET: A - 001
SCALE: As indicated@B1

PROJECT NUMBER 9539

Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: mail@meyershircore.com.au



GROUND FLOOR PLAN
SCALE: 1 : 100



FIRST FLOOR PLAN
SCALE: 1 : 100

meyer shircore architects

PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM
FOR : BLACK OAK

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0 1 2 3 4 5 10

DATE: AUG 2025
REVISION: SK018
SHEET: 002
SCALE: 1 : 100 @B1

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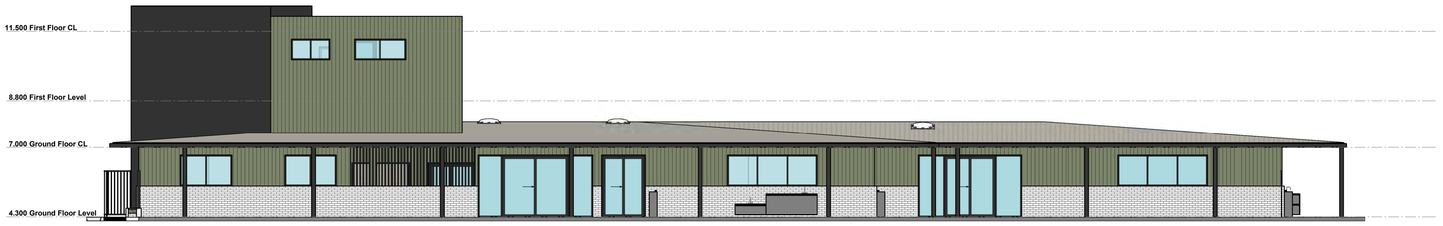
ELEVATION - NORTH
SCALE: 1 : 100

ELEVATION - SOUTH
SCALE: 1 : 100

ELEVATION - EAST
SCALE: 1 : 100



ELEVATION - WEST
SCALE: 1 : 100

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PROPOSED CHILDCARE DEVELOPMENT
LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM
FOR : BLACK OAK

Member Australian Institute of Architects

0 1 2 3 4 5 10

DATE: AUG 2025
REVISION: SK018
SHEET: 003
SCALE: 1 : 100 @B1

PROJECT NUMBER 9539

ACN 115 189 216
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t: 08 9381 8511 e: msa@meyershircore.com.au

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PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM

FOR : BLACK OAK

Member Australian Institute of Architects

0 1 2 3 4 5 10

DATE: AUG 2025

REVISION: SK018

SHEET: 004

SCALE: @B1

PROJECT NUMBER 9539

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PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM

FOR : BLACK OAK

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0 1 2 3 4 5 10

DATE: AUG 2025

REVISION: SK018

SHEET: 005

SCALE: @B1

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PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM

FOR : BLACK OAK

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0 1 2 3 4 5 10

DATE: AUG 2025

REVISION: SK018

SHEET: 006

SCALE: @B1

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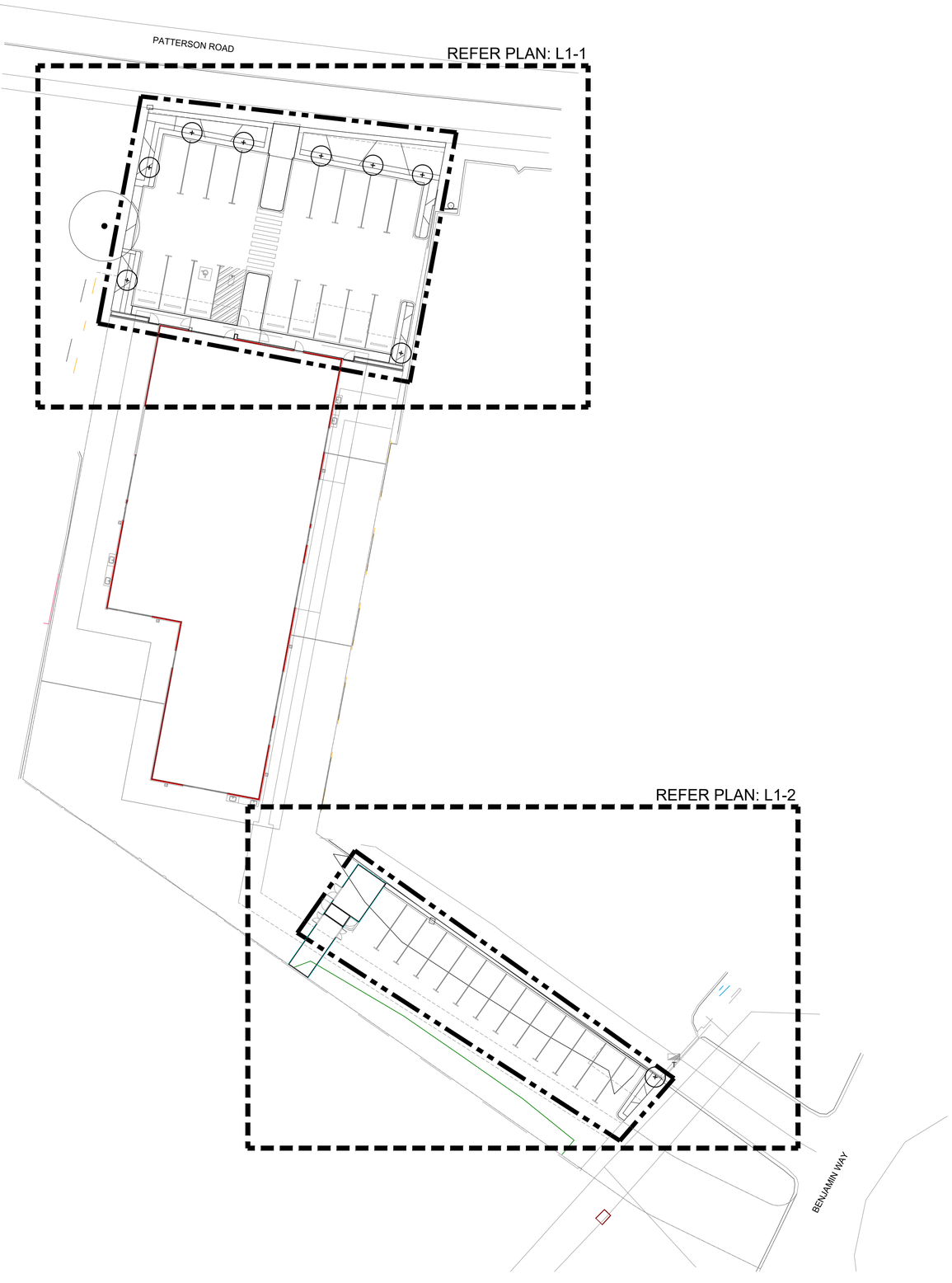
APPENDIX 3:
LANDSCAPE PLANS

PATTERSON ROAD CHILDCARE

LANDSCAPE ARCHITECTURAL DRAWINGS



CONCEPT DESIGN

DWG No.	SHEET NAME	SCALE @ A1	REV
L0-1	COVER SHEET	N/A	B
L1-1	PLANTING PLAN	1:75	B
L1-2	PLANTING PLAN	1:75	B

NOTES

ALL DRAWINGS TO BE READ IN COLOUR.

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WHERE MIXED PLANTING IS PROPOSED PLANT IN GROUPS OF 3, 5 OR 7 OF THE SAME SPECIES.

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A	20/06/2025	ISSUE FOR REVIEW

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NORTH

PROJECT
PATTERSON ROAD CHILDCARE

CLIENT
36 PATTERSON ROAD ASSET TRUST

PROJECT STAGE
CONCEPT DESIGN

DESIGNED	DRAWN	CHECKED	PROJECT No.	ORIG. SIZE
DT	DT	PJ	5183-25	A1

DRAWING TITLE
COVER SHEET

SCALE
SCALE 1:250 @ A1

DRAWING No.
L0-1

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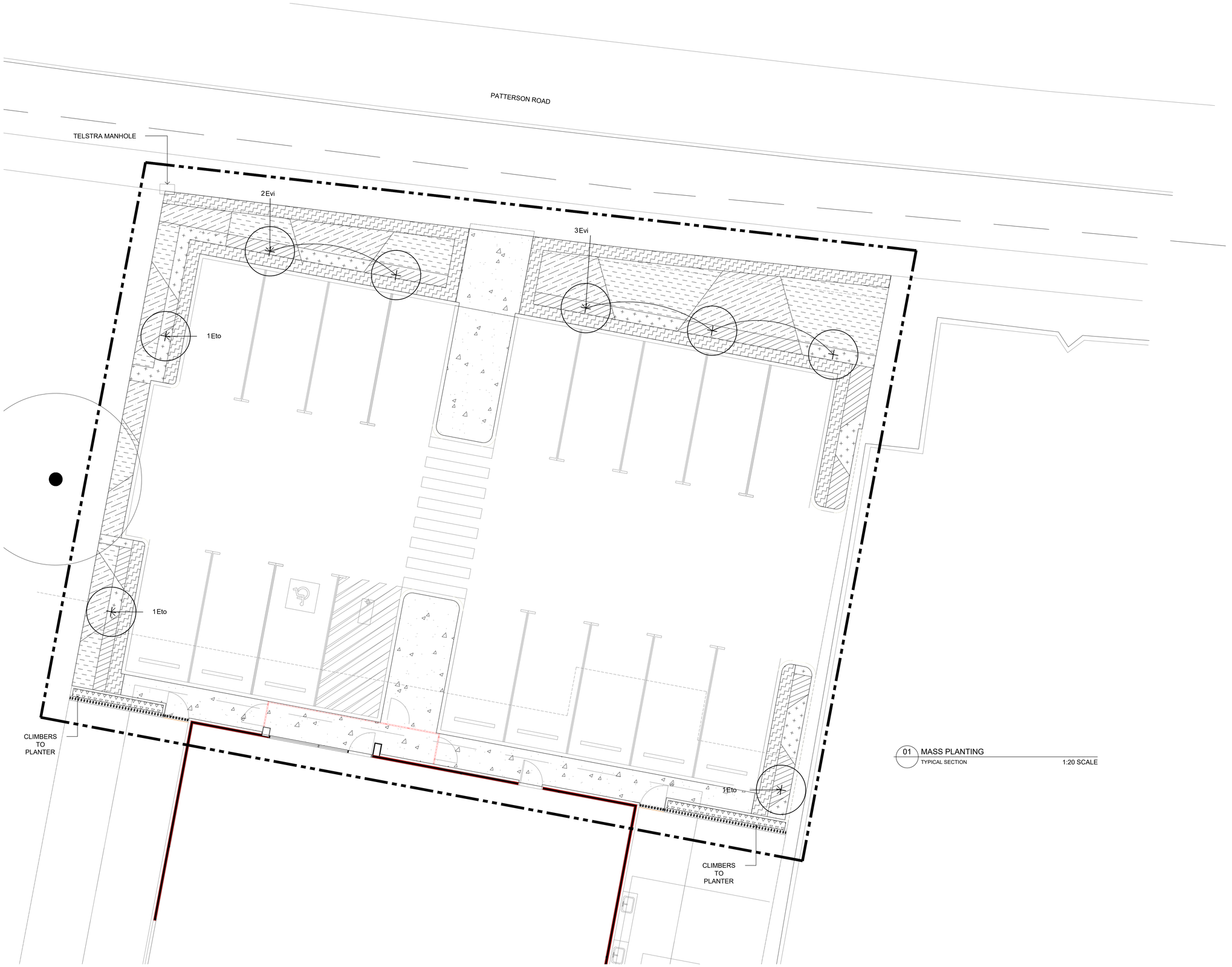

01 MASS PLANTING
TYPICAL SECTION 1:20 SCALE

02 TREE PLANTING
TYPICAL SECTION 1:20 SCALE

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LEGEND

- EXTENT OF WORKS
- EXISTING TREE TO BE RETAINED
- PROPOSED TREE
- GROUND COVER & LOW SHRUBS MIX A
- GROUND COVER & LOW SHRUBS MIX B
- SHRUBS MIX A
- SHRUBS MIX B
- CLIMBERS
- MULCH ONLY

Plant Schedule

Code	Botanical Name	Height (M)	Pot size	Quantity
	TREES			
Cfc	*Corymbia ficifolia*	10	45ltr	1
Eto	*Eucalyptus torquata*	10	45ltr	3
Evi	*Eucalyptus victrix*	8	45ltr	5
	SHRUBS MIX A (3/sqm)			
Acr	*Scaevola crassifolia*	1	140mm	
Bda	*Banksia dallanneyi*	0.8	140mm	
Lbr	*Leucophyta brownii*	1	140mm	
Sni	*Scaevola nitida*	1	140mm	
	SHRUBS MIX B (3/sqm)			
Ase	*Adenanthos sericeus 'Silver Wave'*	1	140mm	
Cca	*Conostylis candicans*	0.3	140mm	
Etm	*Enchylaena tomentosa*	0.6	140mm	
Oax	*Olearia axillaris*	0.8	140mm	
	GROUNDCOVERS MIX A (3/sqm)			
Acu	*Adenanthos cuneatus*	0.3	140mm	
Cvi	*Carpobrotus virescens*	0.3	140mm	
Egl	*Eremophila glabra prostrate*	0.3	140mm	
Mpa	*Myoporum parvifolium*	0.15	140mm	
	GROUNDCOVERS MIX B (3/sqm)			
Asa	*Acacia saligna 'prostrate'*	0.3	140mm	
Cac	*Conostylis aculeata*	0.5	140mm	
Cva	*Chorizema varium*	0.3	140mm	
Gcr	*Grevillea crithmifolia prostrate*	0.3	140mm	
Kpr	*Kennedia prostrata*	0.1	140mm	
	CLIMBERS (3/sqm)			
Hsc	*Hibbertia scandens*	3	140mm	

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NORTH

PROJECT
PATTERSON ROAD CHILDCARE

CLIENT
36 PATTERSON ROAD ASSET TRUST

PROJECT STAGE
CONCEPT DESIGN

DESIGNED	DRAWN	CHECKED	PROJECT No.	ORIG. SIZE
DT	DT	PJ	5183-25	A1

DRAWING TITLE
PLANTING PLAN

SCALE
SCALE 1:75 @ A1

DRAWING No.
L1-1

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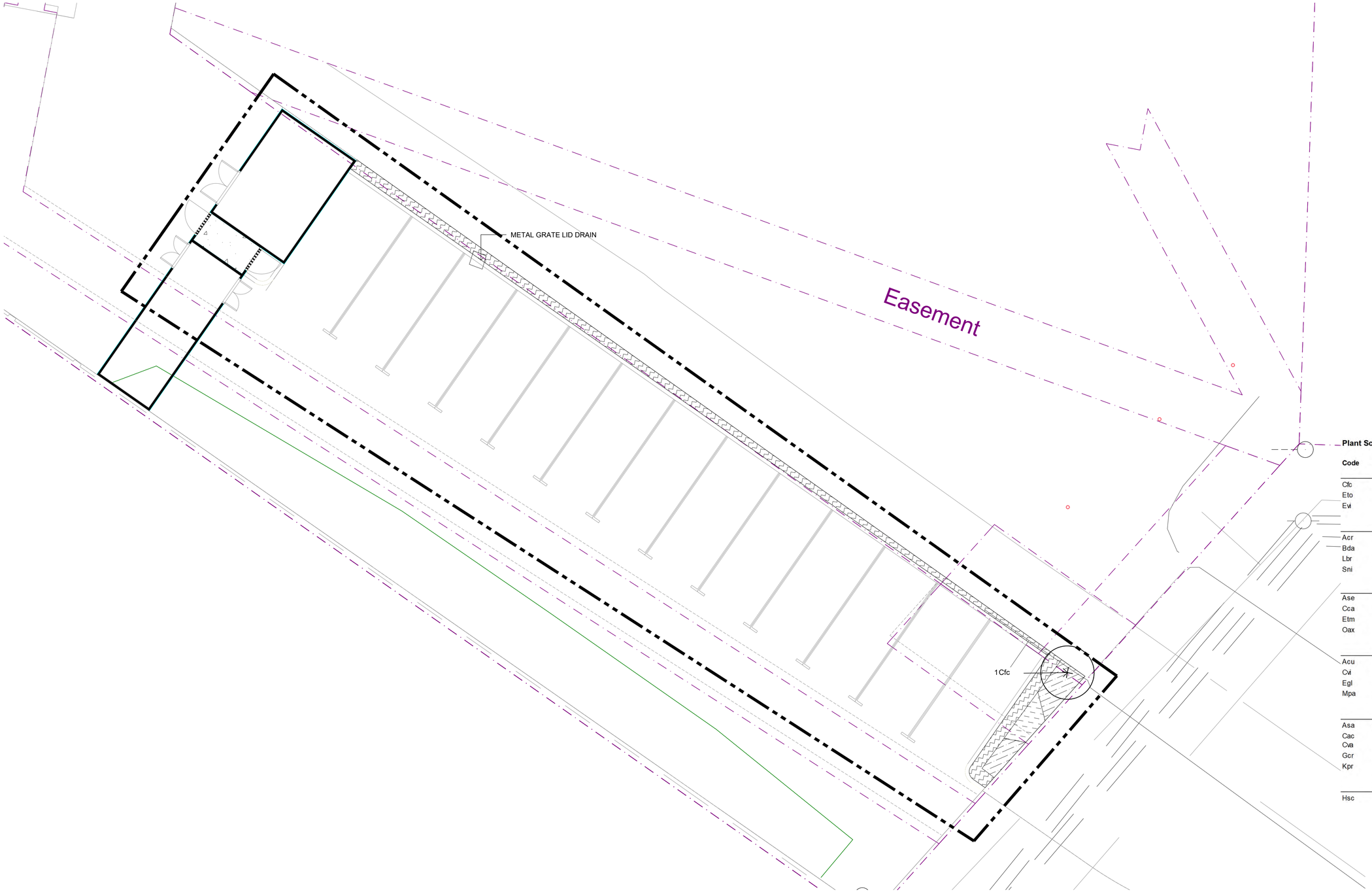

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LEGEND

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- EXISTING TREE TO BE RETAINED
- PROPOSED TREE
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- MULCH ONLY

Plant Schedule

Code	Botanical Name	Height (M)	Pot size	Quantity
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Sni	*Scaevola nitida*	1	140mm	
	SHRUBS MIX B (3/sqm)			
Ase	*Adenanthos sericeus 'Silver Wave'*	1	140mm	
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	GROUNDCOVERS MIX B (3/sqm)			
Asa	*Acacia saligna 'prostrate'*	0.3	140mm	
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Kpr	*Kennedia prostrata*	0.1	140mm	
	CLIMBERS (3/sqm)			
Hsc	*Hibbertia scandens*	3	140mm	

Plant Palette


Corymbia ficifolia


Acacia saligna 'prostrate'


Adenanthos cuneatus


Adenanthos sericeus 'Silver Wave'


Banksia dallanneyi


Carpobrotus virescens


Chorizema varium

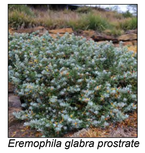

Conostylis aculeata


Conostylis candicans

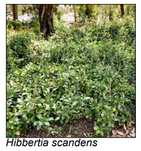

Enchylaena tomentosa


Eucalyptus torquata


Eucalyptus victrix


Eremophila glabra prostrate


Grevillea crithmifolia prostrate


Hibbertia scandens


Kennedia prostrata


Leucophyta brownii


Myoporum parvifolium


Olearia axillaris


Scaevola crassifolia


Scaevola nitida

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PROJECT
PATTERSON ROAD CHILDCARE

CLIENT
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PROJECT STAGE
CONCEPT DESIGN

DESIGNED	DRAWN	CHECKED	PROJECT No.	ORIG. SIZE
DT	DT	PJ	5183-25	A1

DRAWING TITLE
PLANTING PLAN

SCALE
SCALE 1:75 @ A1

DRAWING No.
L1-2

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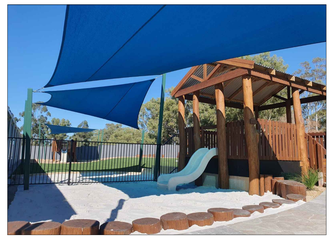


BABY FORT

BABY SWING

TODDLER FORT

SMALL NEST SWING

KINDY FORT

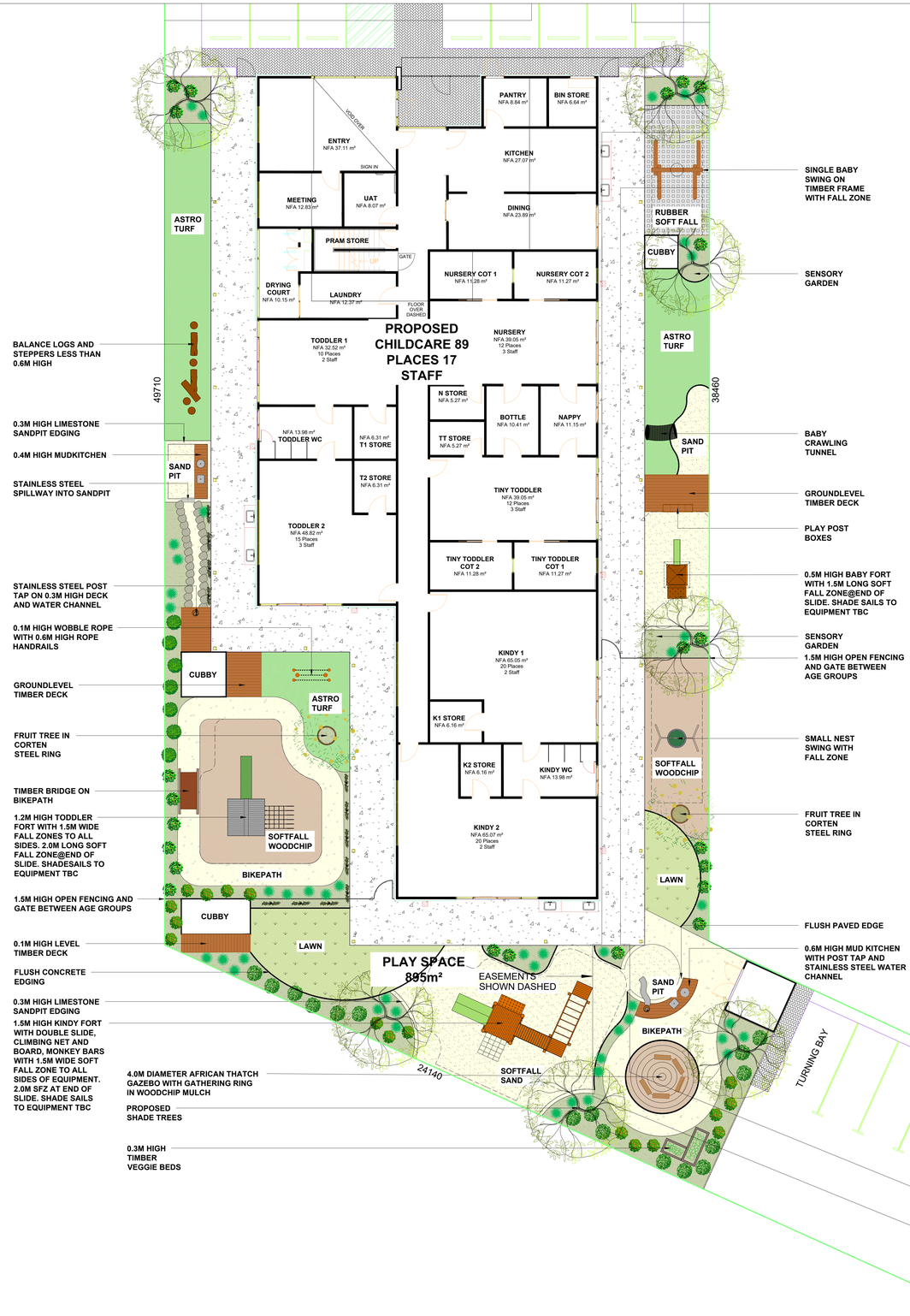
BABY SENSORY PATH

MUD KITCHEN

TIMBER VEGGIE BEDS

BABY TUNNEL

AFRICAN THATCH GAZEBO



This drawing is conceptual. Check scale carefully against boundary measurements. Scalebars can be inaccurate. Measurements should be checked on-site prior to quotation and construction. Plans should be printed at actual size on the same sized paper shown in the title block. Fitting to page and adding margins can alter the scale when printed.

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PROJECT	DRAWING	ISSUE
WILDFLOWERS 6 Patterson Rd ROCKINGHAM	PLAYGROUND CONCEPT	ISSUED FOR FEEDBACK

CLIENT	DRAWING N0	SCALE	SHEET	REVISION	DRAWN	DATE
BLACKOAK	L-01	1:100	A0	1	CRM	19/06/25

REVISIONS

No	DATE	DRAWN	DETAILS
0	13/06/25	CRM	PLAYGROUND CONCEPT PLAN - ISSUED FOR FEEDBACK
1	19/06/25	CRM	PLAYGROUND CONCEPT PLAN - ISSUED FOR FEEDBACK

APPENDIX 4:
SUSTAINABILITY STRATEGY REPORT

EMERGEN

SUSTAINABILITY STRATEGY REPORT

PROPOSED CHILDCARE CENTRE

Lot 6, 36 Patterson Road, Rockingham, WA 6168

PREPARED BY

MICHELLE PEGLER

Project: 132173

Published Date: 18/06/2025

EMERGEN

DOCUMENT REVISION

DATE	COMPLETED BY	REVIEWED BY	REVISION NO.
18/06/2025	Michelle Pegler	Glenn Underwood	1

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SOURCES OF INFORMATION

DRAWING NO.	DRAWING TITLE	REVISION NO.
SK009 (June 2025)	Architectural Drawings	Concept Design

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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.

EMERGEN

CONTENTS

EMERGEN

1 OVERVIEW

EMERGEN has developed a sustainable design report on the proposed new Childcare Development, at Lot 6 (#36) Patterson Road, Rockingham, WA in consultation with West Property Group.

The purpose of this report is to support the design team in achieving sustainable outcomes for the development by identifying the principles incorporated in the design that meet sustainable objectives and targets for the site.

2 TARGETS

The design team will utilise a structured approach to achieve a sustainable outcome for the design and construction of the development including the following Sustainability Targets.

Table 1: Environmentally Sustainable Design Strategy

ITEM	ENVIRONMENTALLY SUSTAINABLE DESIGN INITIATIVES
Energy Use Reduction	Targeted 30% Reduction in predicted Energy use of the building over NCC minimum compliance. Through solar passive design principles, energy efficient/ high performance building envelope, appropriate shading and on-site renewable energy offset.
Renewable Energy	On-site solar photovoltaic (PV) systems offer a number of benefits, including reducing energy costs, mitigating environmental impacts and enhancing energy security.
Efficient Mechanical Systems/ Natural Ventilation	Efficient Central Mechanical systems to be installed. Mixed mode systems to be investigated to allow for operable windows to increase natural ventilation/ fresh air for occupants and reduce operational energy loads. Consideration of using Seasonal setpoints for Mechanical systems.
Water Efficient Sanitary Fixtures & Fittings	All fixtures and water-using appliances installed within the project's scope will at a minimum, meet the following best practice WELS ratings. • Taps – 5 star • Urinals – 5 star • Toilets – 4 star • Showers – 3 star • Dishwasher – 5 star
Water Re-use/ Storm Water Capture	Rainwater tank or on-site storm water re-use system to be investigated to capture and reuse rainwater for landscape irrigation. Feasibility/ Spatial availability to be investigated.
Energy Efficient Hot Water Unit	Heat Pump hot water system to be investigated. A Heat Pump system will generally have a higher upfront cost, but longer lifespan, and are less energy intensive over the lifecycle of the building than an Electric or Gas Unit.
Artificial Lighting	Efficient LED Lighting will be provided (20% reduced lighting load over NCC allowance). Lighting within the building will meet the following requirements:

	• Colour Rendering Index (CRI) 85 or higher. • Have a MacAdam Ellipse or a Standard Deviation Colour Matching (SDCM) of ≤ 3.
Construction & Demolition Waste	At least **80%** of construction and demolition waste will be diverted from landfill by the Builder.
Waste Efficiency	A waste planning expert will produce an Operational Waste Management Plan (OWMP) that addresses best practice in operational waste management, which will include clearly identified waste streams and setting diversion from landfill targets and / or target for reducing total materials generation (general waste materials + recyclable / reusable materials
Sustainable Materials	Materials (concrete, steel, engineered wood etc) with low carbon credentials and recycled content will be prioritised. Materials with Environmental Product Declarations (EPD) to be prioritised. Feasibility of Low Carbon or vapour permeable Asphalt to be investigated, for onsite carparks and roads.
Low VOC Finishes	Finishes (paints, adhesives, sealants) with low VOC and formaldehyde content will be prioritised.
Heat Resilience	The following strategies will be utilised to mitigate heat island effect: • Increase green spaces, i.e., vegetation. • Roofing materials and hardscaping elements to have a light colour Furthermore, the project will explore passive design strategies, including optimal building orientation, the use of sunshades, and efficient glazing, etc to mitigate heat stress caused by solar radiation.
Water efficient landscaping	Landscaping with low crop coefficients will be considered so that water use is minimised. Landscape irrigation to use efficient irrigation systems such as drip irrigation.
Biodiversity Enhancement	A focus on native and locally endemic vegetation for new landscaped areas.
Sustainable transport Options	Sustainable transport options to be provided for staff and visitors to the site. Provide adequate EOT facilities, bicycle parking, EV chargers

3 PROJECT INFORMATION

The proposed development is located on an existing cleared site at Lot 6 (#36) Patterson Road, Rockingham WA. The project focuses on providing a Childcare Facility for surrounding residents. The objective is to transform the site, to provide a modern 2 Storey design with improved accessibility and parking for the site and improved landscape design.

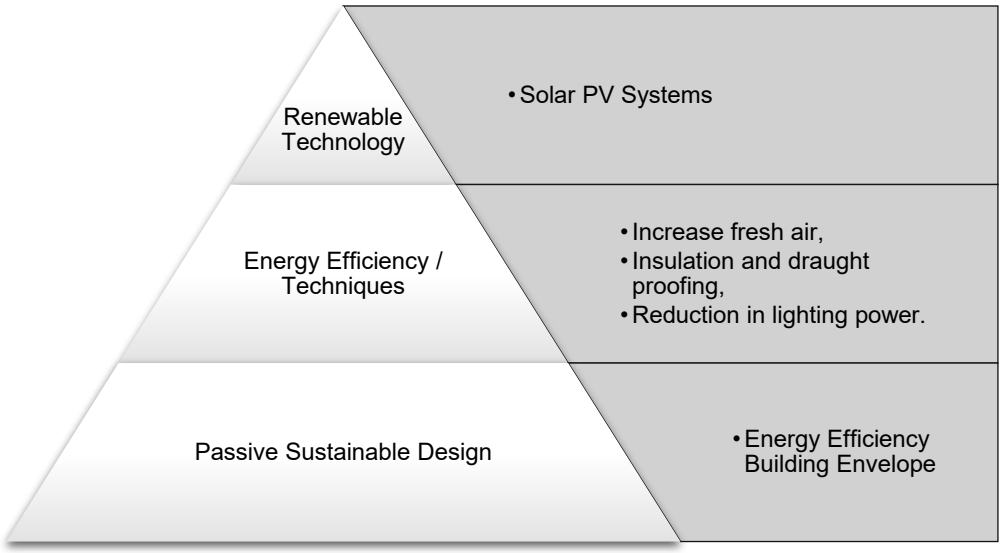
Figure 1: Existing Site Image/proposed development concept

4 OVERVIEW OF SUSTAINABILITY INITIATIVES

4.1 ENERGY USE REDUCTION

Energy savings in a building can be realised by minimising 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 NCC Section J. This will involve optimising the building envelope, air conditioning and ventilation systems, and lighting to ensure lower energy consumption. Façade U-Value and SHGC targets to be confirmed via energy modelling during detailed design phase.

Figure 2: Energy Reduction Strategy



The Childcare Centre building has been designed with solar passive principles in mind. The building is well orientated on site, maximising northern exposure to provide passive heating in the winter months to staff areas. Extensive shading has been incorporated into the design for the East and West facades, providing protection to the glazing from direct solar radiation in the summer months, with the objective to maximise views and building occupants connection to nature, while providing protection from morning/afternoon sun and glare. Daylight autonomy modelling is recommended to refine glazing strategy in detailed design.

4.2 RENEWABLE ENERGY

The installation of a rooftop solar photovoltaic (PV) system is proposed as part of the building's sustainability strategy. On-site solar PV systems offer a wide range of benefits. Firstly, they significantly reduce operational energy costs by generating clean, renewable electricity directly from sunlight, lowering dependence on grid-supplied power. This reduction in grid energy use not only cuts costs but also helps minimise greenhouse gas emissions, supporting broader environmental and climate goals.

The Childcare centre concept design shows a 982m2 roof, a solar PV system is ideal to reduce operational energy use for this building. As majority of the building's operation will be during daylight hours. Once proposed building energy loads have been calculated an appropriately sized system should be selected to

support the buildings transition to a low carbon future while delivering long-term financial and environmental benefits to the project.

Emergen have calculated potential estimated area requirements based on 3 standard sized PV systems.

Table 2:Estimated Area required based on Solar PV System Size

SOLAR PV SYSTEM	10kW SYSTEM	25kW SYSTEM	50kW SYSTEM
Area required (m^2)	46.4m^2	115m^2	230m^2

4.3 MECHANICAL SYSTEMS

Considerations should be made for an energy efficient central mechanical plant for the Childcare Centre. It is recommended that the following energy saving initiatives are investigated by the Mechanical consultant:

- Mixed mode system – allowing for operable windows and increased natural ventilation/ fresh air for building occupants.
- Utilising Seasonal setpoints for Mechanical Systems to improve thermal comfort for building occupants and reduce energy consumption.

4.4 WATER EFFICIENT SANITARY FIXTURES AND FITTINGS

Western Australia has a limited potable water supply due to the increases in population and reductions in annual rainfall levels. By reducing demand this will help to alleviate the concerns related to potable water usage. The development should aim to achieve a minimum 20% reduction in potable water consumption compared to established benchmarks.

FIXTURE / EQUIPMENT TYPE	WELS RATING	MINIMUM WATER EFFICIENCY
TAPS	5 Star	5L/min
URINALS	5 Star	1L/min
TOILETS	4 Star	3.5L/flush
SHOWERS	3 Star	7L/min
DISHWASHER	5 Star	7.5L/Cycle

4.5 WATER RE-USE

An analysis should be undertaken to determine the feasibility for a potential water reuse system for the Childcare Centre. When looking at a water re-use system it is important to consider various factors, including water demand, site conditions, water availability, and the intended use of the collected water.

A rainwater Harvesting system collects rainwater from roof surfaces, and stores the water in a rainwater tank, which can then be used for non-potable uses such as landscape irrigation throughout the Site, or for non-potable water requirements such as flushing toilets.

PROS	CONS
• Simple system with minimal treatment required (e.g., filtration).	• Limited availability during the dry season.
• Lower upfront costs involved.	• May require large storage tanks to meet demand during low rainfall periods.

The average annual rainfall in Rockingham, WA is approximately 612mm with most rain occurring between May and August. Rainwater harvesting potential based on the roof area of the Childcare Centre and annual rainfall at the site is approximately 510kL/ year. Water use calculations will need to be conducted to ensure an appropriate size tank is selected, and that the system would be able to meet the water demands for landscape irrigation.

4.6 EFFICIENT HOT WATER SYSTEM

The building will incorporate an efficient Hot Water System. Heat Pump hot water heaters offer several significant benefits in comparison to conventional Electric or Gas Hot water heaters. A Heat Pump system will generally have a higher upfront cost, but longer lifespan, and they are less energy intensive over the lifecycle of the building than an Electric or Gas Unit. Reducing the buildings energy demand and green house gas emissions. Peak water demand will need to be factored in so that the system can cover the demand.

4.7 ARTIFICIAL LIGHTING

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.

External Lighting must meet the following criteria:

- External lighting to meet AS 4282 and Wildlife Sensitivity requirements, regarding light quality, light pollution and light spill.

4.7.1 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 J7D3b of the NCC 2022. Motion Detectors and daylight sensors are recommended to reduce energy demand.

Table 3: 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

4.8 CONSTRUCTION & DEMOLITION WASTE

At least **80%** of construction waste generated on-site will be diverted from landfill by the Builder through effective waste management practices. Construction waste will predominantly be separated into two main streams: one for steel and aluminium, and another for general waste. This streamlined approach facilitates efficient sorting and maximises recovery rates for recyclable materials.

4.9 OPERATIONAL WASTE EFFICIENCY

A waste planning expert will produce an Operational Waste Management Plan (OWMP) that addresses best practice in operational 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

4.10 SUSTAINABLE MATERIALS

A well-thought-out materials strategy contributes significantly to the sustainability and resilience of the built environment. Implementing efficient use of materials involves selecting, sourcing, and using materials in ways that minimise environmental impacts, reduce waste, and improve the life cycle performance of the built environment. The following considerations should be made when selecting materials for the development:

- **Low Embodied Energy**: Choose materials that require minimal energy to produce, process, and transport. Examples include locally sourced stone, timber, and recycled materials.
- **Sustainably Sourced**: Prioritise materials certified by sustainability standards, such as FSC-certified timber or low-carbon concrete.
- **Recycled and Reused Content**: Use materials with high recycled content or those that can be reclaimed and reused (e.g., recycled steel, reclaimed timber, or concrete with recycled aggregate).
- **Durability and Longevity**: Select materials that have a long lifespan and are resistant to wear and damage. Longer-lasting materials reduce the need for replacements and the associated environmental impact.
- **Local Sourcing**: Prioritise local materials to reduce transportation emissions and support local economies.
- **Design for Deconstruction and Disassembly**: Design buildings and structures in a way that allows for easy disassembly and reuse of materials at the end of their life

4.11 LOW VOC FINISHES

Internal Finishes (paints, adhesives, sealants, carpets) with low VOC and formaldehyde content will be prioritised.

All internally applied paint products will meet the Total Volatile Organic Compounds (TVOC) contents as per table below.

Table 4: TVOC LImits

PRODUCT TYPE/SUB-CATEGORY	MAX TVOC CONTENT (G/L)
Walls and ceilings – interior gloss	75
Walls and ceilings – interior semi-gloss	16
Walls and ceilings – interior low sheen	16
Walls and ceilings – interior flat washable	16

PRODUCT TYPE/SUB-CATEGORY	MAX TVOC CONTENT (G/L)
Ceilings – interior flat	14
Trim – gloss, semi-gloss, satin, varnishes and wood stains	75
Timber and binding primers	30
Latex primer for galvanized iron and zincalume	60
Inter latex undercoat	65
Interior Sealer	65
One and Two pack Performance Coatings for floors	140
Any solvent-based coatings whose purpose is not covered in table	200

Using low VOC (volatile organic compounds) products offers numerous benefits, primarily by enhancing indoor air quality and promoting better health. These products release fewer harmful chemicals, reducing the risk of respiratory issues, headaches, dizziness, and long-term health problems. Environmentally, low VOC products contribute less to air pollution and smog formation, supporting a healthier ecosystem.

4.12 HEAT RESILIANCE

The heat island effect occurs when urban areas are warmer than their rural surroundings due to the built environment. The design has incorporated light-coloured roof materials, light coloured hardscaping and shaded landscaped areas, which significantly mitigates this effect and enhances energy savings.

The development will dedicate more than **75%** of the entire site area to include one or a combination of the following:

- Vegetation.
- Roofing materials, including shading structures, to have light colour (Initial SRI of 82).
- Unshaded hard-scaping elements to have a light colour.
- Hardscaping elements shaded by overhanging vegetation or roof structures, including photovoltaic panels.

4.13 WATER EFFICIENT LANDSCAPING

Water-efficient landscaping refers to techniques and strategies aimed at conserving water while maintaining aesthetically pleasing and functional outdoor spaces. This is important in Western Australia due to its semi-arid climate conditions, which often result in water scarcity. Key strategies include:

- All garden beds will be equipped with an efficient irrigation system to ensure optimal water distribution and plant health. A **sub-mulch drip irrigation system** will be installed for all garden beds, delivering water directly to the root zone beneath the mulch layer.
- **Turf areas** will be irrigated using **recessed sprinklers**, which provide even coverage and retract below the surface when not in use, maintaining safety and aesthetics.
- The entire irrigation system will be managed by an **automatic controller**. A **rain sensor** will be integrated into the system to prevent overwatering by pausing irrigation during and after rainfall.

4.14 BIODIVERSITY ENHANCEMENT

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 fertiliser use and the selection of native plants.

Where feasible the primary focus for newly landscaped areas is to provide a diversity of species of native and locally endemic vegetation to enhance biodiversity on the site.

4.15 SUSTAINABLE TRANSPORT OPTIONS

It is the intention of this category to reduce building occupant's dependency on carbon intensive vehicles. The development should incorporate Bicycle racks for building occupants and visitors, with End of Trip facilities allocated for staff. Infrastructure to allow for future installation of minimum x2 metered EV charging stations will also be incorporated.

5 CONCLUSION

In conclusion, this is a concept stage for sustainability initiatives. The presented strategies should be investigated further by the design team as the design progresses.

The presented report provides a comprehensive overview of sustainability commitments that harmonise seamlessly with the core principles of State Planning Policy 7.0: Principle 5 Sustainability. Based on the sustainability initiatives proposed the development has the ability to achieve a best practice sustainability outcome, delivering positive environmental, social and economic outcomes.

APPENDIX 5:
TRANSPORT IMPACT STATEMENT

urbii

Sustainable Transport. Safe Solutions

36 Patterson Rd, Rockingham

Proposed Child Care Centre

TRANSPORT IMPACT STATEMENT

Prepared for:

The Trustee for 36 Patterson Road Asset Trust

July 2025

36 Patterson Rd, Rockingham

Prepared for: The Trustee for 36 Patterson Road Asset Trust
Prepared by: Paul Ghantous
Date: 10 July 2025
Project number: U25.058

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U25.058.r01	26/06/25	Paul Ghantous	DRAFT	West Property Group
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1 Introduction

This Transport Impact Statement has been prepared by Urbii on behalf of The Trustee for 36 Patterson Road Asset Trust with regards to the proposed child care centre, located at 36 Patterson Rd, Rockingham.

The subject site is situated on the southern side of Patterson Road, as shown in Figure 1, and has rear frontage to Benjamin Way. The site is presently vacant and is surrounded by a mix of residential, civic and commercial land uses.

It is proposed to develop the site into a child care centre catering for up to 89 children and 17 staff.

The key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, car parking and access to the site for alternative modes of transport.

Figure 1: Subject site location

2 Proposed development

The proposal for the subject site is for a child care centre comprising:

- A child care centre with rooms allocated to different age groups;
- Outdoor play area;
- 28 onsite car parking bays, including one ACROD bay and 2 x EV charging bays;
- Bicycle parking for six bicycles;
- End of trip facilities including lockers, a shower and change room; and
- Bin store.

Vehicle access to the site is proposed via an existing access easement through the adjoining property on the eastern boundary of the site, which then connects to Patterson Road. A crossover is also proposed at the rear of the site, connecting to Benjamin Way.

People walking and cycling will access the development from the external path network abutting the site.

Waste collection is proposed to be undertaken internally within the staff car park at the rear of the site.

The proposed development plans are included for reference in Appendix A.

3 Vehicle access and parking

3.1 Existing vehicle access

As detailed in Figure 2, the subject site has no direct property access to Patterson Road. The adjoining property on the eastern boundary of the site has one crossover on Patterson Road. There is an internal car park with one-way circulation. An access easement is in place, which allows the subject site to access Patterson Road, via the adjoining property to the east.

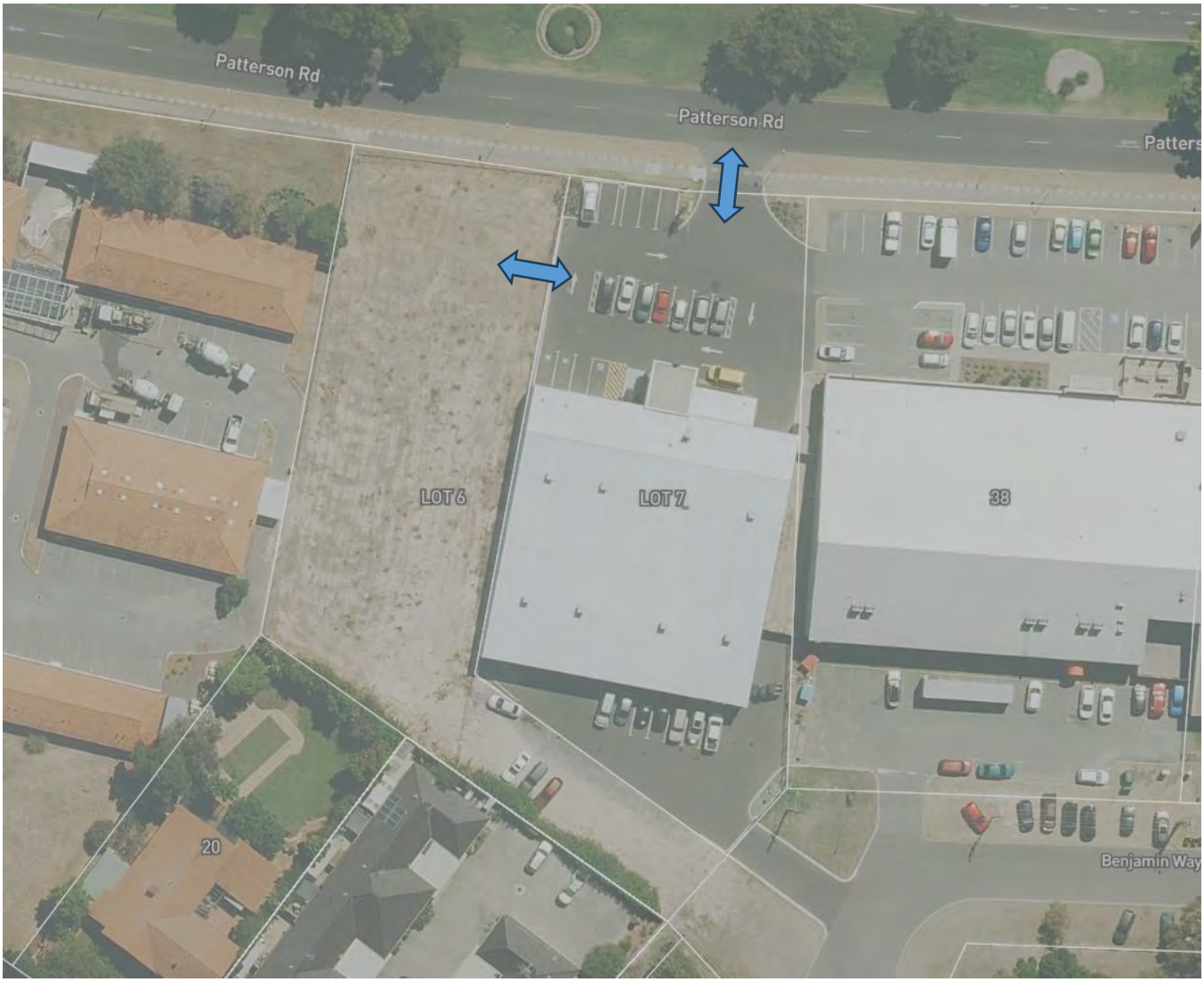

Figure 2: Existing vehicle access

3.2 Proposed vehicle access

Vehicle access to the site is proposed via an existing access easement through the adjoining property on the eastern boundary of the site, which then connects to Patterson Road. A crossover is also proposed at the rear of the site, connecting to Benjamin Way (Figure 3). Vehicle access points and parking aisles are 6.2m wide, which is sufficient for two-way traffic flow.

Figure 3: Proposed development vehicle access

3.3 Car parking layout

Dimensions of car parking aisles and bays are compliant with AS2890.1. Onsite visitor bays are 2.6m wide by 5.4m long and an aisle width of 6.2m has been provided. Staff parking bays are 2.4m wide. The ACROD bay is designed to AS2890.6 with a shared space and bollard. A 1m blind aisle extension is provided at the end of the car park.

A turnaround space is provided at the end of the public parking area.

3.4 Parking supply and allocation

It is proposed to provide a total of 28 car parking bays for the child care centre. This includes one ACROD bay. The following allocation is recommended, based on the parking analysis undertaken in this section of the TIS:

- 16 car bays reserved for core staff onsite;
- 7 visitor car parking bays reserved exclusively for pick-up and drop-off onsite; and,
- 5 unallocated bays for the shared use by staff and visitors (includes 1 x ACROD bay).

It is recommended that the 7 exclusive pick-up/drop-off car parking bays have time restriction signage installed “P10min” parking (10 minutes) applicable Monday to Friday between 8:00am to 9:30am and 3:00pm to 6:00pm.

The staff only bays should have “STAFF PARKING ONLY” pavement marking and signage, to prevent general vehicles from parking in those areas.

Overall, no issues are anticipated with car parking and parents can drop-off or pick-up children any time during the operating hours of the facility. The supply of 28 car bays exceeds the peak anticipated parking demand of 22 bays. The recommended parking allocation is detailed in Figure 4.

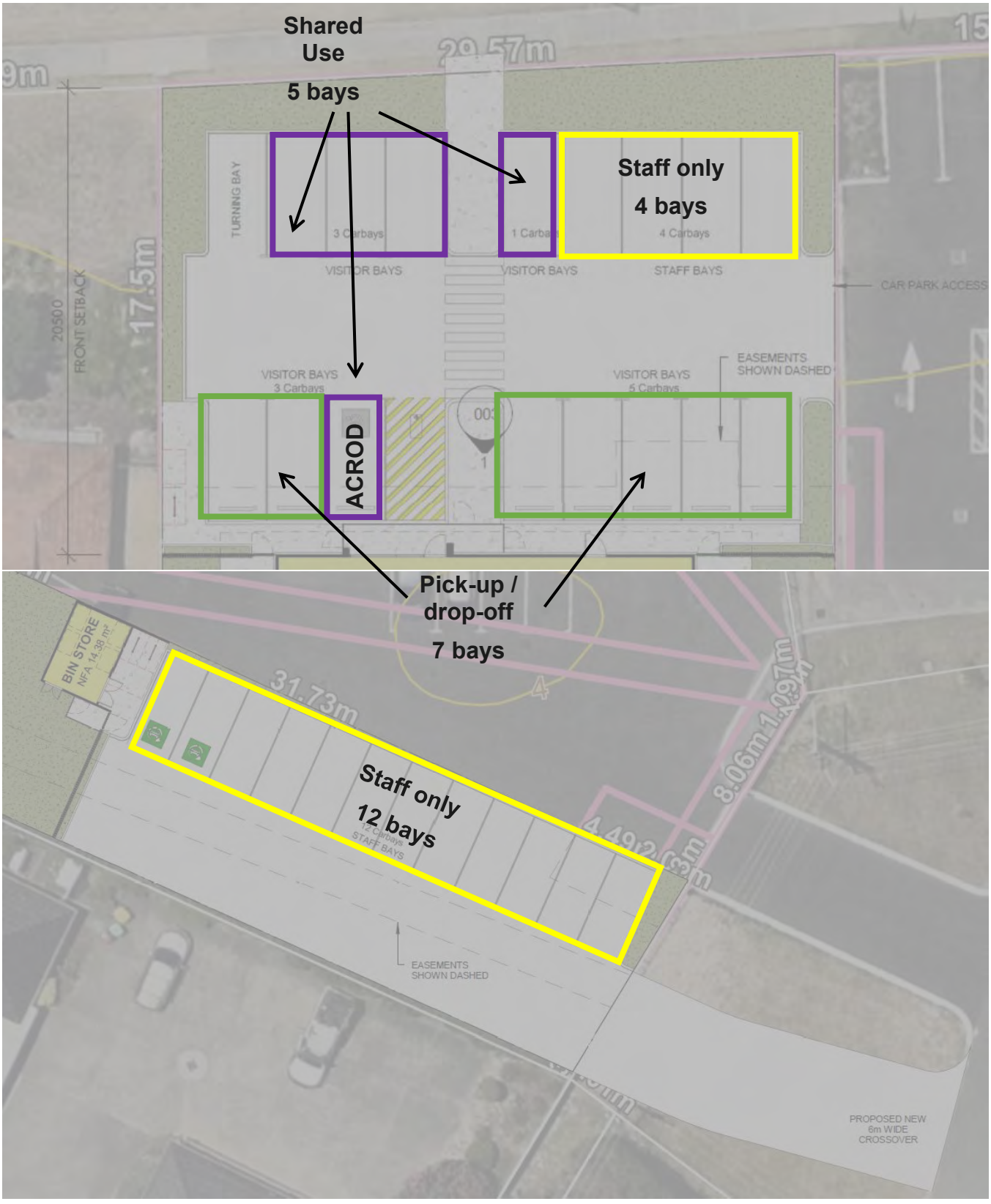

Figure 4: Recommended car parking allocation

3.5 Parking demand for staff

As detailed in Figure 5, 2021 ABS census data indicates that 80.9% of education and training workers in the City of Rockingham travelled to work by driving a car.

Conservatively rounding this up to 85% car driver mode share results in an anticipated peak staff parking demand of **15 bays for 17 staff**.

Local workers method of travel to work

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City of Rockingham - Education and Training	2021			2016			Change
Main method of travel	Number	%	Western Australia %	Number	%	Western Australia %	2016 - 2021
Car, as driver	3,945	80.9	75.5	3,158	81.0	75.0	+787
Car, as passenger	155	3.2	3.1	96	2.5	3.1	+59
Train	29	0.6	1.7	32	0.8	2.4	-3
Bus	20	0.4	1.4	16	0.4	1.6	+4
Ferry	3	0.1	0.0	0	0	0	+3
Tram	0	0	0.0	0	0	0.0	--
Truck	0	0	0.0	0	0	0.0	--
Motorbike/Motor scooter	6	0.1	0.2	7	0.2	0.4	-1
Bicycle	13	0.3	0.9	20	0.5	1.4	-7
Taxi/Other	3	0.1	0.2	0	0	0.1	+3
Other - multiple methods	0	0	0.2	25	0.6	0.7	-25
Walked only	65	1.3	2.6	80	2.1	3.4	-15
Worked at home	102	2.1	4.1	75	1.9	2.1	+27
Did not go to work	531	10.9	10.1	379	9.7	9.4	+152
Not stated	5	0.1	0.1	13	0.3	0.4	-8
Total	4,877	100.0	100.0	3,901	100.0	100.0	+976

Figure 5: City of Rockingham – Method of travel to work data (2021)

Source: Australian Bureau of Statistics, Census of Population and Housing, 2021.

3.6 Pick-up / drop-off parking

Modelling was undertaken to estimate the demand for children's pick-up/drop-off parking. The peak inbound traffic for children's drop-off is estimated to be 32 cars in a 60-minute period. The RTA NSW *Guide to Traffic Generating Developments* surveyed the average length of stay for drop-offs to be 6.8 minutes.

For conservative analysis, it was assumed that the average length of stay would be 7 minutes. The Poisson Distribution modelling presented in Figure 6 shows that in any 7-minute period during the peak hour, the 95th percentile number of pick-ups/drop-offs within the car park will be **7 vehicles or less**. Outside of peak hours the demand for visitor parking will be much lower.

Traffic volume	31	**(vph)**	0.00861	**(vps)**
Time period	7	**(min)**	420	**(sec)**
Mean number of vehicles	3.61667			

Probability distribution table **95th percentile:** **7** **vehicles**

(x)	p(x)	P(x)
1	0.09719	0.12406
2	0.17575	0.29981
3	0.21187	0.51168
4	0.19157	0.70325
5	0.13857	0.84182
6	0.08353	0.92534
7	0.04315	0.9685
8	0.01951	0.98801
9	0.00784	0.99585
10	0.00284	0.99868
11	0.00093	0.99961
12	0.00028	0.9999
13	7.8E-05	0.99997
14	2E-05	0.99999
15	4.9E-06	1
16	1.1E-06	1
17	2.3E-07	1
18	4.7E-08	1
19	9E-09	1
20	1.6E-09	1

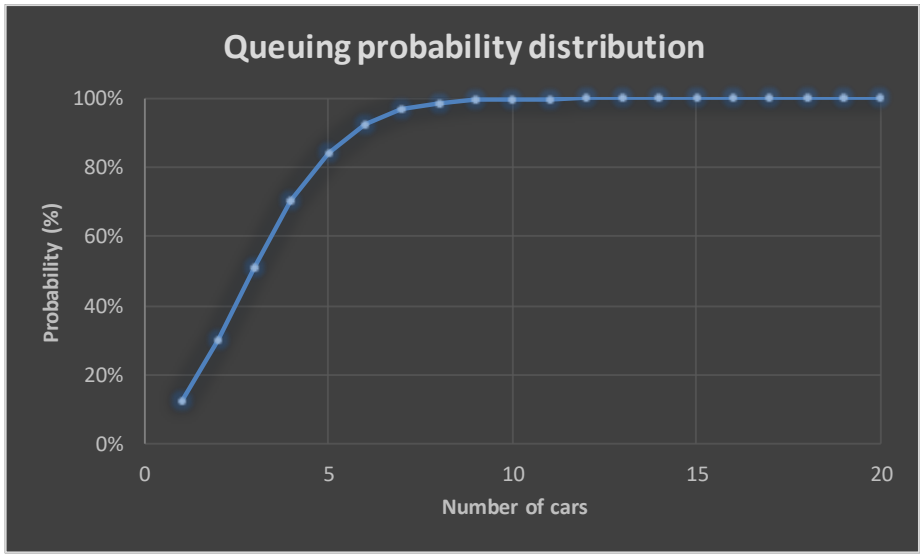


Figure 6: Probability analysis for children's drop-off/pick-up

3.7 Total parking demand

The total estimated parking demand during the peak hours is **22 bays** (including 15 bays for staff and 7 bays for pick-up/drop-off).

3.8 Parking demand management

The analysis presented in this report indicates that there will be enough car parking to meet the needs of the development. However, should there be a need to manage car parking demand in the future, several strategies can be considered.

A sustainable transport network should prioritise active and sustainable modes of transport, with walking, cycling, public transport, car sharing, and then single occupancy cars ranked in order of priority (Figure 7).

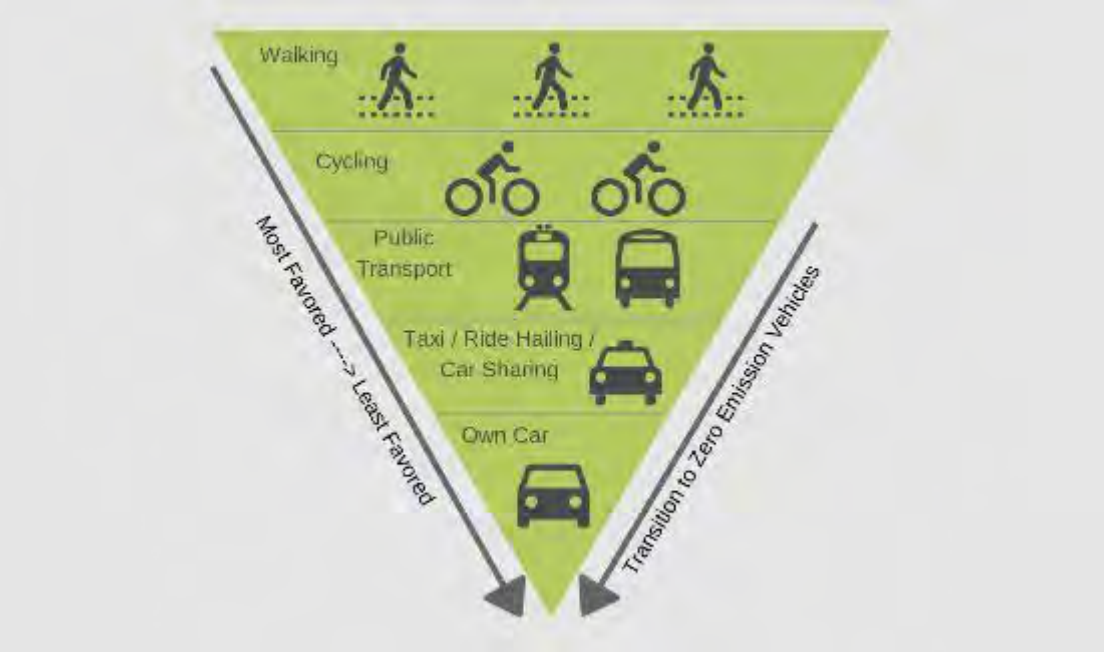


Figure 7: Sustainable transport hierarchy

Some strategies which can be considered for promoting sustainable transport and lowering demand for car parking may include, but are not limited to:

- Running healthy, active transport campaigns and promotions in the workplace. For example, tracking walking and active transport and offering prizes or other incentives for participants.
- Educating staff on public transport, walking and cycling travel options as part of training and recruitment.
- Offering subsidies or other incentives for using public transport.
- Monitoring and maintaining bicycle parking to ensure enough parking is provided and is maintained in good condition.
- Providing free charging stations for micro-mobility vehicles such as e-scooters and e-bikes.
- Implementing a car-pooling register for staff to match-up and car pool together. This can also be incentivised by issuing car-pooling badges for display on the dashboard and providing allocated priority car-pooling parking bays within the site.
- Offer tele-commuting work opportunities for staff who can complete work duties remotely, for example administrative staff.
- Staggering staff start and finish times so that peak staff numbers are rostered between 9:30am and 3:00pm, outside the peak times for drop-off and pick-up of children.

4 Provision for service vehicles

The proposed development will not generate significant service vehicle traffic. Smaller vehicles such as vans or utes will be utilised for deliveries to the site. These smaller vehicles can park in a car parking bay for a brief time during 'off-peak' periods.

Waste collection will be facilitated internally within the rear staff car park. Swept path analysis was undertaken for a small rear loader truck to enter and exit the site. Waste collection will be scheduled for the middle of the day (outside the peak traffic periods).

Waste vehicles will reverse into the car park from Benjamin Way. Benjamin Way is a minor access road carrying local traffic only. No issues are anticipated with reversing waste trucks into the site.

Australian Standard AS2890.2 *Off-street commercial vehicle facilities*, permits a maximum of one reversing manoeuvre (entry or exit) from a minor road, subject to permission from the relevant authority:

3.2.3.2 Minor road access

Where providing regular service from a minor road, manoeuvring on-street, if permitted by the relevant authority, shall be strictly limited to one reverse movement either onto or off the street, and be subject to determination of both safety and obstruction to other on-street traffic.

NOTE The AV vehicle class is the largest vehicle to be considered for reverse manoeuvres.

The swept path of the maximum size design vehicle using the facility may be allowed to occupy the entire width (less specified clearances) of a two-way access driveway when the vehicle is entering or leaving the minor road.

Swept path analysis confirms satisfactory service vehicle movements and is presented in Appendix B.

5 Hours of operation

The RTA NSW *Guide to Traffic Generating Developments* indicates that pre-school centres typically have peaks in the periods 8:00am to 9:00am and 2:30pm to 4:00pm.

The proposed child care centre operating hours will be 6:30am to 6:30pm, Monday to Friday.

6 Daily traffic volumes and vehicle types

6.1 Traffic generation

The traffic volume that will be generated by the proposed development has been estimated using trip generation rates derived with reference to the following sources:

- Roads and Traffic Authority of New South Wales *Guide to Traffic Generating Developments* (2002).

The trip generation rates adopted are detailed in Table 1.

Table 1: Adopted trip rates for traffic generation

Land use	Trip rate source	Daily rate	AM rate	PM rate	AM-in	AM-out	PM-in	PM-out
Child Care	RTA NSW	4	0.7	0.7	50%	50%	50%	50%

The RTA Guide specifies a rate of 1.4 trips per child between 7am and 9am (2 hours), so it was assumed that 0.7 trips per child would be generated in the peak hour (8am to 9am). The RTA Guide specifies 0.8 trips per child between 2:30pm and 4:00pm. For simplicity, it was conservatively assumed 0.7 trips per child would also be generated in the PM peak hour.

Child care centres have well defined peak periods in their daily traffic profiles therefore the daily trip rate would be no more than 4 trips per child.

The estimated traffic generation of the proposed development is detailed in Table 2. The proposed development is estimated to generate 356 vehicles per day (vpd), with 62 vehicles per hour (vph) generated during the AM and PM peak hours, respectively.

These trips include both inbound and outbound vehicle movements. It is anticipated that most of the vehicle types would be passenger cars and SUVs.

Table 2: Development traffic generation – Weekday AM and PM peak hour

Land use	Quantity	Daily Trips	AM Trips	PM Trips	AM Peak Trips		PM Peak Trips	
					IN	OUT	IN	OUT
Child Care	89	356	62	62	31	31	31	31

6.2 Impact on surrounding roads

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

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

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact on the surrounding road network is moderate (Figure 8).

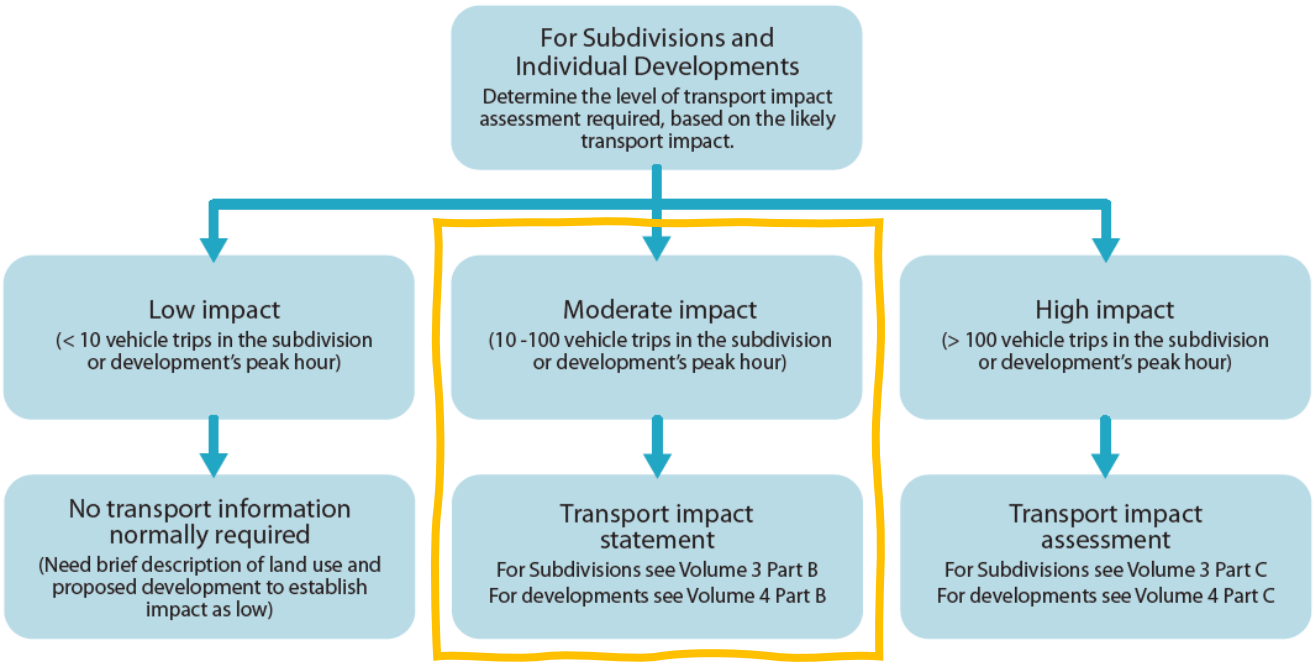


Figure 8: Level of traffic impact for subdivisions and individual developments

Source: WAPC *Transport Impact Assessment Guidelines Volume 4: Individual Developments*, August 2016

7 Traffic management on the frontage roads

Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.

7.1.1 Patterson Road

Patterson Road near the subject site is an approximately 30m wide, four-lane divided road. A 15m wide landscaped median is provided on the road. A path for walking and cycling is provided on both sides of the road. Walk crossings are provided at nearby intersections, which include kerb ramps. A signalised pedestrian crossing is provided to the east of the site.

Patterson Road is classified as a *District Distributor B* road in the Main Roads WA road hierarchy (Figure 9) and operates under a speed limit of 60km/h (Figure 10). District Distributor B roads are the responsibility of Local Government and are for reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas (Figure 11).

Traffic data obtained from Main Roads WA indicates that Patterson Road carried around 16,700 vehicles per day (vpd) in 2021.

7.1.2 Benjamin Way

Benjamin Way near the subject site is an approximately 7m wide, two-lane undivided road. No footpaths are provided on this road. Benjamin Way is a 'no-through' road which connects to Read Street.

Benjamin Way is classified as an *Access* road in the Main Roads WA road hierarchy (Figure 9) and operates under a speed limit of 50km/h (Figure 10). Access roads are the responsibility of Local Government and are for the provision of vehicle access to abutting properties. (Figure 11).

No traffic data was available for Benjamin Way at the time of preparation of this report.

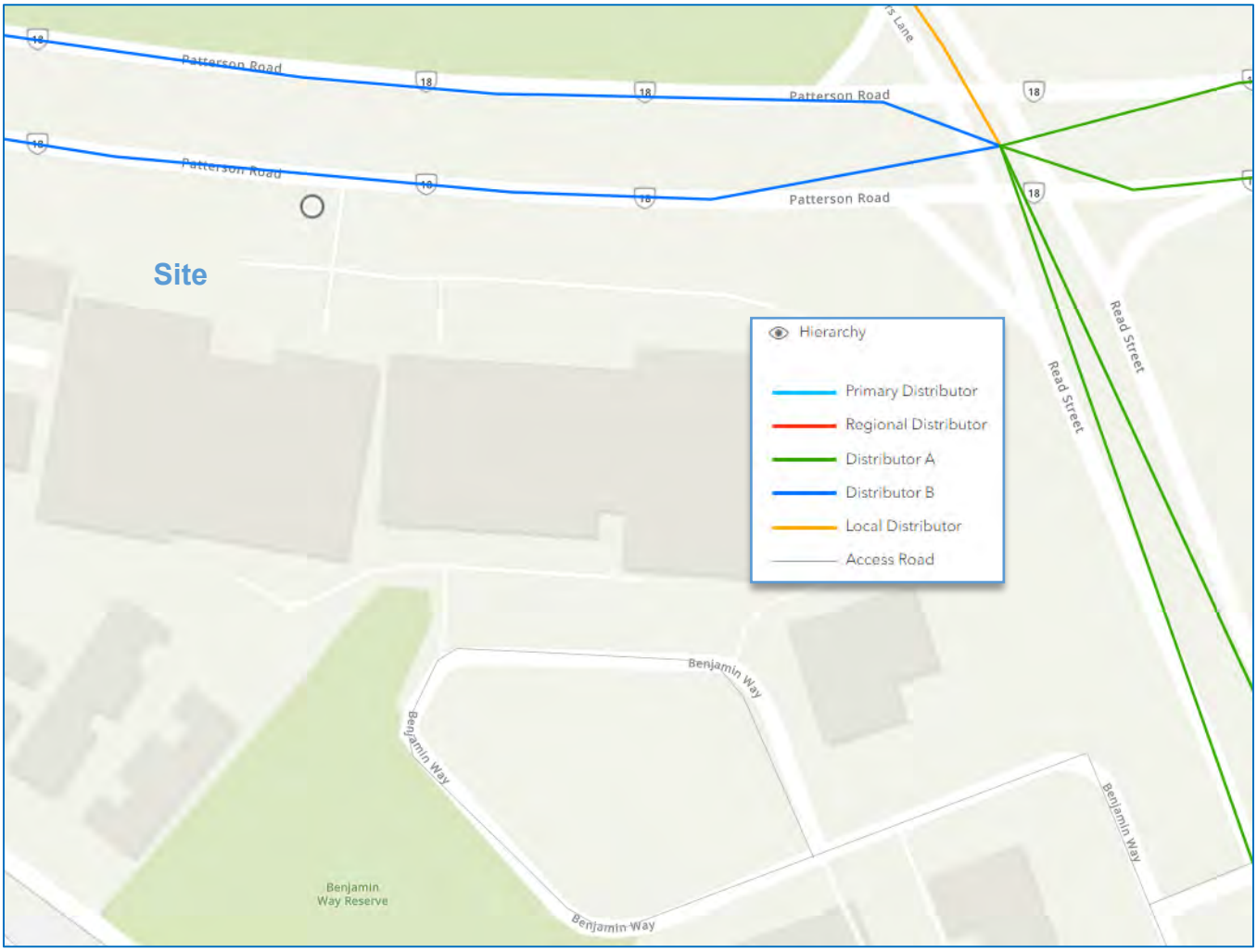


Figure 9: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)

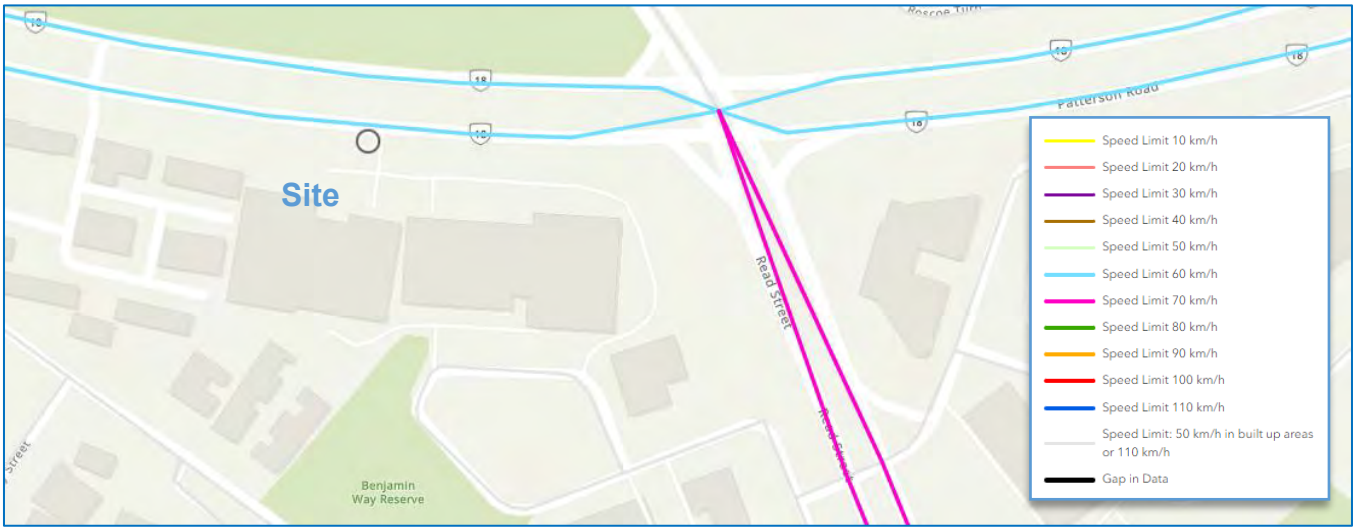


Figure 10: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
Primary Criteria						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
Secondary Criteria						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siteing of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' *Roadside Stopping Places Policy*.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 11: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

8 Public transport access

Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

The subject site has access to the following bus services within walking distance:

- Bus route 551: Rockingham Stn – Shoalwater via Parkin St.

Public transport services provide a viable alternative mode of transport for staff and visitors to the proposed development.

The closest bus stops are located on Patterson Road, less than 400m walk from the site (Figure 12). Bus services provide excellent coverage and connectivity to the rail network.

The existing public transport network plan is shown in Figure 13.

Figure 12: Closest bus stops serving the proposed development

Figure 13: Transperth public transport plan

Source: Transperth

9 Pedestrian access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

9.1.1 Pedestrian facilities and level of service

A footpath is provided on Patterson Road adjacent to the site. Pedestrian crossing facilities, including kerb ramps are provided at nearby intersections, which promotes improved access for bicycles, wheelchairs and prams. A signalised pedestrian crossing is provided to the east of the site.

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provide warrants for installing pedestrian priority crossing facilities. This is based on the volume of traffic as the key factor determining if pedestrians can safely cross a road. The guidelines recommend pedestrian priority crossing facilities be considered once the peak hour traffic exceeds the volumes detailed in Table 3.

The traffic volumes in this table are based on a maximum delay of 45 seconds for pedestrians, equivalent to Level of Service E. The pedestrian crossing facilities on adjacent roads near the site are sufficient and within the traffic volume thresholds.

Table 3: Traffic volume thresholds for pedestrian crossings

Road cross-section	Maximum traffic volumes providing safe pedestrian gap
2-lane undivided	1,100 vehicles per hour
2-lane divided (with refuge)	2,800 vehicles per hour
4-lane undivided*	700 vehicles per hour
4-lane divided (with refuge)*	1,600 vehicles per hour

The proposed development provides a direct footpath connection from the site to the Patterson Road footpath.

10 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

10.1 Bicycle network

The Perth and Peel Long Term Cycle Network (LTCN) designates routes by their function, rather than built form. Function considers the type of activities that take place along a route, and the level of demand (existing and potential). The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), and primary users. The cycling network hierarchy is described in Figure 14.

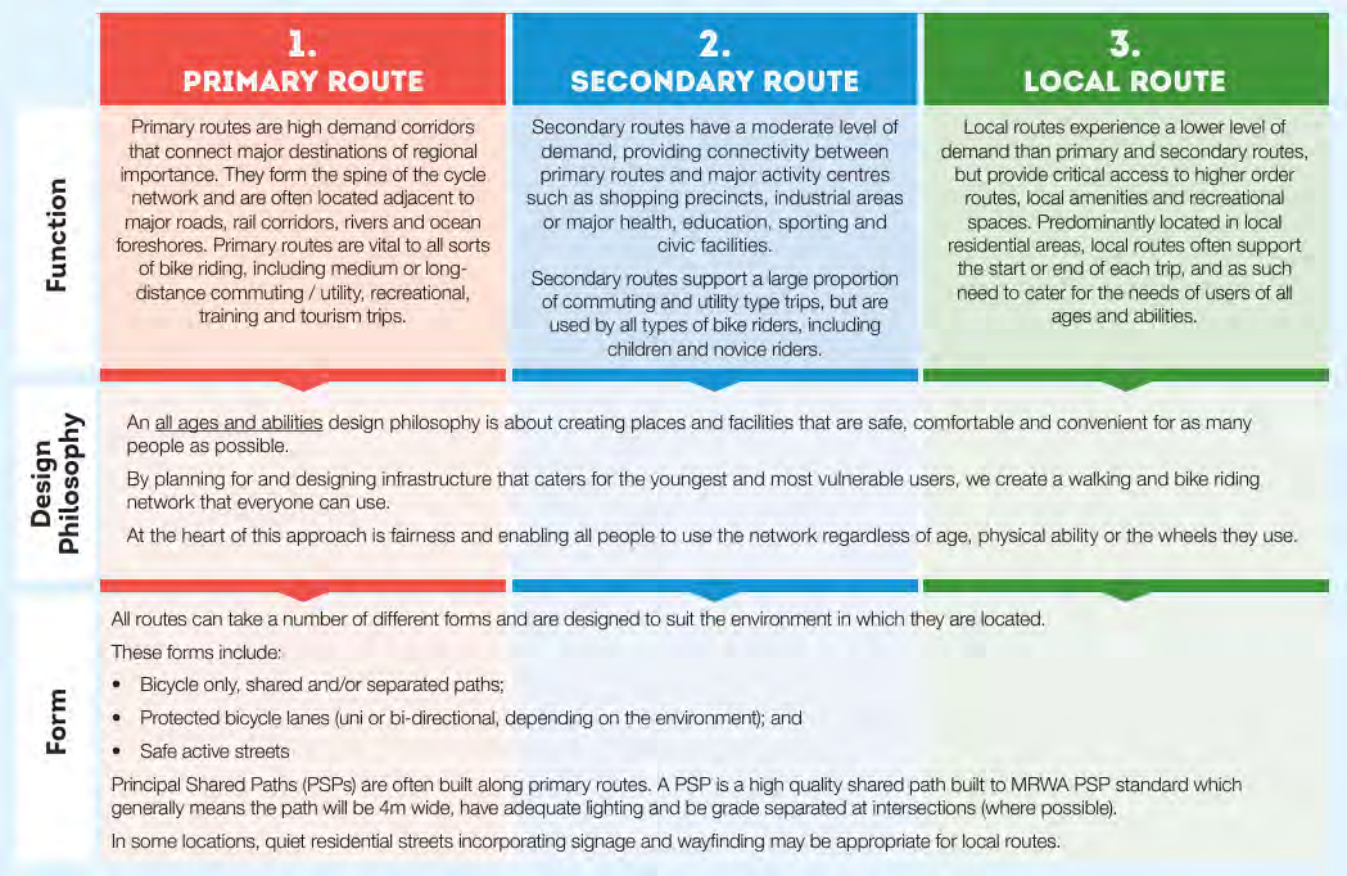


Figure 14: Western Australian Cycling Network Hierarchy

The Long-Term Cycle Network plan is detailed in Figure 15. Patterson Road is designated as a 'primary route'. The existing infrastructure is rated as 'existing (needs significant improvement)'.

Figure 15: Perth and Peel Long Term Cycle Network plan (LTCN)

10.2 Bicycle parking and end of trip facilities

1 x double-sided bicycle rack is provided within the site near the main entry, providing two bicycle parking spaces for visitors. Four long term bicycle parking spaces are provided in a secure area at the rear of the site, for staff. A total of six bicycle parking spaces is provided for the development.

End of trip facilities including a shower, change room and lockers are provided to encourage active transport for staff.

10.3 Sustainable transport catchment

As detailed in Figure 16, the subject site is well placed for staff and visitors to travel by sustainable modes of transport. A large catchment of people exists within a comfortable 8km or 20-25min cycling or micromobility journey to the site.

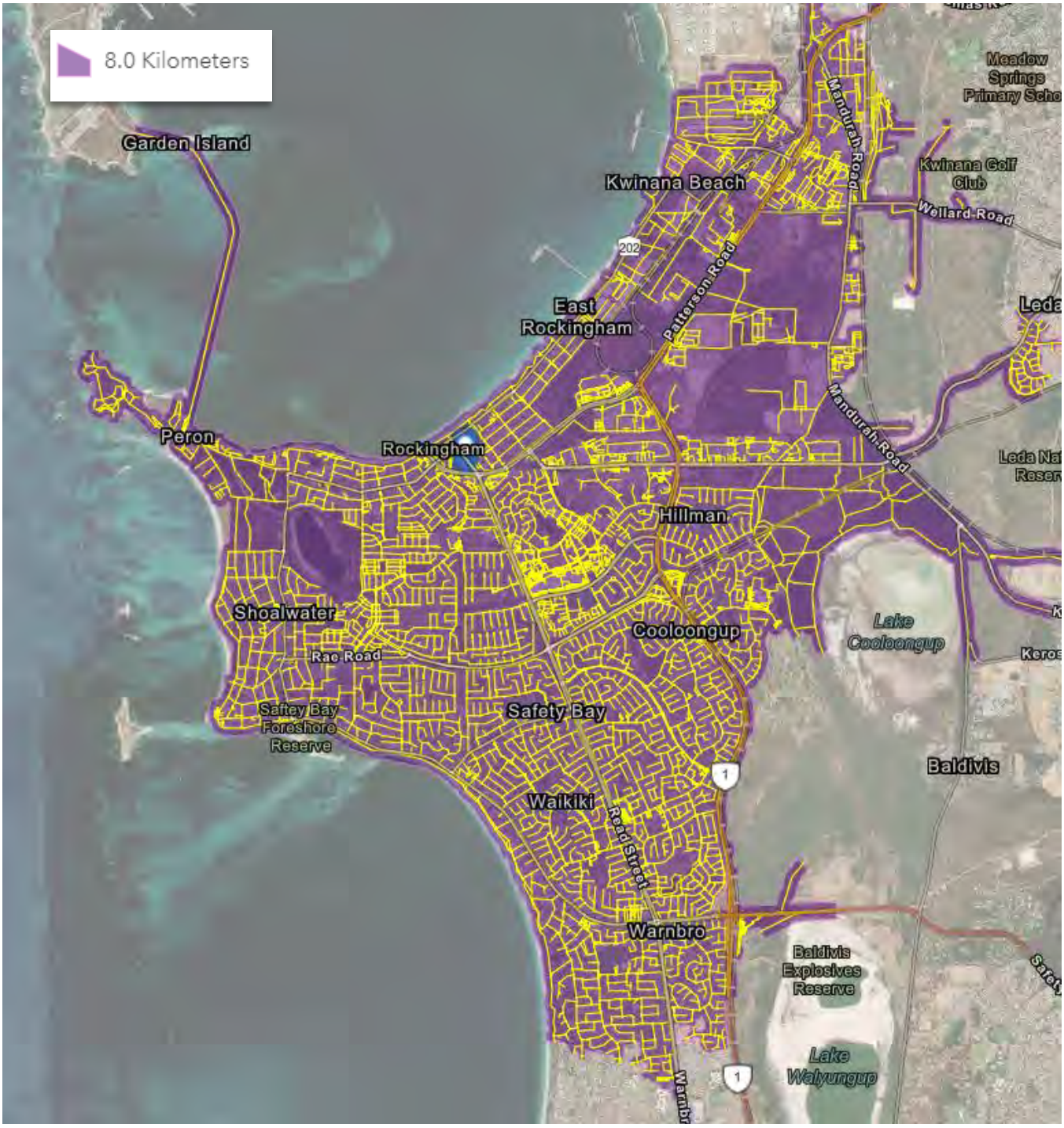


Figure 16: Cycling and micro-mobility catchment

11 Site specific issues

No additional site-specific issues were identified within the scope of this assessment.

12 Safety issues

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 17, one crash was recorded on Benjamin Way in the last five years. No crashes were recorded on Patterson Road adjacent to the site. The detailed crash history is presented in Table 4.

The low traffic generation of the proposed development is unlikely to impact traffic safety in the area.

Figure 17: 5-year crash map in the locality (2020-2024)

Source: MRWA crash mapping tool

Table 4: 5-year crash history in the locality (2020-2024)

Severity	No.	%
Fatal	0	0
Hospital	0	0
Medical	0	0
PDO Major	1	100.00
PDO Minor	0	0

Year	No.	%
2020	1	100.00

Nature	No.	%
Head On	0	0
Hit Animal	0	0
Hit Object	0	0
Hit Pedestrian	0	0
Non Collision	0	0
Not Known	0	0
Rear End	0	0
Right Angle	1	100.00
Right Turn Thru	0	0
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	0	0

Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	0	0
Dawn Or Dusk	0	0
Daylight	1	100.00
Not Known	0	0

Conditions	No.	%
Dry	1	100.00
Not Known	0	0
Wet	0	0

Alignment	No.	%
Curve	0	0
Not Known	0	0
Straight	1	100.00

Total	1

13 Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of The Trustee for 36 Patterson Road Asset Trust with regards to the proposed child care centre, located at 36 Patterson Rd, Rockingham.

The subject site is situated on the southern side of Patterson Road and has rear frontage to Benjamin Way. The site is presently vacant and is surrounded by a mix of residential, civic and commercial land uses.

It is proposed to develop the site into a child care centre catering for up to 89 children and 17 staff.

The site features good connectivity with the existing road, cycling and walking network. There is good public transport coverage through nearby bus services and access to the rail network.

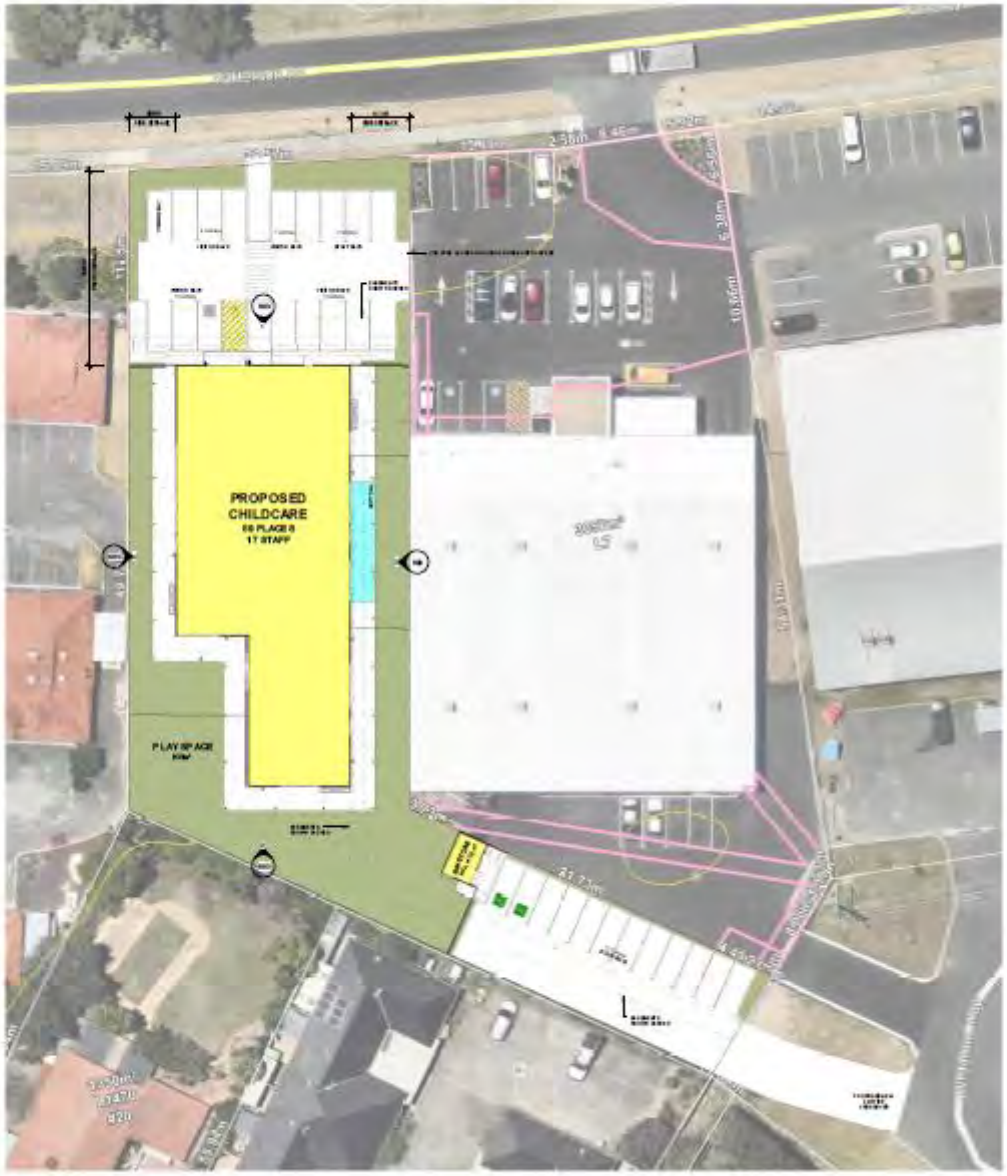
The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is moderate (less than 100vph on any lane) and as such would have moderate impact on the surrounding road network.

The proposed car parking provision meets the practical needs of the development.

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

Appendices

Appendix A: Proposed development plans



SITE PLAN

SITE CRITERIA

CHILD CARE CRITERIA

LEGEND

meyer shircore architects

PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM

FOR: BLACKOAK

9539

Appendix B: Swept path diagrams

Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a buffer 300mm/500mm line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.

Revision notes:

Rev:	Date:	Notes:
1	26/06/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: The Trustee for 36 Patterson Road Asset Trust

Project: U25.058 - 36 Patterson Rd, Rockingham
Proposed Child Care Centre

Drawing Title: Swept path analysis - waste truck entry
AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date: 10/07/2025

Scale @ A3: 1:300

Revision: sk01a

urbii
Sustainable Transport. Safe Solutions

PO Box 4345, Dalkeith WA 6911
0438516180


Revision notes:
Rev: | Date: | Notes:
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Date:
10/07/2025
Scale @A3:
1:300
Revision:
sk02a
urbii
Sustainable Transport. Safe Solutions
MRV - Medium Rigid Vehicle
STAFF BAYS
EASEMENTS SHOWN DASHED

APPENDIX 6:
ENVIRONMENTAL ACOUSTIC ASSESSMENT

PROPOSED CHILD CARE CENTRE
LOT 6 PATTERSON ROAD
ROCKINGHAM

ENVIRONMENTAL ACOUSTIC ASSESSMENT

JUNE 2025

OUR REFERENCE: 34747-1-25205

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

ENVIRONMENTAL ACOUSTIC ASSESSMENT

PROPOSED CHILD CARE CENTRE
ROCKINGHAM

Job No: 25205

Document Reference: 34747-1-25205

FOR

WEST PROPERTY GROUP

DOCUMENT INFORMATION			
Author:	Tim Reynolds	**Checked By:**	Geoff Harris
Date of Issue:	10 June 2025		

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Revision	Description	Date	Author	Checked

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CONTENTS

APPENDICIES

1. INTRODUCTION

Herring Storer Acoustics were commissioned to undertake an acoustic assessment of noise emissions associated with the proposed day care centre to be located at Lot 6 Patterson Road, Rockingham.

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

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

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

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

2. SUMMARY

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

The air conditioning condensing units, being located as shown on the drawings attached in Appendix A, have also been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times. It is recommended that the air conditioning condensing units be located on the east side of the development, outside the bin store and / or kitchen.

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

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

1 Outdoor play to be limited to the day period (ie after 7am).

2 Fencing can be standard 1.8 metre high boundary fencing. We note that for a child care centre, colourbond fencing is an acceptable fencing material.

3 It is recommended that the air conditioning condensing units be located on the east side of the development, outside the bin store and / or kitchen.

3. CRITERIA

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

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

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

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

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

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

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

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

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

(c) is regular, cyclic and audible;

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

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

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

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

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

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

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

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

For this development, the closest existing neighbouring residences are located as shown below on Figure 3.1.

FIGURE 3.1 – NEIGHBOURING LOTS

At the neighbouring residences, the Influencing Factor, with Patterson Road being a major road and the surrounding zoned commercial / mixed use premises, has been determined to be +9 dB. Thus, the assigned noise levels would be as listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area	0700 - 1900 hours Monday to Saturday (Day)	54	64	74
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	49	59	74
	1900 - 2200 hours all days (Evening)	49	59	64
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	44	54	64
Commercial	At hours	60	75	80

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

4. PROPOSAL

From information supplied, we understand that the child care centre normal hours of operations would be between 0630 and 1830 hours, Monday to Friday (closed on public holidays). It is understood that the proposed childcare centre will cater for a maximum of 89 children: with the following breakdown:

Nursery	12 places
Tiny Toddlers (under 2 years)	12 places
Toddlers	25 places
Kindy	40 places

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

5. MODELLING

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

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

We note that under the latest AAAC guideline the following is provided as the sound power level for outdoor play:

Table 1 – Effective Sound Power Levels ($L_{Aeq, 15min}$) for Groups of 10 Children Playing

Number and Age of Children	Sound Power Levels [dB] at Octave Band Centre Frequencies [Hz]								
	dB(A)	63	125	250	500	1k	2k	4k	8k
10 Children - 0 to 2 years	78	54	60	66	72	74	71	67	64
10 Children - 2 to 3 years	85	61	67	73	79	81	78	74	70
10 Children - 3 to 5 years	87	64	70	75	81	83	80	76	72

Notes:
1 If applicable, an adjustment to the above sound power levels of -6 dB could be applied in each age group for children involved in passive play.

The AAAC noise levels also note that an adjustment of -6 dB could be applied to children at passive play.

Calculations for other sources were based on the sound power levels used in the calculations are listed in Tables 5.1.

TABLE 5.1 – SOUND POWER LEVELS

Item	Sound Power Level, dB(A)
Car Moving in Car Park	79
Car Starting	85
Door Closing	87
Air conditioning condensing Unit	4 @ 72
Kitchen Exhaust	72

Notes:

1 Acoustic modelling of outdoor play noise was made, based on 104 children playing within the outdoor play areas at the one time, utilising the following groups of children:

2 group of 12 children 0 -2 years at 79 dB(A);
1 groups of 10 children 2 – 3 years at 85 dB(A);
1 group of 15 children 2 – 3 years at 87 and
2 groups of 20 children 3 – 5 years at 90 dB(A).

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

3 For this development, it is recommended that the air conditioning condensing units be located on the eastern side of the development, outside the bin store / Kitchen, as shown on Figure 5.1.

4 The kitchen exhaust fan would only operate during the day period.

5 Noise modelling was based on standard 1.8m high boundary fencing.

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

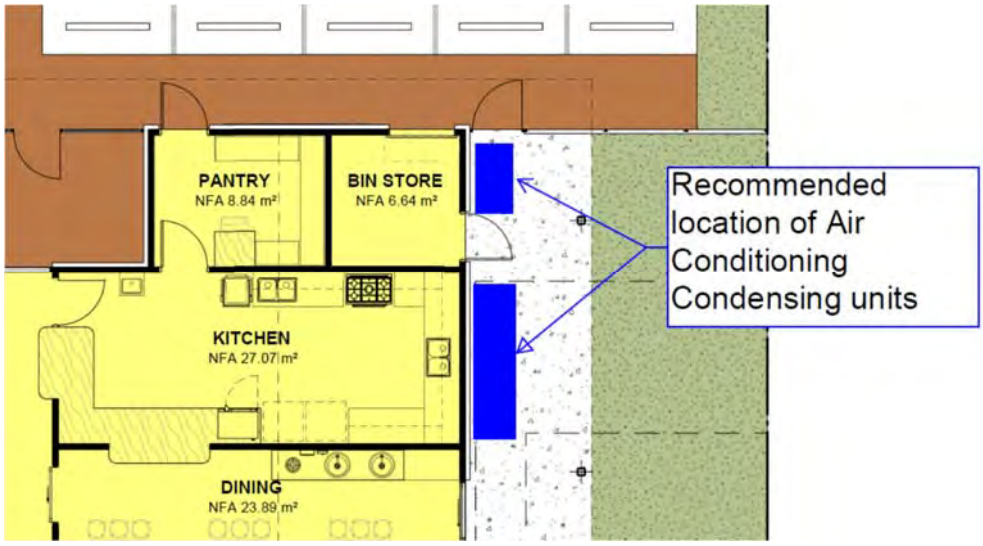

FIGURE 5.1 – LOCATION OF AIR CONDITIONING CONDENSERS

5.1 OUTDOOR PLAY

With the above noise mitigations in place, noise received at the neighbouring premises from the outdoor play area would be as listed in Table 5.1.

TABLE 5.1 - ACOUSTIC MODELLING RESULTS FOR L_{A10} CRITERIA
OUTDOOR PLAY AREA

Neighbouring Premises	Calculated Noise Level (dB(A))
West	50
South	51
Commercial	39

5.2 MECHANICAL SERVICES

Noise received at the neighbouring premises from the mechanical services would be as listed in Table 5.2.

TABLE 5.2 - ACOUSTIC MODELLING RESULTS FOR L_{A10} CRITERIA
MECHANICAL SERVICES

Neighbouring Premises	Calculated Noise Level (dB(A))	
	Day Period	Night Period
West	30 (39)	20 (25)
South	29 (34)	27 (32)
Commercial	47 (52)	46 (51)

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

Note : Given the above calculated noise levels, noise emissions from the mechanical services could be tonal and a +5 dB(A) penalty would be applicable, as shown above in Table 5.2.

5.3 CAR DOORS CLOSING

With regards to noise associated with car doors closing within the parking area, resultant noise levels are tabulated in Table 5.3. It is noted that noise emissions from a doors closing being an L_{Amax} noise level.

TABLE 5.3 - ACOUSTIC MODELLING RESULTS FOR L_{A10} CRITERIA
CAR DOOR

Neighbouring Premises	Calculated Noise Level (dB(A))
West	52 [62]
South	48 [58]
Commercial	55 [60]

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

Note : Based on the definitions of tonality, noise emissions from a car door closing, being an L_{AMax}, being present for less than 1% of the time, would not be considered tonal. However, noise emissions from car doors closing could be impulsive, hence the +10dB penalty has been included in the assessment.

For information, the noise received at the neighbouring residence from a car moving within the car park and a car starting are tabulated in Tables 5.4 and 5.5. It is noted that noise emissions from a moving car being an L_{A1} noise level, with noise emissions from cars starting and doors closing being an L_{Amax} noise level.

Based on the definitions of tonality, noise emissions from car movements and car starts, being an L_{A1} and L_{AMax} respectively, being present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable, and the assessment would be as listed in Table 5.4 (Car Moving) and Table 5.5 (Car Starting).

TABLE 5.4 - ACOUSTIC MODELLING RESULTS L_{A1} CRITERIA
CAR MOVING

Neighbouring Premises	Calculated Noise Level (dB(A))
West	44
South	48
Commercial	45

TABLE 5.5 - ACOUSTIC MODELLING RESULTS L_{Amax} CRITERIA
CAR STARTING

Neighbouring Premises	Calculated Noise Level (dB(A))
West	51
South	46
Commercial	52

6. ASSESSMENT

Tables 6.1 to 6.6 summarise the applicable Assigned Noise Levels, and assessable noise level emissions for each identified noise, based on the results of the noise modelling shown in Table 5.1 to 5.5.

TABLE 6.1 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS OUTDOOR PLAY (DAY PERIOD)

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
West	50	54	Complies
South	51	54	Complies
Commercial	39	60	Complies

TABLE 6.2 – ASSESSMENT OF L_{A10} DAY NOISE LEVEL EMISSIONS MECHANICAL SERVICES

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
West	39	54	Complies
South	34	54	Complies
Commercial	52	60	Complies

TABLE 6.3 – ASSESSMENT OF L_{A10} NIGHT NOISE LEVEL EMISSIONS MECHANICAL SERVICES

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
West	25	44	Complies
South	32	44	Complies
Commercial	51	60	Complies

TABLE 6.4 – ASSESSMENT OF L_{A1} NIGHT PERIOD NOISE LEVEL EMISSIONS CAR MOVEMENTS

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
West	44	54	Complies
South	48	54	Complies
Commercial	45	75	Complies

TABLE 6.5 – ASSESSMENT OF L_{Amax} NIGHT PERIOD NOISE LEVEL EMISSIONS CAR STARTING

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
West	51	64	Complies
South	46	64	Complies
Commercial	52	80	Complies

TABLE 6.6 – ASSESSMENT OF L_{Amax} NIGHT PERIOD NOISE LEVEL EMISSIONS CAR DOOR

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
West	62	64	Complies
South	58	64	Complies
Commercial	60	80	Complies

7. CONCLUSION

Noise received at the neighbouring residences from the outdoor play area would comply with day period assigned noise level with standard 1.8 metre high boundary fencing.

The air conditioning condensing units, being located as shown on the drawings attached in Appendix A, have also been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times. It is recommended that the air conditioning condensing units be located on the east side of the development, outside the bin store and / or kitchen.

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

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

1 Outdoor play to be limited to the day period (ie after 7am).

2 Fencing can be standard 1.8 metre high boundary fencing. We note that for a child care centre, colourbond fencing is an acceptable fencing material.

3 It is recommended that the air conditioning condensing units be located on the east side of the development, outside the bin store and / or kitchen.

APPENDIX A

PLANS

SITE PLAN
SCALE: 1 : 200

SITE CRITERIA

1. Site Area
a. Site Area — **2,668m²**

2. Landscaping
a. Provided — **141m² (5.2%)**

3. Floor Area (GFA)
Total — **698m²**

4. Carparking
ii. Cars Provided
a. Staff — 17 Cars
b. Visitors — 12 Cars
29 Cars

CHILD CARE CRITERIA

1. Centre capacity
a. Number of places — **89 places**

2. Landscaping
a. Required 7m² :1 child — 623m²
b. Provided — 890m²
Total m² provided per child — **10 m²**

3. Indoor Floor Area (GLA)
a. Area required — 289.25m²
b. Area provided — 289.25m²

4. Room distribution

a. Room 0 - 1y		
Number of places		12 Places
Staff required	1:4 Staff	
Staff provided		3 Staff
b. Room 0 - 1y		
Number of places		12 Places
Staff required	1:4 Staff	
Staff provided		3 Staff
c. Room 2 - 3y		
Number of places		10 Places
Staff required	1:5 Staff	
Staff provided		2 Staff
d. Room 2 - 3y		
Number of places		15 Places
Staff required	1:5 Staff	
Staff provided		3 Staff
e. Room +3y		
Number of places		20 Places
Staff required	1:10 Staff	
Staff provided		2 Staff
f. Room +3y		
Number of places		20 Places
Staff required	1:10 Staff	
Staff provided		2 Staff
	Total places	89 Places

Total Staff (+2 Staff (Chef, Manager)) — 17 Staff

SITE DESIGN CHECKLIST

- [ ] 1. SEWER MAINS LOCATION TO BE DETERMINED
- [ ] 2. FIRE MAINS PRESSURE TEST REQUIRED
- [ ] 3. FIRE TANKS OR PUMPS TO BE DETERMINED
- [ ] 4. WESTERN POWER TRANSFORMER LOCATION TO BE DETERMINED
- [ ] 5. CROSSOVER & ACCESS TO STREET TO BE DETERMINED BY LOCAL AUTHORITY
- [ ] 6. FULL FEATURE SITE SURVEY REQUIRED
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- [ ] 9. STREET POWER POLES TO BE DETERMINED
- [ ] 10. SITE ZONING & USE TO BE DETERMINED

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

LEGEND

- BUILDING FOOTPRINT - CHILDCARE
- EXTENT OF BITUMEN PAVING
- EXTENT OF BRICK PAVING / CONCRETE PAVING
- EXTENT OF LANDSCAPING

PRELIMINARY

meyer shircore architects

PROPOSED CHILDCARE DEVELOPMENT

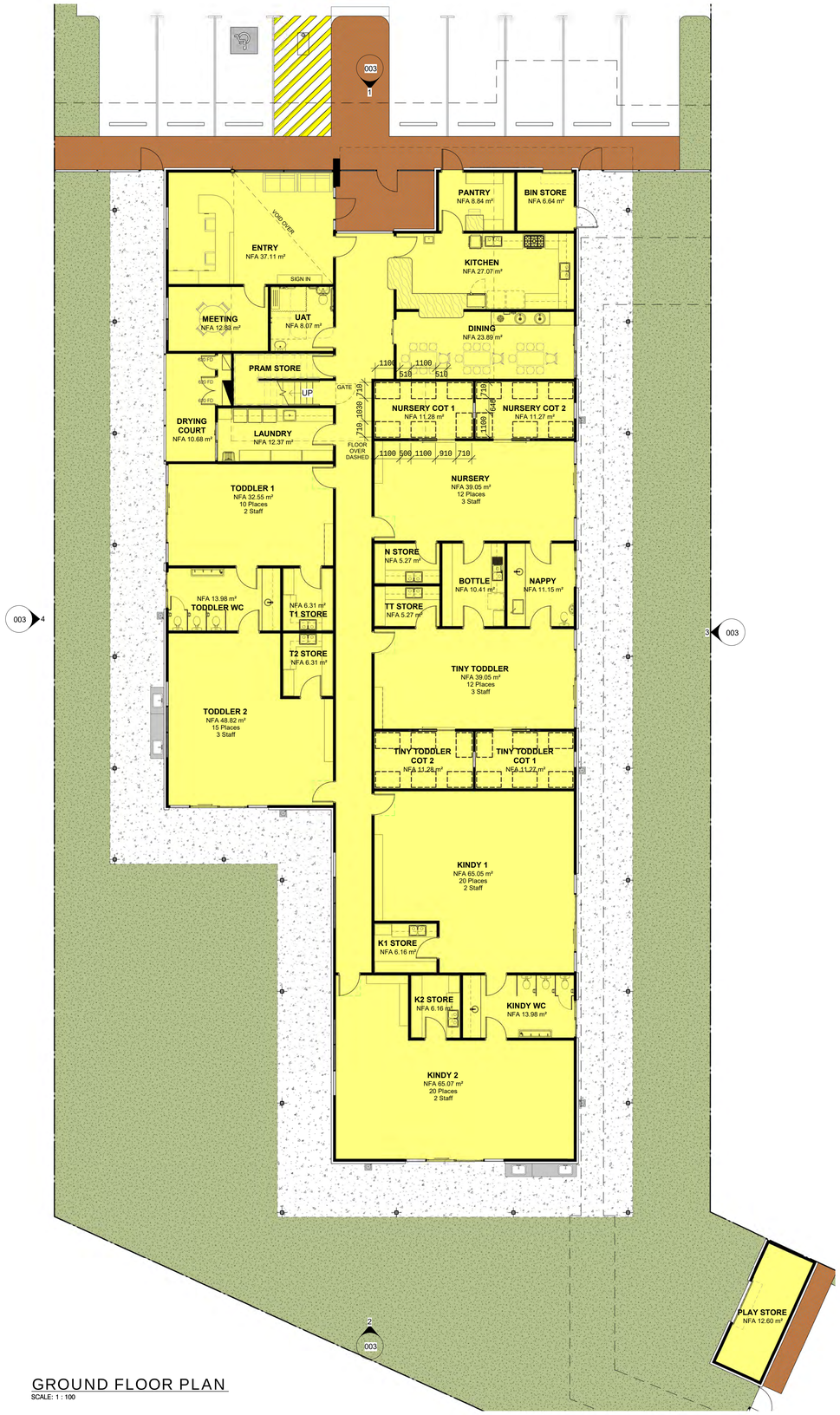
LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM
FOR : BLACK OAK

Member Australian Institute of Architects

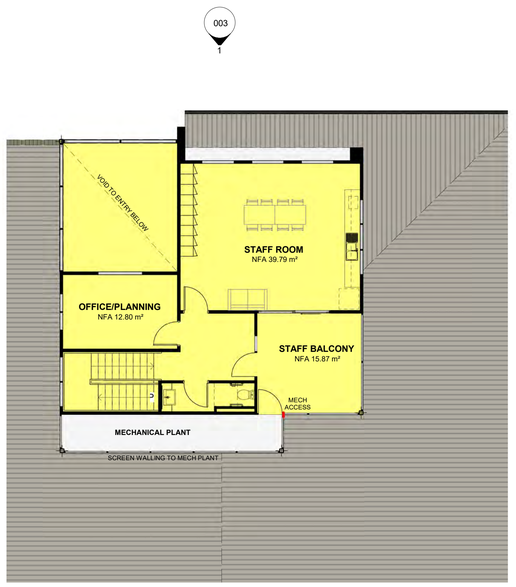
0 2 4 6 8 10 20

DATE: MAY 2025
REVISION: SK008
SHEET: A - 001
SCALE: As indicated@B1
PROJECT NUMBER 9539

Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



GROUND FLOOR PLAN
SCALE: 1 : 100



FIRST FLOOR PLAN
SCALE: 1 : 100

PRELIMINARY

meyer shircore architects

PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM
FOR : BLACK OAK

Member Australian Institute of Architects

0 1 2 3 4 5 10

DATE: MAY 2025
REVISION: SK008
SHEET: 002
SCALE: 1 : 100 @B1

PROJECT NUMBER 9539

Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

APPENDIX 7:
WASTE MANAGEMENT PLAN

Urbii

Reduce. Reuse. Recycle

36 Patterson Rd, Rockingham

Proposed Child Care Centre

Waste Management Plan

Prepared for:

The Trustee for 36 Patterson Road Asset Trust

July 2025

36 Patterson Rd, Rockingham

Prepared for: The Trustee for 36 Patterson Road Asset Trust
Prepared by: Paul Ghantous
Date: 10 July 2025
Project number: U25.058

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U25.058.r02	26/06/25	PG	DRAFT	West Property Group
U25.058.r02a	10/07/25	PG	FINAL	West Property Group

Scan me

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Contents

Figures

Tables

Appendices

1 Introduction

This Waste Management Plan has been prepared by Urbii on behalf of The Trustee for 36 Patterson Road Asset Trust with regards to the proposed child care centre, located at 36 Patterson Rd, Rockingham.

The subject site is situated on the southern side of Patterson Road, as shown in Figure 1, and has rear frontage to Benjamin Way. The site is presently vacant and is surrounded by a mix of residential, civic and commercial land uses.

It is proposed to develop the site into a child care centre catering for up to 89 children and 17 staff.

The key issues that will be addressed in this WMP include calculation of the waste generation of the site, assessment of waste storage provisions and documentation of the waste collection arrangements.

Figure 1: Subject site

2 Objectives

The objectives of this WMP are adapted from WALGA:

- Ensure that the long-term waste management needs for the development are met in an efficient and sustainable manner.
- Minimise the impact of waste services and facilities on the streetscape and surrounds, in relation to both the footpath/public realm and the frontage of the development.
- Reduce the impact of waste collection services and facilities on the amenity of the locality particularly in terms of noise and odour.
- Maximise safety for both waste collection staff and the public.
- Minimise traffic and footpath obstruction.

3 Referenced documents

The documents referenced in preparing this WMP may include, but are not limited to:

- City of Melbourne *Guidelines for Waste Management Plans* 2021;
- City of Perth *Waste Guidelines for all Developments* 2019;
- WALGA *Multiple Dwelling Waste Management Plan Guidelines*;
- WALGA *Subdivision Waste Management Plan Guidelines*; and,
- Waste Authority WA *Waste Avoidance and Resource Recovery Strategy for 2030*.

4 Guiding concepts

Urbii adopts the guiding concepts of the State's Waste Strategy and encourages these concepts to be considered in all developments to the furthest extent feasible.

4.1 Waste hierarchy

The *Waste Avoidance and Resource Recovery Strategy 2030* applies the waste hierarchy (Figure 2), which is a widely accepted decision-making tool. The waste hierarchy ranks waste management options in order of their general environmental desirability. Waste avoidance is the most preferred option in the hierarchy.

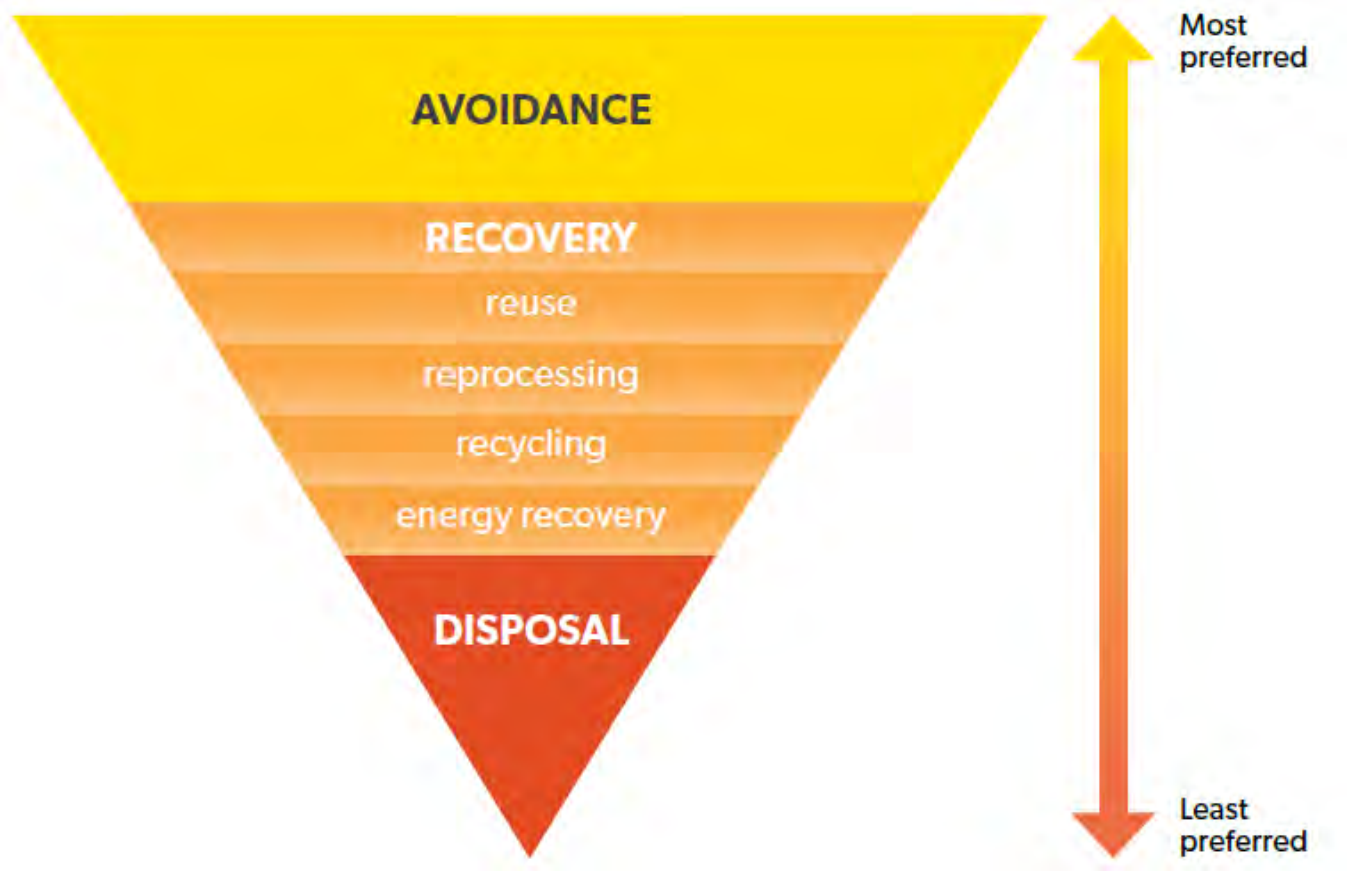


Figure 2: Waste hierarchy

Source: Waste Authority WA *Waste Avoidance and Resource Recovery Strategy for 2030.*

Resource recovery options recover value from materials, thereby offsetting the environmental impacts of extracting and processing raw materials. Energy recovery is the least preferred recovery option. Disposal is the least preferred option. Disposal generally recovers the least value from materials and delivers the least environmental benefit.

4.2 Circular economy

A circular economy (Figure 3) makes use of established sustainability concepts, including life cycle thinking and resource efficiency. A circular economy should consider the flow of both materials and energy. It moves away from the linear 'take, make, use and dispose' model, to one which keeps materials and energy circulating in the economy for as long as possible.

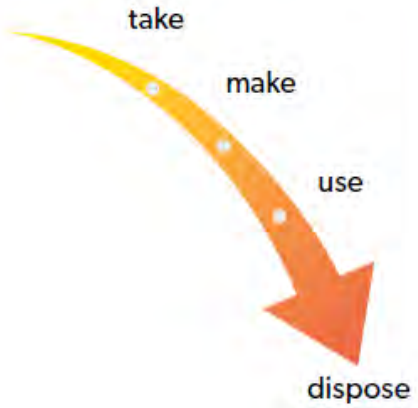
Current approach	Circular economy
	
Linear flow of materials – 'take, make, use and dispose' model.	Circular flow of materials – materials sorted and retained in the economy for as long as possible.
Limited use of renewable materials and energy.	Preference for renewable materials and energy.
Significant volumes of materials disposed of and lost to the economy. Loss of embodied materials, energy and water.	Materials recovered as high up the waste hierarchy as possible. Embodied materials, energy and water retained in the economy. Organic materials re-enter and regenerate the environment safely (for example, as compost).
Materials managed locally and globally.	Preference to manage materials locally to reduce the costs and impacts of transport, and to provide local employment and investment opportunities.
Economic value of materials, employment and investment not fully accounted for.	Economic value of materials, employment and investment accounted for.
Limited focus on life cycle thinking.	Products designed and manufactured to minimise environmental impact through whole of life.

Figure 3: Transitioning to a circular economy

5 Proposed development

The anticipated volume of general waste, and recyclables is based on the floor area of the development. For robust assessment, the full floor area of the building was adopted, which is around 700m^2.

The proposed development plans are included for reference in Appendix A.

6 Waste generation

6.1 Waste generation rates

The waste generation rates for general waste and recyclables are sourced from the *City of Melbourne Guidelines for Waste Management Plans 2021.* Waste generation rates are detailed in Table 1.

Table 1: Commercial waste generation rates

Land use	General waste generation rate	Recyclables generation rate
Child Care Centre	350L/100m^2 Floor area/week	350L/100m^2 Floor area/week

6.2 Waste generation calculations

The waste generation calculations are detailed in Appendix D. The estimated waste generation for the development is:

- General Waste: around 2,450L per week.
- Recyclables: around 2,450L per week.

7 Waste systems

7.1 Internal waste storage

Internal bins should be provided throughout the child care centre for separate disposal of general waste and recycling.

Internal bins will be emptied by cleaners at regular intervals throughout the week and transferred to the Bin Storage Area for disposal into the appropriate bins.

7.2 External bin storage areas

7.2.1 Bin size, quantity and colour

It is proposed to provide the following bins in a centralised bin store:

- 2 x 660L General waste (red lid bin).
- 2 x 660L Co-mingled recycling (yellow lid bin).

The number of bins required for the development is detailed in Appendix D.

7.2.2 Bin storage area size

As detailed in Table 2, each 660L bin has a footprint area of 1.16m^2. A 50mm gap is allowed between the bins to allow easy pull movement.

The proposed bin storage area size is sufficient to accommodate the required bins.

Table 2: Larger Mobile Garbage Bin (MGB) dimensions

Bin capacity	660L	770L	1100L	1300L	1700L
Height (mm)	1250	1425	1470	1408	1470
Depth (mm)	850	1100	1245	1250	1250
With (mm)	1370	1370	1370	1770	1770
Approximate Footprint (m²)	1.16	1.5	1.7	1.21	1.27

Source: WALGA

7.2.3 Bin storage area design

Urbii has checked the proposed bin storage location and confirmed that required clearances are provided. A bin storage plan is included in Appendix B.

The following is a list of generic advice offered for consideration at subsequent detailed design stages of the project:

- **Size:** Ensure the size of the area set aside for the management of waste is sufficient to accommodate the number of bins required.
- **Ventilation and odour:** If covered, the design of the bin store will provide for adequate natural ventilation through ventilated doors or an alternative method which will be permanent, unobstructed natural ventilation openings direct to the external air, not less than one-twentieth i.e. 5% of the floor area.
- **Lighting:** Artificial light controlled by switches will be located near the bin store entrance.
- **Noise:** Bins will be collected from the waste collection presentation point outside of the peak operating hours of the development.
- **Aesthetics:** The bin store should be consistent with the overall aesthetics of the development.
- **Vermin:** Self-closing doors can be considered to eliminate access to vermin.
- **Washing bins and waste storage area:** The internal bin store will have bin-washing facilities including an adequate supply of water with hose cock and have floor drainage installed. Staff will be responsible for washing bins (or contracting a provider to wash bins) and for maintenance of their bin stores.

7.3 Access to bins

Waste and recycling storage facilities are in positions that:

- Permit easy, direct and convenient access for the users of the facility.
- Permit easy transfer of bins to the presentation point.
- Permit easy, direct and convenient access for collection service providers.
- Are well screened and do not reduce amenity.
- Are secure and provide protection against potential vandalism.
- Reduce potential noise pollution and disturbance of residents.
- Are close to building exits.

8 Waste collection

8.1 Waste vehicle types

A private contractor will undertake waste collection, via a rear-loader waste truck.

8.2 Waste collection frequency

Waste collection will be scheduled at a frequency of twice per week and monitored.

8.3 Waste collection method and presentation points

Waste collection is proposed to be undertaken onsite within the rear staff car park. Once the waste truck is parked onsite, contractors will wheel bins out of the bin store to the rear of the truck to be emptied. Empty bins will then be returned to the bin store.

8.4 Vehicle access and maneuvering

Waste collection will be facilitated internally within the rear staff car park. Swept path analysis was undertaken for a small rear loader truck to enter and exit the site. Waste collection will be scheduled for the middle of the day (outside the peak traffic periods).

Waste vehicles will reverse into the car park from Benjamin Way. Benjamin Way is a minor access road carrying local traffic only. No issues are anticipated with reversing waste trucks into the site.

Australian Standard AS2890.2 *Off-street commercial vehicle facilities*, permits a maximum of one reversing manoeuvre (entry or exit) from a minor road, subject to permission from the relevant authority:

3.2.3.2 Minor road access

Where providing regular service from a minor road, manoeuvring on-street, if permitted by the relevant authority, shall be strictly limited to one reverse movement either onto or off the street, and be subject to determination of both safety and obstruction to other on-street traffic.

NOTE The AV vehicle class is the largest vehicle to be considered for reverse manoeuvres.

The swept path of the maximum size design vehicle using the facility may be allowed to occupy the entire width (less specified clearances) of a two-way access driveway when the vehicle is entering or leaving the minor road.

Swept path analysis confirms satisfactory service vehicle movements and is presented in Appendix C.

9 Additional waste requirements

9.1 Bulk waste

Bulk waste can be temporarily placed in a store room within the building until private arrangement for collection is made.

9.2 E-Waste

Storage space for E-waste will be accommodated within the building. E-waste will be disposed in a suitable manner, such as bulk drop-off to the tip or using public battery recycling boxes.

9.3 Garden organics

The site caretaker will manage garden organic waste. Garden waste can be placed in general waste bins if there is space or can be removed by trailer to be disposed of offsite in a suitable location.

10 Waste management

Staff/cleaners will be responsible for:

- Cleaning their bin storage areas and facilities;
- Transferring waste stored internally to the consolidated bin storage area daily; and,
- Regularly cleaning their bins.

Staff should comply with the waste contractor's sorting requirements and only place permitted waste in each respective bin type. Waste that does not belong in any bin should be disposed of through private services or another appropriate method.

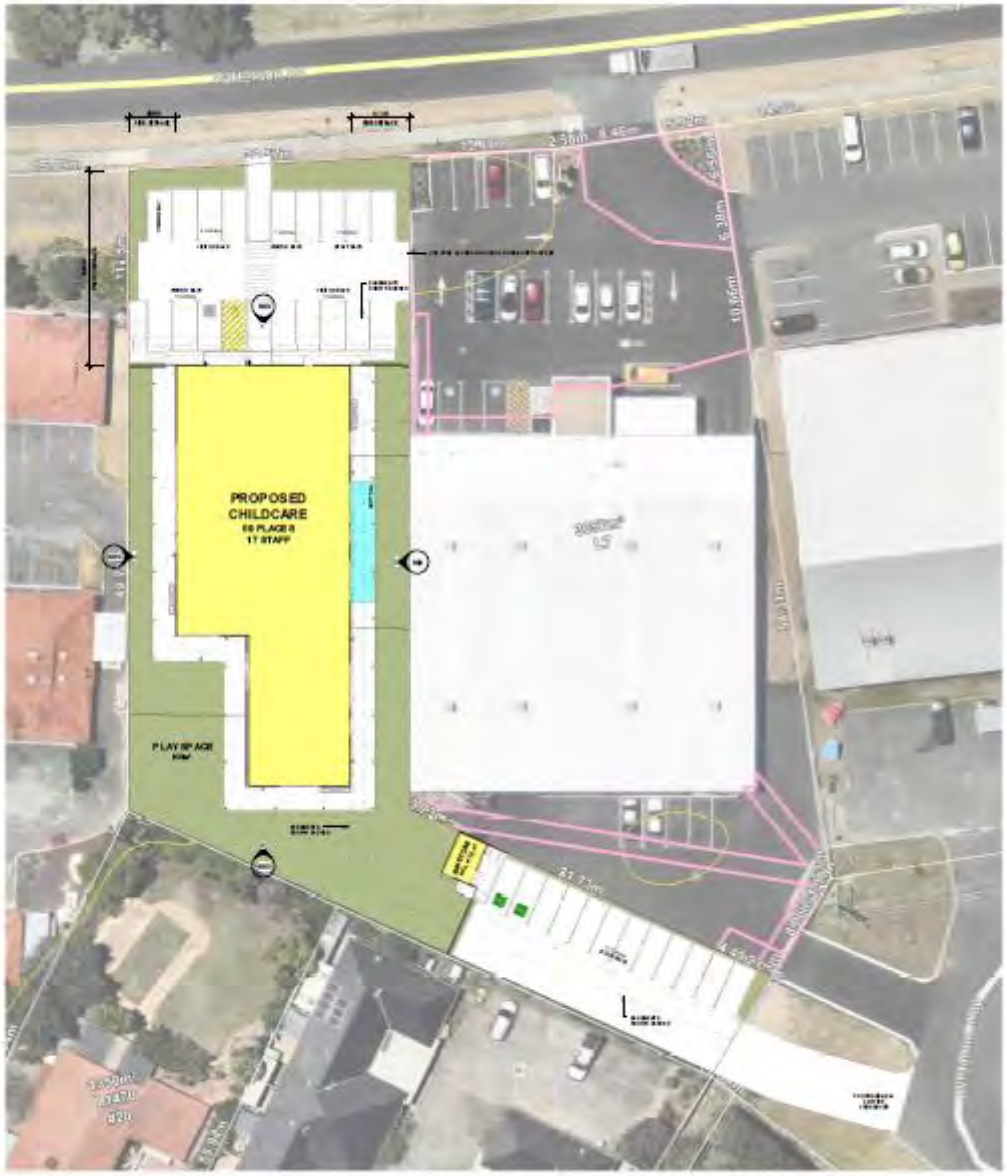
11 Conclusion

As demonstrated within this Waste Management Plan, the proposed development provides sufficient bin storage and adequate bins to service the site for general waste, recyclables and other waste.

Furthermore, the servicing of the bins by private service can be adequately achieved without having an adverse impact on the site and the local street network.

Appendices

Appendix A: Proposed development plans



SITE PLAN

SITE CRITERIA

CHILD CARE CRITERIA

meyer shircore architects

PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM

FOR: BLACKOAK

9539

Appendix B: Bin storage and bin presentation plans

Appendix C: Swept path diagrams

Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a buffer 500mm line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.

Revision notes:

Rev:	Date:	Notes:
1	26/06/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: The Trustee for 36 Patterson Road Asset Trust

Project: U25.058 - 36 Patterson Rd, Rockingham
Proposed Child Care Centre

Drawing Title: Swept path analysis - waste truck entry
AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date: 10/07/2025

Scale @ A3: 1:300

Revision: sk01a

urbii
Sustainable Transport. Safe Solutions


STAFF BAYS
EASEMENTS SHOWN DASHED
HRV - Medium Rigid Vehicle
urbii
Sustainable Transport. Safe Solutions
Revision notes:
Rev: Date: Notes:
1 26/08/2025 Dark blue swept path line represents a 500mm buffer.
Drawn by:
Paul Ghantous
Client:
The Trustee for 36 Patterson Road Asset Trust
Project:
U25.058 - 36 Patterson Rd, Rockingham
Proposed Child Care Centre
Drawing Title:
Swept path analysis - waste truck exit
AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)
Date:
10/07/2025
Scale @A3:
1:300
Revision:
sk02a

Appendix D: Waste calculations

Table 3: Weekly waste generation, bin types and collection frequency

Waste type	Daily generation (L)	Days in operation (per week)	Weekly waste generation (L)	Weekly collection frequency
General waste	350	7	2450	2
Recyclables	350	7	2450	2

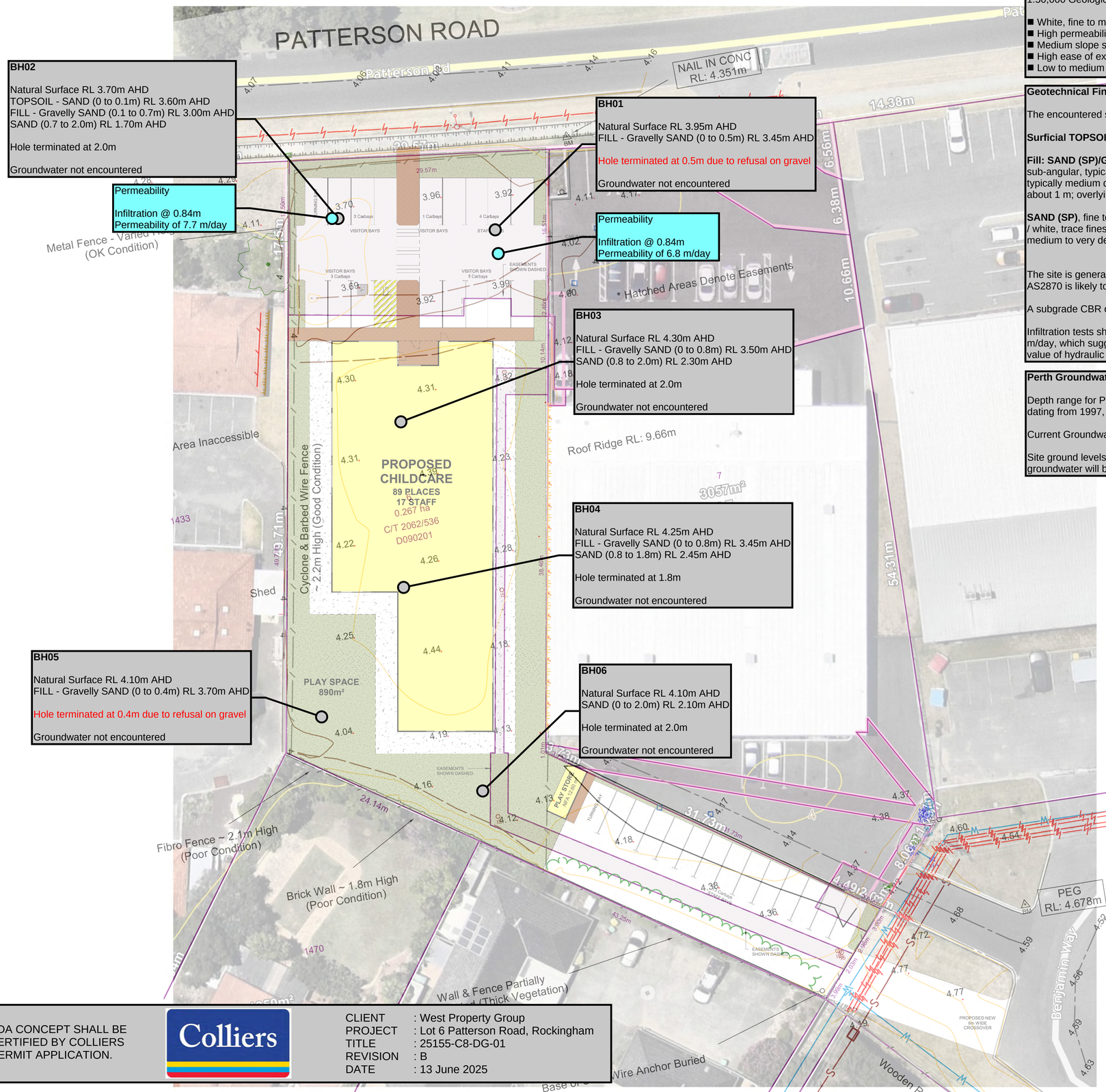
General Waste Bins

Bin Size (L)	Number of bins	Weekly capacity
660	2	2640
	Total weekly capacity (L)	2640

Recycle Waste Bins

Bin Size (L)	Number of bins	Weekly capacity
660	2	2640
	Total weekly capacity (L)	2640

APPENDIX 8:
CIVIL CONCEPT DESIGN



Geotechnical Mapping

1:50,000 Geological Survey of Western Australia, SAND (S13)

- White, fine to medium grained, sub-rounded quartz and shell debris, of eolian origin
- High permeability.
- Medium slope stability.
- High ease of excavation.
- Low to medium bearing capacity.

Geotechnical Findings

The encountered subsurface conditions can be summarised as comprising:

Surficial TOPSOIL SAND typically up to 0.1 m thick; overlying

Fill: SAND (SP)/Gravelly SAND, fine to medium grained, sub-rounded to sub-angular, typically grey/brown,with gravel, trace fines, trace rootlets in some areas, typically medium dense to dense, present across most of the site to depths of up to about 1 m; overlying

SAND (SP), fine to medium grained, sub-rounded to sub-angular, typically pale yellow / white, trace fines, trace gravel, in some areas, includes shell fragments, typically medium to very dense.

The site is generally suitable for the proposed development. An 'A' site classification AS2870 is likely to be suitable for the site.

A subgrade CBR of 12% may be adopted for the compacted in situ sand.

Infiltration tests show that the hydraulic conductivity of the sand is typically about 6 m/day, which suggests that in situ soils are suitable for stormwater disposal. A design value of hydraulic conductivity (k) of 5 m/day is recommended.

Perth Groundwater Map

Depth range for Perth Groundwater Atlas observations based on mapped levels dating from 1997, with expected groundwater of approximately 2.0m AHD.

Current Groundwater mapping indicate maximum levels of approximately 1.0m AHD.

Site ground levels indicated to be around 4m AHD, therefore, the maximum expected groundwater will be approximately 2.0m below the existing ground level.

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2. Landscaping		
a. Provided		**141m² (5.2%)**
3. Floor Area (GFA)		
	Total	**698m²**
4. Carparking		
ii. Cars Provided		
a. Staff		17 Cars
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- EXTENT OF BRICK PAVING / CONCRETE PAVING
- EXTENT OF LANDSCAPING

COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

Colliers

CLIENT : West Property Group
PROJECT : Lot 6 Patterson Road, Rockingham
TITLE : 25155-C8-DG-01
REVISION : B
DATE : 13 June 2025

SITE PLAN
SCALE: 1 : 200

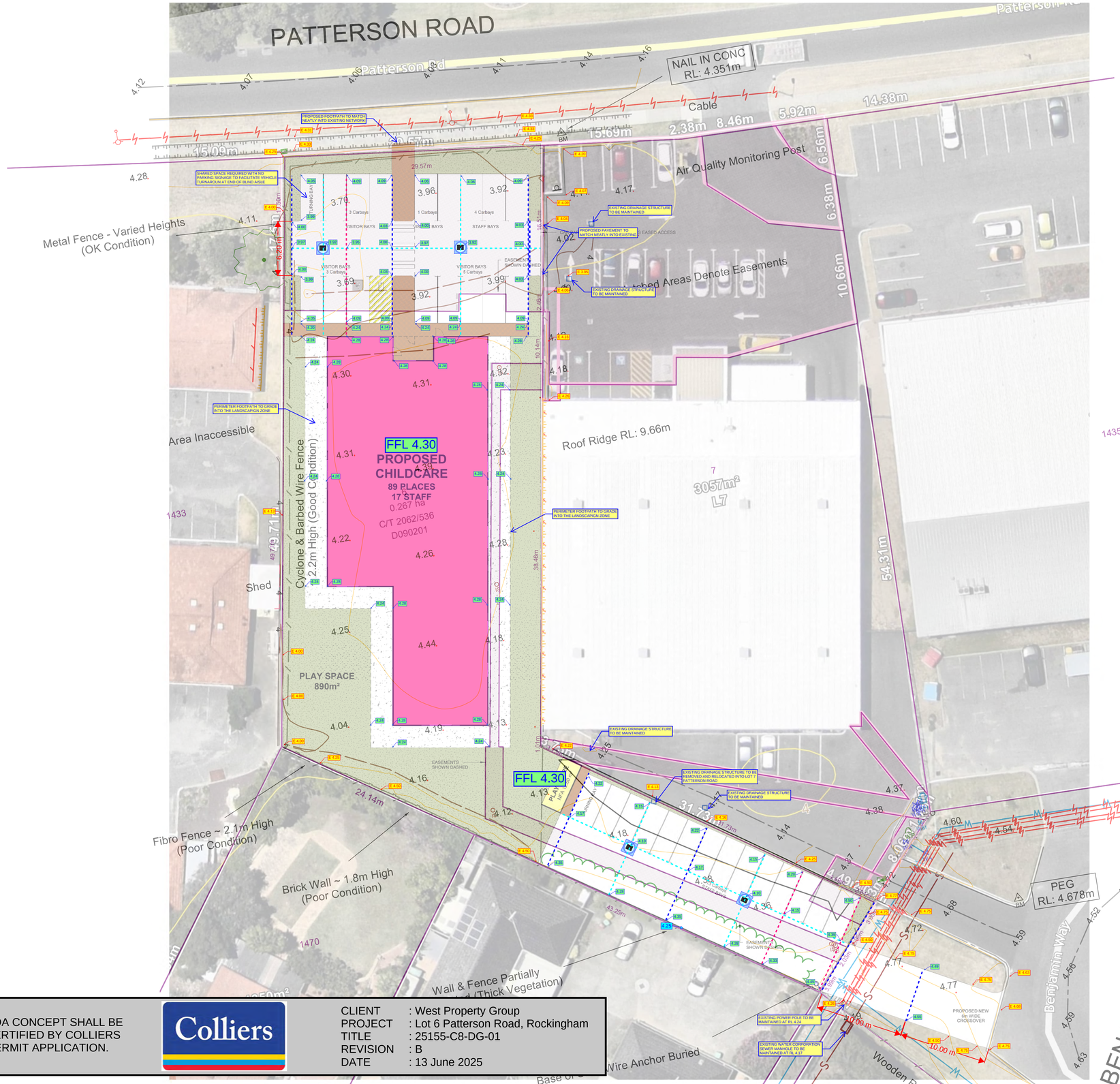
PRELIMINARY

meyer shircore architects

PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM
FOR : BLACK OAK

DATE: MAY 2025 PROJECT NUMBER 9539
REVISION: SK006
SHEET: A - 1001
SCALE: As indicated@B1



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f. Room +3y		
Number of places		20 Places
Staff required	1:10 Staff	
Staff provided		2 Staff
Total places		89 Places

Total Staff (+2 Staff (Chef, Manager)) — 17 Staff

SITE DESIGN CHECKLIST

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

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

LEGEND

- BUILDING FOOTPRINT - CHILDCARE
- EXTENT OF BITUMEN PAVING
- EXTENT OF BRICK PAVING / CONCRETE PAVING
- EXTENT OF LANDSCAPING

COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

Colliers

CLIENT : West Property Group
PROJECT : Lot 6 Patterson Road, Rockingham
TITLE : 25155-C8-DG-01
REVISION : B
DATE : 13 June 2025

SITE PLAN
SCALE: 1 : 200

PRELIMINARY

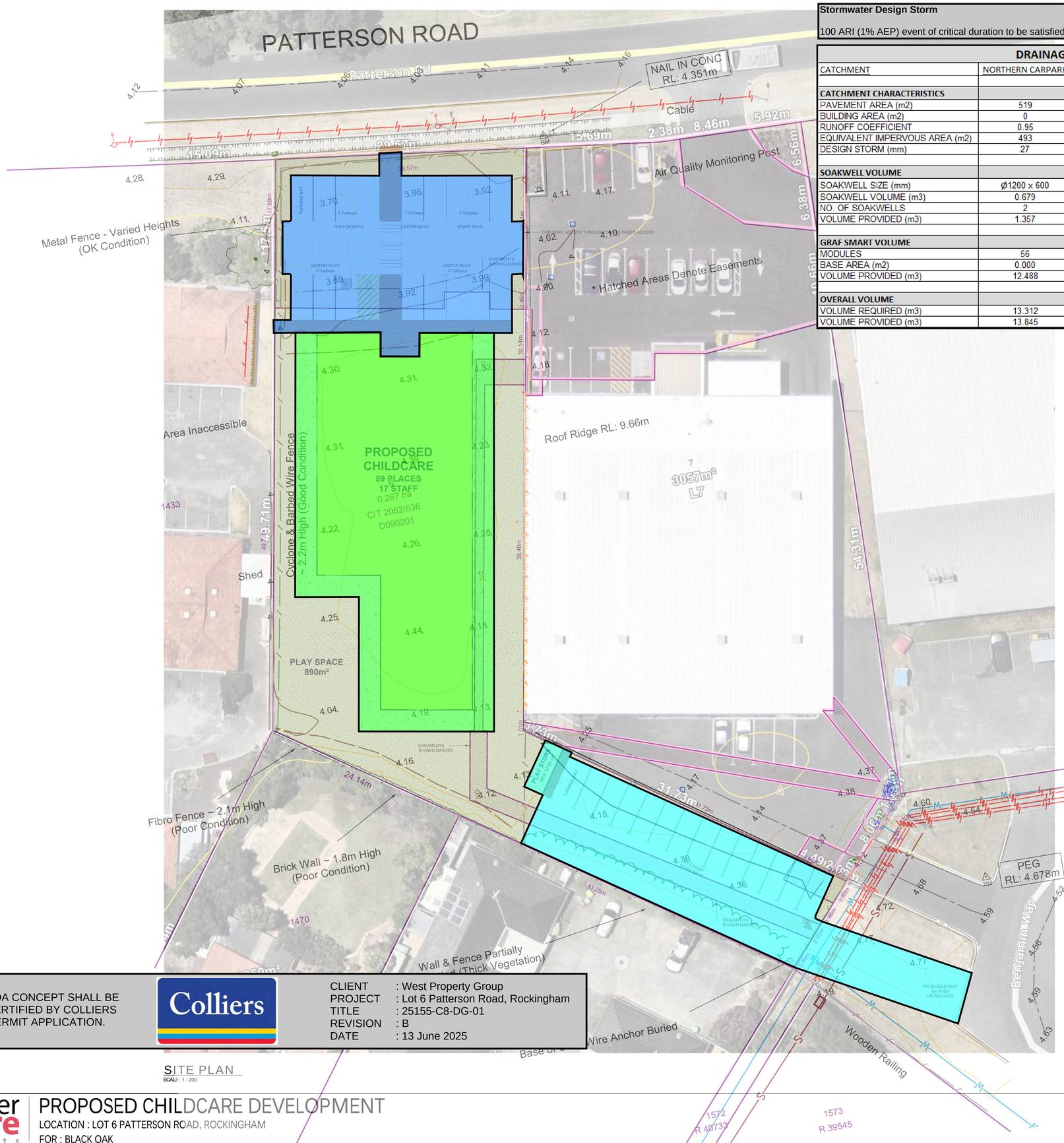
meyer shircore architects

PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM
FOR : BLACK OAK

DATE: MAY 2025
REVISION: SK006
SHEET: A - 1001
SCALE: As indicated@B1
PROJECT NUMBER 9539

Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



SITE PLAN
SCALE: 1 : 200

Stormwater Design Storm

100 ARI (1% AEP) event of critical duration to be satisfied due to lack of overland flow path to the surrounding road reserves.

DRAINAGE CALCULATIONS

CATCHMENT	NORTHERN CARPARK	SOUTHERN CARPARK	BUILDING	TOTAL
CATCHMENT CHARACTERISTICS				
PAVEMENT AREA (m2)	519	548	0	1,067
BUILDING AREA (m2)	0	0	967	967
RUNOFF COEFFICIENT	0.95	0.95	0.95	
EQUIVALENT IMPERVOUS AREA (m2)	493	521	919	1,932
DESIGN STORM (mm)	27	27	27	
SOAKWELL VOLUME				
SOAKWELL SIZE (mm)	Ø1200 x 600	Ø1200 x 600	Ø1200 x 600	
SOAKWELL VOLUME (m3)	0.679	0.679	0.679	
NO. OF SOAKWELLS	2	2	0	4
VOLUME PROVIDED (m3)	1.357	1.357	0.000	2.714
GRAF SMART VOLUME				
MODULES	56	57	110	223
BASE AREA (m2)	0.000	0.000	44.800	44.800
VOLUME PROVIDED (m3)	12.488	12.711	24.530	49.729
OVERALL VOLUME				
VOLUME REQUIRED (m3)	13.312	14.056	24.804	52.172
VOLUME PROVIDED (m3)	13.845	14.068	24.530	52.443

SITE CRITERIA

1. Site Area
a. Site Area — **2,668m²**

2. Landscaping
a. Provided — **141m² (5.2%)**

3. Floor Area (GFA)
Total — **698m²**

4. Carparking
ii. Cars Provided
a. Staff — 17 Cars
b. Visitors — 12 Cars
29 Cars

CHILD CARE CRITERIA

1. Centre capacity
a. Number of places — **89 places**

2. Landscaping
a. Required 7m² :1 child — 623m²
b. Provided — 890m²
Total m² provided per child — **10 m²**

3. Indoor Floor Area (GLA)
a. Area required — 289.25m²
b. Area provided — 289.25m²

4. Room distribution
a. Room 0 - 1y
Number of places — 12 Places
Staff required 1:4 Staff
Staff provided — 3 Staff
b. Room 0 - 1y
Number of places — 12 Places
Staff required 1:4 Staff
Staff provided — 3 Staff
c. Room 2 - 3y
Number of places — 10 Places
Staff required 1:5 Staff
Staff provided — 2 Staff
d. Room 2 - 3y
Number of places — 15 Places
Staff required 1:5 Staff
Staff provided — 3 Staff
e. Room +3y
Number of places — 20 Places
Staff required 1:10 Staff
Staff provided — 2 Staff
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TITLE : 25155-C8-DG-01
REVISION : B
DATE : 13 June 2025

PRELIMINARY

meyer shircore architects

PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM
FOR : BLACK OAK

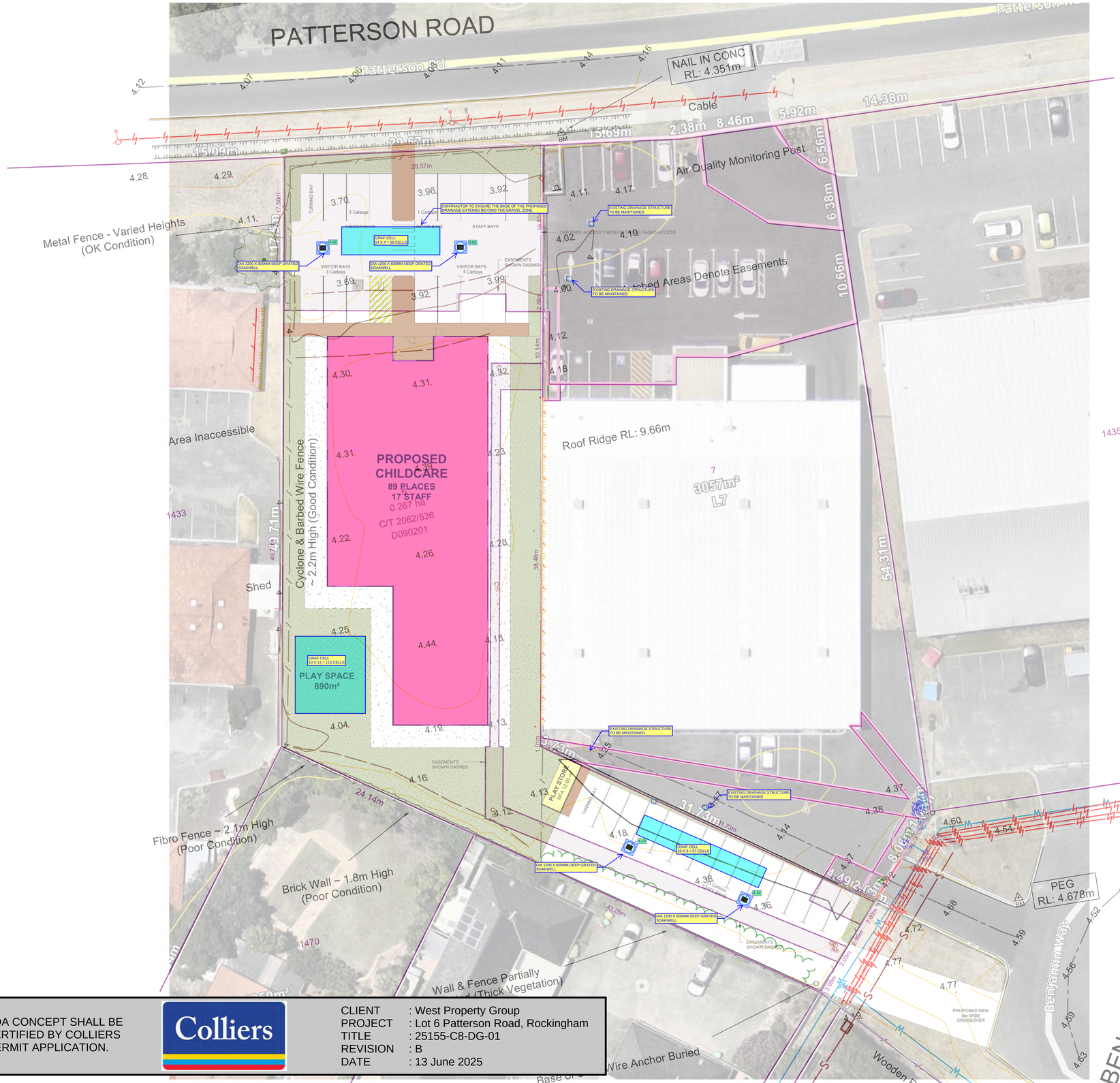
Member Australian Institute of Architects

0 2 4 6 8 10 20

DATE: MAY 2025
REVISION: SK006
SHEET: A - 1001
SCALE: As indicated@B1

PROJECT NUMBER 9539

Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: mail@meyershircore.com.au



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SCALE: 1 : 200

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meyer shircore architects

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FOR : BLACK OAK

DATE: MAY 2025 PROJECT NUMBER 9539
REVISION: SK006
SHEET: A - 1001
SCALE: As indicated@B1

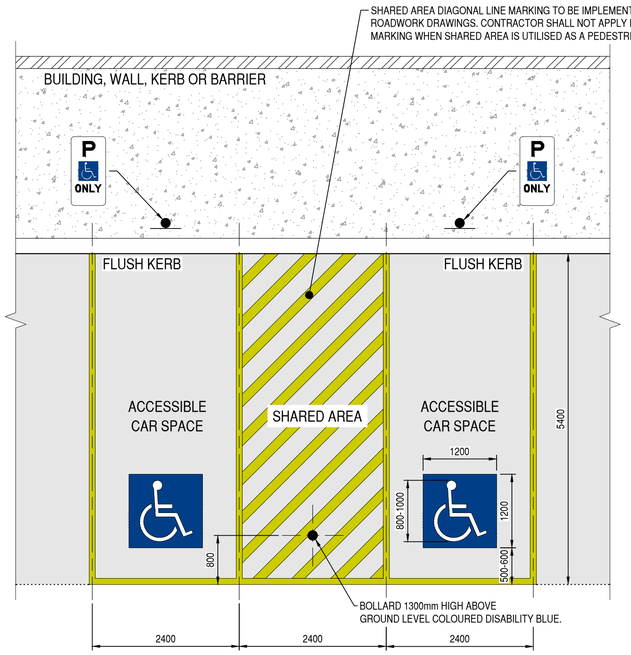
ACCESIBLE PARKING SPACE NOTES

SPACE IDENTIFICATION
EACH DEDICATED SPACE SHALL BE IDENTIFIED BY MEANS OF A WHITE SYMBOL OF ACCESS IN ACCORDANCE WITH AS1428.1 BETWEEN 800mm AND 1000mm HIGH PLACED ON A BLUE RECTANGLE WITH NO SIDE MORE THAN 1200mm, PLACED AS A PAVEMENT MARKING IN THE CENTRE OF THE SPACE BETWEEN 500mm AND 600mm FROM ITS ENTRY POINT AS ILLUSTRATED.

SPACE DELINEATION
PAVEMENT MARKINGS SPECIFIED IN ITEMS (A) AND (B) OF THIS CLAUSE SHALL BE YELLOW AND SHALL HAVE A SLIP RESISTANT SURFACE. RAISED PAVEMENT MARKERS SHALL NOT BE USED FOR SPACE DELINEATION.

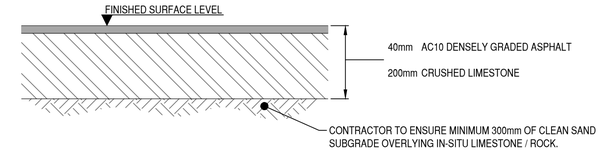
PAVEMENT MARKINGS SHALL BE PROVIDED AS FOLLOWS:

1. LINEMARKING:
   - 1.1. DEDICATED PARKING SPACES SHALL BE OUTLINED WITH UNBROKEN LINES 80 TO 100mm WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.
2. SHARED AREAS SHALL BE MARKED AS FOLLOWS:
   - 2.1. WALKWAYS WITHIN OR PARTLY WITHIN A SHARED AREA SHALL BE MARKED WITH UNBROKEN LONGITUDINAL LINES ON BOTH SIDES OF THE WALKWAY EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.
   - 2.2. OTHER VACANT NON-TRAFFICKED AREAS, WHICH MAY BE INTENTIONALLY OR UNINTENTIONALLY OBSTRUCTED (E.G. BY UNINTENDED PARKING), SHALL BE OUTLINED WITH UNBROKEN LINES 80mm TO 100mm WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL, AND MARKED WITH DIAGONAL STRIPES 150mm WIDE WITH SPACES 300mm BETWEEN STRIPES. THE STRIPES SHALL BE AT AN ANGLE OF 45° TO THE SIDE OF THE SPACE.
   - 2.3. NO SHARED AREA MARKINGS SHALL BE PLACED IN TRAFFICKED AREAS.
   - 2.4. ALL LINEMARKING MUST BE NON SLIP.
3. BOLLARDS:
   - 3.1. MINIMUM HEIGHT 1300mm.
   - 3.2. RECOMMENDED COLOUR BLUE TO CONTRAST AGAINST YELLOW LINE MARKING.



PERPENDICULAR ACCESSIBLE CAR PARKING SPACES

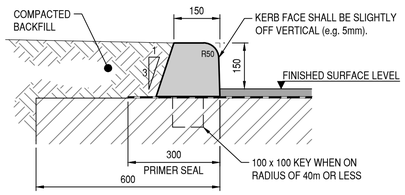
SCALE 1:50 0m 1m 2m



TYPICAL CARPARK PAVEMENT DETAIL

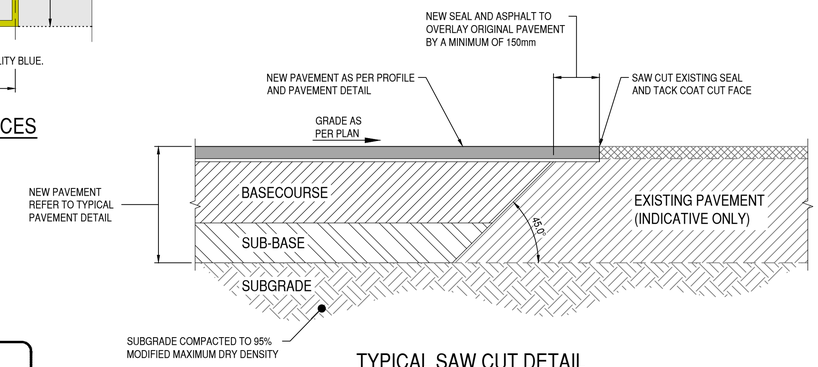
SCALE 1:10 0m 200mm 400mm

NOTE:
THE CONTRACTOR SHALL CONSTRUCT PAVEMENT IN ACCORDANCE WITH AS2150 AND CIVIL SPECIFICATIONS AND DETAILS



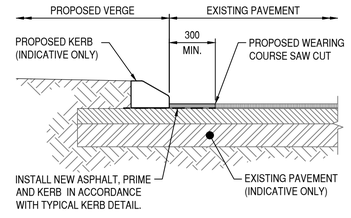
TYPICAL KERB DETAIL - BARRIER

SCALE 1:10 0m 200mm 400mm



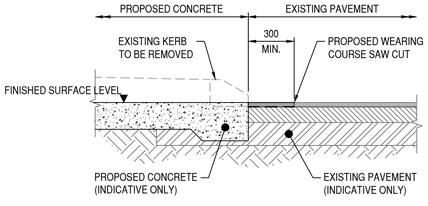
TYPICAL SAW CUT DETAIL

SCALE 1:10 0m 200mm 400mm



NEW KERB INSTALLATION ALONG EXISTING SEALED PAVEMENT

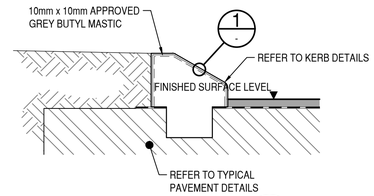
SCALE 1:20 0m 400mm 800mm



NEW CONCRETE CONNECTION TO EXISTING SEALED PAVEMENT

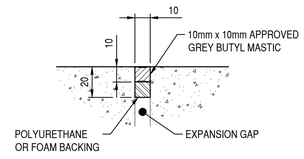
SCALE 1:20 0m 400mm 800mm

BEFORE YOU DIG www.byda.com.au
Zero Damage - Zero Harm



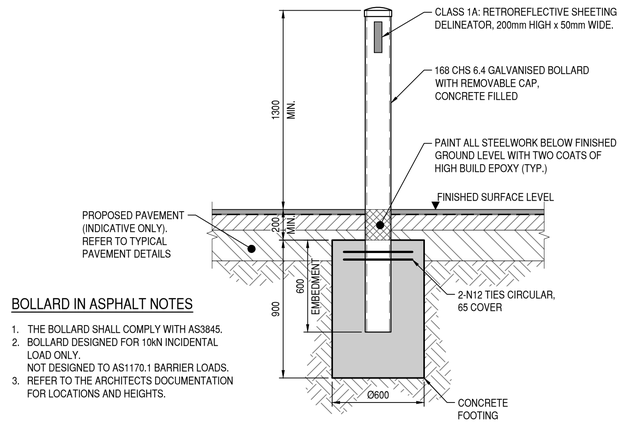
SECTION A

SCALE 1:10 0m 100mm 200mm



DETAIL 1

SCALE 1:2 0m 20mm 40mm



BOLLARD IN ASPHALT NOTES

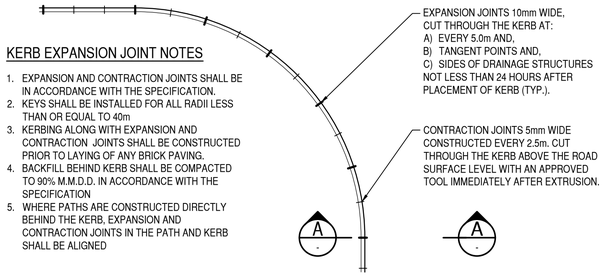
1. THE BOLLARD SHALL COMPLY WITH AS3845.
2. BOLLARD DESIGNED FOR 10kN INCIDENTAL LOAD ONLY.
   NOT DESIGNED TO AS1170.1 BARRIER LOADS.
3. REFER TO THE ARCHITECTS DOCUMENTATION FOR LOCATIONS AND HEIGHTS.

TYPICAL BOLLARD IN ASPHALT PAVEMENT DETAIL

SCALE 1:20 0m 400mm 800mm

KERB EXPANSION JOINT NOTES

1. EXPANSION AND CONTRACTION JOINTS SHALL BE IN ACCORDANCE WITH THE SPECIFICATION.
2. KEYS SHALL BE INSTALLED FOR ALL RADII LESS THAN OR EQUAL TO 40m
3. KERBING ALONG WITH EXPANSION AND CONTRACTION JOINTS SHALL BE CONSTRUCTED PRIOR TO LAYING OF ANY BRICK PAVING.
4. BACKFILL BEHIND KERB SHALL BE COMPACTED TO 90% M.M.D.D. IN ACCORDANCE WITH THE SPECIFICATION
5. WHERE PATHS ARE CONSTRUCTED DIRECTLY BEHIND THE KERB, EXPANSION AND CONTRACTION JOINTS IN THE PATH AND KERB SHALL BE ALIGNED



KERB EXPANSION JOINT AND CRACK CONTROL DETAILS

SCALE 1:200 0m 4m 8m

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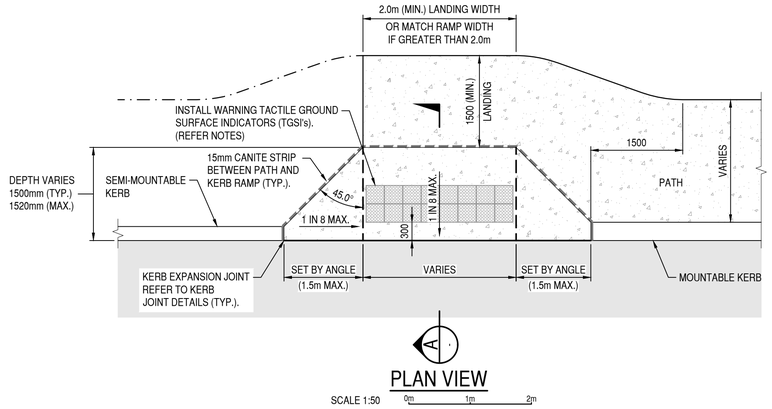
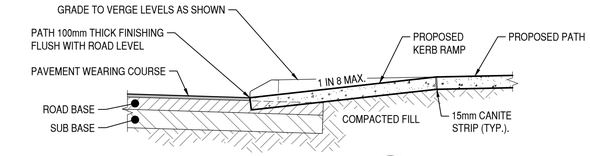


PLAN VIEW

SCALE 1:50 0m 1m 2m

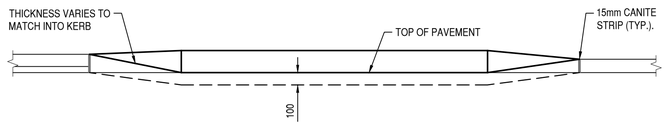
KERB RAMP NOTES

1. ALL CONCRETE TO BE A MINIMUM OF 25MPa, 20mm AGGREGATE AND A MAXIMUM SLUMP OF 80mm, FROM AN APPROVED PRE-MIX BATCH PLANT
2. MINIMUM THICKNESS - 100mm.
3. BEDDING - SAND, 50mm MINIMUM.
4. FINISH - BROOMED TO NON-SKID FINISH PARALLEL TO LINE OF KERB WITH TOOLED EDGES
5. EXPANSION JOINTS - "JOINTFLEX" OR SIMILAR APPROVED
6. TACTILE GROUND SURFACE INDICATORS (TGSI's) SHALL BE IN ACCORDANCE WITH AS1428.1 AND AS1428.4.
7. CONTRACTOR TO INSTALL 2x ROWS OF TERRACOTTA WARNING TGSI's (ADHESIVE TYPE) FOR FULL WIDTH OF CONCRETE KERB RAMP.
8. WARNING TGSI's ARE NOT TO BE CUT. CONTRACTOR SHALL SELECT SUITABLE SIZE TO EXTEND ACROSS FULL WIDTH OF KERB RAMP (EXCLUDING SPLAYS).
9. WHERE THE KERB RAMP IS CONSTRUCTED USING BLOCK PAVERS, THE CONTRACTOR SHALL INSTALL TGSI PAVERS IN A CONTRASTING COLOUR CONFORMING WITH AS1428.4 LUMINANCE REQUIREMENTS.



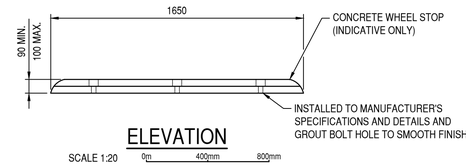
SECTION A

SCALE 1:25 0m 250mm 500mm



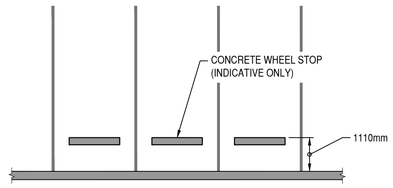
FRONT ELEVATION

SCALE 1:25 0m 0.5m 1.0m



ELEVATION

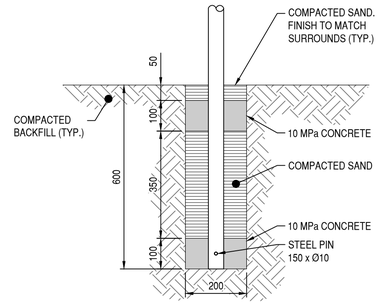
SCALE 1:20 0m 400mm 800mm



PLAN VIEW

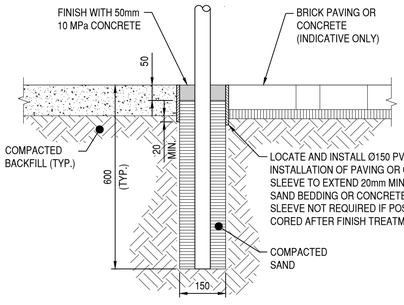
SCALE 1:100 0m 2m 4m

TYPICAL WHEEL STOP DETAIL - CONCRETE



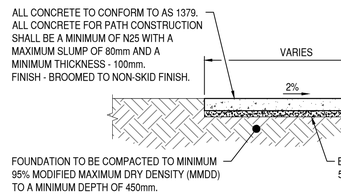
FOOTING DETAIL

GENERAL / VERGE



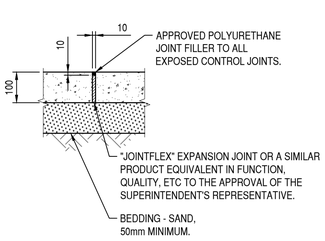
FOOTING DETAIL

TRAFFIC ISLAND, PATH OR OTHER PAVED / SURFACED AREA



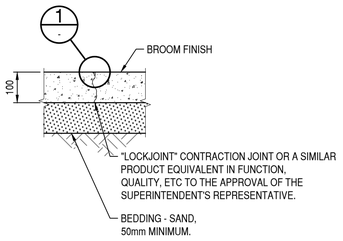
CONCRETE PATH SECTION

SCALE 1:25 0m 0.5m 1.0m



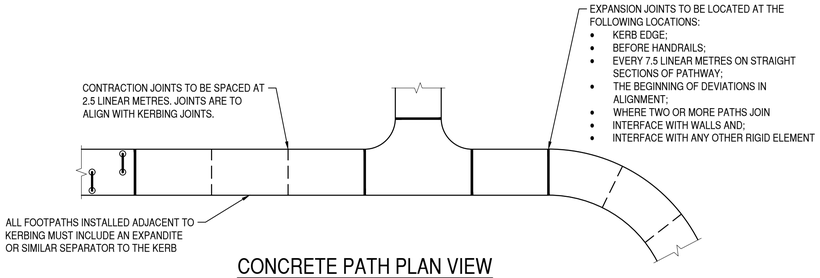
EXPANSION JOINT

SCALE 1:10 0m 200mm 400mm



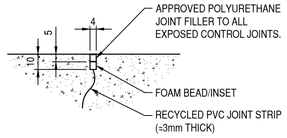
CONTRACTION JOINT

SCALE 1:10 0m 200mm 400mm



CONCRETE PATH PLAN VIEW

SCALE 1:100 0m 2m 4m



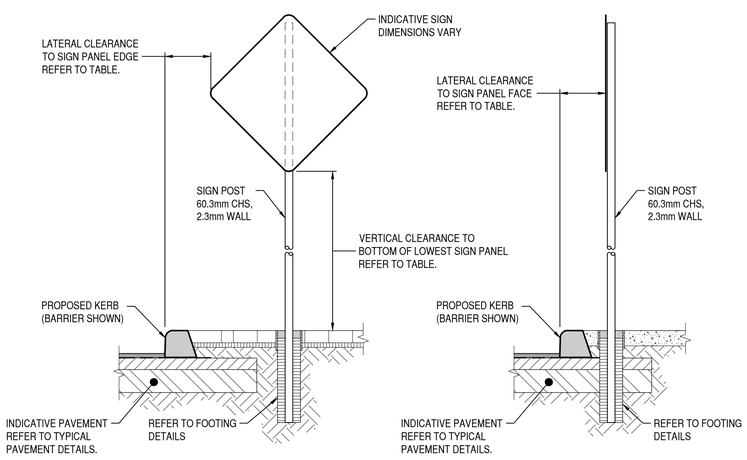
DETAIL 1

SCALE 1:2 0m 20mm 40mm

SIGN PANEL LATERAL CLEARANCE	
KERB TYPE	MIN. CLEARANCE (mm)
BARRIER KERB	300
SEMI-MOUNTABLE KERB	500
MOUNTABLE KERB	500
UNKERBED	2000

SIGN PANEL VERTICAL CLEARANCE	
DESIGN SCENARIO	MIN. CLEARANCE (mm)
LOCATED IN UNPAVED VERGE - FROM VERGE LEVEL - FROM PAVEMENT LEVEL	 2000 2200
WHEN OVER HANGING OR LOCATED WITHIN FOOTWAY	2500

NOTES
1. LOCAL AUTHORITY OR CLIENT SPECIFICATIONS AND DETAILS TAKE PRECEDENCE.
2. DETAIL FOR USE IN WIND REGIONS 'A' AND 'B' ONLY.
   FOOTINGS FOR WIND REGIONS 'C' AND 'D' SHALL BE STRUCTURALLY ENGINEERED.
3. SIGN INSTALLATION SHALL COMPLY WITH AS2890 SERIES AND AS1742 SERIES
4. IF LOCATED WITHIN ROAD RESERVE, SIGN INSTALLATION SHALL COMPLY WITH MAIN ROADS W.A. SPECIFICATIONS AND DETAILS.



TYPICAL ROAD SIGN CLEARANCE AND FOOTING DETAILS

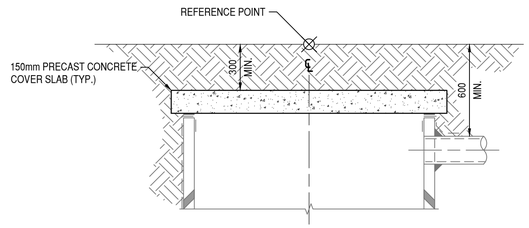
SCALE 1:10 0m 200mm 400mm

BEFORE YOU DIG www.byda.com.au
Zero Damage - Zero Harm

COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

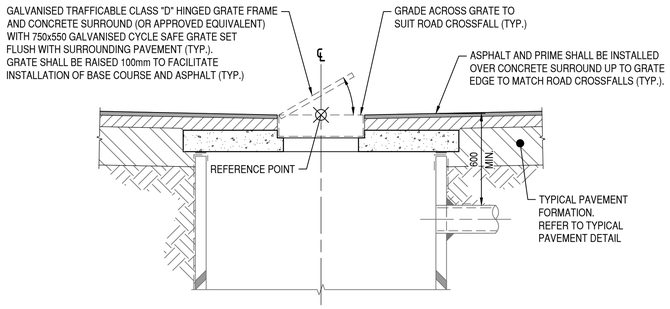
Colliers

CLIENT : West Property Group
PROJECT : Lot 6 Patterson Road, Rockingham
TITLE : 25155-C8-DG-01
REVISION : B
DATE : 13 June 2025



TYPICAL BURIED LID DETAIL (BSW)

SCALE 1:20 0m 400mm 800mm



TYPICAL INVERTED GULLY GRATE LID DETAIL (GSW) WITH ASPHALT PAVEMENT

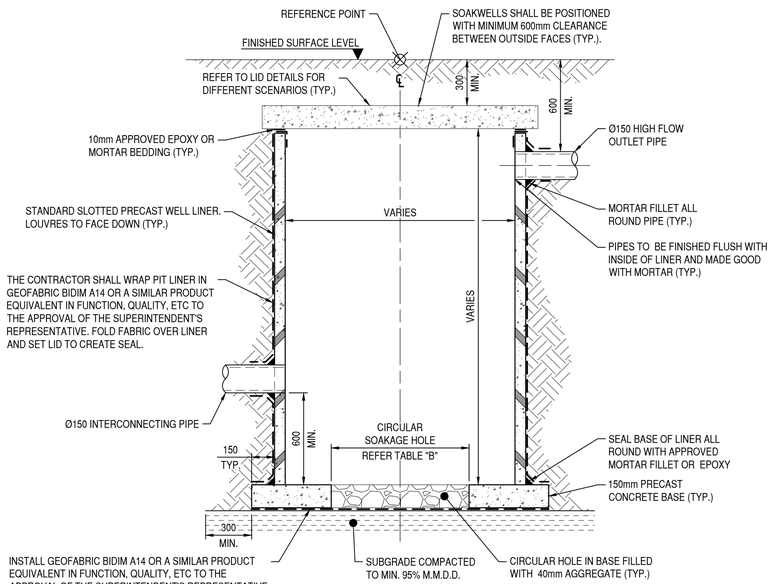
SCALE 1:20 0m 400mm 800mm

STORMWATER PIT NOTES

1. ALL IN-SITU CONCRETE SHALL BE CLASS N32 IN ACCORDANCE WITH AS1379.
2. ALL IN-SITU CONCRETE CORNERS SHALL HAVE A 20mm CHAMFER UNLESS OTHERWISE NOTED.
3. CEMENT MORTAR SHALL CONSIST OF ONE PART CEMENT AND THREE PARTS SAND.
4. SL81 REINFORCEMENT SHALL CONFORM WITH HARD DRAWN FABRIC TO AS4671.
5. MINIMUM CLEAR COVER TO REINFORCEMENT SHALL BE 50mm.
6. THE LINER SHALL BE REINFORCED CONCRETE MANUFACTURED TO AS4058.
7. THE MAXIMUM INLET/OUTLET PIPE OUTSIDE DIAMETER SHALL BE LESS THAN 60% OF THE LINER INTERNAL DIAMETER.
8. MINIMUM OF 40% OF LINER SHALL REMAIN IN ANY HORIZONTAL PLANE.
9. MINIMUM INTERNAL LINER SPACE OF 200mm BETWEEN PUNCHED/CUT HOLES.
10. HOLES TO BE CUT/PUNCHED ON ACCORDANCE WITH MANUFACTURER'S SPECIFICATION.
11. THE LINER SHALL HAVE EQUIVALENT PROPERTIES AND REINFORCEMENT OF CLASS 2 R.C.P. EXCEPT THAT THE REINFORCEMENT SHALL BE CIRCULAR.
12. COVERS SHALL BE CLASS 'D' TO AS3996.
13. ALL GRATED GULLY LIDS TO BE GALVANISED AND LOCKABLE.

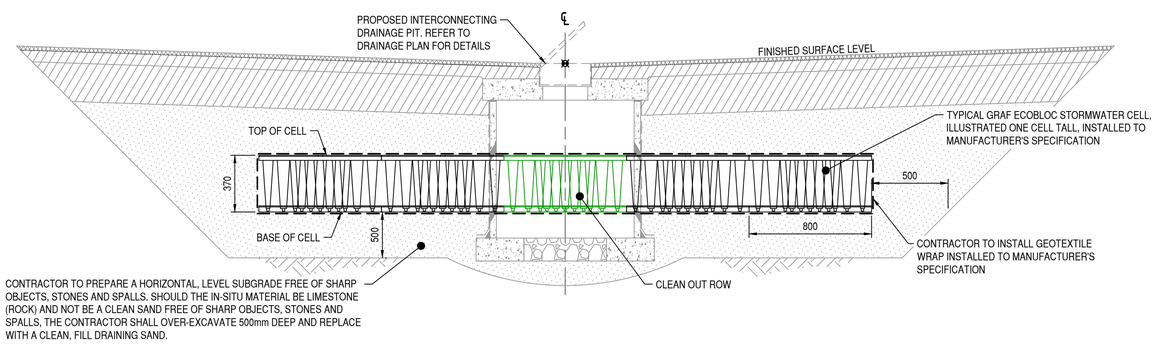
TABLE B
DRAINAGE PIT BASE SOAKAGE HOLE SIZE

LINER SIZE MIN. (mm)	SOAKHOLE DIAMETER (mm)
1050	600
1200	600
1500	900
1800	1200



TYPICAL INTERCONNECTED SOAKWELL DETAIL

SCALE 1:20 0m 400mm 800mm



TYPICAL GRAF ECOBLOC SMART STORMWATER CELL

SCALE 1:20 0m 400mm 800mm

BEFORE YOU DIG www.byda.com.au
Zero Damage - Zero Harm

COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

Colliers

CLIENT : West Property Group
PROJECT : Lot 6 Patterson Road, Rockingham
TITLE : 25155-C8-DG-01
REVISION : B
DATE : 13 June 2025

APPENDIX 9:
SPP5.4 ACOUSTIC ASSESSMENT

PROPOSED CHILD CARE CENTRE
LOT 6 PATTERSON ROAD
ROCKINGHAM

STATE PLANNING POLICY 5.4 ACOUSTIC ASSESSMENT

JUNE 2025

OUR REFERENCE: 34748-1-25205

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
(08) 9367 6200
hsa@hsacoustics.com.au

DOCUMENT CONTROL PAGE

ACOUSTIC ASSESSMENT

PROPOSED CHILD CARE CENTRE
ROCKINGHAM

Job No: 25205

Document Reference: 34748-1-25205

FOR

WEST PROPERTY GROUP

DOCUMENT INFORMATION			
Author:	Tim Reynolds	**Checked By:**	Geoff Harris
Date of Issue:	10 June 2025		

REVISION HISTORY

Revision	Description	Date	Author	Checked

DOCUMENT DISTRIBUTION

Copy No.	Version No.	Destination	Hard Copy	Electronic Copy
1	1	WPG Attn: Alex Beales Email: jalex@westgp.com.au		✓

CONTENTS

APPENDICIES

1. INTRODUCTION

Herring Storer Acoustics was commissioned to undertake an acoustic assessment for the proposed child care centre, located at 2 Lot 6 Patterson Road, Rockingham with regards to vehicles travelling along Leach Highway. The acoustic assessment is to comply with the requirement of State Planning Policy 5.4 *"Road and Rail Transport Noise"* (SPP5.4).

As the child care centre is within the trigger distance of Read Street, being a "Other significant freight/traffic" road, an acoustic assessment with regards to State Planning Policy 5.4 has been undertaken. As part of this assessment, the following was carried out:

- Determine by modelling, the noise that would be received at child care centre from traffic on Read Street during the day period.
- Assess the predicted noise levels for compliance with the appropriate criteria for future traffic volumes.
- If exceedances are predicted, comment on possible noise amelioration options for compliance with the appropriate criteria.

It is noted that as the child care centre does not operate during the night period, noise level measurements and assessment of noise received at this small scale development is only required for the day period.

For information, plans for the child care centre is attached in Appendix A.

2. SUMMARY

It is noted that the child care centre is only occupied during the day period, thus under State Planning Policy 5.4 *"Road and Rail Transport Noise"* only the criteria for the day period is applicable.

The analysis undertaken shows that noise received at the child care centre would comply with the day period "noise Target". Thus, no further action is required.

3. CRITERIA

Road traffic noise received at a sensitive premise needs to comply with the requirements of State Planning Policy 5.4 "*Road and Rail Transport Noise*". Under this policy, for non-residential noise sensitive premises, internal noise levels should meet the design sound levels as listed in Table 1 of AS/NZ 2107:2000 "Acoustics – Recommended design sound levels and reverberation times for building interiors". Under AS 2017, the internal criteria would:

Sleep Rooms	-	$L_{Aeq(Day)}$ of 35 dB(A).
Play/Group Rooms	-	$L_{Aeq(Day)}$ of 40 dB(A).
Staff Room	-	$L_{Aeq(Day)}$ of 45 dB(A).
Office	-	$L_{Aeq(Day)}$ of 40 dB(A).
Reception	-	$L_{Aeq(Day)}$ of 45 dB(A).
Work areas (eg: Laundry)	-	$L_{Aeq(Day)}$ of 50 dB(A).

Additionally, under SPP 5.4, noise received outdoor area should be design as far as is reasonable and practical to comply with the Policies outdoor Target Noise level. It is noted that as the child care centre is only occupied / operated during the day period, the outdoor day period Noise Target of an $L_{Aeq(Day)}$ of 55 dB(A) is the applicable criteria for assessment.

Notes:

1 Under State Planning Policy 5.4, the day period being from 6am to 10pm.

2 The proposed operating hours for the child care centre are 6:30am to 7pm.

4. ASSESSMENT

From PlanWA web site, the acoustic assessment required under State Planning Policy 5.4, relates to Read Street being within the trigger distance, as shown on Figure 4.1.

FIGURE 4.1 – TRIGGER DISTANCE FROM READ STREET

The location / distance of the proposed child care centre in relation to Read Street is shown on Figure 4.2.

FIGURE 4.2 – SITE LOCATION / DISTANCE FROM READ STREET

For information, based on Table 2 of the Implementation Guidelines (part table shown below), the noise received at 160 metres of the edge of the road, would for a 60 – 80km/hr, 3 to 6 lane road be 54 dB(A). Additionally, under the Implementation Guidelines, a deduction of 4 dB(A) can be applied to the noise level received at the child care centre for the screening associated with the existing buildings located between the child care centre and Read Street. Thus, the future noise level at the child care centre would be 50 dB(A).

Transport Corridor Classification		Number of lanes (both directions), including bus/priority lanes and entrance/ exit ramps	Forecast noise exposure category based on lot distance(m) from edge of nearest main road carriageway (not entrance/exit ramps)																	
			adjacent	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	175	200
Other significant freight / traffic routes • Any actual or planned	Urban Region Scheme areas 60-80 km/hr	1 to 2 lanes	67	64	62	61	60	59	58	57	56	56	55	54	54	53	53	52	51	
		3 to 6 lanes	69	66	64	63	62	61	60	59	58	58	57	56	56	55	55	54	53	

5. CONCLUSION

Noting that the child care centre is located at approximately 160 metres from the edge of Read Street, from Table 2 of the Implementation Guidelines, with the applicable adjustments, the noise received at the child care centre in the future would be 50 dB(A).

Hence, the noise received at the child care centre would comply with the day period “Noise Target”. Thus, under the policy no further action is required.

APPENDIX A

PLANS

SITE PLAN
SCALE: 1 : 200

SITE CRITERIA

1. Site Area
a. Site Area — **2,668m²**

2. Landscaping
a. Provided — **141m² (5.2%)**

3. Floor Area (GFA)
Total — **698m²**

4. Carparking
ii. Cars Provided
a. Staff — 17 Cars
b. Visitors — 12 Cars
29 Cars

CHILD CARE CRITERIA

1. Centre capacity
a. Number of places — **89 places**

2. Landscaping
a. Required 7m² :1 child — 623m²
b. Provided — 890m²
Total m² provided per child — **10 m²**

3. Indoor Floor Area (GLA)
a. Area required — 289.25m²
b. Area provided — 289.25m²

4. Room distribution

a. Room 0 - 1y		
Number of places		12 Places
Staff required	1:4 Staff	
Staff provided		3 Staff
b. Room 0 - 1y		
Number of places		12 Places
Staff required	1:4 Staff	
Staff provided		3 Staff
c. Room 2 - 3y		
Number of places		10 Places
Staff required	1:5 Staff	
Staff provided		2 Staff
d. Room 2 - 3y		
Number of places		15 Places
Staff required	1:5 Staff	
Staff provided		3 Staff
e. Room +3y		
Number of places		20 Places
Staff required	1:10 Staff	
Staff provided		2 Staff
f. Room +3y		
Number of places		20 Places
Staff required	1:10 Staff	
Staff provided		2 Staff
	Total places	89 Places

Total Staff (+2 Staff (Chef, Manager)) — 17 Staff

SITE DESIGN CHECKLIST

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

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

LEGEND

- BUILDING FOOTPRINT - CHILDCARE
- EXTENT OF BITUMEN PAVING
- EXTENT OF BRICK PAVING / CONCRETE PAVING
- EXTENT OF LANDSCAPING

PRELIMINARY

meyer shircore architects

PROPOSED CHILDCARE DEVELOPMENT

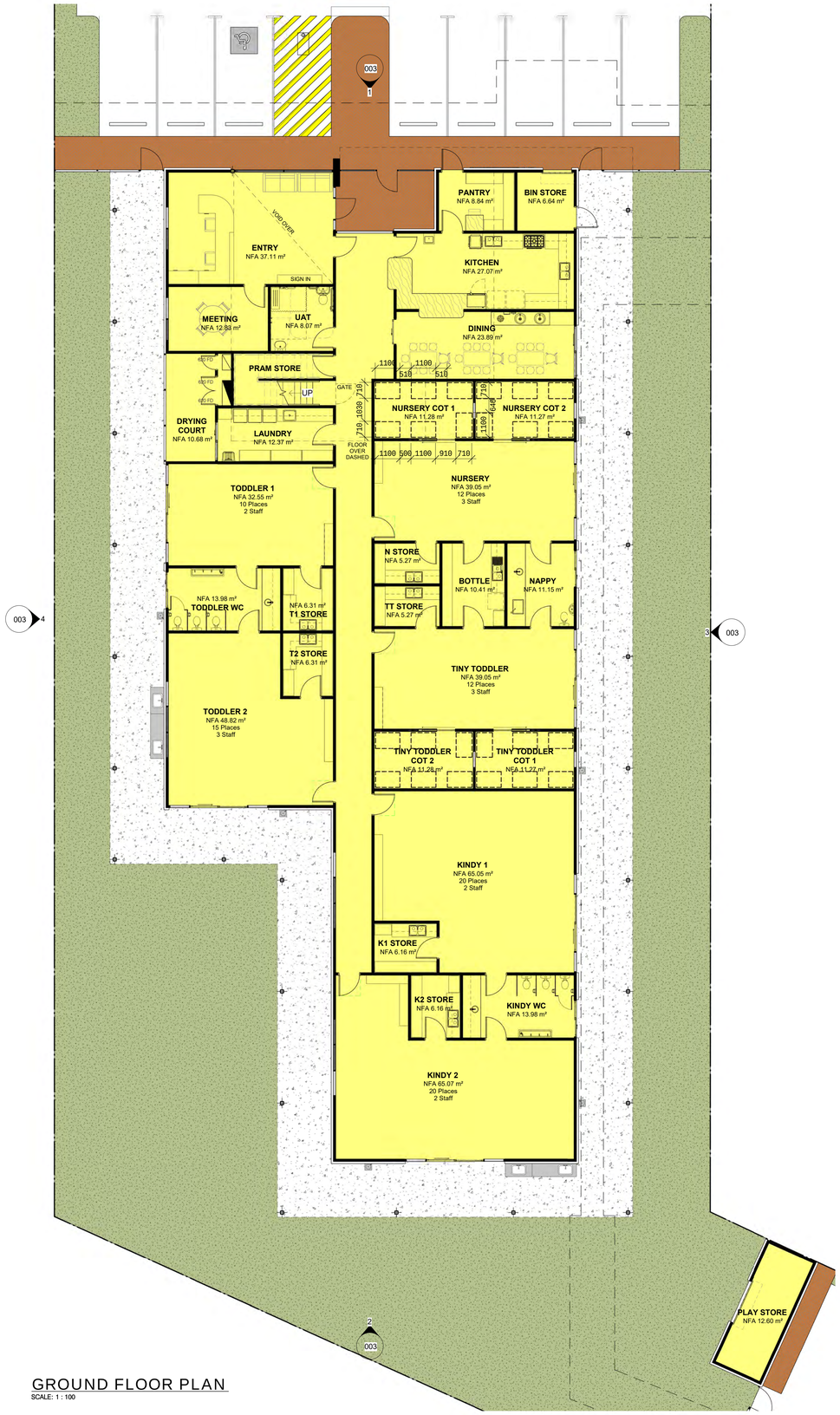
LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM
FOR : BLACK OAK

Member Australian Institute of Architects

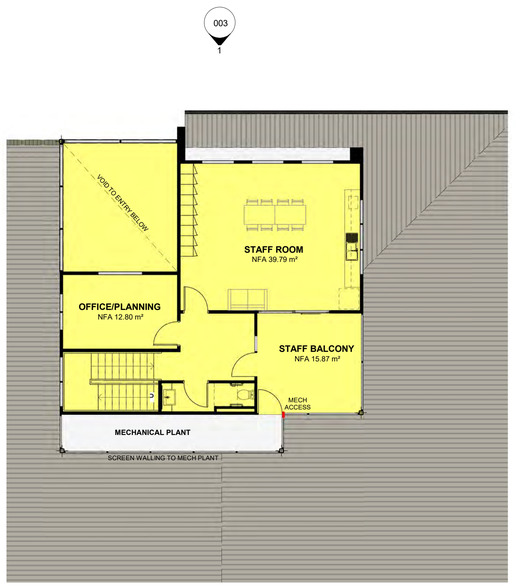
0 2 4 6 8 10 20

DATE: MAY 2025
REVISION: SK008
SHEET: A - 001
SCALE: As indicated@B1
PROJECT NUMBER 9539

Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



GROUND FLOOR PLAN
SCALE: 1 : 100



FIRST FLOOR PLAN
SCALE: 1 : 100

PRELIMINARY

meyer shircore architects

PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM
FOR : BLACK OAK

Member Australian Institute of Architects

0 1 2 3 4 5 10

DATE: MAY 2025
REVISION: SK008
SHEET: 002
SCALE: 1 : 100 @B1

PROJECT NUMBER 9539

Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

APPENDIX 10:
PRE-LODGEMENT MEETING MINUTES

Minutes

BURGESS DESIGN GROUP TOWN PLANNING + URBAN DESIGN

PROJECT CODE:	BLK ROC	DATE:	25 JULY 2025
PROJECT ADDRESS:	Lot 6 (No.36) Patterson Road, Rockingham		
SUBJECT:	Pre-lodgement Meeting		
DISTRIBUTION:	David Zimmermann (DZ) – Blackoak Capital	Mike Ross (MR) – City of Rockingham	
	Alex Beales (AB) - West Property Group	David Banovic (DB) – City of Rockingham	
	Todd Walpole (TW) – Meyer Shircore	David Veenendaal (DV) – City of Rockingham	
	Jon Burgess (JB) – BDG (Apology)		
	Ashley Chen (AC) – BDG		

ITEM	NOTES	ACTION
Location / Car Park / Setback		
1.	The City will have due regard to the forthcoming Precinct Structure Plan, and it is essential that the proposal demonstrates a genuine effort to achieve compliance with the Plan's intent and objectives. The proponent is encouraged to explore the following key design considerations: **Easement Resolution:** The proponent is encouraged to engage with the owner(s) of Lot 7 Patterson Road to explore opportunities for extinguishing the existing easement. **Building Setback & Urban Character:** Subject to the owner(s) of Lot 7 agreeing to the removal of the easement, the proponent is encouraged to investigate whether the building can be positioned closer to the front boundary to achieve a nil setback, with car parking relocated to the rear, thereby contributing to a more active, urban street environment consistent with the Structure Plan. **Compliance & Justification:** Demonstrate genuine efforts to comply with the Precinct Structure Plan. Where compliance with certain criteria cannot be achieved, provide reasonable and well-supported justifications.	All
GF Activation / Additional Land Use		
2.	The Precinct Structure Plan outlines specific requirements for developments fronting Patterson Road, with a strong emphasis on delivering an active street interface that supports mixed-use outcomes within an urban context. Key design parameters include a minimum 50% glazing requirement at street front and a minimum podium height of 4.5 metres. Given that a Child	All

	Care Premises is a *Discretionary Use* within the precinct, the proponent is encouraged to consider incorporating an additional preferred land use to help meet the mixed-use intent of the Structure Plan and enhance the vibrancy of the streetscape. However, the City also acknowledges the operational constraints of child care centres - particularly regarding the need for privacy and safety - which may limit the extent to which such integration can be achieved.	
Noise Impact		
3.	The City has provided advice to the proponent regarding the potential noise impacts associated with the proposed Child Care Premises, particularly noise generated from the outdoor play area. The City has encouraged the proponent to explore additional mitigation measures, as this may assist in addressing potential objections during the public advertising period.	All
DRP Process		
4.	Given the proposal is for a Child Care Premises, the City has advised that the development may proceed through the standard Development Application (DA) process, without the need for referral to the Design Review Panel (DRP). Additionally, no Demand Analysis is required at this stage unless otherwise advised.	AC

ADDITIONAL NOTES

David Veenendaal

From: Caryen Tan <caryen@burgessdesigngroup.com.au>
Sent: Wednesday, 12 November 2025 9:16 AM
To: David Veenendaal
Cc: Debbie Hill
Subject: RE: Proposed Child Care Premises - Lot 6 Patterson Road
Attachments: 251111 25155-C8-DG-01-C Civil Concept.pdf; Patterson Road Childcare - Landscape Rev C.pdf; RFI Waste Collection & Service Vehicle Access.pdf; Roster Example WF 11.11.2025.pdf; Wildflowers Rockingham Playground Concept Rev 6-1_300@A3.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi David,

Please find attached the responses to the further information request dated 20th October 2025.

The contents of the attachments are:

- Technical response from Urbii – Traffic Management
- Rostering example
- Updated verge landscaping plan to show trees and tree diamonds at rear carpark
- Updated playscape plan to show latest bin store layout and consistency
- Updated civil concept plan with the requested annotation added (high, mid, and low points)

Kind Regards

Caryen Tan | Architectural + Urban Designer

burgess **design group**
TOWN PLANNING + URBAN DESIGN

27 Kensington St, East Perth 6004
PO Box 8779, Perth Business Centre WA 6849
P: (08) 9328 6411
www.burgessdesigngroup.com.au

From: David Veenendaal <David.Veenendaal@rockingham.wa.gov.au>
Sent: Tuesday, 28 October 2025 11:37 AM
To: Jon Burgess <jon@burgessdesigngroup.com.au>

Cc: Caryen Tan <caryen@burgessdesigngroup.com.au>
Subject: RE: Proposed Child Care Premises - Lot 6 Patterson Road

Hi Jon

Confirming receipt of your email and phone call.

Will organise a Stop the Clock form with the DAP.

Appreciated.
David Veenendaal

David Veenendaal - Planning Officer

PO Box 2142 Rockingham DC WA 6967
Civic Boulevard Rockingham Western Australia
telephone **+61 8 9528 0424** facsimile **+61 8 9592 1705**
email **David.Veenendaal@rockingham.wa.gov.au**
web **rockingham.wa.gov.au**

From: Jon Burgess <jon@burgessdesigngroup.com.au>
Sent: Monday, 27 October 2025 4:31 PM
To: David Veenendaal <David.Veenendaal@rockingham.wa.gov.au>
Cc: Caryen Tan <caryen@burgessdesigngroup.com.au>
Subject: Proposed Child Care Premises - Lot 6 Patterson Road

Good afternoon David

Further to my phone message, I'm confirming we agree to the City's request for additional information and will provide this within 21 days of today's date.
If you have any queries, please let me know.

kind regards

Jon Burgess | Director

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urbii
Sustainable Transport. Safe Solutions

Alex Beales
Project Manager
West Property Group

Via email

Dear Alex,

RE: U25.058 - 36 Patterson Rd, Rockingham

Subject: Response to RFI Items 1 and 2 – Waste Collection and Service Vehicle Access

This technical memorandum has been prepared in response to the Request for Further Information (RFI) issued by the City of Rockingham dated 20 October 2025, regarding the proposed child care centre at 36 Patterson Road, Rockingham (DA Ref: 20.2025.368.1).

The memo addresses Items 1 and 2 of the RFI, specifically:

- Waste collection vehicle access and manoeuvring from Benjamin Way; and
- Service vehicle access and delivery arrangements for the site.

It provides technical justification supported by design standards (AS2890.1 and AS2890.2), site-specific conditions, operational controls, and local precedent.

Supporting swept path analysis, streetview imagery, and aerial review have also informed the response.

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Perth, WA 6004

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Item 1 – Waste Vehicle Access and Manoeuvring (Benjamin Way)

The Waste Management Plan (WMP) proposes that a private waste contractor will service bins within the rear car park, with vehicle access involving a single **reverse movement into the site from Benjamin Way** using a small rear-loader truck. This approach is considered safe, practical, and compliant with relevant standards, as detailed below.

Compliance with AS2890.2 – Off-Street Commercial Vehicle Facilities

Clause 3.2.3.2 of *AS2890.2* states:

"Where providing regular service from a minor road, manoeuvring on-street, if permitted by the relevant authority, shall be strictly limited to one reverse movement either onto or off the street, and be subject to determination of both safety and obstruction to other on-street traffic."

The proposed access arrangement complies with this clause because:

- Only **one reversing movement** is proposed (reverse into site).
- **Swept path diagrams** confirm the movement is achievable within the available road reserve and driveway width.
- No obstruction to through traffic is expected due to the low volumes on Benjamin Way.

Local Road Characteristics – Benjamin Way

Benjamin Way is classified as a **local Access Road**. It is:

- A **looping (no-through road)** serving to provide access to local properties only.
- Characterised by **low traffic volumes** and limited on-street parking.
- Situated within a **service-commercial and civic precinct**.

The site driveway is located at the end of the loop road, with good forward visibility in both directions. The low-speed, low-volume conditions make it a safe environment for occasional reversing by service vehicles under controlled conditions.

Operational Controls

- Waste collection will occur during the **middle of the day**, outside the centre peak traffic and parking periods (i.e., 8:00–9:30am and 3:00–6:00pm).
- The **rear staff car park will be inactive** during this period, ensuring safe internal movement and bin handling.
- The collection contractor will be experienced in urban infill servicing and may use a reversing beeper fitted to the vehicle.

Site Constraints – Turnaround Not Feasible

Due to the **narrow, elongated lot shape** and fixed building footprint:

- There is **no feasible space within the site** to accommodate a compliant turnaround area for a waste truck.
- Achieving forward-in/forward-out movements would require substantial redesign and loss of parking.
- The current arrangement avoids waste vehicle movements within the shared car park accessed from Patterson Road.
- The current approach **avoids these adverse outcomes** while meeting servicing needs safely.

Precedent on Benjamin Way

A desktop review of **streetview and aerial imagery** reveals that **other properties along Benjamin Way are also serviced from the street**. As shown in the image below:

- Large waste bins are located near the kerb, with **no evidence of internal turnaround areas**.
- It is likely that **waste trucks reverse into or service the site directly from the street** in a similar manner.
- This reinforces that the proposed method is **consistent with established and accepted practice** for this street.

Item 2 – Service Vehicle Access and Deliveries

The development will receive periodic deliveries from **light commercial vans and small rigid vehicles** such as courier vans and tradesperson vehicles.

Access and Egress

- Delivery vehicles will access the site via the **front entry crossover on Patterson Road**, using the shared driveway and internal aisle.
- **6.2m aisle widths** are provided, which accommodate compliant two-way access and turning movements for B99 vehicles.

Delivery Parking and Manoeuvring

- The development includes **5 unallocated parking bays** which can be used by delivery vehicles during **off-peak periods**.
- These bays are positioned to allow loading/unloading without disrupting pedestrian movement or access to staff/visitor bays.
- Vehicles will not need to use the rear car park or conflict with waste servicing.

Service Bay Requirement

Based on AS2890.2:

- A dedicated service bay is **not required** unless delivery vehicles exceed the B99 envelope.
- The short dwell time and low delivery frequency make a full-time, dedicated service bay unnecessary and inefficient.
- Delivery and service vehicles will fit within the B99 vehicle envelope for this development.

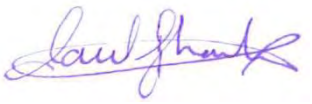
Conclusion

The proposed servicing arrangements for both waste collection and general deliveries:

- **Comply with AS2890.2 and AS2890.1**;
- Are suited to the **site's urban infill context and local road conditions**;
- Reflect **existing servicing practices** on Benjamin Way;
- Incorporate **operational controls** to mitigate risk and avoid conflict; and
- Are the most **practical and safe solution** given the site constraints and established access patterns.

We trust that the technical information presented in this memorandum demonstrates that the proposed vehicle access and waste collection arrangements are compliant with relevant standards, functionally appropriate, and contextually suitable for the site. Should you require any further clarification or additional information, please do not hesitate to get in touch.

Yours truly,



Paul Ghantous
Director
Urbii Consulting Pty Ltd

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ACN 630 529 476
ABN 34 630 529 476
189 Adelaide Terrace
PERTH WA 6004
T: + 61 433 858 164
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W: www.urbii.com.au

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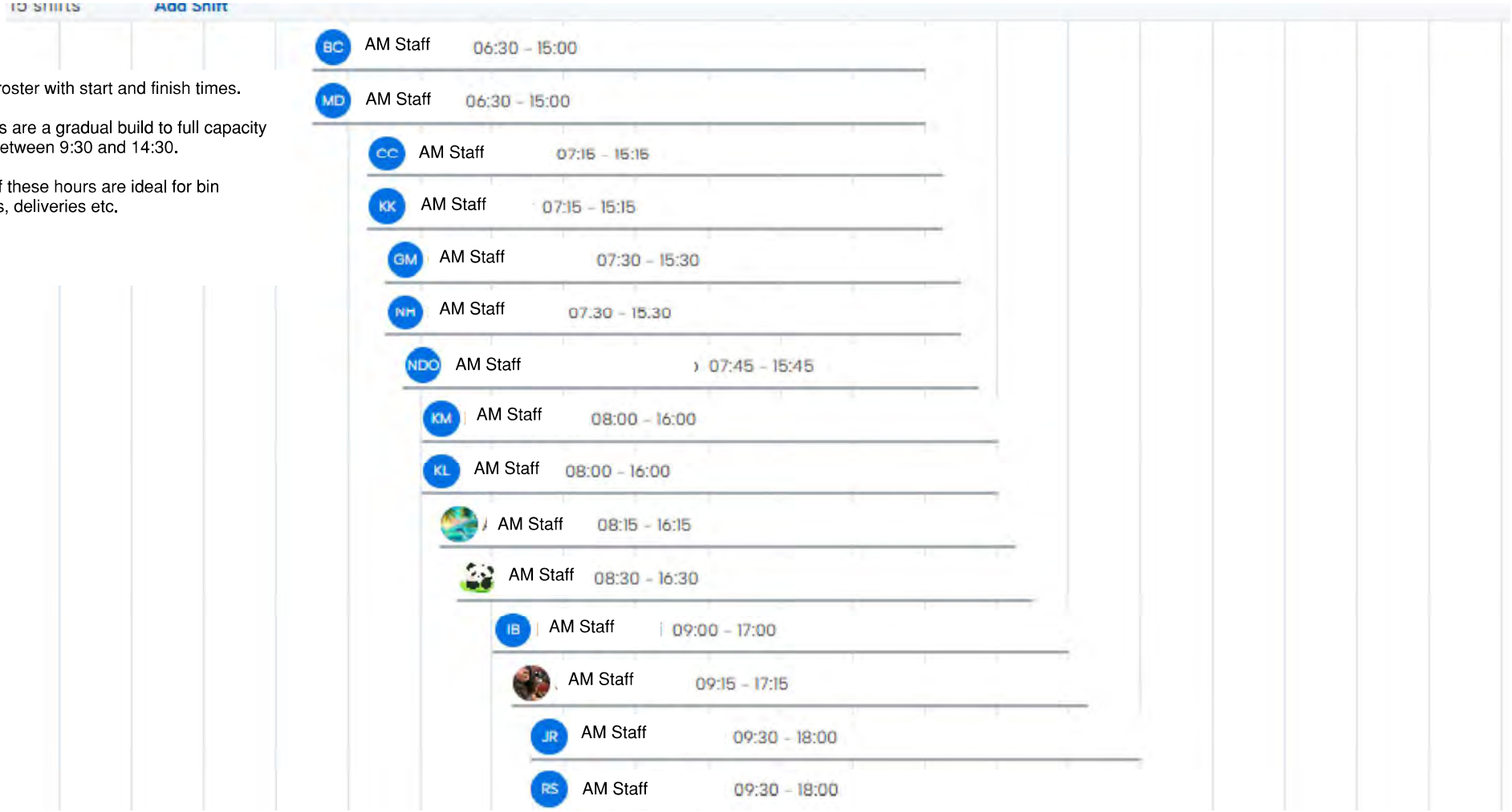
Sustainable Transport. Safe Solutions

Example Roster for Wildflowers Centre 11.11.2025

Example roster with start and finish times.

All Rosters are a gradual build to full capacity which is between 9:30 and 14:30.

Outside of these hours are ideal for bin collections, deliveries etc.



PATTERSON ROAD CHILDCARE

LANDSCAPE ARCHITECTURAL DRAWINGS

CONCEPT DESIGN

DWG No.	SHEET NAME	SCALE @ A1	REV
L0-1	COVER SHEET	N/A	C
L1-1	PLANTING PLAN	1:75	C
L1-2	PLANTING PLAN	1:75	C

NOTES

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REV	DATE	ISSUE
C	10/11/2025	ISSUE FOR REVIEW
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NORTH

PROJECT
PATTERSON ROAD CHILDCARE

CLIENT
36 PATTERSON ROAD ASSET TRUST

PROJECT STAGE
CONCEPT DESIGN

DESIGNED	DRAWN	CHECKED	PROJECT No.	ORIG. SIZE
DT	DT	PJ	5183-25	A1

DRAWING TITLE
COVER SHEET

SCALE
SCALE 1:250 @ A1

DRAWING No.
L0-1

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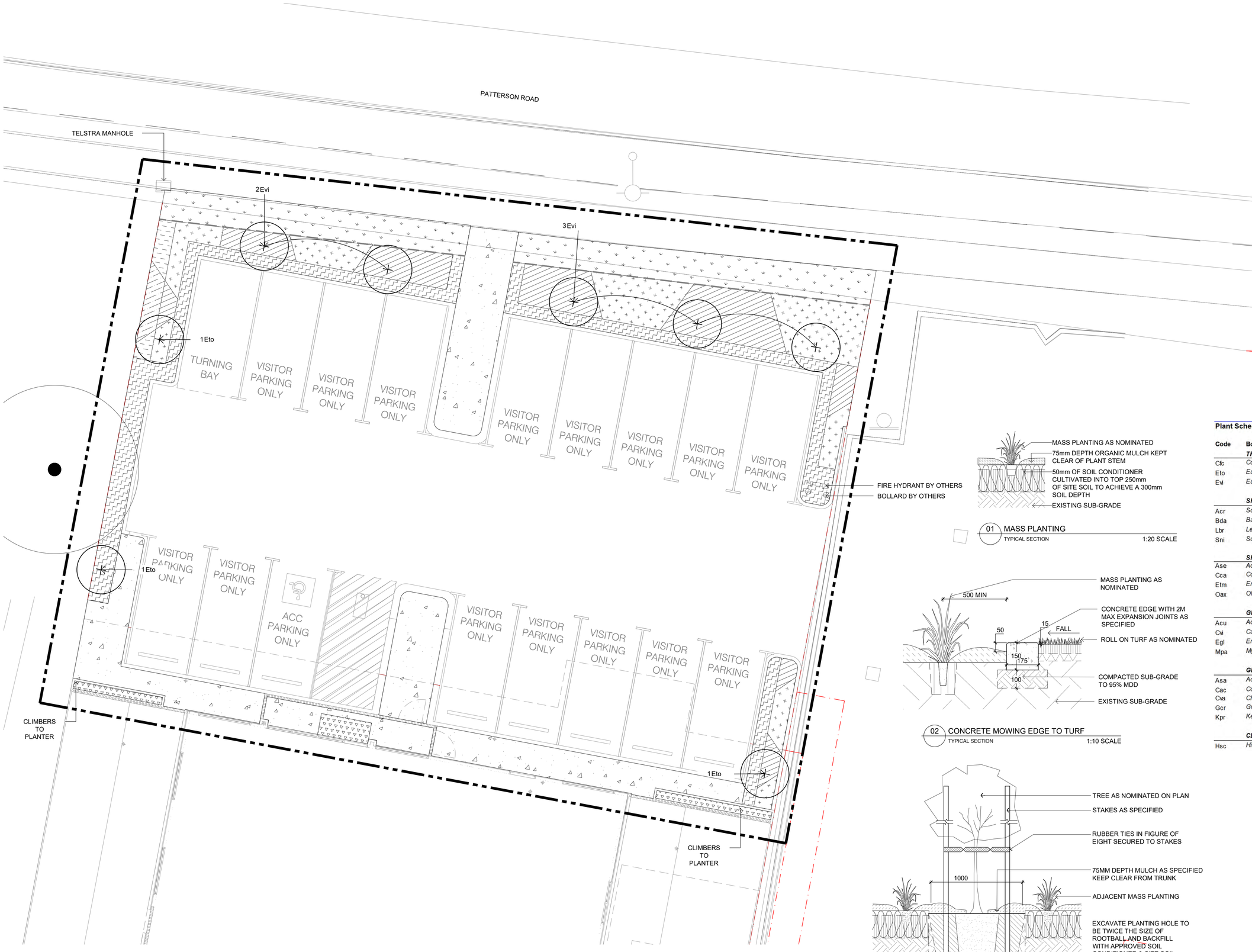
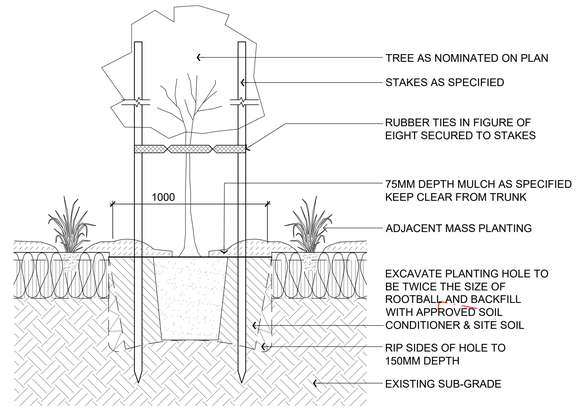


01 MASS PLANTING
TYPICAL SECTION 1:20 SCALE

02 CONCRETE MOWING EDGE TO TURF
TYPICAL SECTION 1:10 SCALE



03 TREE PLANTING
TYPICAL SECTION 1:20 SCALE

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LEGEND

- EXTENT OF WORKS
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- PROPOSED TREE
- GROUND COVER & LOW SHRUBS MIX A
- GROUND COVER & LOW SHRUBS MIX B
- SHRUBS MIX A
- SHRUBS MIX B
- CLIMBERS
- TURF
- MULCH ONLY
- CONCRETE MOWING EDGE

Plant Schedule

Code	Botanical Name	Height (M)	Pot size	Quantity
	TREES			
Cfc	*Corymbia ficifolia*	10	45ltr	1
Eto	*Eucalyptus torquata*	10	45ltr	3
Evi	*Eucalyptus victrix*	8	45ltr	8
	SHRUBS MIX A (3/sqm)			
Acr	*Scaevola crassifolia*	1	140mm	
Bda	*Banksia dallanneyi*	0.8	140mm	
Lbr	*Leucophyta brownii*	1	140mm	
Sni	*Scaevola nitida*	1	140mm	
	SHRUBS MIX B (3/sqm)			
Ase	*Adenanthos sericeus 'Silver Wave'*	1	140mm	
Cca	*Conostylis candicans*	0.3	140mm	
Etm	*Enchylaena tomentosa*	0.6	140mm	
Oax	*Olearia axillaris*	0.8	140mm	
	GROUNDCOVERS MIX A (3/sqm)			
Acu	*Adenanthos cuneatus*	0.3	140mm	
Cvi	*Carpobrotus virescens*	0.3	140mm	
Egl	*Eremophila glabra prostrate*	0.3	140mm	
Mpa	*Myoporum parvifolium*	0.15	140mm	
	GROUNDCOVERS MIX B (3/sqm)			
Asa	*Acacia saligna 'prostrate'*	0.3	140mm	
Cac	*Conostylis aculeata*	0.5	140mm	
Cva	*Chorizema varium*	0.3	140mm	
Gcr	*Grevillea crithmifolia prostrate*	0.3	140mm	
Kpr	*Kennedia prostrata*	0.1	140mm	
	CLIMBERS (3/sqm)			
Hsc	*Hibbertia scandens*	3	140mm	

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PATTERSON ROAD CHILDCARE

CLIENT
36 PATTERSON ROAD ASSET TRUST

PROJECT STAGE
CONCEPT DESIGN

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DT	DT	PJ	5183-25	A1

DRAWING TITLE
PLANTING PLAN

SCALE
SCALE 1:75 @ A1

DRAWING No.
L1-1

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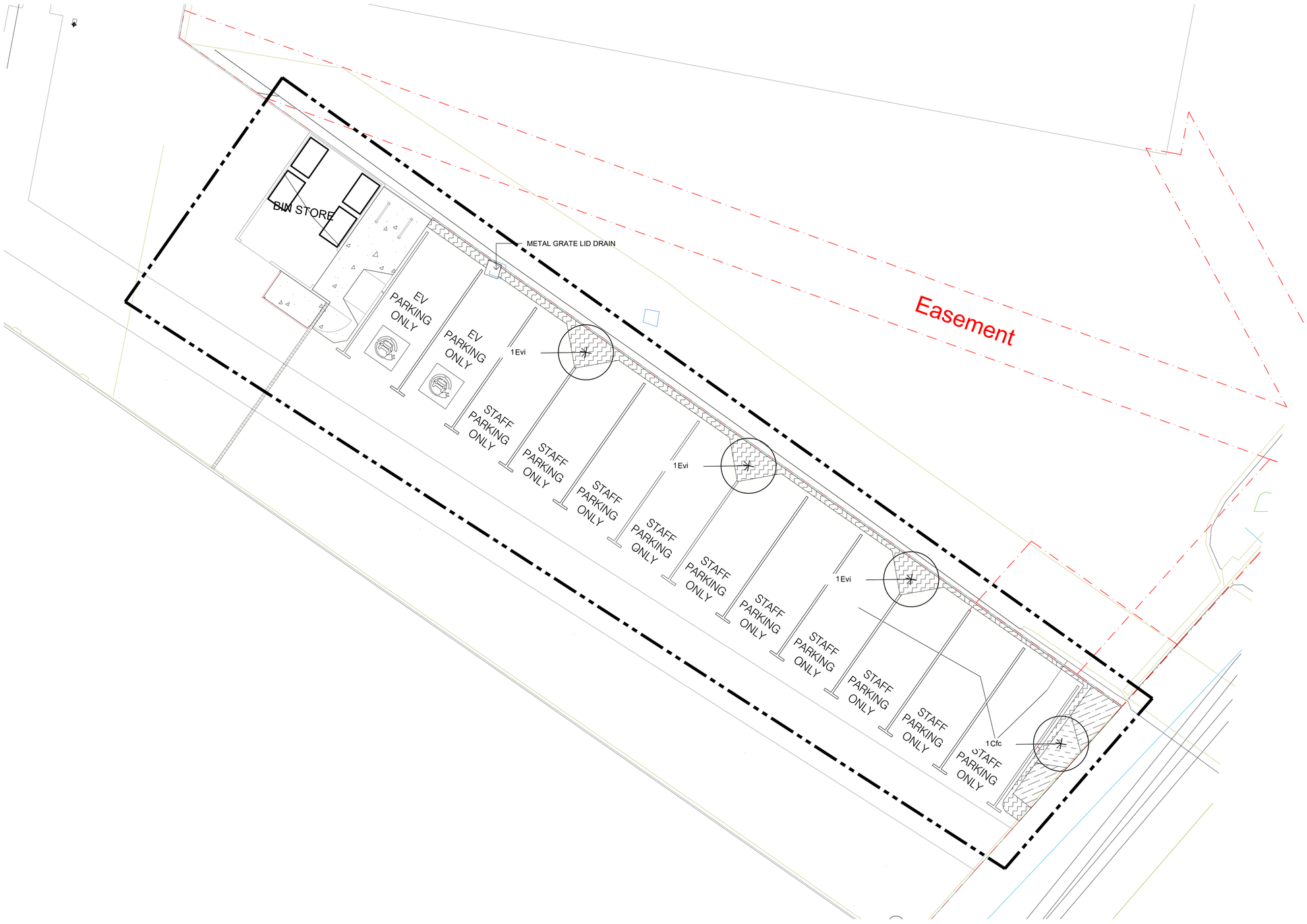

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Plant Palette


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Acacia saligna 'prostrate'


Adenanthos cuneatus


Adenanthos sericeus 'Silver Wave'


Banksia dallanneyi


Carpobrotus virescens


Chorizema varium

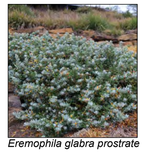

Conostylis aculeata


Conostylis candicans


Enchylaena tomentosa


Eucalyptus torquata


Eucalyptus victrix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Grevillea crithmifolia prostrate


Hibbertia scandens


Kennedia prostrata


Leucophyta brownii


Myoporum parvifolium


Olearia axillaris


Scaevola crassifolia


Scaevola nitida

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DRAWING TITLE
PLANTING PLAN

SCALE
SCALE 1:75 @ A1

DRAWING No.
L1-2

0 0.75 1.5 2.25 3 3.75 7.5m

BABY FORT

BABY SWING

TODDLER FORT

SMALL NEST SWING

KINDY FORT

BABY SENSORY PATH

MUD KITCHEN

TIMBER VEGGIE BEDS

BABY TUNNEL

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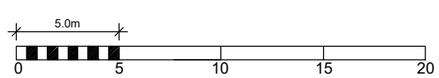

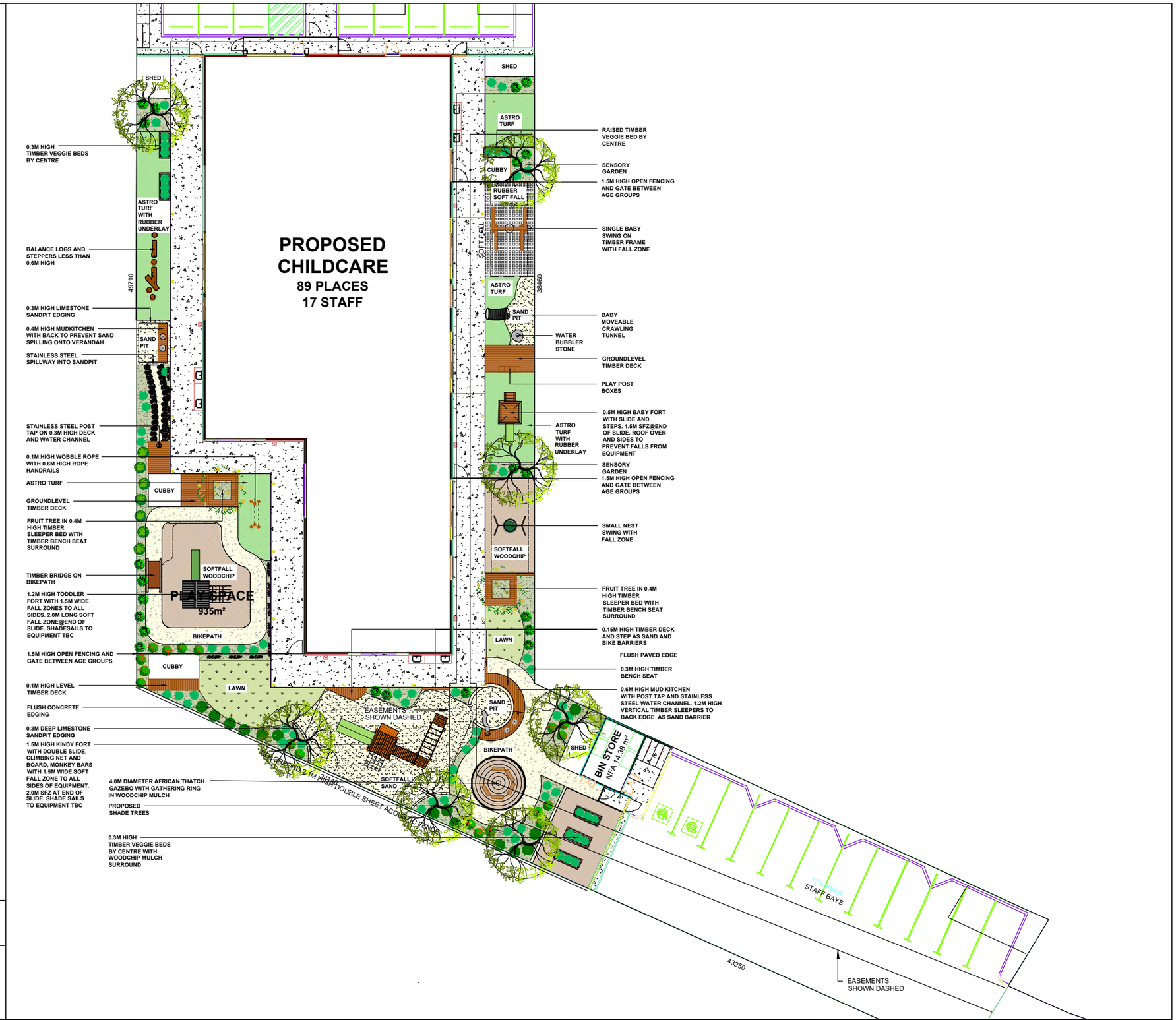

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PROJECT	DRAWING	ISSUE
WILDFLOWERS Lot 6 Patterson Rd ROCKINGHAM	PLAYGROUND CONCEPT	ISSUED FOR FEEDBACK

CLIENT	DRAWING N0	SCALE	SHEET	REVISION	DRAWN	DATE
BLACKOAK	L-01	1:300	A3	6	CRM	11/11/25

REVISIONS

No	DATE	DRAWN	DETAILS	No	DATE	DRAWN	DETAILS
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5	23/10/25	CRM	PLAYGROUND CONCEPT PLAN - ISSUED FOR FEEDBACK				

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Alex Beales
Project Manager
West Property Group

Via email

Dear Alex,

RE: U25.058 - 36 Patterson Rd, Rockingham

Subject: Response to RFI Items 1 and 2 – Waste Collection and Service Vehicle Access

This technical memorandum has been prepared in response to the Request for Further Information (RFI) issued by the City of Rockingham dated 20 October 2025, regarding the proposed child care centre at 36 Patterson Road, Rockingham (DA Ref: 20.2025.368.1).

The memo addresses Items 1 and 2 of the RFI, specifically:

- Waste collection vehicle access and manoeuvring from Benjamin Way; and
- Service vehicle access and delivery arrangements for the site.

It provides technical justification supported by design standards (AS2890.1 and AS2890.2), site-specific conditions, operational controls, and local precedent.

Supporting swept path analysis, streetview imagery, and aerial review have also informed the response.

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Item 1 – Waste Vehicle Access and Manoeuvring (Benjamin Way)

The Waste Management Plan (WMP) proposes that a private waste contractor will service bins within the rear car park, with vehicle access involving a single **reverse movement into the site from Benjamin Way** using a small rear-loader truck. This approach is considered safe, practical, and compliant with relevant standards, as detailed below.

Compliance with AS2890.2 – Off-Street Commercial Vehicle Facilities

Clause 3.2.3.2 of *AS2890.2* states:

"Where providing regular service from a minor road, manoeuvring on-street, if permitted by the relevant authority, shall be strictly limited to one reverse movement either onto or off the street, and be subject to determination of both safety and obstruction to other on-street traffic."

The proposed access arrangement complies with this clause because:

- Only **one reversing movement** is proposed (reverse into site).
- **Swept path diagrams** confirm the movement is achievable within the available road reserve and driveway width.
- No obstruction to through traffic is expected due to the low volumes on Benjamin Way.

Local Road Characteristics – Benjamin Way

Benjamin Way is classified as a **local Access Road**. It is:

- A **looping (no-through road)** serving to provide access to local properties only.
- Characterised by **low traffic volumes** and limited on-street parking.
- Situated within a **service-commercial and civic precinct**.

The site driveway is located at the end of the loop road, with good forward visibility in both directions. The low-speed, low-volume conditions make it a safe environment for occasional reversing by service vehicles under controlled conditions.

Operational Controls

- Waste collection will occur during the **middle of the day**, outside the centre peak traffic and parking periods (i.e., 8:00–9:30am and 3:00–6:00pm).
- The **rear staff car park will be inactive** during this period, ensuring safe internal movement and bin handling.
- The collection contractor will be experienced in urban infill servicing and may use a reversing beeper fitted to the vehicle.

Site Constraints – Turnaround Not Feasible

Due to the **narrow, elongated lot shape** and fixed building footprint:

- There is **no feasible space within the site** to accommodate a compliant turnaround area for a waste truck.
- Achieving forward-in/forward-out movements would require substantial redesign and loss of parking.
- The current arrangement avoids waste vehicle movements within the shared car park accessed from Patterson Road.
- The current approach **avoids these adverse outcomes** while meeting servicing needs safely.

Precedent on Benjamin Way

A desktop review of **streetview and aerial imagery** reveals that **other properties along Benjamin Way are also serviced from the street**. As shown in the image below:

- Large waste bins are located near the kerb, with **no evidence of internal turnaround areas**.
- It is likely that **waste trucks reverse into or service the site directly from the street** in a similar manner.
- This reinforces that the proposed method is **consistent with established and accepted practice** for this street.

Item 2 – Service Vehicle Access and Deliveries

The development will receive periodic deliveries from **light commercial vans and small rigid vehicles** such as courier vans and tradesperson vehicles.

Access and Egress

- Delivery vehicles will access the site via the **front entry crossover on Patterson Road**, using the shared driveway and internal aisle.
- **6.2m aisle widths** are provided, which accommodate compliant two-way access and turning movements for B99 vehicles.

Delivery Parking and Manoeuvring

- The development includes **5 unallocated parking bays** which can be used by delivery vehicles during **off-peak periods**.
- These bays are positioned to allow loading/unloading without disrupting pedestrian movement or access to staff/visitor bays.
- Vehicles will not need to use the rear car park or conflict with waste servicing.

Service Bay Requirement

Based on AS2890.2:

- A dedicated service bay is **not required** unless delivery vehicles exceed the B99 envelope.
- The short dwell time and low delivery frequency make a full-time, dedicated service bay unnecessary and inefficient.
- Delivery and service vehicles will fit within the B99 vehicle envelope for this development.

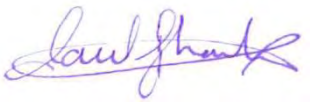
Conclusion

The proposed servicing arrangements for both waste collection and general deliveries:

- **Comply with AS2890.2 and AS2890.1**;
- Are suited to the **site's urban infill context and local road conditions**;
- Reflect **existing servicing practices** on Benjamin Way;
- Incorporate **operational controls** to mitigate risk and avoid conflict; and
- Are the most **practical and safe solution** given the site constraints and established access patterns.

We trust that the technical information presented in this memorandum demonstrates that the proposed vehicle access and waste collection arrangements are compliant with relevant standards, functionally appropriate, and contextually suitable for the site. Should you require any further clarification or additional information, please do not hesitate to get in touch.

Yours truly,



Paul Ghantous
Director
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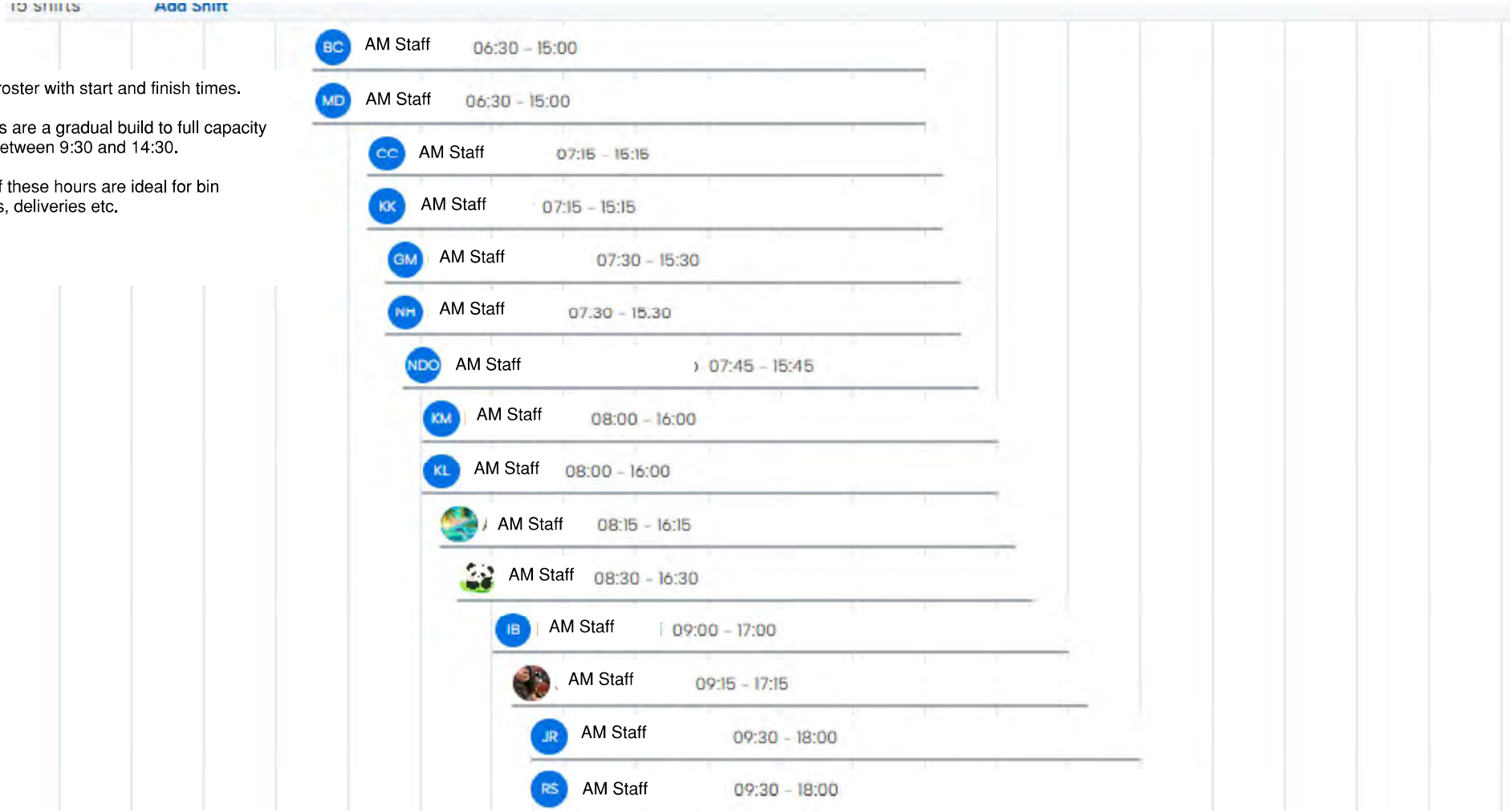
Example Roster for Wildflowers Centre 11.11.2025

Example roster with start and finish times.

All Rosters are a gradual build to full capacity which is between 9:30 and 14:30.

Outside of these hours are ideal for bin collections, deliveries etc.



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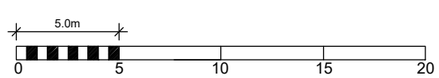

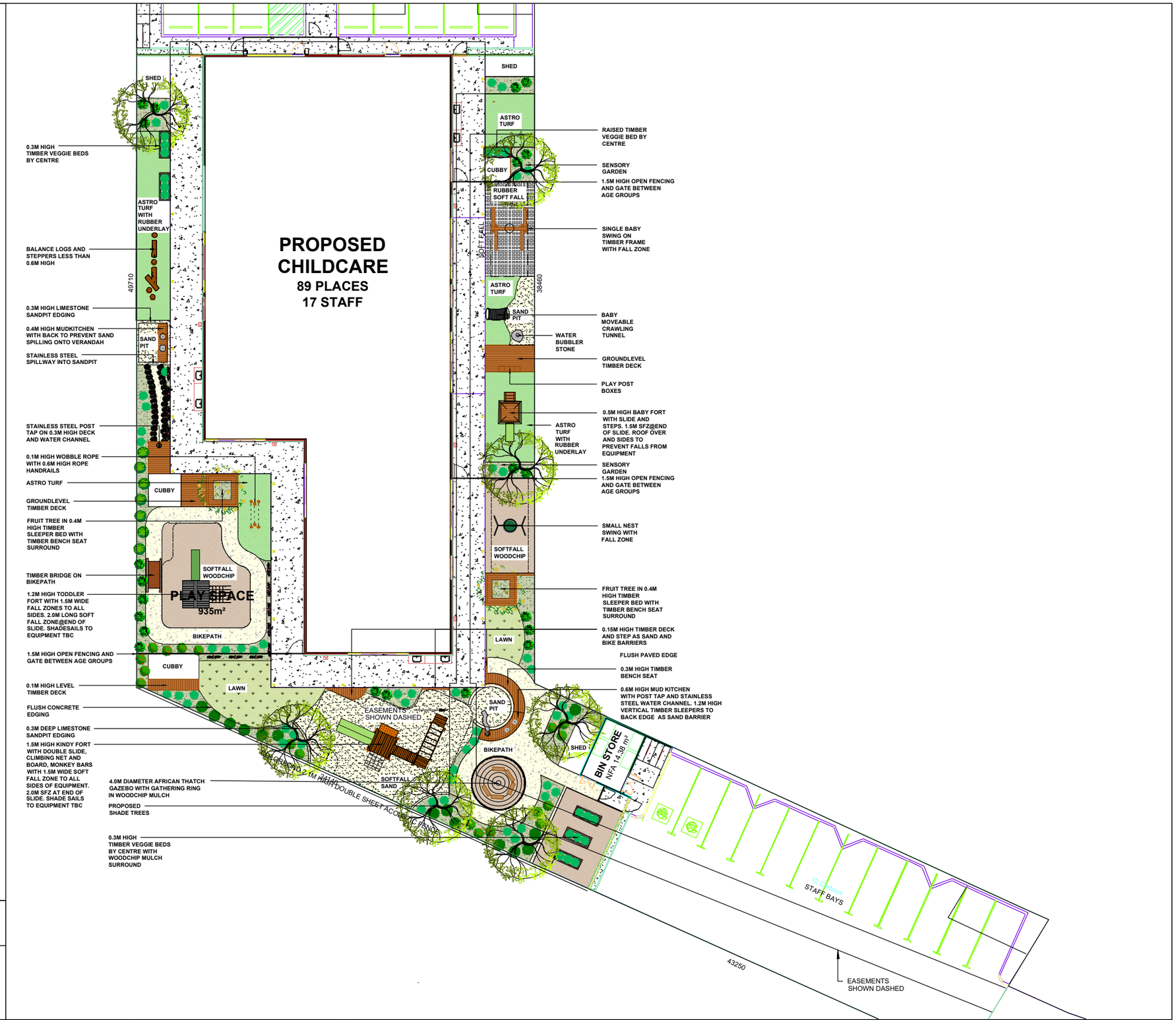

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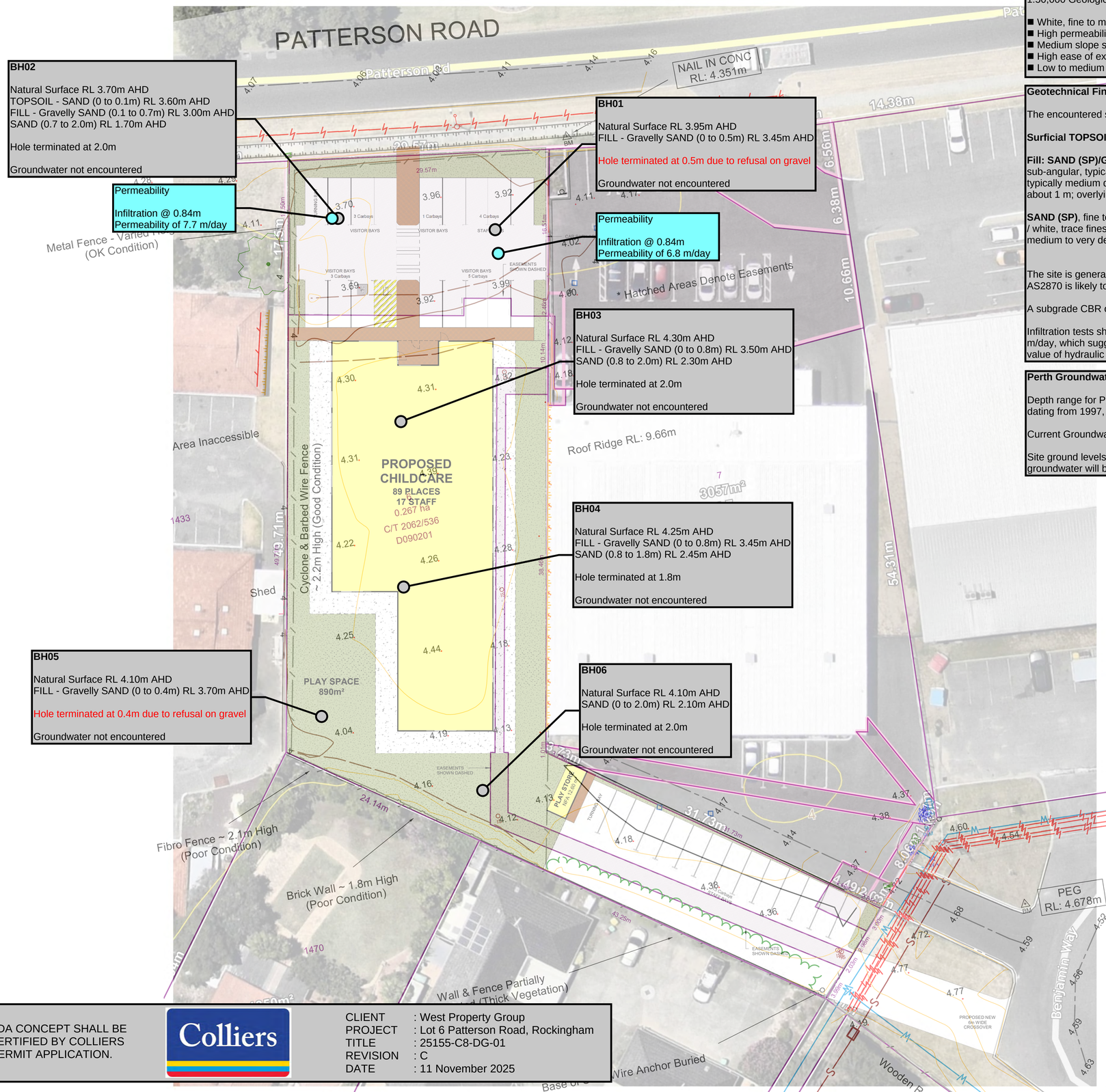


Geotechnical Mapping

1:50,000 Geological Survey of Western Australia, SAND (S13)

- White, fine to medium grained, sub-rounded quartz and shell debris, of eolian origin
- High permeability.
- Medium slope stability.
- High ease of excavation.
- Low to medium bearing capacity.

Geotechnical Findings

The encountered subsurface conditions can be summarised as comprising:

Surficial TOPSOIL SAND typically up to 0.1 m thick; overlying

Fill: SAND (SP)/Gravelly SAND, fine to medium grained, sub-rounded to sub-angular, typically grey/brown,with gravel, trace fines, trace rootlets in some areas, typically medium dense to dense, present across most of the site to depths of up to about 1 m; overlying

SAND (SP), fine to medium grained, sub-rounded to sub-angular, typically pale yellow / white, trace fines, trace gravel, in some areas, includes shell fragments, typically medium to very dense.

The site is generally suitable for the proposed development. An 'A' site classification AS2870 is likely to be suitable for the site.

A subgrade CBR of 12% may be adopted for the compacted in situ sand.

Infiltration tests show that the hydraulic conductivity of the sand is typically about 6 m/day, which suggests that in situ soils are suitable for stormwater disposal. A design value of hydraulic conductivity (k) of 5 m/day is recommended.

Perth Groundwater Map

Depth range for Perth Groundwater Atlas observations based on mapped levels dating from 1997, with expected groundwater of approximately 2.0m AHD.

Current Groundwater mapping indicate maximum levels of approximately 1.0m AHD.

Site ground levels indicated to be around 4m AHD, therefore, the maximum expected groundwater will be approximately 2.0m below the existing ground level.

SITE CRITERIA

1. Site Area		
a. Site Area		**2,668m²**
2. Landscaping		
a. Provided		**141m² (5.2%)**
3. Floor Area (GFA)		
	Total	**698m²**
4. Carparking		
ii. Cars Provided		
a. Staff		17 Cars
b. Visitors		12 Cars
		29 Cars

CHILD CARE CRITERIA

1. Centre capacity		
a. Number of places		**89 places**
2. Landscaping		
a. Required 7m² :1 child		623m²
b. Provided		890m²
Total m² provided per child		**10 m²**
3. Indoor Floor Area (GLA)		
a. Area required		289.25m²
b. Area provided		289.25m²
4. Room distribution		
a. Room 0 - 1y		
Number of places		12 Places
Staff required	1:4 Staff	
Staff provided		3 Staff
b. Room 0 - 1y		
Number of places		12 Places
Staff required	1:4 Staff	
Staff provided		3 Staff
c. Room 2 - 3y		
Number of places		10 Places
Staff required	1:5 Staff	
Staff provided		2 Staff
d. Room 2 - 3y		
Number of places		15 Places
Staff required	1:5 Staff	
Staff provided		3 Staff
e. Room +3y		
Number of places		20 Places
Staff required	1:10 Staff	
Staff provided		2 Staff
f. Room +3y		
Number of places		20 Places
Staff required	1:10 Staff	
Staff provided		2 Staff
	Total places	89 Places
Total Staff (+2 Staff (Chef, Manager))		17 Staff

SITE DESIGN CHECKLIST

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

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

LEGEND

- BUILDING FOOTPRINT - CHILDCARE
- EXTENT OF BITUMEN PAVING
- EXTENT OF BRICK PAVING / CONCRETE PAVING
- EXTENT OF LANDSCAPING

COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

Colliers

CLIENT : West Property Group
PROJECT : Lot 6 Patterson Road, Rockingham
TITLE : 25155-C8-DG-01
REVISION : C
DATE : 11 November 2025

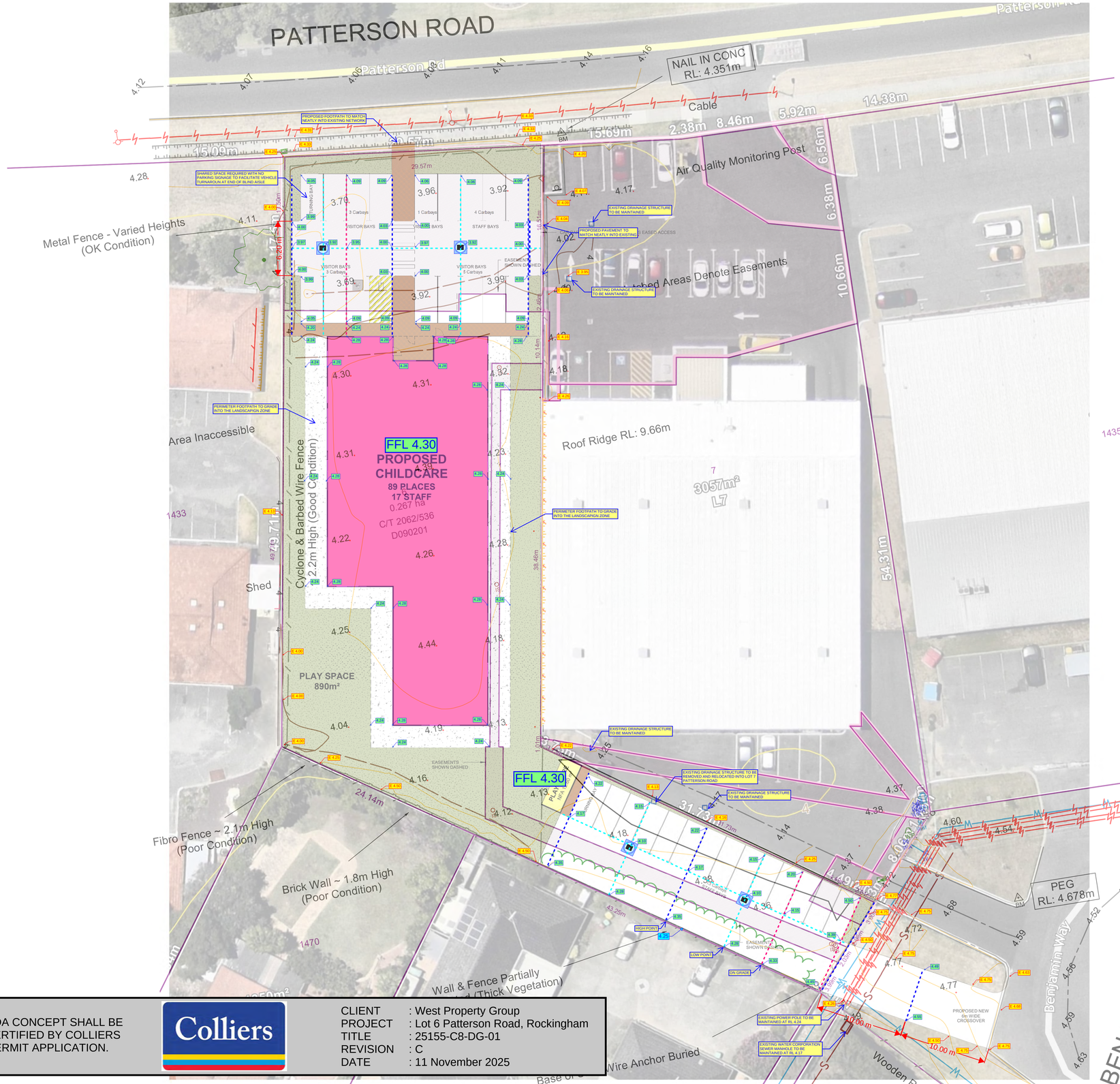
PRELIMINARY

meyer shircore architects

PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM
FOR : BLACK OAK

DATE: MAY 2025 PROJECT NUMBER 9539
REVISION: SK006
SHEET: A - 1001
SCALE: As indicated@B1



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Colliers

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PROJECT : Lot 6 Patterson Road, Rockingham
TITLE : 25155-C8-DG-01
REVISION : C
DATE : 11 November 2025

SITE PLAN
SCALE: 1 : 200

SITE CRITERIA

1. Site Area
a. Site Area **2,668m²**

2. Landscaping
a. Provided **141m² (5.2%)**

3. Floor Area (GFA)
Total **698m²**

4. Carparking
ii. Cars Provided
a. Staff 17 Cars
b. Visitors 12 Cars
29 Cars

CHILD CARE CRITERIA

1. Centre capacity
a. Number of places **89 places**

2. Landscaping
a. Required 7m² :1 child 623m²
b. Provided 890m²
Total m² provided per child **10 m²**

3. Indoor Floor Area (GLA)
a. Area required 289.25m²
b. Area provided 289.25m²

4. Room distribution
a. Room 0 - 1y
Number of places 12 Places
Staff required 1:4 Staff
Staff provided 3 Staff
b. Room 0 - 1y
Number of places 12 Places
Staff required 1:4 Staff
Staff provided 3 Staff
c. Room 2 - 3y
Number of places 10 Places
Staff required 1:5 Staff
Staff provided 2 Staff
d. Room 2 - 3y
Number of places 15 Places
Staff required 1:5 Staff
Staff provided 3 Staff
e. Room +3y
Number of places 20 Places
Staff required 1:10 Staff
Staff provided 2 Staff
f. Room +3y
Number of places 20 Places
Staff required 1:10 Staff
Staff provided 2 Staff

Total places 89 Places

Total Staff (+2 Staff (Chef, Manager)) 17 Staff

SITE DESIGN CHECKLIST

- [ ] 1. SEWER MAINS LOCATION TO BE DETERMINED
- [ ] 2. FIRE MAINS PRESSURE TEST REQUIRED
- [ ] 3. FIRE TANKS OR PUMPS TO BE DETERMINED
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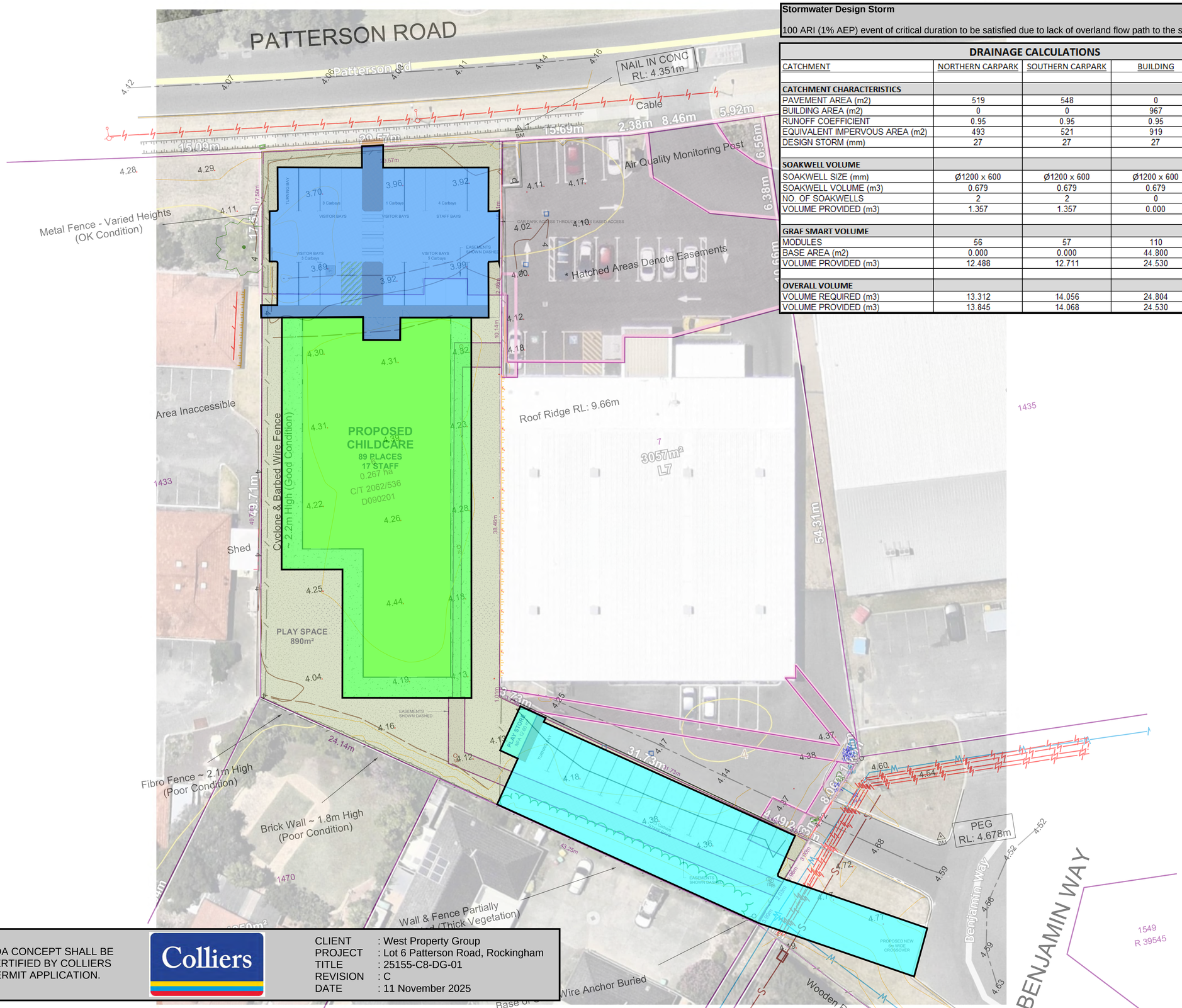
PRELIMINARY

meyer shircore architects

PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM
FOR : BLACK OAK

DATE: MAY 2025 PROJECT NUMBER 9539
REVISION: SK006
SHEET: A - 1001
SCALE: As indicated@B1



Stormwater Design Storm

100 ARI (1% AEP) event of critical duration to be satisfied due to lack of overland flow path to the surrounding road reserves.

DRAINAGE CALCULATIONS

CATCHMENT	NORTHERN CARPARK	SOUTHERN CARPARK	BUILDING	TOTAL
CATCHMENT CHARACTERISTICS				
PAVEMENT AREA (m2)	519	548	0	1,067
BUILDING AREA (m2)	0	0	967	967
RUNOFF COEFFICIENT	0.95	0.95	0.95	
EQUIVALENT IMPERVOUS AREA (m2)	493	521	919	1,932
DESIGN STORM (mm)	27	27	27	
SOAKWELL VOLUME				
SOAKWELL SIZE (mm)	Ø1200 x 600	Ø1200 x 600	Ø1200 x 600	
SOAKWELL VOLUME (m3)	0.679	0.679	0.679	
NO. OF SOAKWELLS	2	2	0	4
VOLUME PROVIDED (m3)	1.357	1.357	0.000	2.714
GRAF SMART VOLUME				
MODULES	56	57	110	223
BASE AREA (m2)	0.000	0.000	44.800	44.800
VOLUME PROVIDED (m3)	12.488	12.711	24.530	49.729
OVERALL VOLUME				
VOLUME REQUIRED (m3)	13.312	14.056	24.804	52.172
VOLUME PROVIDED (m3)	13.845	14.068	24.530	52.443

SITE CRITERIA

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3. Floor Area (GFA)		
	Total	**698m²**
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ii. Cars Provided		
a. Staff		17 Cars
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SCALE: 1 : 200

PRELIMINARY

meyer shircore architects

PROPOSED CHILDCARE DEVELOPMENT

LOCATION : LOT 6 PATTERSON ROAD, ROCKINGHAM
FOR : BLACK OAK

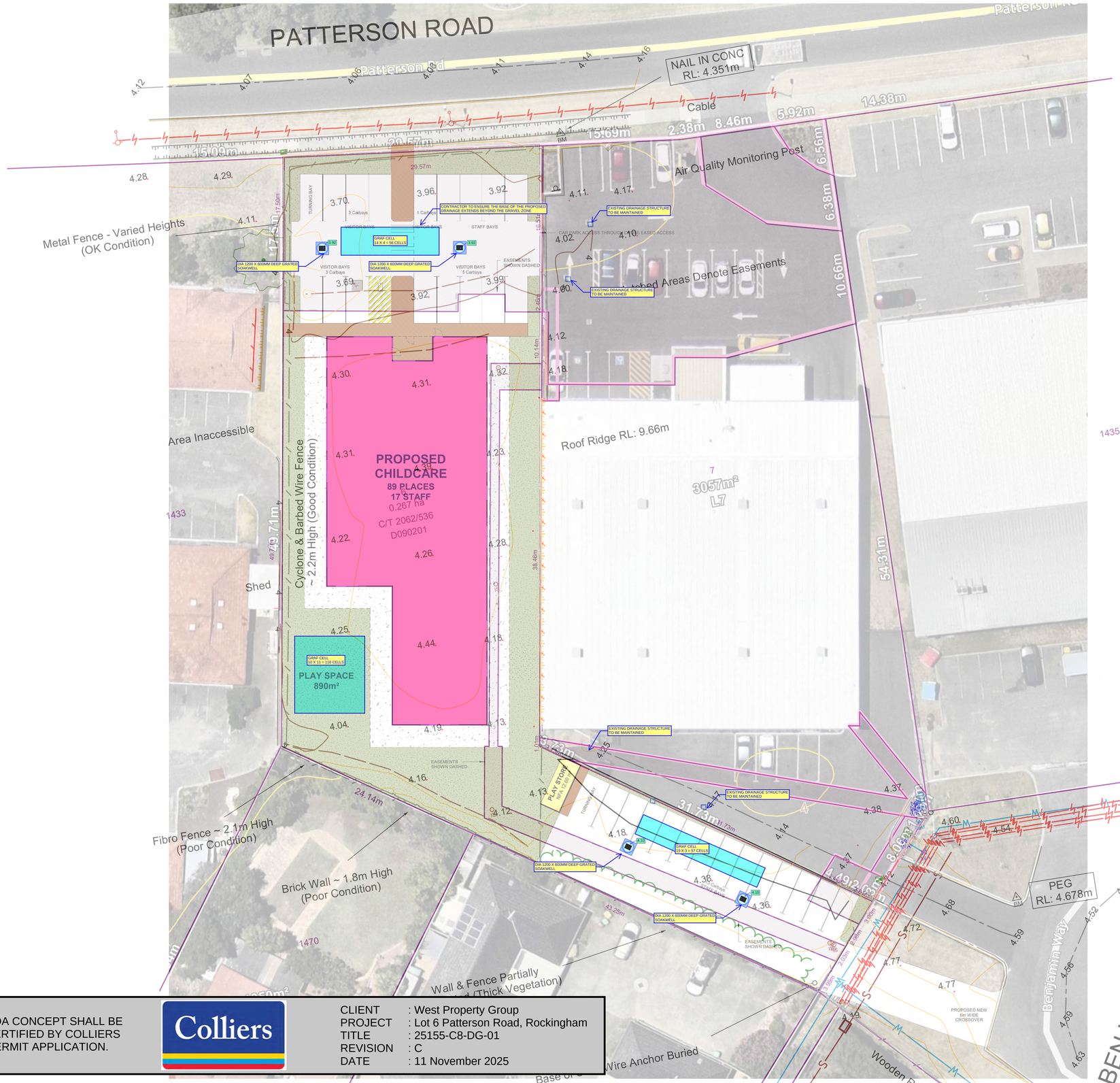
Member Australian Institute of Architects

0 2 4 6 8 10 20

DATE: MAY 2025
REVISION: SK006
SHEET: A - 1001
SCALE: As indicated@B1

PROJECT NUMBER 9539

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



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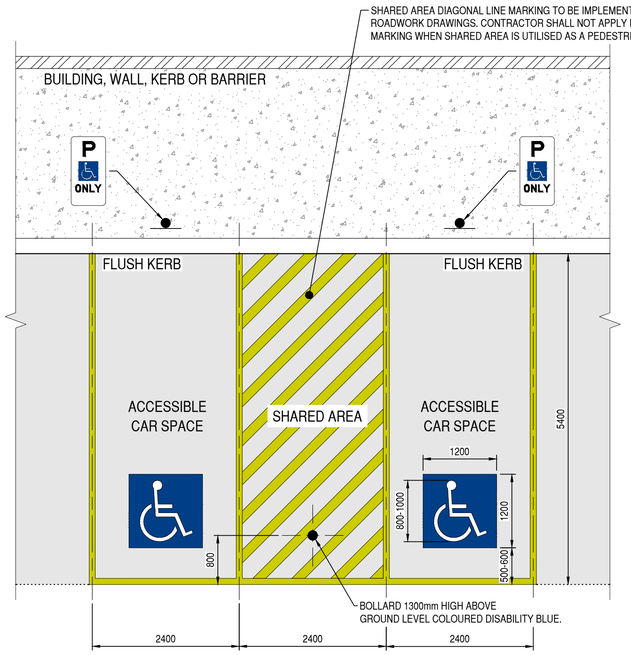
ACCESIBLE PARKING SPACE NOTES

SPACE IDENTIFICATION
EACH DEDICATED SPACE SHALL BE IDENTIFIED BY MEANS OF A WHITE SYMBOL OF ACCESS IN ACCORDANCE WITH AS1428.1 BETWEEN 800mm AND 1000mm HIGH PLACED ON A BLUE RECTANGLE WITH NO SIDE MORE THAN 1200mm, PLACED AS A PAVEMENT MARKING IN THE CENTRE OF THE SPACE BETWEEN 500mm AND 600mm FROM ITS ENTRY POINT AS ILLUSTRATED.

SPACE DELINEATION
PAVEMENT MARKINGS SPECIFIED IN ITEMS (A) AND (B) OF THIS CLAUSE SHALL BE YELLOW AND SHALL HAVE A SLIP RESISTANT SURFACE. RAISED PAVEMENT MARKERS SHALL NOT BE USED FOR SPACE DELINEATION.

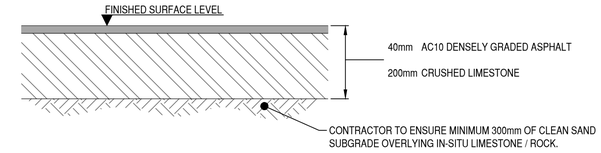
PAVEMENT MARKINGS SHALL BE PROVIDED AS FOLLOWS:

1. LINEMARKING:
   - 1.1. DEDICATED PARKING SPACES SHALL BE OUTLINED WITH UNBROKEN LINES 80 TO 100mm WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.
2. SHARED AREAS SHALL BE MARKED AS FOLLOWS:
   - 2.1. WALKWAYS WITHIN OR PARTLY WITHIN A SHARED AREA SHALL BE MARKED WITH UNBROKEN LONGITUDINAL LINES ON BOTH SIDES OF THE WALKWAY EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.
   - 2.2. OTHER VACANT NON-TRAFFICKED AREAS, WHICH MAY BE INTENTIONALLY OR UNINTENTIONALLY OBSTRUCTED (E.G. BY UNINTENDED PARKING), SHALL BE OUTLINED WITH UNBROKEN LINES 80mm TO 100mm WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL, AND MARKED WITH DIAGONAL STRIPES 150mm WIDE WITH SPACES 300mm BETWEEN STRIPES. THE STRIPES SHALL BE AT AN ANGLE OF 45° TO THE SIDE OF THE SPACE.
   - 2.3. NO SHARED AREA MARKINGS SHALL BE PLACED IN TRAFFICKED AREAS.
   - 2.4. ALL LINEMARKING MUST BE NON SLIP.
3. BOLLARDS:
   - 3.1. MINIMUM HEIGHT 1300mm.
   - 3.2. RECOMMENDED COLOUR BLUE TO CONTRAST AGAINST YELLOW LINE MARKING.



PERPENDICULAR ACCESSIBLE CAR PARKING SPACES

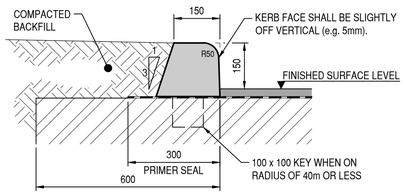
SCALE 1:50 0m 1m 2m



TYPICAL CARPARK PAVEMENT DETAIL

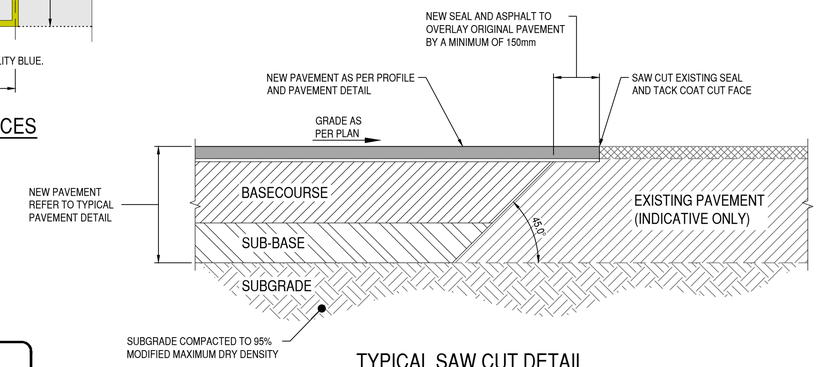
SCALE 1:10 0m 200mm 400mm

NOTE:
THE CONTRACTOR SHALL CONSTRUCT PAVEMENT IN ACCORDANCE WITH AS2150 AND CIVIL SPECIFICATIONS AND DETAILS



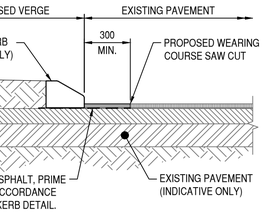
TYPICAL KERB DETAIL - BARRIER

SCALE 1:10 0m 200mm 400mm



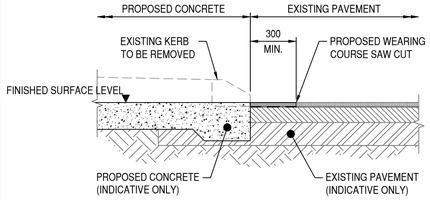
TYPICAL SAW CUT DETAIL

SCALE 1:10 0m 200mm 400mm



NEW KERB INSTALLATION ALONG EXISTING SEALED PAVEMENT

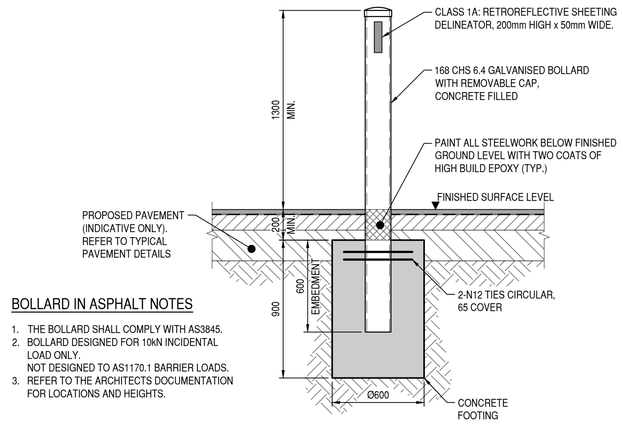
SCALE 1:20 0m 400mm 800mm



NEW CONCRETE CONNECTION TO EXISTING SEALED PAVEMENT

SCALE 1:20 0m 400mm 800mm

BEFORE YOU DIG www.byda.com.au
Zero Damage - Zero Harm

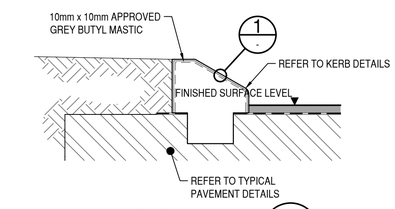


BOLLARD IN ASPHALT NOTES

1. THE BOLLARD SHALL COMPLY WITH AS3845.
2. BOLLARD DESIGNED FOR 10kN INCIDENTAL LOAD ONLY. NOT DESIGNED TO AS1170.1 BARRIER LOADS.
3. REFER TO THE ARCHITECTS DOCUMENTATION FOR LOCATIONS AND HEIGHTS.

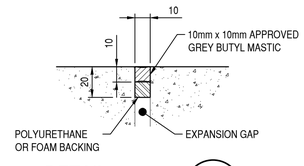
TYPICAL BOLLARD IN ASPHALT PAVEMENT DETAIL

SCALE 1:20 0m 400mm 800mm



SECTION A

SCALE 1:10 0m 100mm 200mm

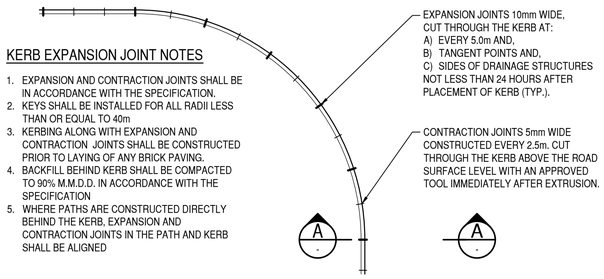


DETAIL 1

SCALE 1:2 0m 20mm 40mm

KERB EXPANSION JOINT NOTES

1. EXPANSION AND CONTRACTION JOINTS SHALL BE IN ACCORDANCE WITH THE SPECIFICATION.
2. KEYS SHALL BE INSTALLED FOR ALL RADII LESS THAN OR EQUAL TO 40m
3. KERBING ALONG WITH EXPANSION AND CONTRACTION JOINTS SHALL BE CONSTRUCTED PRIOR TO LAYING OF ANY BRICK PAVING.
4. BACKFILL BEHIND KERB SHALL BE COMPACTED TO 90% M.M.D.D. IN ACCORDANCE WITH THE SPECIFICATION
5. WHERE PATHS ARE CONSTRUCTED DIRECTLY BEHIND THE KERB, EXPANSION AND CONTRACTION JOINTS IN THE PATH AND KERB SHALL BE ALIGNED



KERB EXPANSION JOINT AND CRACK CONTROL DETAILS

SCALE 1:200 0m 4m 8m

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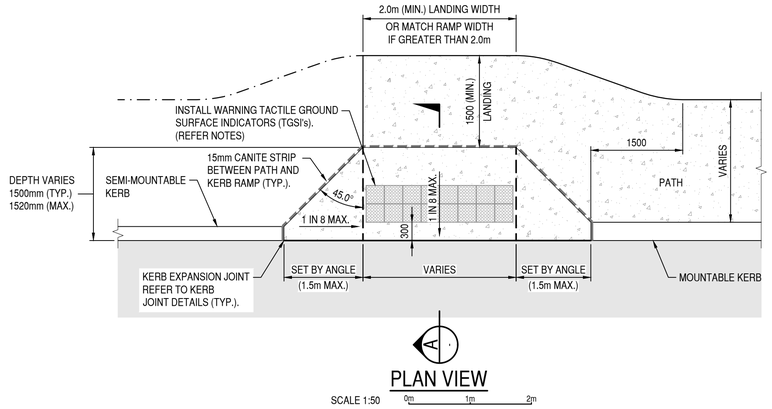
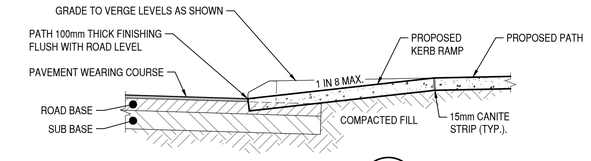


PLAN VIEW

SCALE 1:50 0m 1m 2m

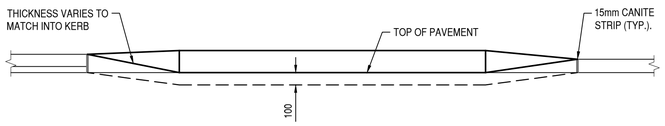
KERB RAMP NOTES

1. ALL CONCRETE TO BE A MINIMUM OF 25MPa, 20mm AGGREGATE AND A MAXIMUM SLUMP OF 80mm, FROM AN APPROVED PRE-MIX BATCH PLANT
2. MINIMUM THICKNESS - 100mm.
3. BEDDING - SAND, 50mm MINIMUM.
4. FINISH - BROOMED TO NON-SKID FINISH PARALLEL TO LINE OF KERB WITH TOOLED EDGES
5. EXPANSION JOINTS - "JOINTFLEX" OR SIMILAR APPROVED
6. TACTILE GROUND SURFACE INDICATORS (TGSI's) SHALL BE IN ACCORDANCE WITH AS1428.1 AND AS1428.4.
7. CONTRACTOR TO INSTALL 2x ROWS OF TERRACOTTA WARNING TGSI's (ADHESIVE TYPE) FOR FULL WIDTH OF CONCRETE KERB RAMP.
8. WARNING TGSI's ARE NOT TO BE CUT. CONTRACTOR SHALL SELECT SUITABLE SIZE TO EXTEND ACROSS FULL WIDTH OF KERB RAMP (EXCLUDING SPLAYS).
9. WHERE THE KERB RAMP IS CONSTRUCTED USING BLOCK PAVERS, THE CONTRACTOR SHALL INSTALL TGSI PAVERS IN A CONTRASTING COLOUR CONFORMING WITH AS1428.4 LUMINANCE REQUIREMENTS.



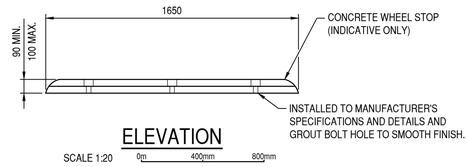
SECTION A

SCALE 1:25 0m 250mm 500mm



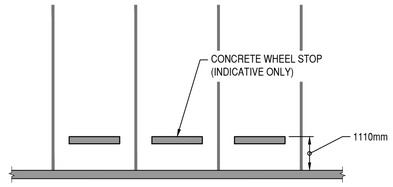
FRONT ELEVATION

SCALE 1:25 0m 0.5m 1.0m



ELEVATION

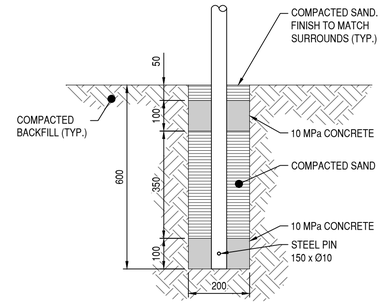
SCALE 1:20 0m 400mm 800mm



PLAN VIEW

SCALE 1:100 0m 2m 4m

TYPICAL WHEEL STOP DETAIL - CONCRETE

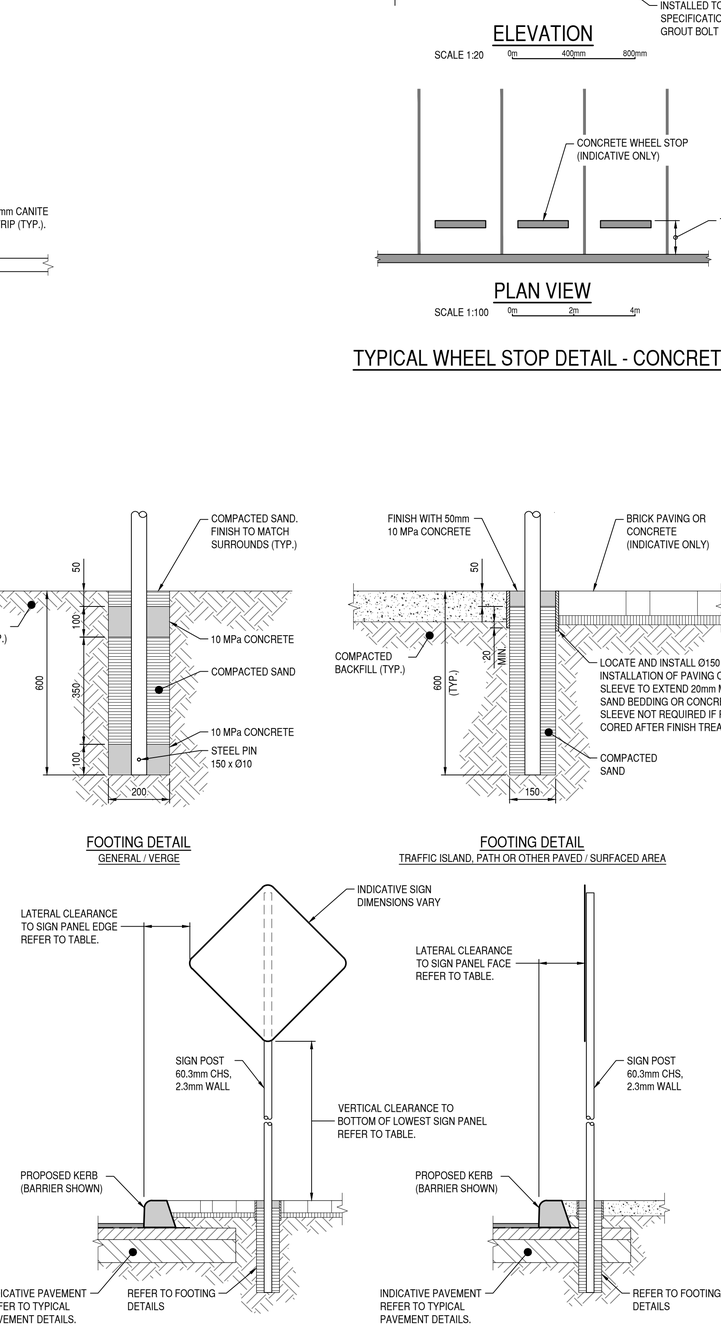


FOOTING DETAIL

GENERAL / VERGE

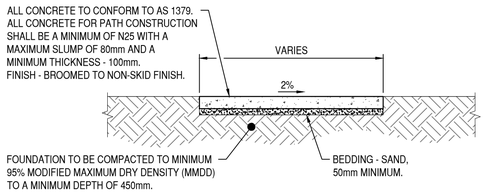
FOOTING DETAIL

TRAFFIC ISLAND, PATH OR OTHER PAVED / SURFACED AREA



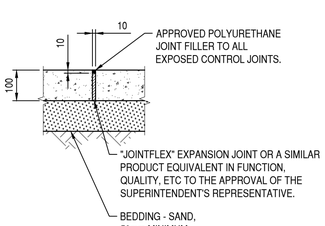
TYPICAL ROAD SIGN CLEARANCE AND FOOTING DETAILS

SCALE 1:10 0m 200mm 400mm



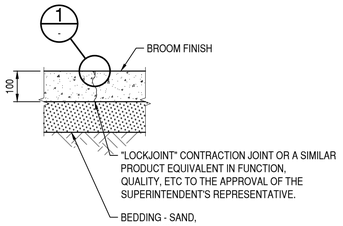
CONCRETE PATH SECTION

SCALE 1:25 0m 0.5m 1.0m



EXPANSION JOINT

SCALE 1:10 0m 200mm 400mm



CONTRACTION JOINT

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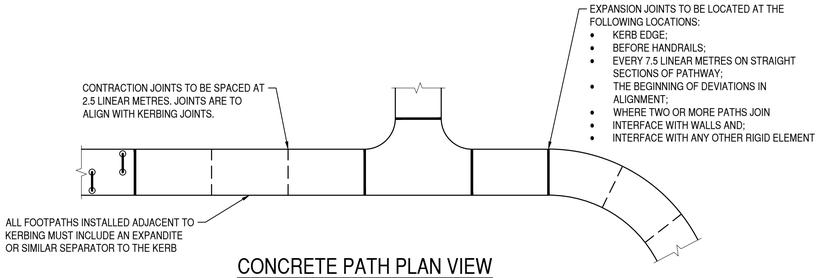
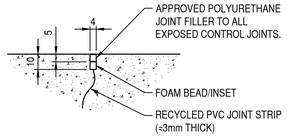


CONCRETE PATH PLAN VIEW

SCALE 1:100 0m 2m 4m



DETAIL 1

SCALE 1:2 0m 20mm 40mm

SIGN PANEL LATERAL CLEARANCE

KERB TYPE	MIN. CLEARANCE (mm)
BARRIER KERB	300
SEMI-MOUNTABLE KERB	500
MOUNTABLE KERB	500
UNKERBED	2000

SIGN PANEL VERTICAL CLEARANCE

DESIGN SCENARIO	MIN. CLEARANCE (mm)
LOCATED IN UNPAVED VERGE - FROM VERGE LEVEL - FROM PAVEMENT LEVEL	 2000 2200
WHEN OVER HANGING OR LOCATED WITHIN FOOTWAY	2500

NOTES
1. LOCAL AUTHORITY OR CLIENT SPECIFICATIONS AND DETAILS TAKE PRECEDENCE.
2. DETAIL FOR USE IN WIND REGIONS 'A' AND 'B' ONLY. FOOTINGS FOR WIND REGIONS 'C' AND 'D' SHALL BE STRUCTURALLY ENGINEERED.
3. SIGN INSTALLATION SHALL COMPLY WITH AS2890 SERIES AND AS1742 SERIES
4. IF LOCATED WITHIN ROAD RESERVE, SIGN INSTALLATION SHALL COMPLY WITH MAIN ROADS W.A. SPECIFICATIONS AND DETAILS.

COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

Colliers

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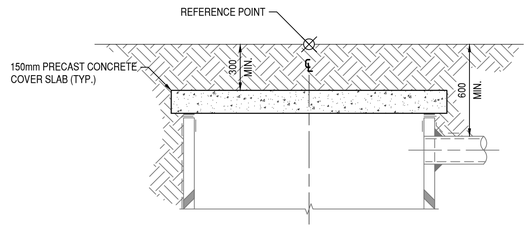
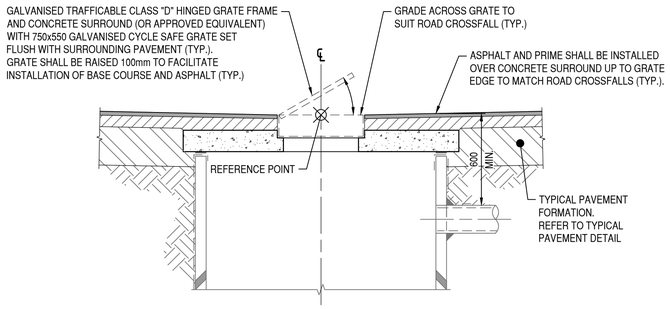
PROJECT : Lot 6 Patterson Road, Rockingham
TITLE : 25155-C8-DG-01
REVISION : C
DATE : 11 November 2025



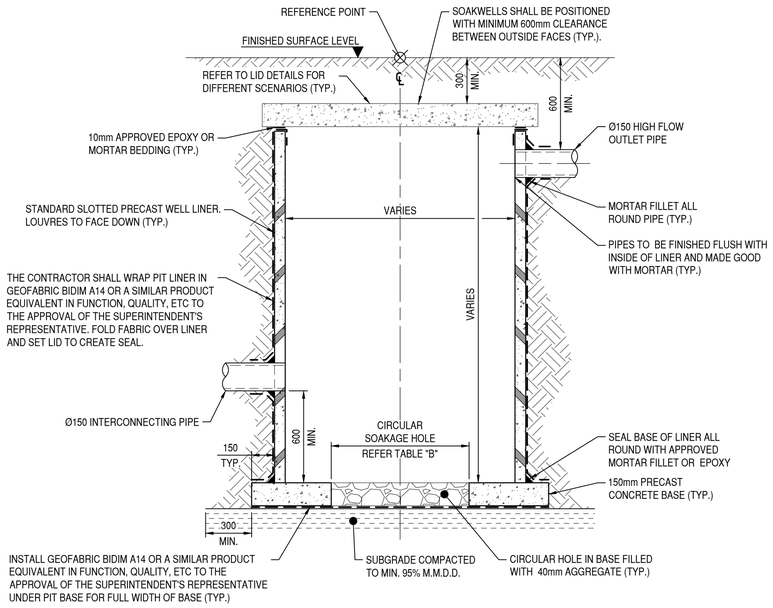
TYPICAL BURIED LID DETAIL (BSW)

SCALE 1:20 0m 400mm 800mm



TYPICAL INVERTED GULLY GRATE LID DETAIL (GSW) WITH ASPHALT PAVEMENT

SCALE 1:20 0m 400mm 800mm



TYPICAL INTERCONNECTED SOAKWELL DETAIL

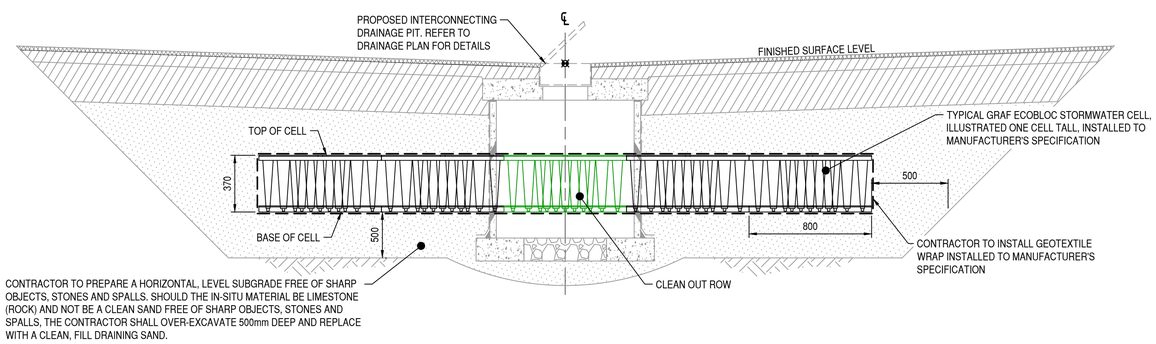
SCALE 1:20 0m 400mm 800mm

STORMWATER PIT NOTES

1. ALL IN-SITU CONCRETE SHALL BE CLASS N32 IN ACCORDANCE WITH AS1379.
2. ALL IN-SITU CONCRETE CORNERS SHALL HAVE A 20mm CHAMFER UNLESS OTHERWISE NOTED.
3. CEMENT MORTAR SHALL CONSIST OF ONE PART CEMENT AND THREE PARTS SAND.
4. SL81 REINFORCEMENT SHALL CONFORM WITH HARD DRAWN FABRIC TO AS4671.
5. MINIMUM CLEAR COVER TO REINFORCEMENT SHALL BE 50mm.
6. THE LINER SHALL BE REINFORCED CONCRETE MANUFACTURED TO AS4058.
7. THE MAXIMUM INLET/OUTLET PIPE OUTSIDE DIAMETER SHALL BE LESS THAN 60% OF THE LINER INTERNAL DIAMETER.
8. MINIMUM OF 40% OF LINER SHALL REMAIN IN ANY HORIZONTAL PLANE.
9. MINIMUM INTERNAL LINER SPACE OF 200mm BETWEEN PUNCHED/CUT HOLES.
10. HOLES TO BE CUT/PUNCHED ON ACCORDANCE WITH MANUFACTURER'S SPECIFICATION.
11. THE LINER SHALL HAVE EQUIVALENT PROPERTIES AND REINFORCEMENT OF CLASS 2 R.C.P. EXCEPT THAT THE REINFORCEMENT SHALL BE CIRCULAR.
12. COVERS SHALL BE CLASS 'D' TO AS3996.
13. ALL GRATED GULLY LIDS TO BE GALVANISED AND LOCKABLE.

TABLE B
DRAINAGE PIT BASE SOAKAGE HOLE SIZE

LINER SIZE MIN. (mm)	SOAKHOLE DIAMETER (mm)
1050	600
1200	600
1500	900
1800	1200



TYPICAL GRAF ECOBLOC SMART STORMWATER CELL

SCALE 1:20 0m 400mm 800mm

BEFORE YOU DIG www.byda.com.au
Zero Damage - Zero Harm

COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

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