PART C – CITY OF SWAN

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 380 (No.483) Beechboro Road North, Beechboro - Child Care Premises – DAP/25/02961

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

PART C – Item 3.1 - Lot 380 (No.483) Beechboro Road North, Beechboro – Childcare Premises

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer Development Assessment Panel
Local Government Area:	City of Swan
Applicant:	Carlo Famiano, CF Town Planning & Development
Owner:	Mohammad Nesar Shivani, Nori Al Fili
Value of Development:	$2,300,000 million
Responsible Authority:	City of Swan
Authorising Officer:	Coordinator - Celina Da Costa
LG Reference:	DA-804/2025
DAP File No:	DAP/25/02961
Application Received Date:	18 August 2025
Report Due Date:	3 November 2025
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. Accompanying Plans a. Existing Site Survey – Dwg No.3 – dated 14 Oct 2025 b. Site Plan – Dwg No.4 – dated 14 Oct 2025 c. Floor Plan – Dwg No.7 – dated 14 Oct 2025 d. Roof Plan – Dwg No.8 – dated 14 Oct 2025 e. Elevations – Dwg No.9 – dated 14 Oct 2025 f. Sections & Solar Study – Dwg No.10 – dated 14 Oct 2025 <u>Other reports not subject of approval</u> 2. Planning Report – Rev. 2 – dated 14 October 2025. 3. Transport Impact Statement – Rev A – dated 11 July 2025 4. Landscape Concept Plans – dated July 2025 5. Environmental Assessment 2507074 Rev 0 – dated 21 July 2025 6. Waste Management Plan – Rev 2 – dated 14 October 2025 7. Endorsed DRP Report – dated 27 May 2025 8. Endorsed DRP Report – dated 23 September 2025

	9. Schedule of Submissions

Responsible Authority Recommendation

That the Metro Outer Development Assessment Panel resolves to:

1. **Accept** that the DAP Application reference DAP/25/02961 is appropriate for consideration as a "Child Care Premises" land use and compatible with the objectives of the zoning table in accordance with Clause 4.2.7 of the City of Swan Local Planning Scheme No. 17; and

2. **Approve** DAP Application reference DAP/25/02961 and accompanying plans 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 10.3 of the City of Swan Local Planning Scheme No. 17, subject to the following conditions:

Conditions

1. This approval is for a 'Child Care Premises' as defined under the City of Swan Local Planning Scheme No.17 and the subject land may not be used for any other use without prior approval of the City of Swan.

2. The approved 'Child Care Premises' must comply in all respects with the attached approved plans, as dated, marked and stamped by the City of Swan. The plans approved as part of this application form part of the development approval issued.

3. All building works to be carried out under this development approval are required to be contained within the boundaries of the subject lot.

4. The 'Child Care Premises' is limited to a maximum of 84 children and 16 staff at any given time.

5. Standard operations of the site shall only occur between 6:30am and 6:30pm Monday – Friday with children not permitted to use the 'Outdoor Play Area' prior to 7am.

6. Prior to occupation or use of the development, 19 vehicle parking bays must be provided on the lot in accordance with the approved plans. The design of vehicle parking and access must comply with AS/NZ 2890.1 (as amended). Accessible parking bays must comply with AS/NZ 2890.6 (as amended).

7. Vehicle parking, access and circulation areas must be sealed, kerbed, drained and maintained to the satisfaction of the City of Swan, in accordance with the approved plans.

8. Prior to the occupation or use of the development, the redundant crossover to Lot 380 (No.483) Beechboro Road North, Beechboro, as shown on the approved plans, must be removed and the verge, kerb and footpath reinstated to the specification and satisfaction of the City of Swan.

9. Prior to a building permit being issued, stormwater disposal plans, details and calculations must be submitted for approval by the City of Swan. All stormwater produced from this property including subsoil drainage must be collected and disposed into the City's drainage system in accordance with the City's requirements.

10. All crossovers must be built and maintained in accordance with the City's specifications.

11. A refuse bin area adequate to service the development and in compliance with the City of Swan Health Local Law 2002 (Part 4) shall be provided to the satisfaction of the City's Manager of Health & Building before the development is occupied or used.

12. The carrying on of the development must not cause dust nuisance to neighbours. Where appropriate such measures as installation of sprinklers, use of water tanks, mulching or other land management systems should be installed or implemented to prevent or control dust nuisance, and such measures shall be installed or implemented within the time and in the manner directed by the City of Swan if it is considered that a dust nuisance exists.

13. Prior to the commencement of works, a Sustainability Strategy shall be submitted to the satisfaction of the City of Swan. The strategy shall address but is not limited to end-of-trip facilities, water capture, food gardens, recycling (existing building materials and kitchen scraps), heat pumps for hot water, solar panels and electric vehicle charging stations.

14. Provision must be made for access and facilities for use of people with disabilities in accordance with provisions of the Building Code of Australia and AS 1428.1

15. All noise attenuation measures, identified by the Environmental Assessment (Ref. 2507074, Rev 0) dated 21 July 2025 and prepared by 'N.M Della Gatta' are to be implemented prior to occupancy of the development and the requirements of the Environmental Noise Assessment are to be observed at all times.

16. The approved landscaping plan must be implemented within the first available planting season after the initial occupation of the development, and maintained thereafter, to the satisfaction of the City of Swan. Any species that fails to establish within the first two planting seasons following implementation must be replaced in consultation with, and to the satisfaction of the City of Swan.

17. The recommendations are measures contained within the approved Waste Management Plan prepared for Lot 380 (No.483) Beechboro Road North, Beechboro dated 14 October 2025 are to be implemented throughout the life of the development to the satisfaction of the City of Swan.

18. Any additional development, which is not in accordance with the application (the subject of this approval) or any condition of approval, will require further approval of the City.

19. Any asbestos must be handled, used, removed and disposed of in accordance with the Health (Asbestos) Regulations 1992 and the Environmental Protection (Controlled Waste) Regulations 2001. Please contact the Department of

Environmental Protection to ensure compliance with the removal and transport of the asbestos.

20. This approval does not constitute approval for signage on the premises. The applicant/owner is advised that signage that does not meet the exemption criteria set out in Schedule 5A of the City's Local Planning Scheme No.17 will require a separate development approval and possibly a building permit.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Local Planning Scheme No.17
Local Planning Scheme - Zone/Reserve	Residential
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Child Care Premises 'D'
Lot Size:	1807m^2
Existing Land Use:	Consulting Rooms
State Heritage Register	No
Local Heritage	☒ N/A
Design Review	☒ Local Design Review Panel
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The applicant 'CF Town Planning & Development' is seeking development approval for the construction and operation of a single storey Child Care Centre (Child Care Premises) at Lot 380 (No.483) Beechboro Road North, Beechboro. The applicant has noted in a supplementary report that the proposed works comprise the following:

- Demolishing the existing building and constructing a new single storey building comprising a total floor area of 540m^2;
- Provision of an outdoor play area comprising an area of 588m^2;
- The construction of nineteen (19) on-site car parking bays (inclusive of one ACROD bay);
- Construction of one (1) new crossover to service the development along the Beechboro Road North frontage;
- Construction of visually permeable fencing along the land's Beechboro Road North frontage; and the
- Installation of five (5) bicycle parking bays in support of the development.

The operational particulars of this Child Care Premises are as follows:

- Operating hours for the Child Care Premises will be Monday to Friday 6.30am to 6.30pm (the outdoor play area will not be used prior to 7am);
- The Child Care Premises will be serviced by sixteen (16) staff members at any one given time; and
- The maximum number of children at any one given time is eighty-four (84). The figure consists of the following breakdown for the various age groups:

    - 0 to 2 years – 12 children
    - 2 to 3 years – 32 children
    - 3 to 5 years – 40 children

Proposed Land Use	Child Care Premises
Proposed Net Lettable Area	1807m^2
Proposed No. Storeys	Single Storey
Proposed No. Dwellings	N/A

Background:

The subject land is located within the western part of the Beechboro locality, approximately 770 metres north-east of the Noranda Train Station and approximately 800 metres south of Reid Highway. In addition, Lot 380 is located approximately 40 metres south of the Timberland Village Shopping Centre and approximately 650 metres north of the Beechboro Central Shopping Centre.

The surrounding area is an established residential, with a number of commercial hubs located in close proximity to the subject land. Lot 380 has historically been used and developed for 'Consulting Room' purposes (i.e. medical consulting room) which was granted planning approval in 2004.

The site is bound to the north by a mechanical repair shop and to the west (rear) and abuts a pedestrian access way (PAW) along the lands southern boundary. The lot fronts onto Beechboro Road North, which is classified as a Local Road. There is an approved Child Care Premises from 1991 located 25m south of the subject lot at Lot 379 (No.477) Beechboro Road North, Beechboro.

Legislation and Policy:

Planning and Development Act 2005
Planning and Development (Local Planning Schemes) Regulations 2015
City of Swan Local Planning Scheme No.17

State Government Policies

State Planning Policy 5.4 – Road and Rail Noise
State Planning Policy 7.0 – Design of the Built Environment
Planning Bulletin 72/2009 – Child Care Centres

Local Policies

POL-TP-129 Vehicle Parking Standards
POL-LP-1.13 Design Review

Consultation:

Public Consultation

The application was advertised for a period of 14 days, from 8th September 2025 until 22nd September 2025 by way of direct written notification to all affected properties and a listing on the City of Swan's website.

At the close of advertising, eighteen (18) submissions from the public were received, comprising fifteen (15) objections, two (2) non-objections and one (1) conditional support. The objections are summarised and addressed as below:

Issue Raised	**Officer comments**
Oversaturation of Childcare Centres in Beechboro and the subsequent lack of demand for more of these types of development.	Noted. The City's position will be elaborated on further in the report.
Screaming children and noise generated by the development disturbing the peace of nearby residential uses.	An Environmental Noise report has been prepared in support of the application by a qualified acoustic consultant which indicates that it will comply with the *Environmental (Noise) Regulations 1997.* The noise generated by traffic along Beechboro Road North and the adjoining mechanical repair business would have greater noise impacts on the adjoining residential area than the proposed childcare premises.
Shortage of parking bays on a busy street leading to elevated safety concerns and vehicular backlogs.	A Traffic Impact Statement has been prepared by a qualified traffic engineer in support of this application and demonstrates that the shortage of parking bays against the City's policy requirement will not functionally impair the development, nor will it have a detrimental impact on the surrounding road network.

Referrals/consultation with Government/Service Agencies

The application was not referred to any external Government Agency.

Design Review Panel Advice

The proposal was presented to the City's Design Review Panel on two occasions, most recently on 23 September 2025 where the panel noted:

> *"The design has reached a point where it can be broadly supported by the DRP as a response to the 10 principles of SPP7.*
>
> *However, the response to Sustainability remains limited. Whilst the provision of a sustainability strategy outlining the benefits, initiatives and commitments could be kicked down the road through a condition of approval, the Applicant is strongly recommended to provide this at DA stage to save the time and effort of preparing a longer and more detailed report at the Building Permit stage.*

Otherwise, the design represents a well-considered approach to childcare design and clearly builds on the learnings of previous projects".

City Staff, in accordance with the Design Review Panel's position consider this design to broadly accord with SPP7 but consider it appropriate in this instance to condition the submission of a Sustainability Strategy prior to the lodgement of a building permit application.

Planning Assessment:

Zoning, Land Use Classification and Permissibility

The subject land is zoned 'Urban' under the Metropolitan Region Scheme and 'Residential' with a density code of R20/50 under the City's Local Planning Scheme No.17. The proposed 'Child Care Premises' is considered a "D" use within the 'Residential' zone.

Compliance with Objectives of the Residential Zone

The objectives of the Residential Zone as set out in the Local Planning Scheme No.17 are as follows:

a) Provide for a range of forms and densities of residential development to meet the needs of the wide variety of households which make up the community;

b) Promote a residential environment in each locality consistent with the form and density of residential development permissible in the locality, so as to enhance a sense of place and community and identity;

c) Preserve and enhance those characteristics which contribute towards residential amenity, and to avoid those forms of development which have the potential to prejudice the development of a safe and attractive residential environment;

d) Provide for a limited range of ancillary development compatible with the form and density of residential development, and complementary to the needs of local communities, but which will not compromise residential amenity;

e) Avoid development of land for any purpose or in any manner that would detract from the viability or integrity of development in either the Strategic Regional Centre or the Commercial Zones.

Consideration of the application against objectives b), c) and d) is determined by an assessment against the following matters:

- The relevantly applicable Local Planning Policy governing built form controls;
- Whether the proposed development will compromise the amenity of the proximal residential uses by way of traffic or noise generation;
- The 10 general principles for good design of built form as set out in State Planning Policy 7.0 – Design of the Built Environment; and
- The WAPC Planning Bulletin 72/2009 Child Care Centres.

POL-TP-125 Building and Development Standards in Commercial Zones

Noting this land is zoned 'Residential' under the City's Local Planning Scheme No.17, this proposal constitutes a commercial venture in which the 'Residential Design Codes of Western Australia (R-Codes)' do not apply. Instead, the built form controls in terms of setbacks, interaction with the street, and signage are informed by the City's 'POL-TP-125 Building and Development Standards in Commercial Zones'.

The City's commercial building and development standards do not provide specific guidance with respect to a 'Child Care Premises' land use, however it does specify that "all other commercial uses" which are not defined within the policy are to have their built form controls negotiated with the Council upon lodgement of an application.

Built Form – Setbacks

The proposed development is setback from the primary street 7.502m with an awning projecting a further 2.4m towards the primary street. This is approximately commensurate with the primary setback requirements of the R15 – R25 density codes (6m) and reflects a similar setback which is present in the residential properties along the other side of Beechboro Road North.

The configuration of the building, with the sealed parking area along the southern boundary and the bulk of the built form on the northern side means that this setback, while more forward loaded than the southern residences, only contributes to 50% of the frontage and accounts for a transition from the commercial use to the north to the residential use to the south.

Pursuant to 'POL-TP-125 Building and Development Standards in Commercial Zones', where a commercial development is proposed to be located on a lot having a common boundary with a residential zoned lot, as is the case in this instance, the side and rear setbacks shall not be less than 3 metres for buildings which are single storey.

The proposed building has a 4.737m setback to the northern boundary and a 1.737m awning which covers an external walkway, maintaining a 3m uncovered setback between building and northern lot boundary. Similarly, the western (rear) setback is 3.048m and the effectiveness of this setback is further compounded by the 2.1m dividing fence that is recommended by the supplied acoustic report to achieve outgoing noise targets.

In light of the above, and also with consideration that the other setbacks otherwise fully accord with the requirements of POL-TP-126, the City is satisfied that all proposed setbacks will not detrimentally affect any of the existing surrounding uses.

Built Form – Interaction with the street

The proposed development addresses Beechboro Road North with a clearly definable entry point accessed from the primary street, with the redundant crossover to be removed and the verge made good. Visually permeable fencing will comprise 50% or approximately 10 metres of the sites frontage and the red oxide bitumen used for the carparking area will make the entry point easily identifiable without detrimentally impacting the surrounding locality.

Built Form - Signage

This proposal does include approval for the signage on the premises. While their indicative locations are included on the accompanying plans, these are placeholders only and separate approval will be required should the proposed signage not meet the exemption criteria set out in Schedule 5A of the City's Local Planning Scheme No.17 and potentially a building permit.

'POL-TP-129 – Vehicle Parking Standards'

In considering any application for approval to commence development, the Council shall give regard to the design and provision of car parking bays commensurate with type of use associated with the land. While there is a shortfall in the number of bays delivered against this policies requirement, the parking bay shortfall and its associated traffic impact will be covered elsewhere in this report. Of note, is the guidance on the design of off-street parking and the associated landscaping recommended by this policy.

Landscaping

'2.9 – Landscaping for Off-Street Parking' requires that '*all areas between parking facilities and adjoining streets shall have a minimum of 3m wide permanent landscape area. In addition, the Council may also require permanent landscaping between the parking facilities and all other side and rear property lines".*

The proposed car park design varies this provision whereby it offers a 2.3m width landscaping area separating the parking bays and the primary street in lieu of the required 3m wide permanent landscaping area.

This 0.7m variation to the landscaping strip is considered to be minor and will not result in a detriment to the streetscape. This 2.3m width is considered sufficient for the provision of 1x 'Cupaniopsis anarcardioides', which was selected based on their typical 6-12m maximum height and non-invasive tree roots to give regard to its proximity to the sealed car park, pedestrian access way and pedestrian path within the verge.

Based on the above, City Staff consider this reduced landscaping area to be of sufficient size to still satisfy the objectives of '*POL-TP-129 Vehicle Parking Standards*' and it will not come at the expense of this proposal's presentation to the street or the amenity of the immediate locality.

Planning Bulletin 72/2009 Child Care Centres

Planning Bulletin 72/2009 was established to provide generic guidance regarding the location, design and rationale of Child Care Premises as well as minimise the impact of such development on surrounding properties. The planning bulletin requires the following to be addressed:

- Supply and demand for Child Care services
- Design of centres
- Traffic Impacts
- Noise Impacts

Determining this proposals merits will be a consideration of these four aspects and therefore the assessment of this proposals compliance with the '*WAPC Planning Bulletin 72/2009 Child Care Centres*' involves the following:

Oversaturation of Childcare Centres

The City received twelve (12) objections to this proposal citing the multiple childcare centres in the area. City Staff note the presence of an approved Child Care Centres as close as 20m to the south at Lot 379 (No.477) Beechboro Road North, Beechboro.

In accordance with the '*WAPC Planning Bulletin 72/2009 Child Care Centres':*

> *"Child care centres provide a much needed community function, but many are operated as a commercial venture, with market forces influencing the location and availability of the service. While the Western Australian Planning Commission (WAPC) strongly supports the provision of necessary facilities, it is important to emphasise that the need for a service does not justify development in inappropriate locations"*

City Staff do not consider the proximity to other existing development of a similar nature to be relevant in the consideration of the appropriateness of a land use but instead consult the objectives of the 'Residential' zone as it is defined under the City's Local Planning Scheme No.17. The City's position of this proposals compliance against the objectives of the 'Residential' zone is based on the extent to which this proposal complies with the other provisions of the applicable Planning Bulletin.

Design of centres

The application has been subject of a process of review against the 10 design principles of State Planning Policy 7.0 by the City's Design Review Panel. After presentation to two Design Review Panel meetings, the last of which was on 23 September 2025. The panel is satisfied that the application has demonstrated fulfilment of the Design Principles of Context and Character, Built form and scale, functionality and build quality, Amenity, Legibility, Safety, Community and Aesthetics. The Panel found that fulfillment of the Design Principle of Sustainability could be achieved subject to a requirement for a detailed sustainability strategy as a condition of the development approval.

Traffic Impacts

The City's 'POL-TP-129 Vehicle Parking Standards' prescribes a parking provision ratio depending on the land use type and under this policy a 'Child Care Premises' requires 1 space per employee, plus 1 space per every 8 children allowed under maximum occupancy'.

The application proposes nineteen (19) on-site car parking bays inclusive of one (1) ACROD bay with vehicular access via a single crossover along the Beechboro Road North frontage. Based on the proposed sixteen (16) staff members and eighty-four (84) children, the nominal parking provision is required to be 27 parking bays, therein this proposal is seeking approval for a shortfall of 8 bays against the standard prescribed by the City of Swan's Vehicle Parking Standards policy.

In support of this proposal, the applicant has submitted a 'Transport Impact Statement' prepared by Premise Australia which contends that the car parking provision is adequate based on the following points:

- The drop off function of the childcare centre means that the parking demand will be the strongest during the periods of 7:30am-8:30am and 4:30pm-5:30pm and modelling based on an assumed dwell time of 10 minutes per vehicle, indicates that the centre would require a maximum of six (6) visitor car bays to cater for the expected parking demand for the drop off period and seven (7) visitor car bays for the pick-up period.

- The assessment of staff arrival times and the presence of staff on site indicate that the 16 staff members of the Childcare Premises will work in shifts which will be staggered in such a manner that a maximum of 8 staff members would be on the premises. during peak drop-off and pick-up periods to free up more parking bays.

- During the middle of the day (outside of drop off and pick up times), when the majority of staff are expected to be on-site, staff will be able to use some of the visitors' bays, with plenty of spare capacity left. The TIS further contends that a number of staff may choose to cycle or walk, may take public transport, or if the staff in question is a junior may be dropped off and not occupy a parking space.

The City received one (1) objection citing the negative impact a shortage of parking bays will have based on an assumption that the traffic will cause a backlog onto Beechboro Road North. Based on the anticipated impact to traffic, a development generating between 10-100 vehicular trips constitutes a moderate impact on the road network and will contribute a projected 249 vehicle trips per day, which constitutes only 10% of the nominal capacity for an Access Road.

Based on the above, City Staff are satisfied that the provision of 19 on-site car bays is sufficient to accommodate the practical parking demand, and that the operation of this Child Care Centre will not have detrimental impact on Beechboro Road North or the surrounding locality.

Environmental Noise Assessment

City Staff received one (1) objection citing the "excessive noise" that would be generated by a Child Care Centre and how it will disturb their residential amenity.

In support of the proposed development and aligned with the requirements of 'Western Australian Planning Commission' *Planning Bulletin 72/2009 for Child Care Centres*, an acoustic assessment prepared by 'ND Engineering' has been submitted which addresses both the noise emissions from the proposed Child Care Centre with respect to the surrounding Residential properties as well as the noise received from the vehicular traffic of Beechboro Road North and its impacts on indoor and outdoor noise targets for the subject site.

The recommendations of this acoustic assessment include (but are not limited to) the following:

- Operational limitations restricting the operation of the Child Care Centre to between 6:30am and 6:30pm Monday to Friday with Children not permitted outdoors prior to 7am.
- 2.1m colorbond fencing along the rear boundary and around the children's play area;

- Keeping external windows and doors closed when playing music;
- Acoustic treatments to the Air-Conditioning enclosure;
- Signage placed in the carpark asking parents/staff to not slam car doors; and
- A suite of construction and glazing requirements to promote sound reduction.

Based on the above, City Staff are satisfied that both children's and non-children noise emissions will comply with the Noise Regulations subject to the recommendations of the acoustic assessment being implemented, and that the traffic noise received will satisfy the requirements outlined in *State Planning Policy 5.4: Road and Rail Noise*.

Other Matters

Potential Asbestos Risk

The City received one (1) conditional support to this proposal noting concerns from the dust generated during the demolition of the existing building and the potential presence of asbestos in the fencing. City Staff, consider it appropriate in this instance to apply a condition of approval to remind the applicant that any asbestos must be handled, used, removed and disposed on in accordance with the *Health (Asbestos) Regulations 1992* and the *Environmental Protection (Controlled Waste) Regulations 2001.*

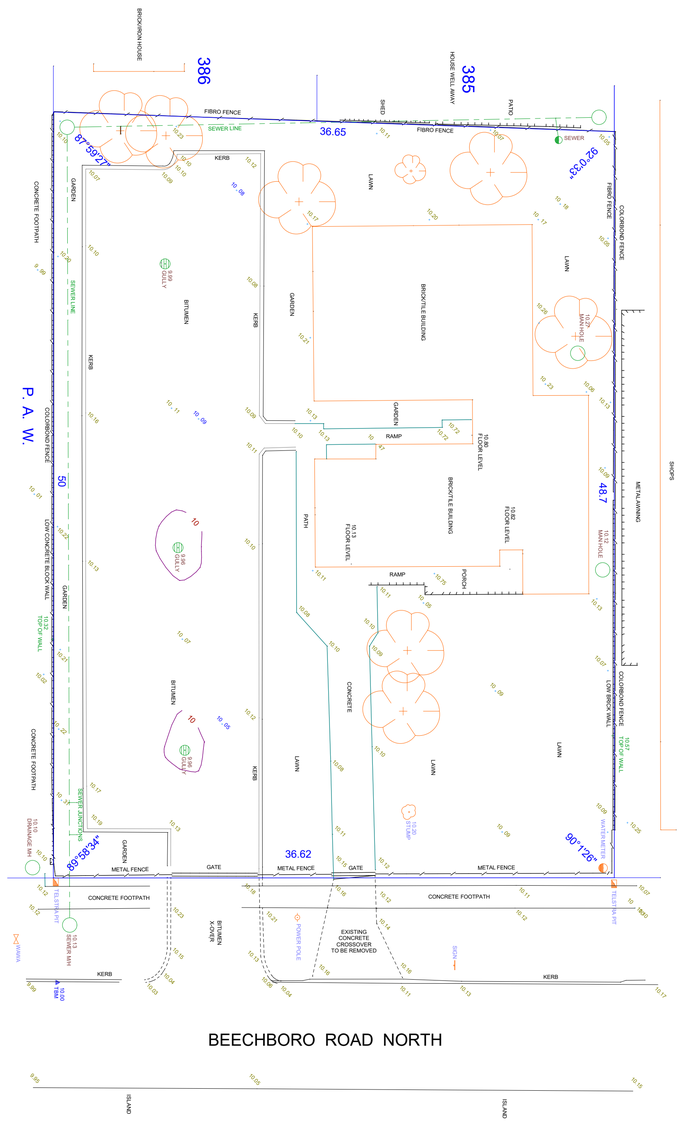
Conclusion:

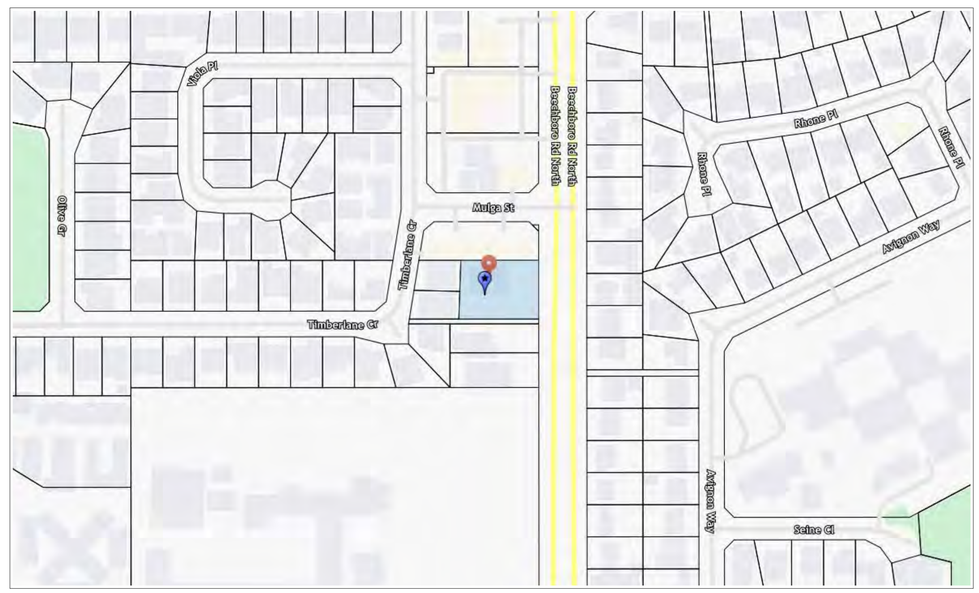
The City has received a Metro Outer Development Assessment Panel planning application for the use and construction of a Childcare Premises at Lot 380 (No.483) Beechboro Road North, Beechboro

The subject land is zoned 'Residential' under the City of Swan Local Planning Scheme No.17 and a 'Childcare Premises' is a "D" use within this zone. City Staff consider this proposal to accord with the core principles of '*WAPC Planning Bulletin 72/2009 for Child Care Centres',* which therein satisfies the applicable objectives of the 'Residential' zone under LPS17.

The application was advertised for public comment receiving 18 submissions, 15 of which are objecting to the proposal. The City is satisfied that the contents of these objections have been remedied.

Approval is recommended subject to conditions.





SCALE 1:200 @ A3

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LOT 380 (No.483) BEECHBORO ROAD NORTH - BEECHBORO

SITE PLAN

SCALE:	1:200 @ A3 SIZE	LOCAL AUTHORITY: CITY OF SWAN	SURVEYOR: RAM
DATE:	6.2.2025	PLAN: LOT 380 ON DIAGRAM 76926	DRAWN: RAM
DATUM:	ASSUMED	AREA: 1807m 2	SDR FILE: BB1

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

Revision	Description	Date
4.00	DRP Changes	14.10.25
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Existing Site Survey

Scale:	Sheet Size:
1:200, 1:1	A1
Project No:	**Revision Number:**
25015	4.00

Drawing No.:
03 of 10

MACRI BUILDERS

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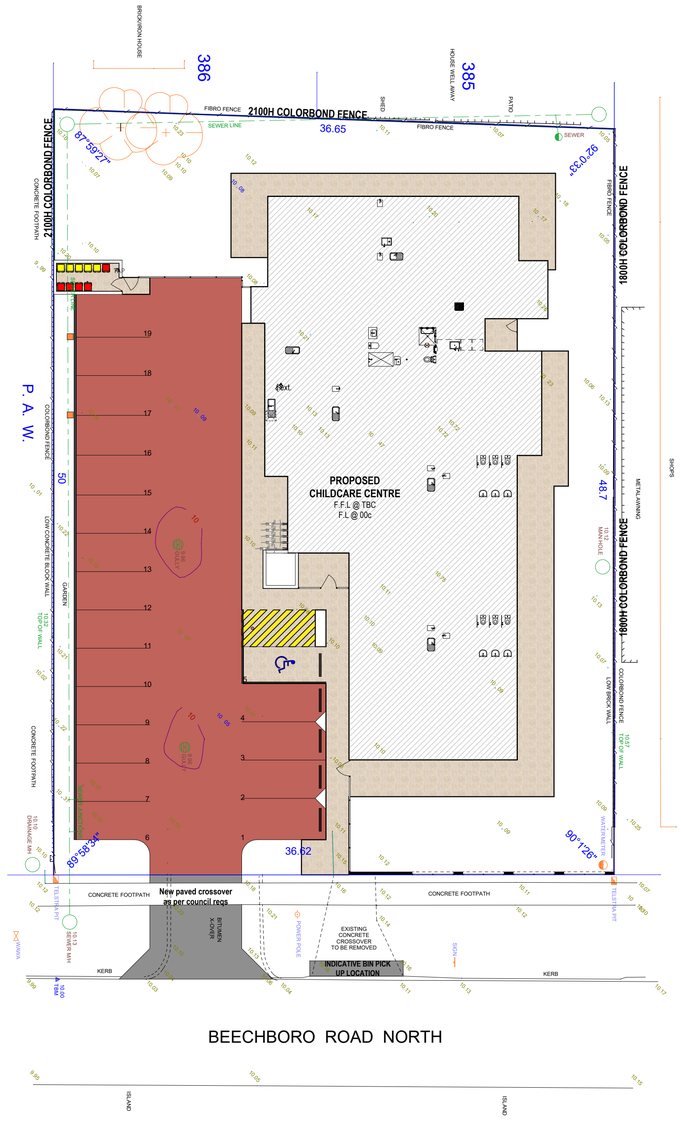

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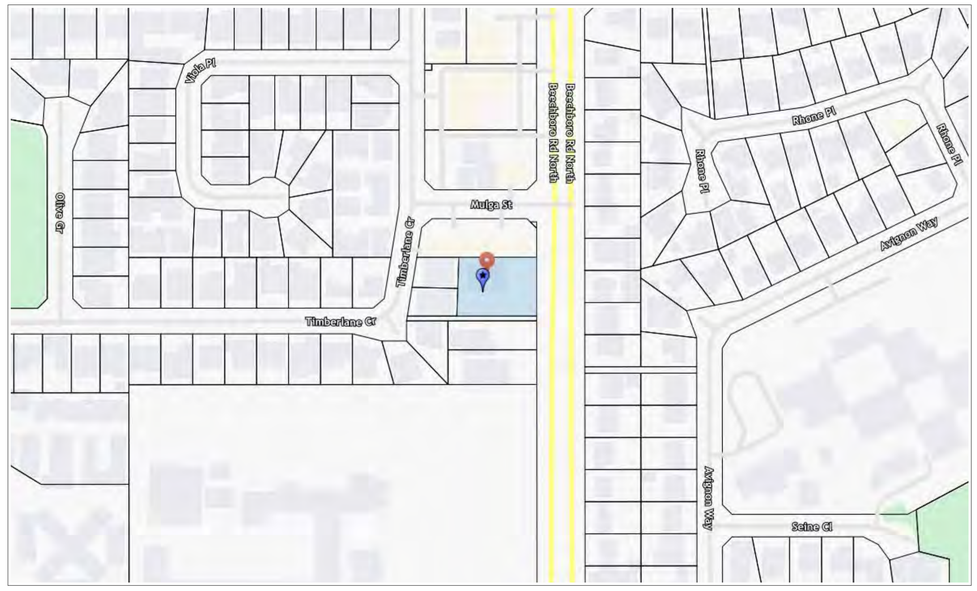

Zone	Area	Perim
Drying Crt	4.43	8.420
Bin Store	10.01	13.440
Portico	13.13	16.180
Childcare Centre	540.37	119.760
	567.94 m²	157.800 mm

Site Calculations	
Site Area:	1807m2
Building Footprint:	540.37m²
Site Coverage:	29.90%

Zoning:	R20/50
Policies:	Residential
Heritage:	No
Bushfire:	No
BAL:	No
Acoustic:	Yes (TBC)
Sewer:	Neighbour Lot
Power:	Pole Centre
Coastal:	NA
Water:	RHS
Wind Rating:	TBC

Revision	Description	Date
4.00	DRP Changes	14.10.25
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Site Plan

Scale:	Sheet Size:
1:200, 1:1	A1
Project No:	**Revision Number:**
25015	4.00

Drawing No.:
04 of 10

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

LOT 380 (No.483) BEECHBORO ROAD NORTH - BEECHBORO

SITE PLAN

SCALE:	1:200 @ A3 SIZE	LOCAL AUTHORITY: CITY OF SWAN	SURVEYOR: RAM
DATE:	6.2.2025	PLAN: LOT 380 ON DIAGRAM 76926	DRAWN: RAM
DATUM:	ASSUMED	AREA: 1807m ²	SDR FILE: BB1

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

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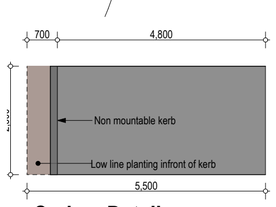
Child / Room Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*39.84m²*	*3*
Activity 2	*0-2*	*12*	*39.95m²*	*3*
Activity 3	*2-3*	*20*	*68.33m²*	*4*
Activity 4	*3+*	*20*	*65.64m²*	*2*
Activity 5	*3+*	*20*	*65.76m²*	*2*
Total Internal = (Min 3.25m² per child)		**84**	**279.52m²** (Min 273.00m² req)	**14 + 2**
Total External Play Area = (Min 7m² per child)		**84**	**588.12m²** (Min 588.00m² req)	



Carbay Detail

Zone	Area	Perim
Drying Crt	4.43	8,420
Bin Store	10.01	13,440
Portico	13.13	16,180
Childcare Centre	540.37	119,760
	567.94 m²	**157,800 mm**

Site Calculations	
Site Area:	1807m2
Building Footprint:	540.37m²
Site Coverage:	29.90%
Zoning:	R20/50
Policies:	Residential
Heritage:	No
Bushfire:	No
BAL:	No
Acoustic:	Yes (TBC)
Sewer:	Neighbour Lot
Power:	Pole Centre
Coastal:	NA
Water:	RHS
Wind Rating:	TBC

Revision	Description	Date
4.00	DRP Changes	14.10.25
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Floor Plan

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
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Drawing No.:
07 of 10

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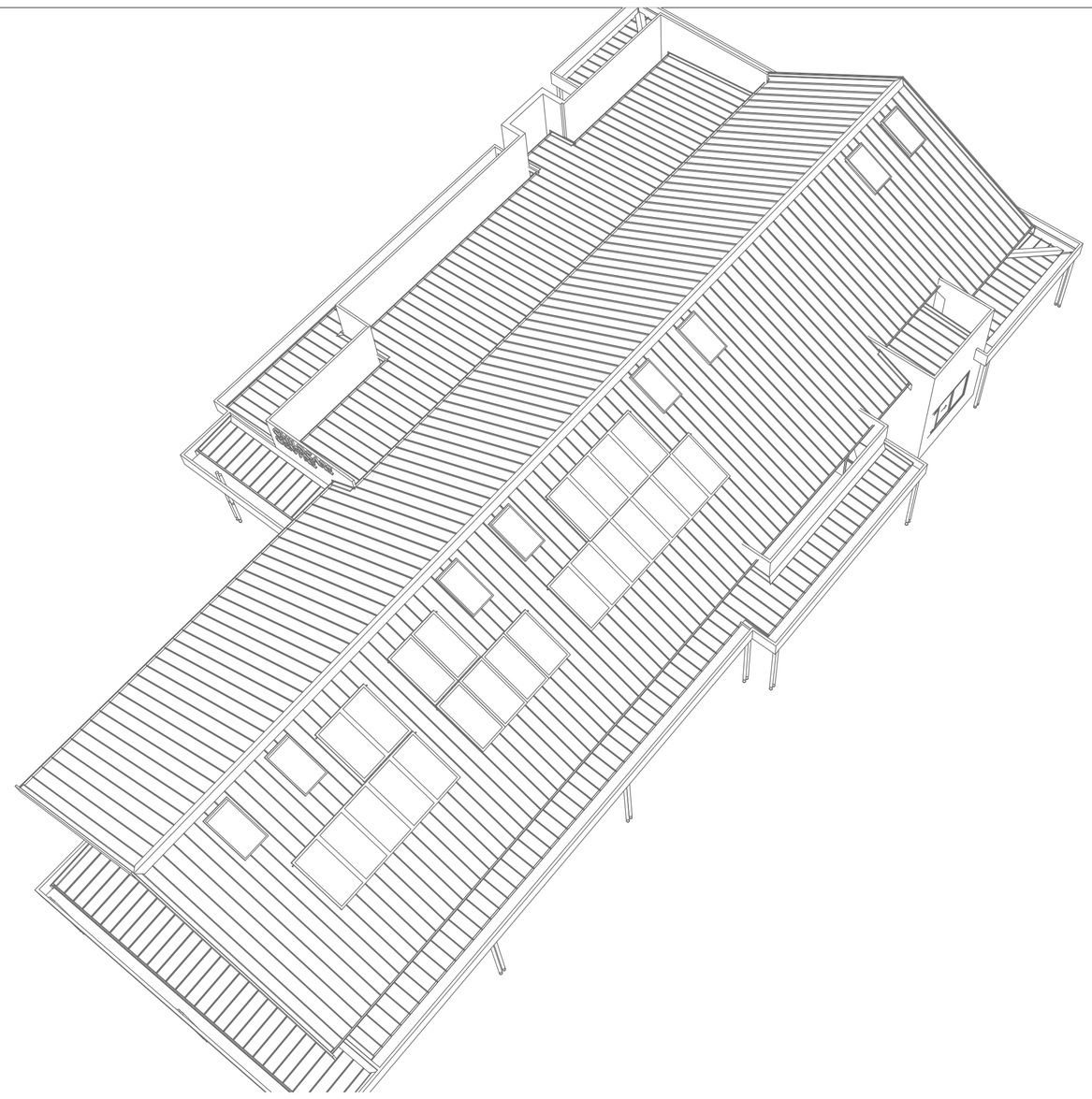

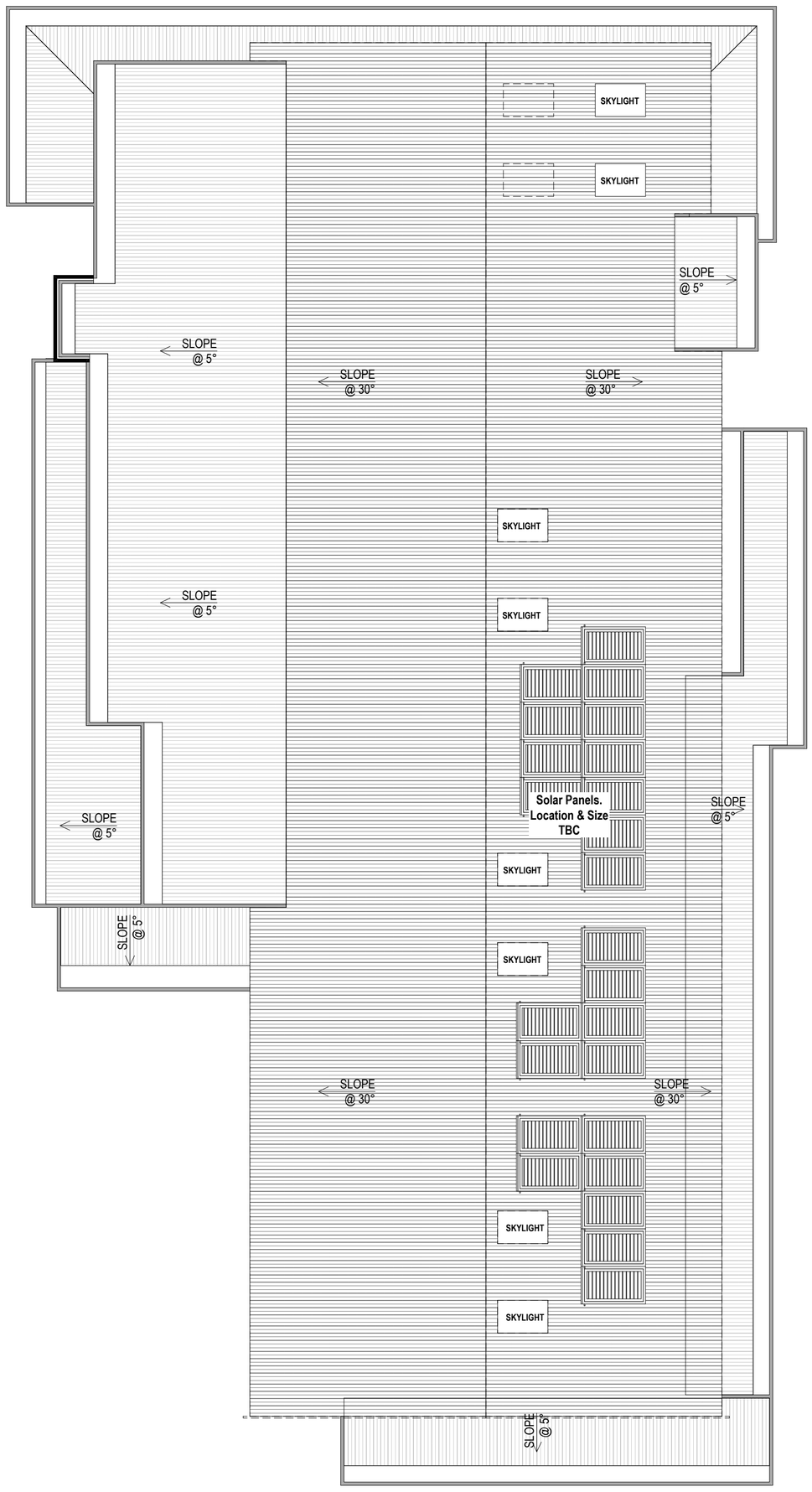

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Project North:

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Macri Builders

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Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Roof Plan

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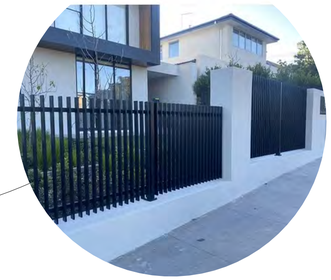
Mildand Brick "Bishops House"

E1 East Elevation
1:100

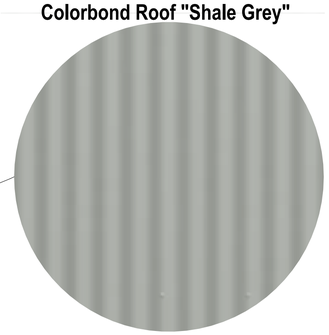
Rendered brick piers w/- p/coated shale grey infill panels



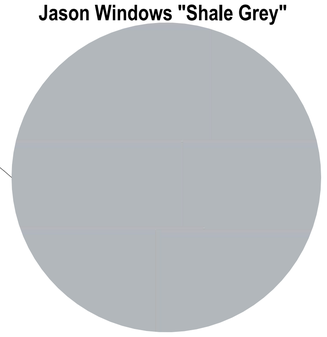
Painted concrete look

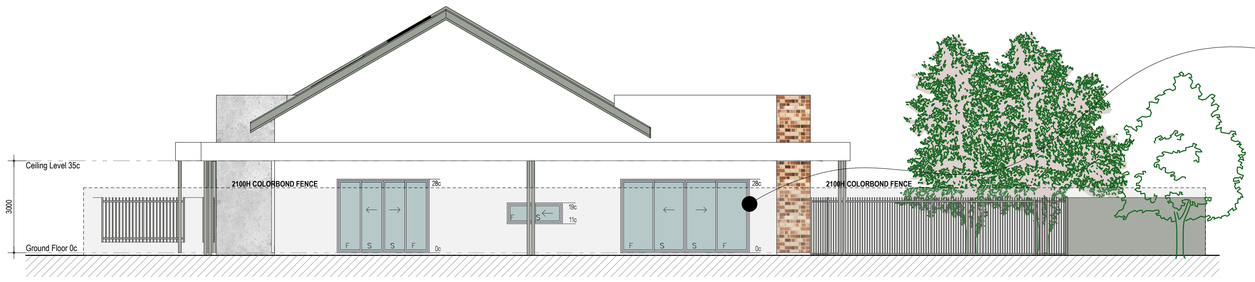
E2 South Elevation
1:100

Colorbond Roof "Shale Grey"



Jason Windows "Shale Grey"





E3 West Elevation
1:100

Acrylic Render
Dulux "Terrace White"

E4 North Elevation
1:100

Revision	Description	Date
4.00	DRP Changes	14.10.25
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Elevations

Scale: 1:100
Sheet Size: A1
Project No: 25015
Revision Number: 4.00
Drawing No.: 09 of 10

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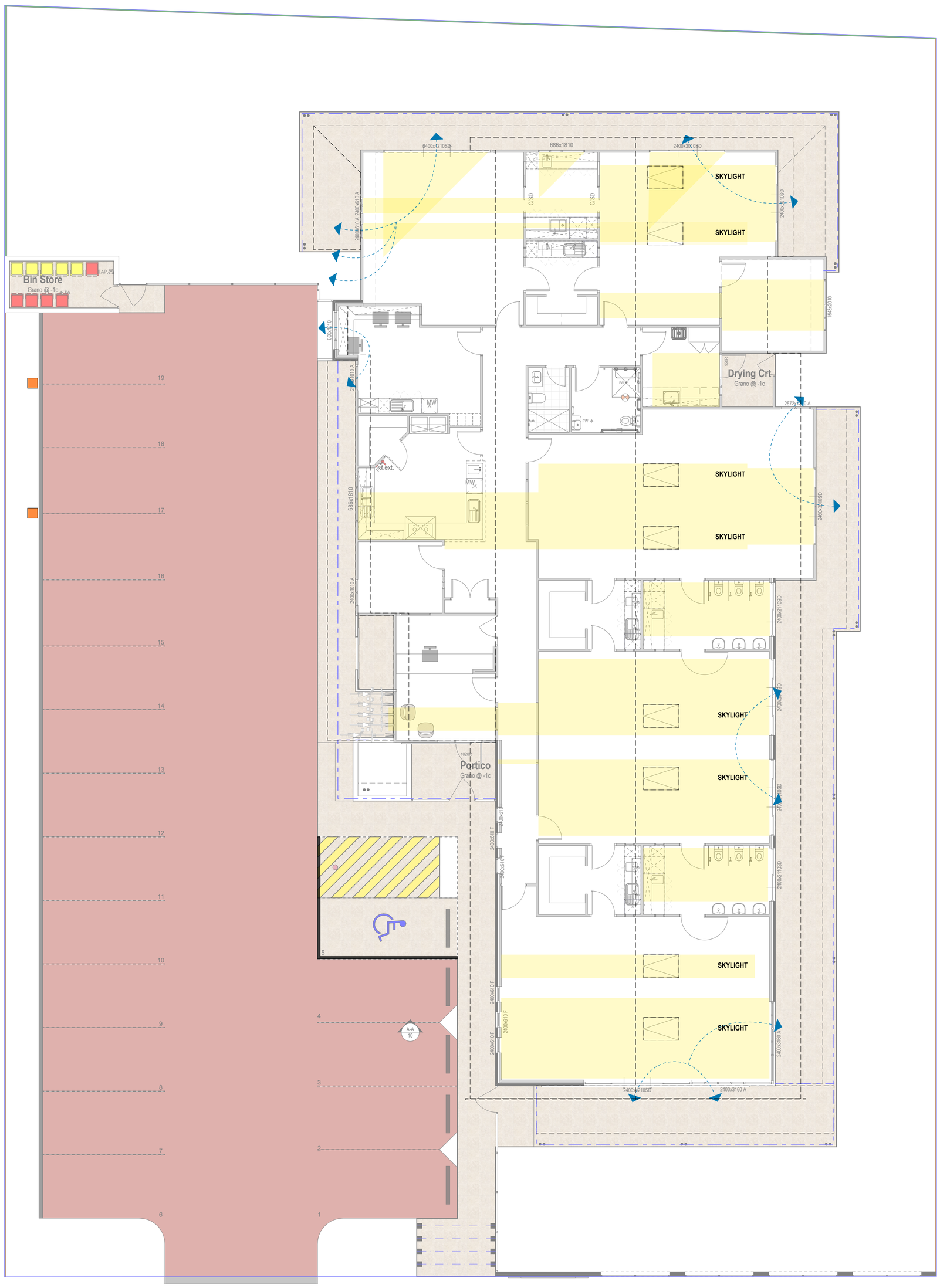
A-A Section & Solar Study
1:50



Breeze Path & Sun Plan
1:100

Revision	Description	Date
4.00	DRP Changes	14.10.25
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1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Sections & Solar Study

Scale:	Sheet Size:
1:50, 1:100	A1
Project No:	**Revision Number:**
25015	4.00

Drawing No.:
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2025

DEVELOPMENT APPLICATION

LOT 380 (No.483) BEECHBORO ROAD NORTH, BEECHBORO

PROPOSED CHILD CARE PREMISES

CITY OF SWAN

CF Town Planning & Development

Prepared for

Macri Builders and the landowners for the construction of a new child care premises on Lot 380 (No.483) Beechboro Road North, Beechboro.

Prepared by

CF Town Planning & Development
Planning & Development Consultants

Address: 3/1 Mulgul Road, Malaga WA 6090
Tel: 92492158
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Email: carlo@cftp.com.au

Carlo Famiano
Director
CF Town Planning & Development

Name	Position	Document Revision	Date
Mr Carlo Famiano	Town Planner	Planning Report	4 August 2025
Mr Carlo Famiano	Town Planner	Planning Report	14 October 2025

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TABLE OF CONTENTS

List of Appendices

1.0 INTRODUCTION

CF Town Planning & Development acts on behalf of Macri Builders and the landowners as their consultant town planners and hereby prepare the following report in support of an Application for Development Approval for the construction of a new child care premises on Lot 380 (No.483) Beechboro Road North, Beechboro ('subject land').

This report provides details regarding the following:

- Site details;
- Proposed development
- Technical information from specialised consultants (i.e. acoustic report, waste management & traffic impact statement);
- Planning considerations; and
- Provision of justification in support of the proposed development, addressing the relevant planning framework.

In light of the above, we respectfully request the City of Swan and the Metro Outer Development Assessment Panel's (DAP) favorable consideration and conditional approval of the application at their earliest possible convenience.

Should you have any queries or require any additional information regarding any of the matters raised above please do not hesitate to contact Mr Carlo Famiano on 0407384140 or carlo@cftp.com.au.

1.1 List of Consultant Reports

The following consultant reports have been prepared in support of this development application:

i) Traffic Impact Statement from 'Premise' (Consulting Engineers);

ii) Acoustic report from 'ND Engineering';

iii) Landscaping plan from 'Plan E'; and

iv) Waste management plan (WMP) from CF Town Planning & Development.

Planning & Development Consultants
Address: 3/1 Mulgul Road, Malaga WA 6090
Tel: 9249 2158 Mb: 0407384140 Email: carlo@cftp.com.au
CVF Nominees Pty Ltd ABN: 86 110 067 395

2.0 BACKGROUND & PURPOSE

Lot 380 abuts the southern boundary of an existing commercial strip (i.e. employment node) along Beechboro Road North and is surrounded by a large residential (walkable) catchment.

An overview of the locality has identified that the subject land is within close proximity and comprises convenient access to the following key nodes/infrastructure:

- A regional road network (i.e. Benara Road, Tonkin Highway and Reid Highway);
- Good access to the nearby Noranda Train Station that provides a link to the Perth CBD and the Ellenbrook Townsite. In addition, Lot 380 also comprises good access to various bus routes within the immediate area, including along Beechboro Road North (see Figure 8 – Public Transport Network);
- Access to the various existing shopping centres and commercial development, which comprises a wide range of services and employment opportunities;
- Various public open space reserves;
- The West Beechboro Primary School, located 120 metres east of the subject land; and
- A large residential catchment (i.e. walkable catchment) comprising low to medium density type developments;

In light of the above key nodes, it is contended that the proposed child care premises on the subject land will provide a service to a wide spectrum of residents within the area and employee/users of the nearby commercial centres/employment node.

This application proposes the construction of a new child care premises on the subject land to provide a much needed service for the local community. Accordingly, approval under the City of Swan's current operative Local Planning Scheme No.17 (LPS No.17) is hereby requested.

3.0 LAND DESCRIPTION

The subject land is legally described as follows:

- Lot 380 on Diagram No.76926 on Certificate of Title Volume 1875, Folio 800. The land is currently owned by Nori Al Fili and Mohammad Nesari Shirvani

(see Appendix No.1 - Certificate of Title).

4.0 LOCATION

The subject land is located within the western part of the Beechboro locality, approximately 770 metres north-east of the Noranda Train Station and approximately 800 metres south of Reid Highway. In addition, Lot 380 is located approximately 40 metres south of the Timberland Village Shopping Centre and approximately 650 metres north of the Beechboro Central Shopping Centre (i.e. employment nodes) (see Figure 1 – Location Plan).

The surrounding area is an established residential environment, with a number of commercial hubs located in close proximity to the subject land. As such, this part of the Beechboro locality provides access to a large residential catchment that will be serviced by the proposed child care premise on Lot 380 and therefore provide a much needed service to the surrounding area.

The subject land is located within the municipality of the City of Swan.

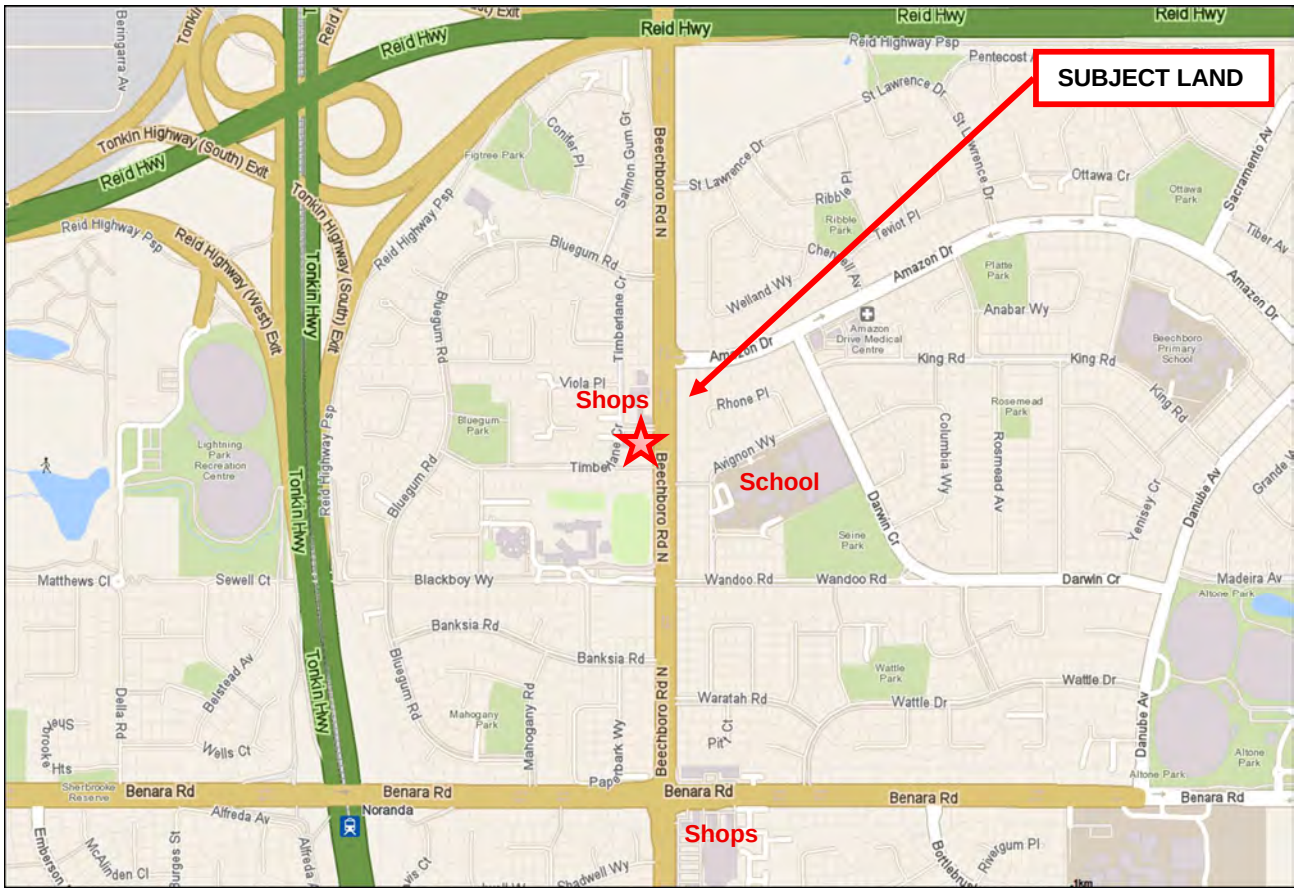


Figure 1 – Location Plan

5.0 PHYSICAL CHARACTERISTICS

5.1 Property Details

Lot 380 is rectangular in shape, comprises an area of 1,807m^2, has frontage to Beechboro Road North along the land's eastern lot boundary and abuts a pedestrian access way (PAW) along the land's southern side boundary.

The subject land is relatively flat and contains a minor fall in natural ground levels (NGL) ranging from 10.15 metres along the land's front lot boundary to 10.05 metres along the land's rear boundary. This equates to a fall in NGL down/across the site of 100mm (see Site Development Plan – Site Feature Survey).

Lot 380 has historically been used and developed for 'Consulting Room' purposes (i.e. medical consulting room) and comprises a number of physical improvements including a single storey development, a sealed car parking area, boundary fences and a sealed crossover (see Figure 2 – Aerial Site Plan & Figure 3). The subject land comprises some scattered vegetation that is not significant and will be removed as part of this application.

This application proposes that all structures on the subject land will be removed to accommodate the construction of the new child care premises. It is noted that the existing building and associated structures on Lot 380 are not listed on the City of Swan's Municipal Heritage inventory (MHI) and may therefore be removed subject to the issuance of the demolition permit by the City.

The Beechboro Road North verge area abutting the subject land does not comprise any street trees, but does contain a pedestrian footpath network.

Figure 2 - Aerial Site Plan

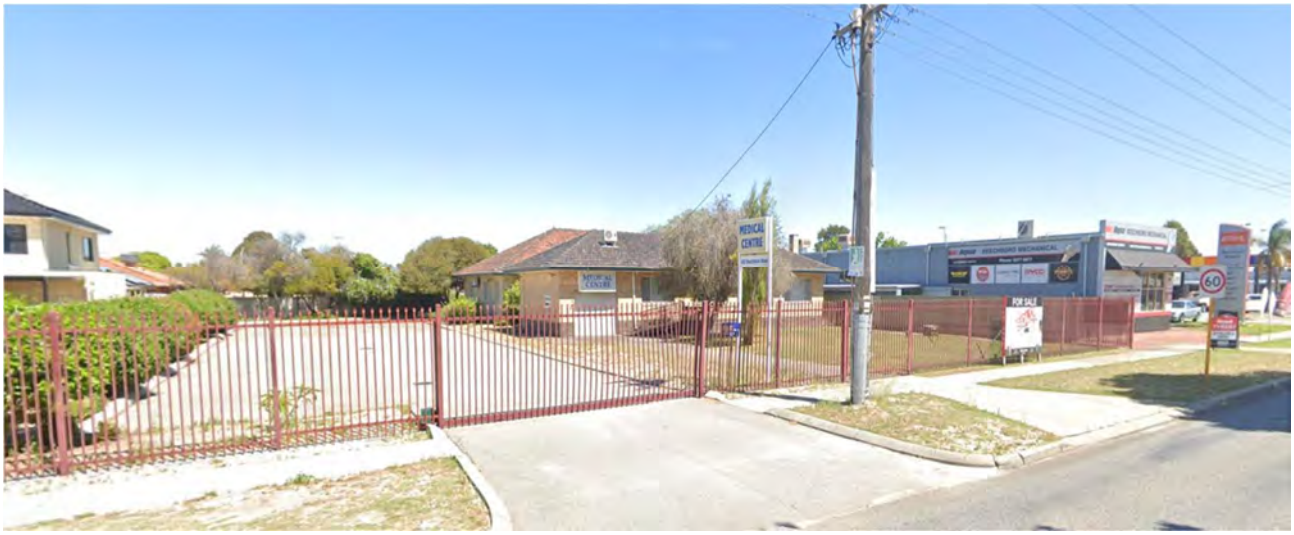


Figure 3 – The subject land viewed from Beechboro Road North. The subject land was previously used for consulting room purposes and forms part of a commercial strip along this part of Beechboro Road North.

5.2 Character of Locality

The subject land forms part of a commercial strip along Beechboro Road North that comprises a variety of development including a shopping centre, automotive repair businesses, a service station, and a liquor store which are all located north of Lot 380 (i.e. abutting the northern boundary of the subject land). Furthermore, an existing child care premises is located south of the subject land (see Figures 2, 4 & 5).

In addition to the above, Lot 380 has been historically used/developed for medical consulting purposes, with the building being run-down and does not provide any positive elements along the street (see Figure 3).

Figure 4 – The exisitng commercial srip along Beechboro Road North which comprises a range of non-residential developments (all located north of the subject land land).

Figiure 5 – An existing child care premsies at No.477 Beeachboro Road North (i.e. south of the subject land).

A further review of the area has identified that the existing residential development abutting and adjacent the subject land comprises lower to medium density residential developments (i.e. 'Single Houses'), which range from single-storey to two-storey structures (see Figure 6). A further review of existing development activity in the immediate area confirms that the built form character is predominantly single storey, with no particular architectural style or materiality.

Figure 6 – Examples of existing residential developments along Beechboro Road North comprising single and two storey built forms (both adjoining and adjacent the subject land).

In light of the above, it is considered reasonable to conclude that the character of the locality and the local streetscapes along this part of Beechboro Road North is not uniform, is varied in terms of the built form and land uses and does not reflect any specific character or form/style.

It is viewed that the proposed child care premises on the subject land will provide an element of integration with the nearby commercial development and will provide a modern style building that will enhance the streetscape and built form character of the area.

The proposed child care premises on the subject land will offer good connectivity and activation along the adjoining public roads, with the proposed built form of the building being modern and attractive.

In light of the above, it is contended that the proposed demolition of the existing structures on the subject land and the construction of new child care premises is consistent with the existing development emerging along this part of Beechboro Road North and is unlikely to have a negative impact on the existing character and amenity of the local streetscapes.

5.3 Essential Services

The subject land is served by an extensive range of essential service infrastructure including power, water, reticulated sewerage, stormwater drainage, gas and telecommunications (see Figure 7).

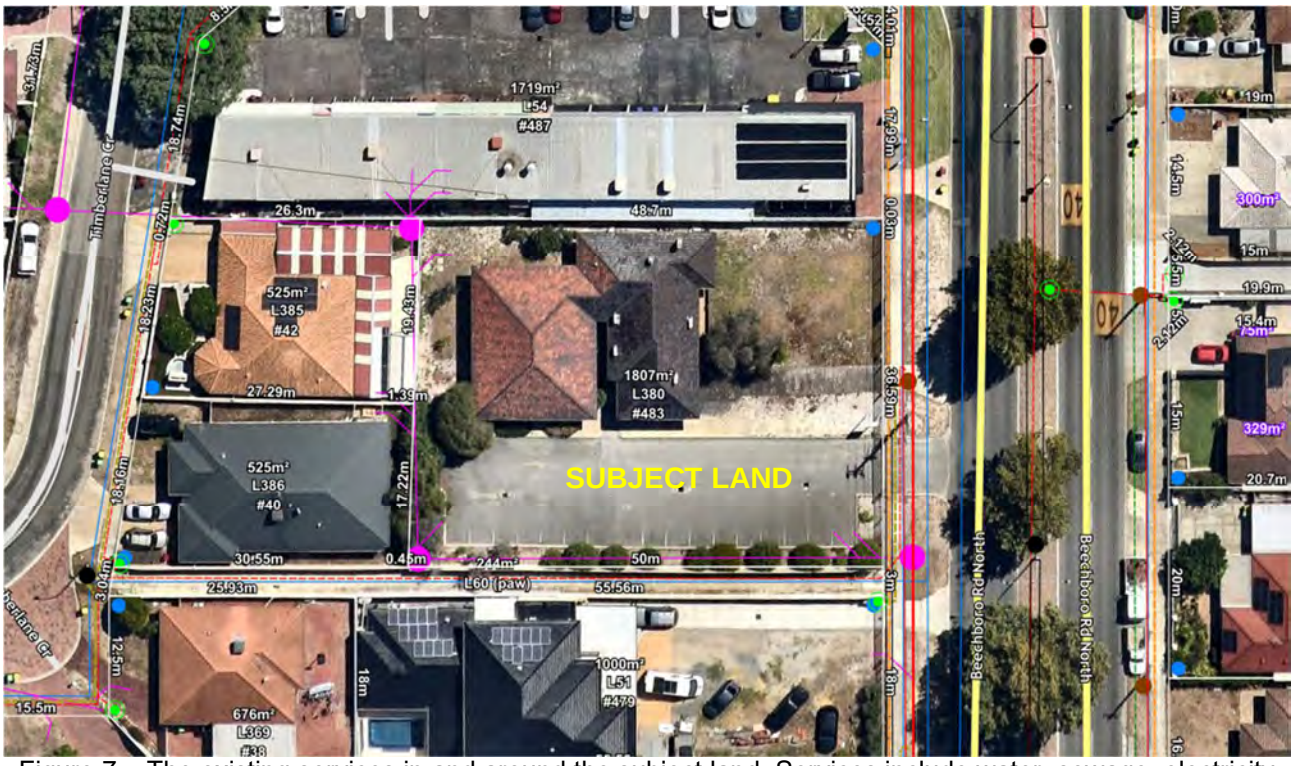


Figure 7 – The existing services in and around the subject land. Services include water, sewage, electricity and telecommunications. The site is also well serviced with a pedestrian path network that provides good connection with the surrounding area (MNG Mapping).

This part of the Beechboro locality is well served by an efficient local and district road network with convenient access to Benara Road, the Reid Highway and Tonkin Highway. Furthermore, the subject land is well serviced by various public transport services including the bus and rail networks (see Figure 8 – Public Transport Network). This include easy access to the Noranda Train Station located 707 metres south-west of the subject land and a bus service along Beechboro Road North, with a bus stop located 90 metres south of the subject land. Access to the train station will provide an opportunity for local residents/parents using the public transport network to drop children off on the way to work.

The subject land is also well served by a pedestrian path network and access to a good walkable catchment. It is contended that the subject land's good access to public transport and a pedestrian path network will provide an alternative mode of transportation for the future occupants (employees) and patrons of the child care premises to motor vehicle usage.

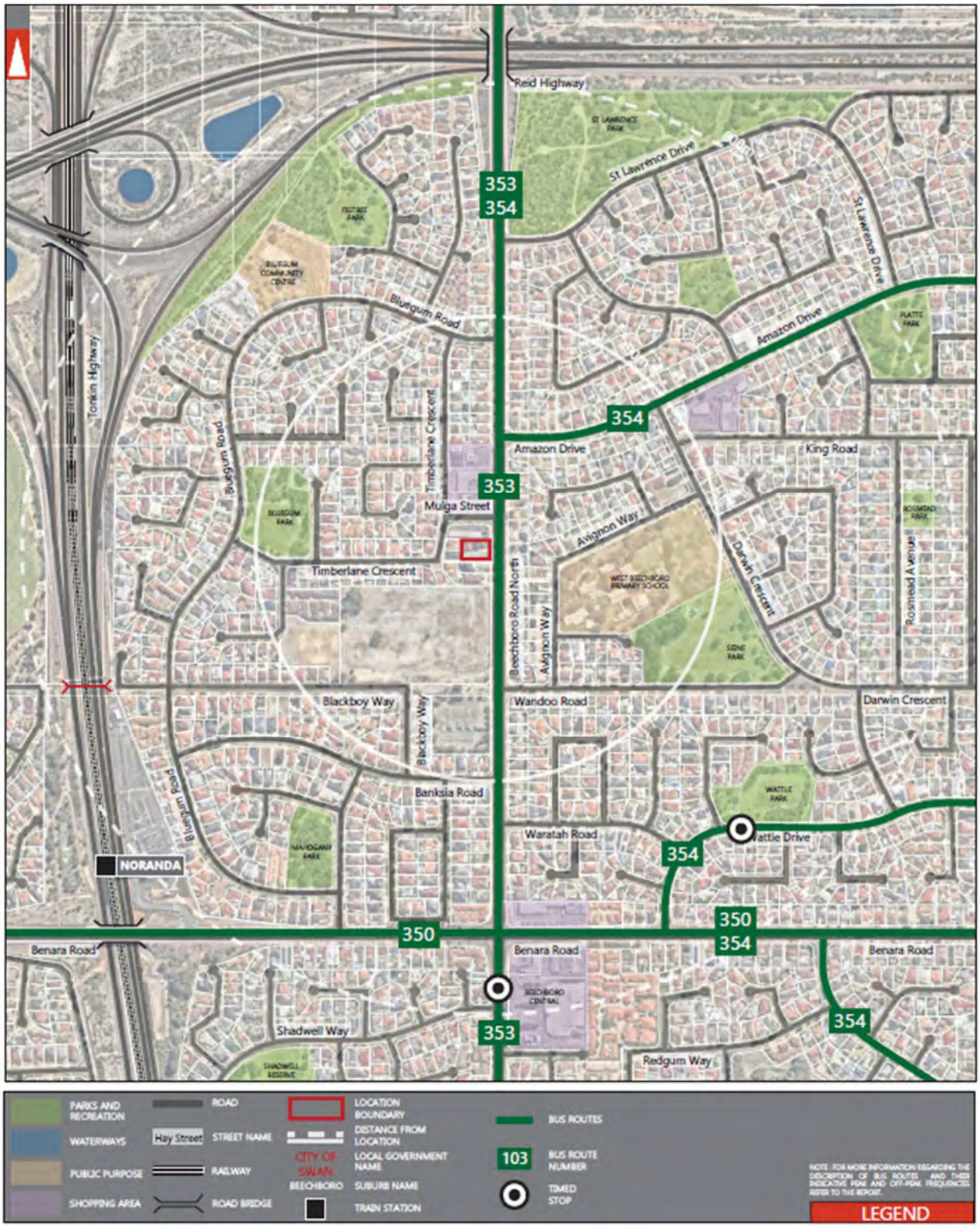


Figure 8 – The existing public transport network (Premise Consulting).

5.4 Existing Land Use

As previously mentioned, the subject land has been historically development and used for medical consulting room purposes and contains a number of physical improvements that will be removed as part of this application.

Existing uses/development within the immediate locality are broadly described as follows:

- North: A commercial development ('i.e. automotive repairs), with the Mulga Street road reserve beyond;
- South: A pedestrian access way, with a Low density residential development (i.e. single dwelling) beyond;
- West: Low density residential development (i.e. single dwellings'); and
- East: The Beechboro Road North road reserve with low density residential development beyond (i.e. single and grouped dwellings) (see Figure 2 – Aerial Site Plan).

6.0 DEVELOPMENT PROPOSAL

This application seeks the City of Swan and the Metro Outer Development Assessment Panel's (DAP) approval for the construction of a new child care premises on the subject land. The key details of the proposed works include the following:

i) Construction of a new single storey building comprising a total floor area of 540.37m^2;

ii) Provision of an outdoor play area in support of the child care premises comprising an area of 588.12m^2. A playground layout plan has been prepared by 'Plan E' in support of this application to illustrate the configuration and proposed layout of the play equipment;

iii) The building will include a large verandah around the perimeter of the building to provide an element of protection from the weather and protect windows during the hotter months of the year;

iv) Construction of eighteen (18) on-site car parking bays (including one disabled bay) to support the proposed development on the land;

v) Construction of one (1) new crossover to service the development among the land's Beechboro Road North frontage;

vi) Construction of a bin storage area to service the development. The bin store will be located along the southern side boundary (abutting a pedestrian access way on the adjoining lot) and will be screened from Beechboro Road North. A waste management plan has been prepared in support of this application to illustrate waste generation rates and collection arrangements;

vii) Installation of landscaping (including the planting of mature trees and required deep soil zones) throughout the development. A landscaping plan has been prepared in support of the application for review by the City and the DAP (further details provided within this report);

viii) Installation of solar panels to the proposed child care premises to assist with reducing running costs;

ix) Construction of an arbor and seating area to the entry of the development;

x) Construction of visually permeable fencing along the land's Beechboro Road North frontage; and

xi) Installation of five (5) bicycle parking bays in support of the development.

The external facade of the proposed new development will be constructed using high quality finishes (i.e. varying materials and colours) (see Figure 9). It is envisaged that the proposed development on the subject land will enhance the streetscape, will improve activation and passive surveillance over Beechboro Road North.

It should be noted that details regarding all future proposed advertising signage is indicative at this stage and will require confirmation by the future operator of the child care premises. Any changes to the proposed advertising signage will therefore be the subject of a separate development application to the City of Swan if required.

Copies of the proposed site development plans and building elevation drawings are provided herewith for review and consideration by the City and the DAP (see Appendix 2 – Site Development Plans).

Figure 9 – The façades of the new building will adopt varying materials, colours and landscaping to provide an element of visual interest and articulation.

6.1 Operating Details of Child Care Premises

The proposed child care premises will provide a much needed service to the local community (i.e. the surrounding residential area), will assist with the nearby primary school and provide a service to the local workforce within the existing commercial strip along Beechboro Road North.

Details of the proposed child care premises use are summarized as follows:

- Operating hours for the child care premises will be Monday to Friday 6.30am to 6.30pm (the outdoor play will not be used before 7am);
- In addition to the above point, the 6.30am start time will cater for parents to drop children off on the way to work. This will allow for the child care premises to provide a service to cater for working family members that may commence work an earlier time.
- The child care premises will be serviced by sixteen (16) staff members at any one given time; and
- The maximum number of children at any one given time is eighty four (84). This figure consists of the following breakdown for the various age groups:
  - 0 to 2 years – 12 children
  - 2 to 3 years - 32 children
  - 3 to 5 years - 40 children

6.2 Landscaping & Playground Plan

As outlined earlier within this report, a landscaping and playground plans have been prepared by 'Plan E' in support of the proposed development on the land (see Figure 10 & 11). The plan illustrates the planting of various tree/shrubs throughout the development (including within the play areas).

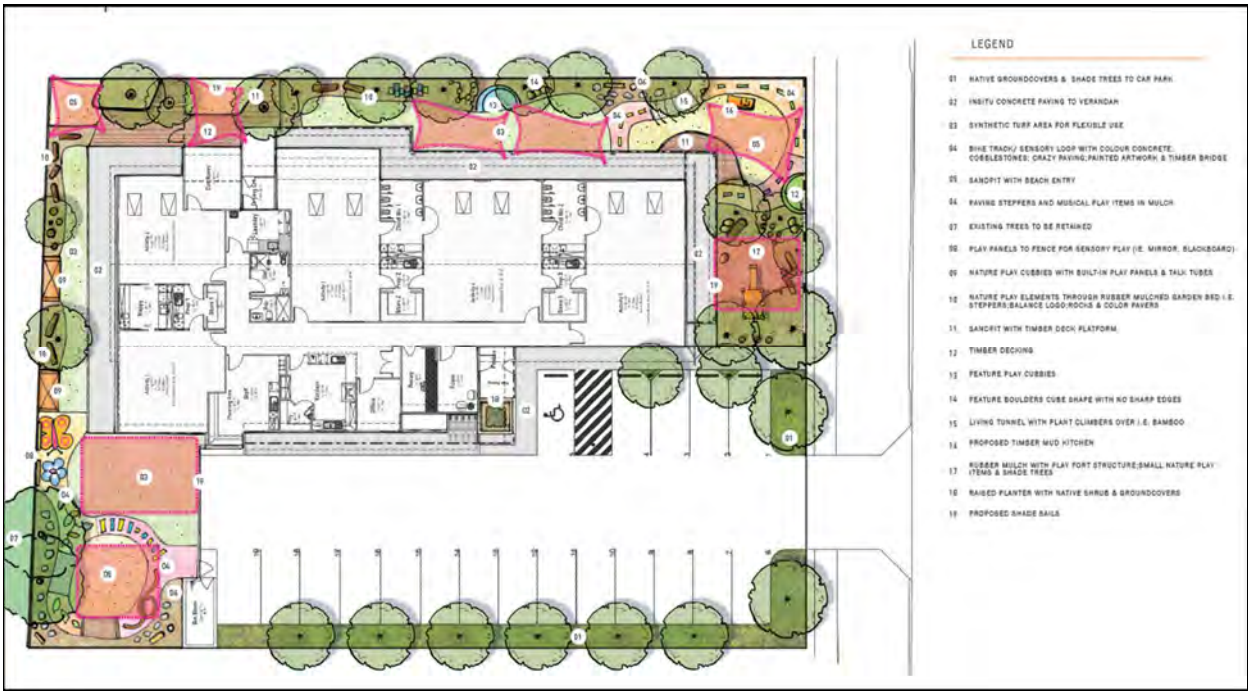


Figure 10 – Landscaping plan prepared in support of the proposed development of the subject land.

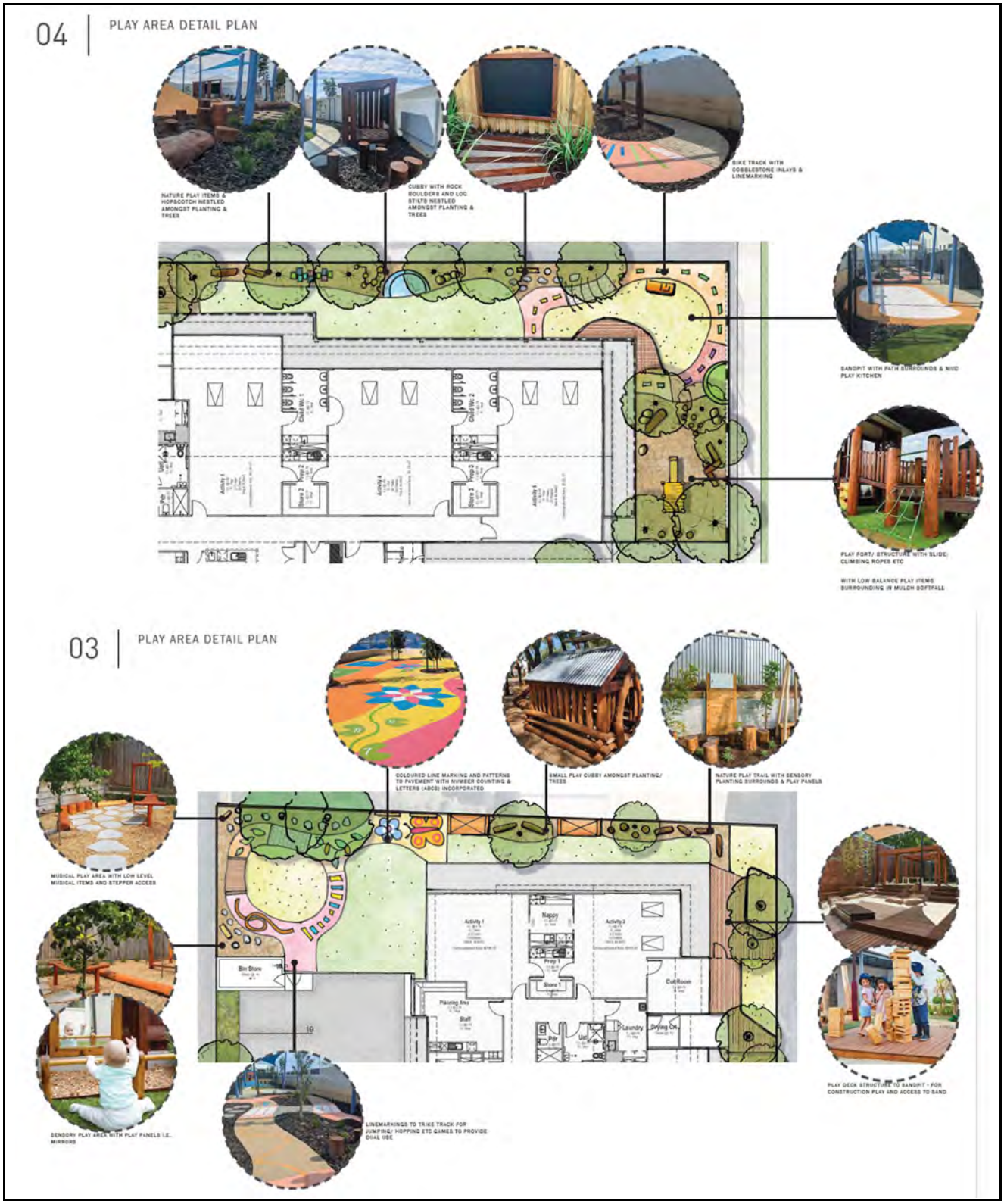


Figure 11 - Plan illustrating the play equipment layout for the child care premises.

It should be noted that the landscaping plan has been finalised taking into consideration of the recommendations made by the City's Design Review Panel (DRP) at its meetings held on 27 May 2025 and 23 September 2025. The includes the provision of addition shade trees within the car parking area and the placement of a tree along the front lot boundary to assist with screening the car parking area.

The proposed landscaping will enhance the development when viewed from the public realm and will provide for sufficient protection from the elements (in particular during the hot summer months).

7.0 STATUTORY CONSIDERATIONS

7.1 Metropolitan Region Scheme

The subject land is currently classified 'Urban' zone under the Metropolitan Region Scheme (MRS) (see Figure 12 – MRS Map).

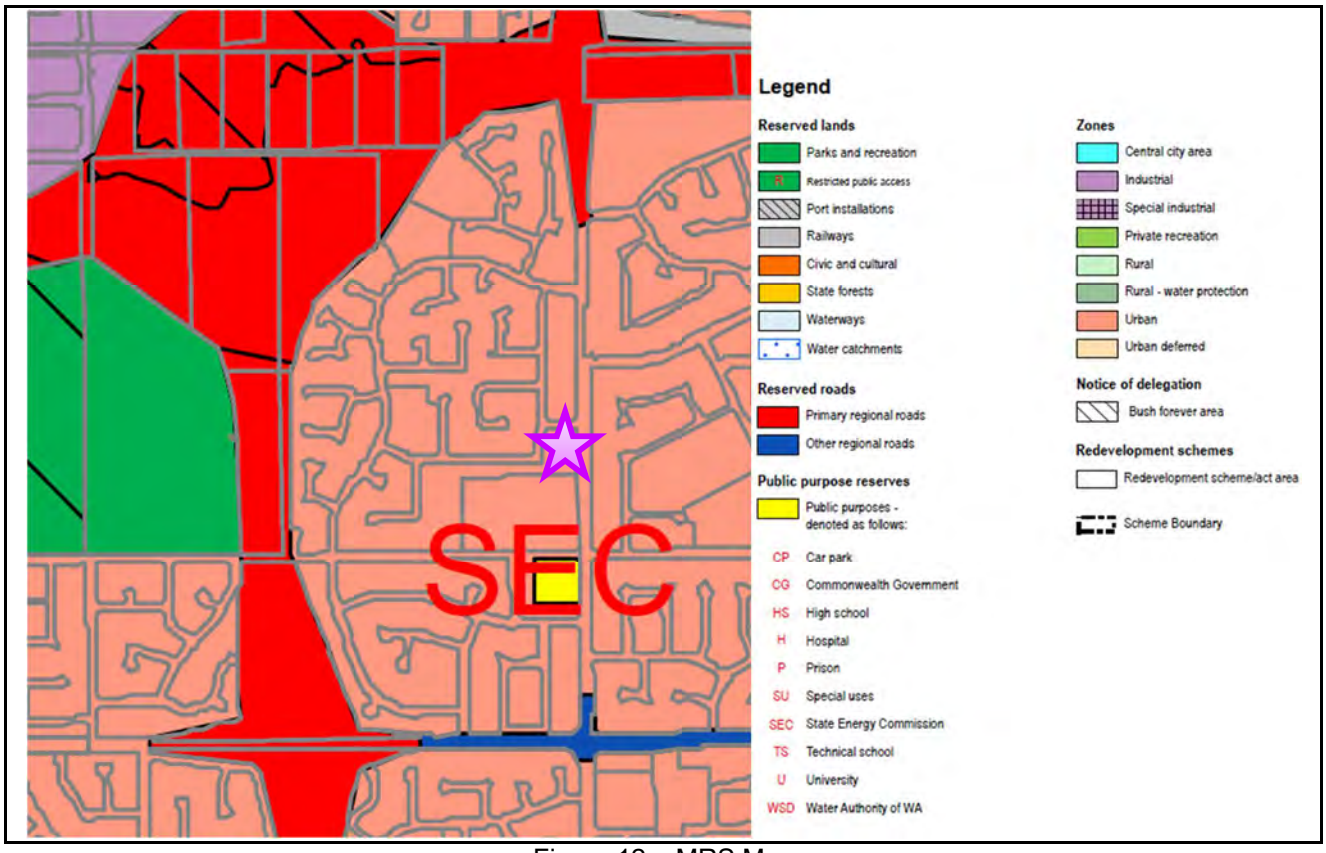


Figure 12 – MRS Map

It should be noted that the zones and reservations prescribed by the MRS are broad categories only that are intentionally not precisely defined or limited in order to enable a flexible approach to town planning. The following definition is provided as a guide to its stated purpose/s in the MRS:

*"**Urban Zone** - Areas in which a range of activities are undertaken, including residential, commercial recreational and light industry."*

The proposed development and use of the subject land for 'Child Care Premises' purposes is considered to be consistent with the defined intent of its current 'Urban' zoning classification under the MRS and has scope to be approved by the Development Assessment Panel and the City of Swan.

7.2 City of Swan Local Planning Scheme No.17

The subject land is classified 'Residential' zone under the City of Swan's current operative Local Planning Scheme No.17 (LPS No.17) with a dual density coding of R20/50 (see Figure 13 – Scheme Map).

As this application proposed a child care premises and not a residential development (i.e. grouped or multiple dwellings), it is concluded that the base density coding of R20 will apply when undertaking the necessary assessment against the prescribed development standards

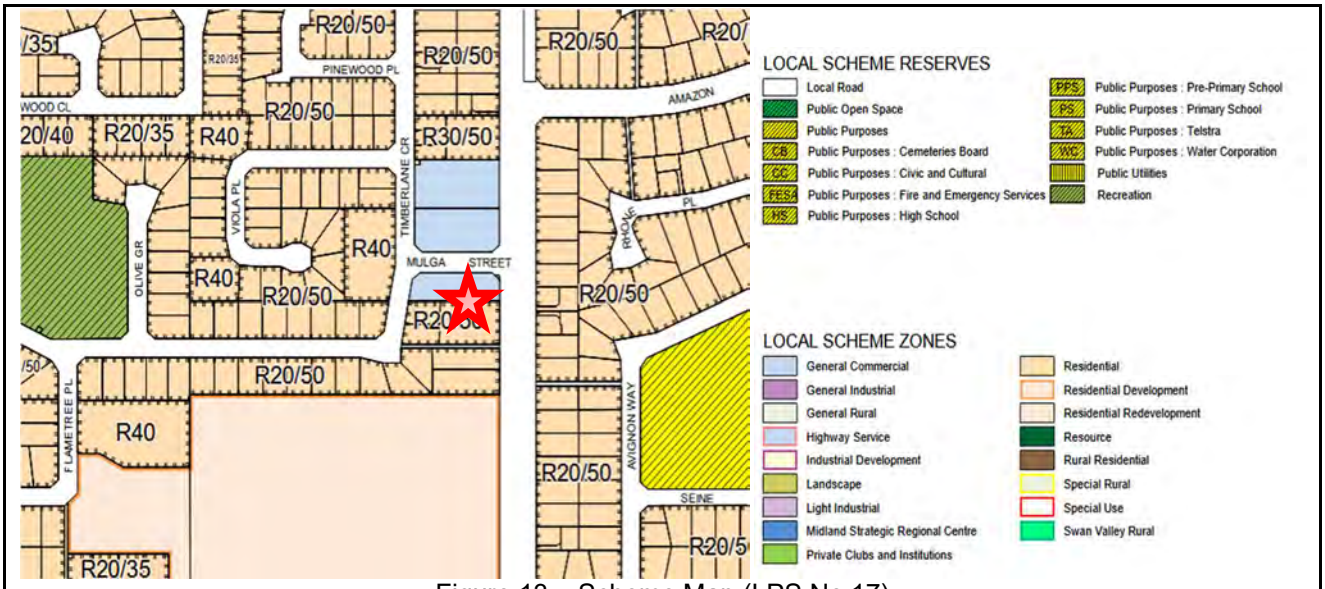


Figure 13 – Scheme Map (LPS No.17)

Schedule No.1 entitled 'Dictionary of Defined Words and Expressions' of the City's LPS No.17 provides the definitions for the various uses that would apply to this application. Table 1 below provides an overview of the land use definition and permissibility within the zone, as prescribed under Clause 4.3 of LPS No.17 ('Zoning Table'), which will apply to the subject land:

Table 1– Land Use & Permissibility

LAND USE	DEFINITION	USE PERMISSIBILITY
Child Care Premises	*Has the same meaning as "Child Care Service" in the Child Care Services Act 2007.*	*Discretionary ("D") use, meaning that the use is not permitted unless the local government has exercised its discretion by granting planning approval.*

It is contended the proposed development and use of the land as depicted in this application falls comfortably within the aforementioned land use definition and permissibility prescribed in the City's LPS No.17.

The stated objectives of the 'Residential' zone prescribed within the City's LPS No.17 is as follows:

a) *provide for a range of forms and densities of residential development to meet the needs of the wide variety of households which make up the community;*

b) *promote a residential environment in each locality consistent with the form and density of residential development permissible in the locality, so as to enhance a sense of place and community identity;*

c) *preserve and enhance those characteristics which contribute towards residential amenity, and to avoid those forms of development which have the potential to prejudice the development of a safe and attractive residential environment;*

d) *provide for a limited range of ancillary development compatible with the form and density of residential development, and complementary to the needs of local communities, but which will not compromise residential amenity;*

e) *avoid development of land for any purpose or in any manner that would detract from the viability or integrity of development in either the Strategic Regional Centre or the Commercial zones.*

It is contended that the proposed development on the subject land for child care premises purposes is consistent with the stated objectives of the 'Residential' zone for the following reasons.

- It will provide a vital service and meet the needs of local residents/community within the immediate area;
- It will provide a development that comprises a high quality design and built form that will enhance the streetscape and provide a safe/attractive environment, whilst being sympathetic to the surrounding residential developments;
- It will provide a range of non-residential land uses that are compatible with and is complementary with the residential area (i.e. the use is typically located within residential areas);
- It will provide a community type facility that will service the existing residential population within the immediate locality and support working families;
- It will provide a much needed service within the Beechboro locality for the benefit to the local community; and
- It will not detract from the viability or integrity of development within any nearby Strategic Regional Centres or the Commercial zones. In fact, the proposed child care premises on the land will complement the nearby commercial zone along Beechboro Road North.

7.3 City of Swan Local Planning Policy POL-LP 129 – 'Vehicle Parking Standards'

The proposed development has been designed to provide for eighteen (18) on-site car parking bays with vehicular access via a single crossover along the land's Beechboro Road North frontage (see Site Development Plans).

The following car parking calculations are provided to assist the City of Swan and DAP's assessment of the application and have been formulated with due regard for the parking standards prescribed in Table 1 of the City's Local Planning Policy POL-LP 129 entitled 'Landuse Parking Requirements'.

Table 2 – Car Parking Calculations

LAND USE	PRESCRIBED PARKING STANDARD	No. OF PERSONS OR FLOOR AREA	PARKING BAYS REQUIRED
Child Care Premises	1 space per every 8 children	84 children	10.5 bays
	1 space per employee	16 staff	16 bays
Total number of on-site parking bays required for the child care premises			**27 bays**
Total number of on-site parking bays provided			**19 bays**
Total on-site car parking shortfall			**8 bays**

As demonstrated by the above table, the proposed child care premises on the subject land will result in a shortfall of eight (8) on-site car parking bays. The following justification is provided in support of this application in terms of the on-site car parking shortfall and associated reduction in the on-site car parking numbers:

i) The shortfall of eight (8) on-site car parking bays is considered minor and is unlikely to have any detrimental impacts upon the existing amenity, character, functionality and safety of the immediate locality;

ii) Given the land's location within an established residential area, it is contended that some of the parents attending the child care premises will walk (i.e. walkable catchment);

iii) In addition to the above point, the subject land is located along a commercial strip (i.e. including an employment node) and that some parents may also park at work and walk to the child care premises to drop off/pick up children;

iv) It is highly unlikely that the proposed child care premises would operate at its maximum capacity at all times. In addition, not all staff will work at one given time when there is less children attending the child care premises;

v) In addition to the above, there are opportunities for parents attending the child care premises to undertake multi-tasks trips. This allows parents to park at the shopping centre (to undertake shopping) and walk their children to the child care premises. This reduced the demand for on-site parking on the subject land, as parent have opted for an alternative parking location;

vi) The TIS prepared in support of this application identifies that the peak time for child care

premises is typically a 2-hour period. The average length of stay, as stated in NSW RTA – 'Guide to Traffic Generating Developments', is 6.8 minutes. The traffic engineer's experience in surveying dwell times for child care premises outside of commercial zones confirms this finding. Even assuming conservative 10 minutes average length of stay, the actual arrivals/departure rate of vehicles associated with parents attend the site is likely to be spread throughout the 2-hour peak time. The TIS has concluded that there is sufficient on-site car parking to address the needs of the uses on the subject land;

vii) In addition to the above, the traffic consultant have concluded that the actual parking demand for the proposed child care premises is lower than the anticipated requirement and that the provision of nineteen (19) on-site car parking bays is sufficient to accommodate the practical parking demand of the development;

viii) There are a number of instances that parent drop more than one child to the premises at one given time. This will assist with reducing car parking demand;

ix) Other than the drop-off and pick-up periods, the development will comprise a low on-site car parking demand/usage and that the provision of nineteen (19) car parking bays would be sufficient;

x) In most instances, child care premises operators will employ a number of staff that area trainee educators who are under the age of 17 and cannot drive to work (i.e. do not have a license). This further reduces the demand for on-site car parking allocated for staff;

xi) The proposed child care premises provide bicycle bays and 'end of trip facilities' to encourage staff to ride to work and therefore reduce the number of required bays to address staff parking;

xii) Any future operator of the child care premises will staggered drop off and pick up times over the course of two hours during both the morning (i.e. between 6.30am & 8.30am and evening periods between 4pm to 6pm) to limit congestion. The pick-up and drop-off times are staggered to limit the number of parents access/egressing the site and provide for reduced demand for on-site car parking;

xiii) The subject land has good access to public transport (i.e. various bus routes and access to the Noranda Train Station) which provide future patrons and staff of the child care premises with an alternative mode of transportation to private car usage and help alleviate some demand for on-site car parking. It is noted that public transport usage is becoming more favourable as the cost of motor vehicle expenses increase;

xiv) In addition to the above point, there is an increased use of e-scooters by staff that further reduces the reliance on motor vehicle usage;

xv) Through discussions with the City's Planning Department, it was concluded that the on-site car parking shortfall is manageable and can be supported. As part of the discussions with the City, it was agreed that the original on-site waste collection service be changed to an on-street collection services to avoid any conflict between the waste collection vehicle and the use of the on-sit car parking bays. Once again, this arrangement has been supported by the City; and

xvi) The payment of a cash-in-lieu contribution for the eight (8) car parking bay shortfall is considered unnecessary in this particular instance given that the subject land has adequate on-site car parking to satisfy the parking demand generated by the proposed use, along with good access to a walkable catchment, public transport and pedestrian path network.

Having regard for the above it is contended that the car parking to be provided in support for the new child care premises on the subject land is sufficient, that the car parking shortfall will not have an adverse impact on the immediate locality and may therefore be supported.

7.4 City of Swan Local Planning Policy POL-LP 1.10 - 'Provision of Public Art'

The City of Swan's Local Planning Policy POL-LP 1.10 entitled 'Provision of Public Art' seeks to improve the appearance and amenity of places and improve the vibrancy and character of an area.

It is advised that the client is prepared to make a cash in lieu contribution for the required public art from the proposed development on the subject land.

As such, it is requested that an appropriately worded condition be imposed on any development approval granted by the DAP for the required cash in lieu payment be made to the City of Swan for the public artwork prior to the completion/occupancy of the child care premises.

7.5 WAPC Planning Bulletin No.72/2009 - 'Child Care Centres'

The Western Australian Planning Commission's (WAPC's) Planning Bulletin No.72/2009 entitled 'Child Care Centres' provides guidance to decision makers, developers and the broader community regarding the various matters required to be considered when planning for the development and use of child care centres. The objectives of this Planning Bulletin are to:

a) *locate child care centres appropriately in relation to their surrounding service area;*

b) *minimise the impact a child care centre has on its surrounds, in particular on the amenity of existing residential areas;*

c) *minimise the impact the surrounds may have on a child care centre; and*

d) *consider the health and safety of children attending the child care centre within the confines of the planning system.*

It is contended that the proposed child care centre on the subject land is consistent with the objectives of Planning Bulletin No.72/2009 for the following reasons:

i) It is well located in terms of access to a local and district road network to allow for improved access and minimizes any impacts on the surrounding residential area;

ii) It will provide a much needed service within the Beechboro locality and will have significant benefits to the local community;

iii) It is a community type use that is commonly located within close proximity and/or within residential areas or within a commercial node;

iv) The proposed development has been designed to comprise a layout that will ensure a safe environment for children attending the venue; and

v) The traffic movements generated by the child care premises will not be excessive and will not have a detrimental impact on the surrounding road network.

Hours of Operation

The application proposes that the operating hours for the child care premises will be Monday to Friday 6.30am to 6.30pm in lieu of the prescribed operating hours stated within the Bulletin of 7.00am to 7.00pm on weekdays. As such the application proposes to operate 30 minutes more during the

morning period on weekdays. The following justification has been provided in support of the addition operating hours for the City and DAP's consideration:

i) The proposed extension to the operating hours (i.e. 30 minutes in the morning) is considered minor and will not have an adverse impact on the amenity of the immediate locality;

ii) The child care premises will accommodate working parents to drop children off before 7am, the play areas could be limited so as to not be used until after 7am to reduce any adverse impacts on the surrounding area;

iii) The subject land is located in close proximity (adjoins) a commercial strip/area along Beechboro Road North and is in close proximity to other commercial developments and primary school. As such, the proposed child care premises will provide a service to the local working population;

iv) The subject land is located along a bus route and is in close proximity to the Noranda Train Station. The additional start time will cater for parents using the public transport network to drop children off on the way to work;

v) It is observed that there are a number of commercial developments within the immediate area commencing trade before 7am. Given this, the earlier starting time for the child care premises on the subject land will not adversely impact the amenity of the surrounding area;

vi) A review of previous decision made by the DAP for similar developments has identified that the starting time of 6.30am has been supported where there is merit. Given the location of the subject land along a commercial strip and with easy access to public transport, it is contented that this application has merit; and

vii) An acoustics report has been prepared by ND Engineering in support of the application reviewing the noise generated by the child care premises commencing operation at 6.30am.

In light of the above, the proposed operating hours have merit and may therefore be supported.

7.6 State Planning Policy No.5.4 – 'Road & Rail Noise'

Lot 380 is located along Beechboro Road North which has been identified as a regional road (see Figure 14 - PlanWA). As such, this development application requires the preparation of an acoustic report to enable the City of Swan and the DAP to undertake an assessment against *State Planning Policy No. 5.4 Road and Rail Noise.*

An acoustic report has been prepared in support of this application be ND Engineering (see copy attached) addressing State Planning Policy No.5.4 in terms of noise an provides various recommendations to address traffic noise generated along Beechboro Road North (i.e. Annex H of acoustics report).

In light of the above, it is noted that the City of Swan and the DAP may impose a condition requiring that the recommendations prescribed within the acoustics report will be implements prior to the occupation of the development.

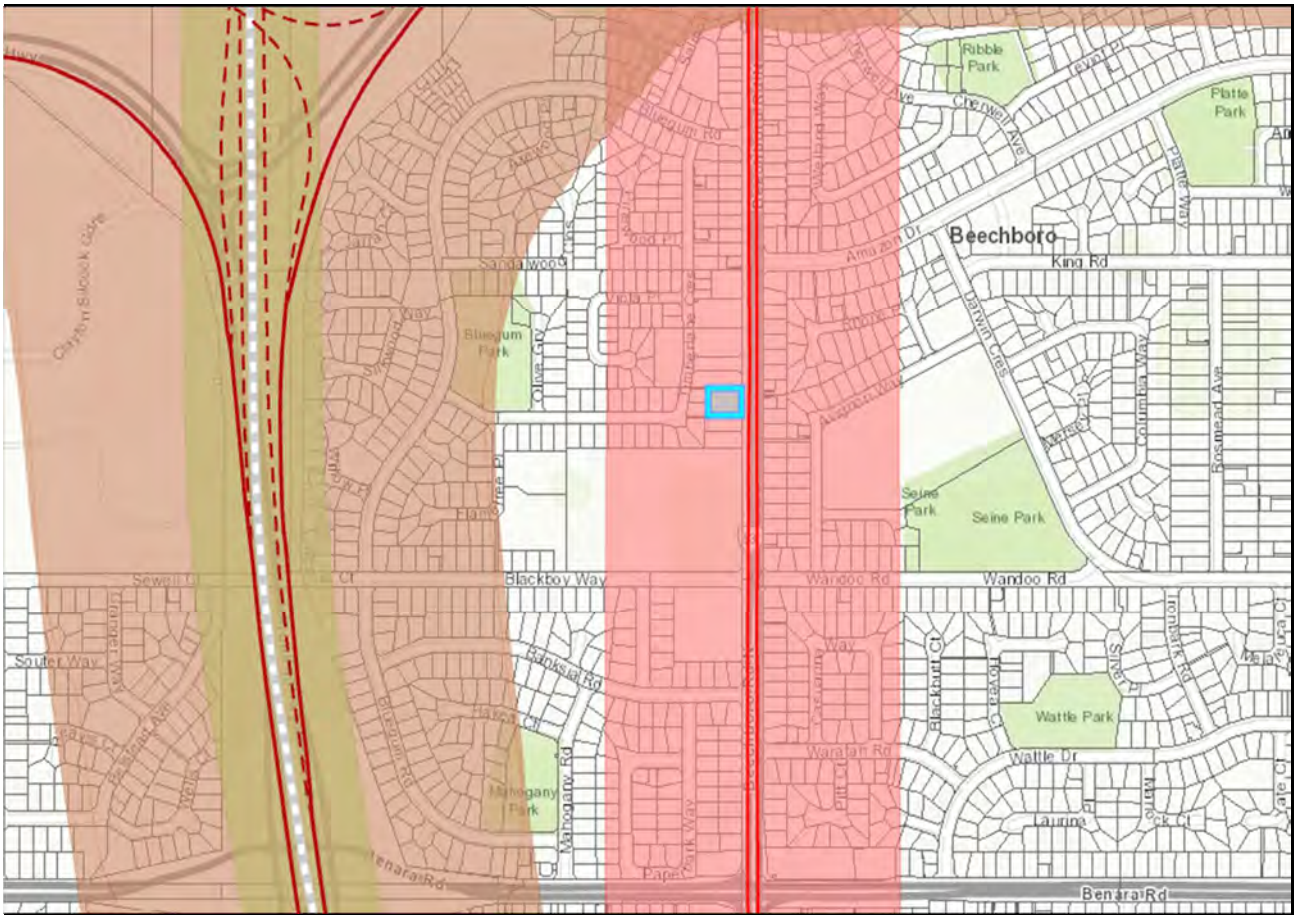


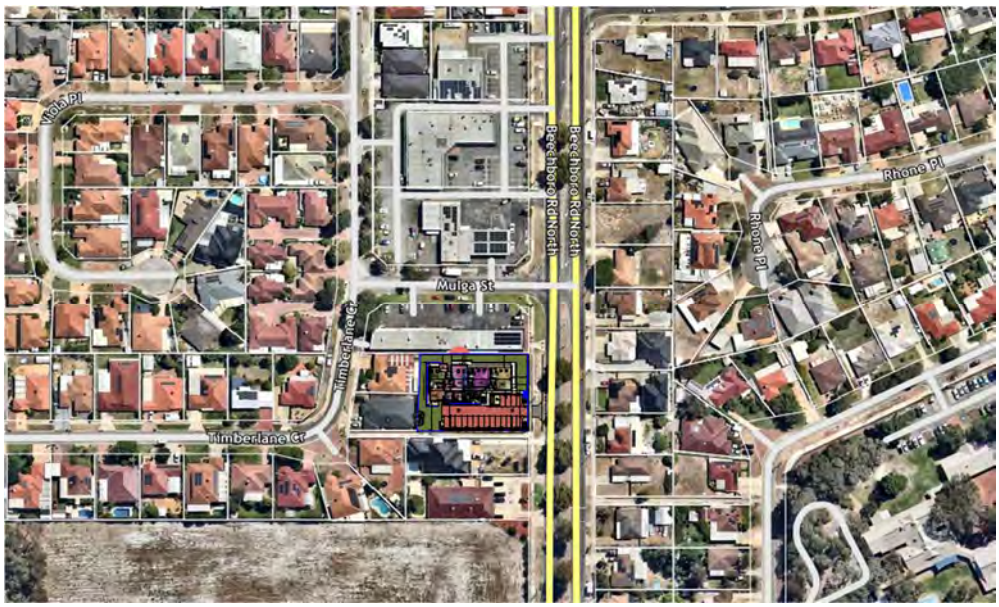
Figure 14 – Road Noise (PlanWA)

7.7 State Planning Policy No.7.0 - 'Design of Built Form Environment'

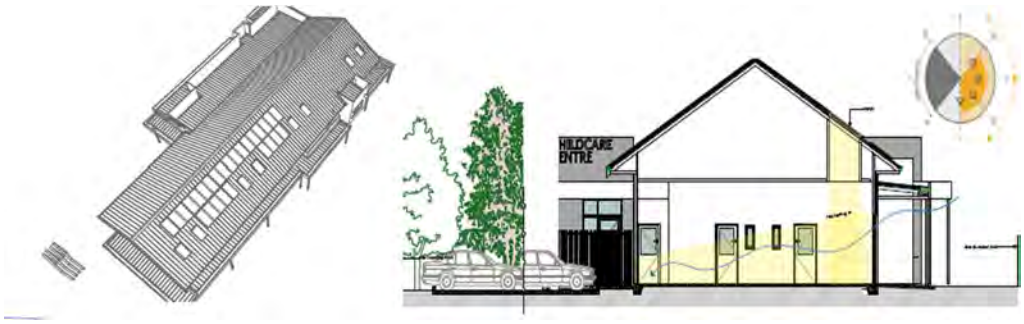
The following table provides responses to the 'design principles' outlined with the Western Australian Planning Commission's State Planning Policy No.7.0 for consideration by the City of Swan and the DAP.

Table 3 – Design Principles

DESIGN PRINCIPLE	RESPONSE
Context and character *"Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place."*	• A review of the immediate locality has identified that the character within this part of the Beechboro varies in terms of land use and built form. • The subject land forms part of an existing commercial strip along Beechboro Road North (i.e. automotive repairs, service station, shopping centre and child care premises). • The subject land has historically been developed and used for medical centre purposes (i.e. non-residential use), with the car parking area located along the southern side of the lot, similar to the new development layout.

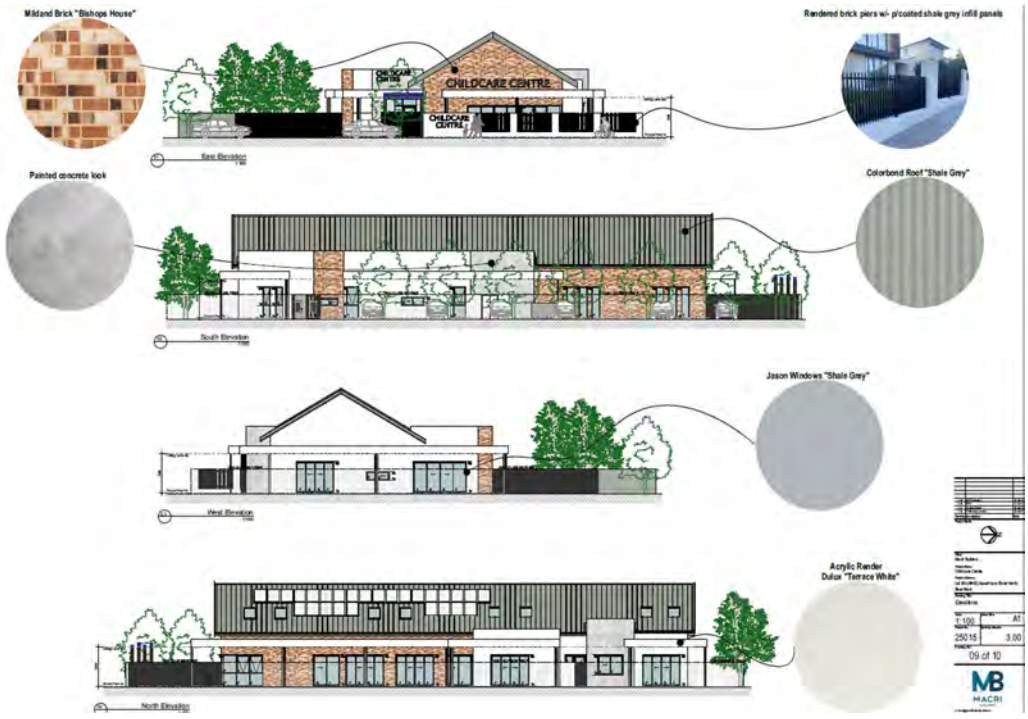
	• The existing commercial development along this part of Beechboro Road North is single storey. • Any residential development on the surrounding lots are either single or two storey developments, with no designated architectural style. • In light of the above points, it is contended that the built form of the proposed child care premises on the subject land will reflect the existing built form character within the area. • The proposed child care premises has been designed to reflect the existing and emerging built form along Beechboro Road North. Furthermore, the design of the new building on the land will improve the streetscape compared to the current development on the subject land. • The new building will include the use of various materials and colours that will provide an element of visual interest when viewed from the street. • The proposed development and land use will provide a vital and much needed service within this part of the Beechboro locality. 
Landscape quality *"Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context."*	• A review of the subject land has revealed that there is no significant vegetation on the subject land due to the historical use of the land for medical consulting room purposes. Given this, the proposed development will include the planting of new trees throughout the site. This is a far better outcome to the current situation on the land. • The proposed development will comprise extensive landscaping throughout the site. This includes the planting of trees throughout the site (in particular the car parking area) to enhance the development and provide a positive contribution to the environment. • The landscaping to be provided within primary street setback area will assist with softening the appearance of the development when viewed from the street and assist with on-site drainage. • A variety of vegetation is proposed, ranging from shrubs to trees and sufficient space is allowed for trees to grow to a sufficient size to provide adequate tree canopy cover of the site for the benefit to the local community and the environment in general. This

	has been depicted within the indicative landscaping plan prepared in support of the application. • A number of shade trees are being provided within the car parking area to assist with reducing the extent of heat generated by the hardstand area. • A landscaping and playground plan has been prepared for the application by a qualified consultant for review. The playground layout will reflect the requirements of the Child Care Services (Child Care) Regulations 2006. • The landscaping will provide adequate deep soil zone to accommodate substantial tree growth, therefore allowing for adequate shading and the creation of a comfortable environment.
<u>Built Form and scale</u> *"Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area."*	• The proposed development comprises a varying front setback and the use of varying martials/colours along the front façade to limit any impacts the development may have on the streetscape. Furthermore, the design will not detract from the desired built form character of the streetscape along the part of Beechboro Road North. In fact, the proposed development will provide good activation of the adjoining streets. • In addition to the above point, the development will locate openings (windows) overlooking Beechboro Road North and the main entry point being located from the car parking area and pedestrian link to the street. Furthermore, a portion of the outdoor play area will be located along the Beechboro Road North frontage of the development. This will provide activation of the development along the street and assist with improved passive surveillance of the street. • The development will provide activation of the street through a play area at the front of the property, instead of large areas of hardstand which is typical of all existing development along this part of Beechboro Road North. • The development will enhance the streetscape and depart from the current bland and highway type appearance of the existing commercial developments. • Given the adjoining pedestrian access way, adequate separation has been provided between the building (including the car parking are) associated with the child care premise centre and the existing residential development on the adjacent land to the south.
<u>Functionality and build quality</u> *"Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle."*	• The design of the child care premises is considered to be functional, with the internal layout being designed to meet the needs of the future operator and patrons (children). • In addition to the above point, the development has been designed to satisfy the statutory requirements for the child care premises (i.e. Child Care Services (Child Care) Regulations 2006), including the required internal and external area to accommodate the proposed number of children attending the venue. • The proposed development will include the use of robust materials and construction methods that will comprise a long life cycle. • The development will comprise an entry point (pedestrian access path) that provides a clearly definable entry and a sense of place for the future patrons to the child care premises. This also allows for a link between the child care premises and the existing pedestrian network within the area to encourage walking. • The development has been designed to allow for access to natural light (including access to the northern winter sun) and cross ventilation (air flow through the building). This could assist with reducing running costs for the business.

	• Veranda areas are included to provide shade protection to windows during the summer months. • The internal layout of the building provides for flexibility and efficient use of space for both the patrons and the staff. • The landscaping provided within the external play area will assist with providing some shading of the development during the summer months (to provide protection from solar heating) and softening the appearance of the development when viewed from the public realm or the adjoining properties.
<u>Sustainability</u> *"Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes."*	• The proposed development has been designed to obtain access to both natural light and ventilation, in particular locating the outdoor play area to obtain access to the northern winter sun. The access to the natural light and ventilation is reinforced by the provision of good separation between the building on the subject land and the lot boundaries. It is contended that the design layout of the development will assist with reduced running costs of the development and allow for access to natural light and ventilation. • The proposed solar panels will assist with reducing running costs and provide a positive benefit to the environment. • The placement of landscaping within the car parking area will provide protection of the hardstand area from the sun (reduce heat generated by the hardstand). • Adequate landscaping will be provided to accord with water-sensitive design, provide natural shading during the summer months and provide adequate greenery to benefit the development. This includes the installation of new mature trees on the land to provide shading and reduce the 'heat island effect'. • The location of windows to key internal activity rooms and the entry point along the street frontages of the building will provide for improved connectivity between the public and private realms that will assist with social interaction and good passive surveillance. • The development has good access to a residential catchment (i.e. walkable catchment) and the adjacent train station via a pedestrian path network which will assist with reducing motor vehicle dependency and provide for alternative methods of transportation to motor vehicle usage. • Large parts of the external play area will be located to obtain access to the northern winter sun. This will also allow for the winter sun to penetrate the internal active spaces of the building. 

Amenity *"Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive."*	• The development has been designed to meet the needs of the operator and to achieve the requirements prescribed statutory requirements associated with the running of a development. • The design layout also includes easy connection/access between the internal and external play areas for the children. In addition, the key administrative areas have been located so they do not adversely impact the children's active spaces. • The development, including both the internal and external play areas, will comprise orientation towards Beechboro Road North to provide an outlook and provide for improved passive surveillance. • Adequate measures have been designed to provide for the protection of the children within the external play areas from the general public. • Adequate boundary setbacks have been provided for sufficient separation between the buildings on the subject land and the adjoining properties. • Good pedestrian paths/access is provided for the staff and patrons of the child care premises. The path also connects onto the pedestrian path network along Beechboro Road North. • The building has been designed comply with the Child Care Regulations. • The proposed development will not cast a shadow over the residential development on the adjacent southern property. • The development has been designed to allow for easy access for both the staff and parents attending the development.
Legibility *"Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around."*	• The proposed development is legible in that it provides a distinctive façade and clear location of the on-site car parking area. • Clearly identified crossover/driveway will be provided for the development to allow for clear vehicle entry point for both staff and parents attending the child care premises. • The main entry into the development allows for easy access from both the street and the car parking area, with the entry being directly from the street via a pedestrian path and therefore allowing for easy access for patents and children to the child care premises. This entry is easily distinguishable and provides designated access to one secure entry area. This design philosophy will allow for clear and easy access for parents during pick up and drop off times. • The proposed development has been designed to establish clear definable area for pick up/drop off. This includes a clear entry point and designated car parking area to service the use. • The development is well connected to the existing pedestrian path network within the adjoining road network. • The development will comprise a covered entry point that will provide protection from the elements.
Safety *"Good design optimises safety and security, minimising the risk of personal harm and*	• The proposal provides multiple windows facing the street, the vehicle/pedestrian entrances to the building, the car parking area and the outdoor play areas. • The development will provide adequate security (i.e. security cameras, gates) to secure the child care premises after hours.

supporting safe behaviour and use."	• The location of windows from the child care premises over the car parking area will provide an element of passive surveillance during the day time period. • The child care premises has been designed to ensure that children will not have unsupervised access to the street. In addition, the entry foyer has been designed to ensure that parents pick up and drop of children in a safe environment and avoid the chances of a child walking into the car parking area or street without a parent. It should be noted that parents are required to sign in and out children. • The development has been designed to allow for all vehicles to entry the public street network in a forward gear. The vehicle access point comprises adequate visual sightlines to provide a safe pedestrian environment. • Given the sensitivity of the business to operate from the land, the proposed child care premises has been designed to be secure and provide protection for the children. • The development will include numerous windows and gates to avoid any opportunities for concealment or entrapment by intruders.
<u>Community</u> *"Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction."*	• The proposed child care premises on the subject land will provide a vital service for parents within the area. • The proposed child care premises on the subject land will provide a vital service for working parents within the existing commercial strip along his part of Beechboro Road North. This will allow for parents to work, whilst having their children close by. • The development provides a child care premises with easy access to public transport, therefore catering for parents using public transport to travel to work. • The hours of operation for the child care centre will also cater for working parents that start work before 7.00am. • The proposed development will provide employment opportunities within the area and will foster growth within this part of the Beechboro locality. • The proposed child care premises will assist with early leaning for children within the Beechboro area. • The proposed development provides a number of windows and outdoor play areas which address the street to provide an active frontage and improved connectivity between both the private and public realms. 
<u>Aesthetics</u> *"Good design is the product of a skilled, judicious design process that results in attractive and inviting*	• Aesthetics of the proposed street facing facades includes the use of a variety of materials and renders, varied setbacks and windows of varying sizes. • The proposed façade provides visual interest and an active frontage that provides a connection between the public and private realms. • The proposed façade provides visual interest and an active frontage that provides a connection between the public and private realms. This includes providing varying front

buildings and places that engage the senses."	setbacks for the development to reduce the overall impact on the street in terms of bulk and scale. • The design of the proposed development incorporates sufficient and safe pedestrian movements, whilst allowing for ease of access to various on-site facilities such as the bin storage area, administration areas and car parking. • The proposed façade for the development provides visual interest, includes an active frontage and articulation. The proposed building is impressive compared to other buildings along this part of Beechboro Road North, therefore making the building and business inviting to prospective clientele. • The development incorporates sufficient and safe pedestrian movements, whilst allowing for ease of access to various on-site facilities such as bin storage areas and car parking. • The proposed development has been designed to include variable front setbacks, along with active spaces, which will provide an attractive and articulated front façades. The impressive façade designs will appeal to all passers-by and engage interest from the public realm. 

7.8 Bushfire Prone Areas

Lot 380 has not been identified by the Department of Fire & Emergency Services (DFES) as being located within a designated 'bushfire prone area' (see Figure 15).

Figure 15 – DFES Bushfire Mapping

7.9 Contaminated Site Investigation

A search of the site under the contaminated sites register has revealed that the subject land does not have any contamination (see Figure 16). In addition, the subject land is not impacted by floods plains and Bush Forever site.

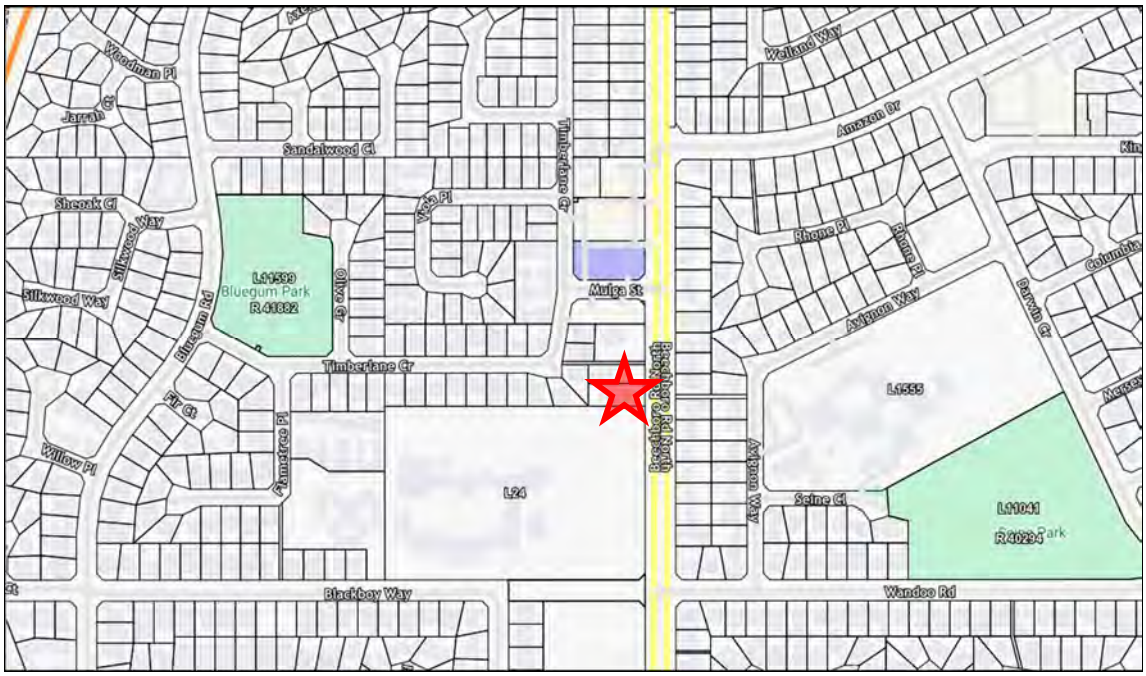


Figure 16 – Contaminated Site Mapping (MNG Mapping). Contaminated site shown in blue.

8.0 DEVELOPMENT STANDARDS

8.1 General Development Standards

The City of Swan has not adopted any specific development standards applicable to a child care premises development/use. As such, the provisions of the City of Swan's Local Planning Scheme No.2, the Residential Design Codes (R-Codes) and any other relevant local planning policies will apply in terms of assessing the proposed child care premises against any development standards.

In light of the above, the proposed child care premises on Lot 380 has been designed having due regarding for the aforementioned planning framework.

Table 3 below provides an assessment of the proposed development to assist with the consideration of the application against the applied development standards:

Table 4 – Assessment Table

DEVELOPMENT COMPONENT	PRESCRIBED DEVELOPMENT STANDARDS	PROPOSED	COMPLIANCE
SETBACKS			
Primary street	As per the R-Codes (R20) Min - 3 metres Average – 6 metres	Min – 5.1 metres Average – 9.4 metres	Yes
Secondary street	1.5	N/A – Not a corner lot	N/A
Rear – West	As per the R-Codes (R20) • Veranda min – 1.5 meters (no major opening, wall HT 4 metres, length 21 metres) • Building min – 3.6 metres (major opening, wall HT 4 metres, length 21 metres)	• Veranda min – 3.048 metres • Building min – 4.5 metres	Yes
Side - South	As per the R-Codes (R20) • Veranda min – 1.1 meters (no major opening, wall HT 4 metres, length 5.5 metres) • Building min – 5.0 metres (major opening, wall HT 4 metres, length 40 metres)	• Veranda min – 11.5 metres • Building min – 12.9 metres	Yes
Side - North	As per the R-Codes (R20) • Veranda min – 1.6 meters (no major opening, wall HT 4 metres, length 41 metres) • Building min (Activity 2/Activity 3 wall) – 3.1 metres (major opening, wall HT 4 metres, length 17 metres) • Building min (WC1/Activity 5 wall) – 5.0 metres (major opening, wall HT 4 metres, length 41 metres)	• Veranda min – 4.3 metres • Building min Activity 2/Activity 3 – 4.337 metres • Building min (Activity 2/Activity 3 wall) – 4.337 metres • Building min (WC1/Activity 5 wall) – 5.0 metres	Yes

LANDSCAPING			
Shade Tree	1 tree per six (6) car parking bays	Min 1 tree per two (2) bays	Yes
Front Setback Area (Car parking area)	3.0 metres wide	Min 2.3 metres	No Refer to justification
GENERAL/OTHER			
Open space	As per the R-Codes (R20) 50% (903.5m^2)	69.3% (1,253.5m^2)	Yes
Building height	As per the R-Codes (R20) Wall HT (pitched)– 7 metres Ridge HT (pitched)– 10 metres Wall HT (concealed) – 8 metres	Wall HT (pitched)– 4.7 metres (max) Ridge HT (pitched)– 8.1 metres (max) Wall HT (concealed) – 5.2 metres (max)	Yes
Façade design	Front façade to be broken up with the use of varying materials and colours	The front facade will include varying setbacks, materials and colours to provide articulation and visual interest.	Yes
Visual privacy	R-Code provisions	Single storey and complies with R-Codes (level of outdoor area less than 500mm from NGL).	Yes
Storage/refuse areas	One bin store required, screened from the street.	Screened bin store provided.	Yes
Vehicle access/egress	Vehicles to return to street in a forward gear	All vehicles are able to return to the street in a forward gear, via a two-way crossover.	Yes
Visual sightlines	No structures greater than 750mm within the 1.5 x 1.5 metre truncation of driveway.	No structure above 750mm within the 1.5 x 1.5 metre driveway truncation	Yes
Pedestrian access	Definable entry point from street, universal access.	The building comprises a definable entry point, provides pedestrian connection with footpath network along the street. In addition, universal access is provided.	Yes
Surveillance of car parking area	Provide passive surveillance of car parking area.	Various windows to child care premises orientated toward the car parking area to provide passive surveillance	Yes
Street fencing	Visually permeable fencing	Visually permeable fencing to streets	Yes
Site works	R-Codes Less than 500mm from NGL	Site works less than 500mm above NGL	Yes

As outlined by Table 4 above, the proposed development on the subject land generally complies with the 'deemed to comply requirements' of the relevant development standards prescribed with the City's Local Planning Scheme No.17 and any relevant local planning policies, with the exception of landscaping along the front boundary of the on-site car parking area.

The following table provides justification in support for those aspects of the design layout that do not meet the 'deemed to comply requirements' of the relevant development standards prescribed by the City for review and consideration:

Table 5 – Justification (non-compliant matters)

DEVELOPMENT STANDARD	PROPOSED VARIATION TO 'DEEMED TO COMPLY REQUIREMENTS'	JUSTIFICATION
City of Swan Local Planning Policy POL-TP-129, Clause 2.9 – 'Landscaping'	The application proposes that the landscaping strip along the front boundary of the on-site car parking area comprises a minimum width of 2.3 metres in lieu of a minimum required width of 3 metres prescribed within the 'deemed to comply requirements' of Clause 2.9 of City's Local Planning policy POL-TP-129.	1. The proposed variation to the landscaping strip along the street boundary of the onsite car parking area (i.e. 700mm) is considered to be minor and will not result in the development having an adverse impact on the streetscape. Furthermore, the balance portion of the subject land will contain landscaping (i.e. within the outdoor play area) that will assist with enhancing the appearance of the development when viewed from the street. 2. The policy affords Council flexibility in determining the landscaping requirement for a development on its individual merits. To this extent it is requested that Council exercise discretion by allowing a variation and approving the landscaping as proposed. 3. This application also proposes the installation of landscaping and the planting of new trees within the verge area abutting the subject land and the front setback area of the proposed development, which will further improve the streetscape. 4. The landscaping proposed for the site will be irrigated and maintained to a high standard to ensure that it will enhance the streetscape and contributes positively to the amenity of the area. 5. The proposed development will include the planting of trees throughout the site and shade trees within the car parking area (at a greater rate than required by the City's Policy). This will assist with increasing canopy coverage within the City of Swan, whilst enhancing the appearance of the development when viewed from the street. 6. The landscaping area is considered to be effective and environmentally sustainable given current water restrictions, waterwise usage principles and ongoing maintenance costs. In light of the above, the proposed variations to the minimum width of the landscaping strip along the front boundary of the proposed on-site car parking area is minor in nature, will not have an adverse impact on the immediate locality and/or the streetscape, does not undermine the objective of the City's Policy POL-TP-129 and can therefore be approved by the City of Swan and the Development Assessment Panel.

9.0 CONSULTANT REPORTS

9.1 Acoustics Report

An acoustic report has been prepared in support of the application by 'ND Engineering' (see copy attached herewith). The report has undertaken an assessment of the noise emissions generated by the proposed development and the potential impact that noise may have on the adjoining and surrounding residential properties.

The acoustics report provides a number of recommendations for the proposed development and concludes that the proposed development is capable of operating without having any detrimental impacts on the surrounding residential properties.'

In light of the above, the acoustic report provides the following conclusion:

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

- *a) Children's' noise emissions will comply with the Noise Regulations (Reference A) subject to implementation of the recommendations contained in Section 5 'Recommendations'.*
- *b) Non children noise emissions will comply with the Noise Regulations (Reference A) subject to implementation of the recommendations contained in Section 5 'Recommendations'.*
- *c) Traffic noise received will meet the requirements of SPP5.4 (Reference C) subject to implementation of the recommendations contained in Section 5 'Recommendations'*

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

In light of the above, it is concluded that the design and location of the proposed development on the land is suitable and can be managed in terms of noise generation.

9.2 Traffic Impact Statement

A Traffic Impact Statement has been prepared by 'Premise' (Consulting Engineers) in support of this application (see copy attached herewith). The Traffic Impact Statement (TIS) comprises the following conclusions in terms of the proposed development on the subject land:

i) The proposed development is expected to generate 68 vehicular trips in the AM peak and 67 vehicular trips in the PM peak with an expected daily traffic generation of 249 vehicle trips. Considering that the proposed development is expected to generate less than 10% of the nominal capacity for an Access Road, it is clear that with the added traffic from the subject development all surrounding roads would remain well under the maximum desirable traffic volume.

ii) Other surrounding roads would absorb significantly less traffic, moreover, the traffic would be dispersed so that the impact can be considered negligible.

iii) In summary Premise believe that the proposed development will not have a negative impact on the surrounding road network.

In light of the above, it is concluded that the design and location of the proposed development on the land is suitable in terms of traffic movement and generation. Furthermore, it is concluded that

the local road network is more than capable of accommodating the traffic movements generated by the proposed development on the subject land.

9.3 Waste Management

A waste management plan (WMP) has been prepared by 'CF Town Planning & Development' in support of this application (see copy attached herewith). The proposed waste collection for the development will be undertaken on-street using a private contractor, servicing the site once per week per waste stream (i.e. one collections per week for each waste stream).

The WMP concludes that sufficient measures are proposed to ensure that the development can adequately be serviced in terms of waste disposal & collection.

10.0 DESIGN REVIEW PANEL (DRP)

The application has been referred to the City of Swan's Design Review Panel (DRP) on 27 May 2025 and 23 September 2025 for consideration and comment. It is noted that the proposed use and development on the land is generally supported by the Panel, with a number of recommendations and comments being made to improve the functionality and appearance of the development. It is noted that the DRP provided only a minor number of recommendations to the proposed deign layout and that the architectural style of the building was an improvement/enhancement to the streetscape.

It should be noted that at the final DRP meeting held on 23 September 2025, the Panel provided support for the proposed development.

Following a review of the comments, the plans prepared in support of this application were amended and has resulted in vast improvements to the design layout of the development. The key changes undertaken include the following:

i) Additional contextual information regarding the existing built form within the immediate area has been illustrated within this report;

ii) An entry portico or arbor and a seating area has been included at the pedestrian entry point of the child care premises along the land's Beechboro Road North frontage to provide a defined entry point to the development;

iii) A revised landscaping has been provided to include the verge area and review the location and selection of tree species throughout the development. This includes to provision of sufficient shade trees within the car parking area to assist with reducing heat generation during the summer months;

iv) The revised plans have reviewed vehicle sightlines abutting the proposed crossover to ensure safe access and egress;

v) The roof colour for the building have been amended from a dark colour to a lighter colour to assist with reducing heat absorption during the summer months, as requested by the DRP;

vi) A traffic impact statement has been prepared providing details/overview of vehicle movements/car parking for the site (i.e. staggering of drop-off/pick-up times);

vii) The elevation plans prepared in support of the application have been amended to illustrate the proposed materiality of the building and provide greater details;

viii) Relocate the signage panel along the front façade of the building, as suggested by the DRP; and

ix) Relocate the skylights along the northern side of the building above the activity rooms to provide greater penetration of natural light into these rooms.

11.0 PUBLIC ADVERTISING

The application was advertised for public comment and concluded on 23 September 2025. Ant the conclusion of advertising, the City of Swan received a total of eighteen (18) submissions comprising of fifteen (15) objections, two (2) non-objections and one (1) conditional support.

Following discussions with the City of Swan, the key/valid points raised during the advertising period included oversaturation of child care premises within the Beechboro area, noise generation and on-site car parking. The following schedule provides a response to these key points raised during the advertising period.

Table 6 – Schedule of Submissions

ISSUE NO.	SUMMARY OF CONCERN	APPLICANT COMMENT
1	*Oversaturation of Childcare Centres in Beechboro and the subsequent lack of demand for more of these types of development.* *One objection citing that There are already over 14 services in Lockridge, Kiara, Bennett Springs and Beechboro that are not operating at full capacity.*	• The operator has undertaken research of the area before proposing the child care premises on the subject land and there is a demand for such services (i.e. there is an under supply of child care places in the area). As such, the landowners decision to progress the proposed development and obtain an operator for the site. • A child care premises provides a vital use that services the local community and working families within the area. • The proposed child care premises on the land will provide employment opportunities for the local community and will offer jobs for young staff members of the community. • Competition and the number of child care premises within a suburb/locality is not a valid planning consideration. As such, the comment should be dismissed. In light of the above responses, the comments made by the objector are unsubstantiated and should be dismissed.
2	*Screaming children and noise generated by the development disturbing the peace of nearby residential uses.*	• An acoustics report has been prepared in support of the application by a qualified acoustic consultant. The report has been reviewed by the City of Swan and no issues have been raised by the City. • It should be noted that the child care premises does not operate on weekends. The noise generated by traffic along Beechboro Road North and the adjoining mechanical repair businesses would have greater noise impacts on the adjoining residential area than the proposed child care premises.

		In light of the above responses, the comment made by the objector is unsubstantiated and should be dismissed.
3	Shortage of parking bays on a busy street leading to increased risks and backlogs.	• A traffic impact statement (TIS) has been prepared by a qualified traffic engineer in support of the application, which reviewed the car parking. The TIS confirms that adequate car parking is provided in support of the development. It should be noted that the appointed traffic consultant is well experienced in the operation of child care premises and has used data obtained from various other child care developments. The dwell times used as part of this application reflect the data received. • In addition to the above, the TIS has reviewed traffic movements within the area and confirms that the local road network is capable of accommodating the proposed traffic movements. Furthermore, the TIS confirms that the traffic movements can be undertaken in a safe manner. • Discussions with the City of Swan has concluded that the car parking shortfall is manageable as depicted within the TIS and is being supported by the City. • In addition to the above point, the subject land enjoys good access to a public transportation network and pedestrian path network (i.e. walkable catchment). The comment made by the objector is unsubstantiated and should be dismissed.

12.0 SUMMARY OF JUSTIFICATIONS

Having regard for all of the above, it is contended the proposed construction of a new child care premises on Lot 380 (No.483) Beechboro Road North, Beechboro is suitable and capable of being approved by the Metro Outer Development Assessment Panel's (DAP) and the City of Swan for the following reasons:

- It is consistent with the general objectives of the land's current 'Urban' zoning classification under the Metropolitan Region Scheme.
- The proposed 'Child Care Premises' use is discretionary within the 'Residential' zone and may therefore be approved.
- The proposed development is consistent with the stated objectives the WAPC Planning Bulletin No.72/2008 entitled 'Child Care Centres'.
- The proposed development is generally compliant with the various standards and requirements prescribed in the City of Swan's Local Planning Scheme No.17 and all associated local planning policies. Where a variation has been sought, the proposed development has provided adequate justification to address the relevant planning framework.
- The proposed development on the subject land will complement other similar commercial land uses and residential developments within the area.
- The proposed development will improve the streetscape and levels of passive surveillance along adjoining road network.
- The proposed development will provide a much needed services, employment opportunities and provide for the efficient use of underutilised land.
- The proposed child care premises will provide a much needed service within the Beechboro locality and the adjoining commercial strip along Beechboro Road North and will have significant benefits for the local community.
- The proposed development on the subject land is well serviced by a comprehensive pedestrian path network that will provide access for staff and patrons to the development.
- The proposed development use on the land will not generate excessive traffic volumes and will not have a detrimental impact on the surrounding road network, given the land's easy access to a comprehensive regional road network. Furthermore, there is sufficient parking available on the subject land to service the demand likely to be generated by the proposed development.
- The design layout has been amended to address the comments and recommendations provided by the City's Design Review Panel.
- The proposed child care premises on the subject land will foster development along Beechboro Road North, which comprises a high frequency public transport network and will provide a much needed services, employment opportunities and provide for the efficient use of underutilised land.
- The new child care premises on the subject land will not compromise the existing character, amenity or compatibility of land usage in the immediate locality or give rise to any land use conflicts.

13.0 CONCLUSION

The proposed child care premises on the subject land will cater for the demand for such a service within the locality and provide a much needed services for the residential population and the nearby commercial populations within the immediate locality. Furthermore, the development will reflect and integrate well with the existing commercial development along this part of Beechboro Road North.

The proposed development has been designed to have due regard for the existing/anticipated built form and character within the immediate locality whilst providing a safe environment for the future patrons of the child care premises. As such the proposed development will not have an adverse impact on the streetscape and the surrounding area in terms of appearance, bulk and scale.

In light of the above information and justifications, we respectfully request the City of Swan and Metro Outer Development Assessment Panel's (DAP) favorable consideration and conditional approval of the application to construct a new child care premises on Lot 380 (No.483) Beechboro Road North, Beechboro in accordance with the plans prepared in support of this application at the DAP's earliest possible convenience.

14 October 2025
CF Town Planning & Development
Planning & Development Consultants

APPENDIX 1 – CERTIFICATE OF TITLE

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
1875	800

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts
REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 380 ON DIAGRAM 76926

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

MOHAMMAD NESARI SHIRVANI OF 26 DRENG WAY BRABHAM WA 6055
NORI AL FILI OF 25 PEGUS STREET THORNLIE WA 6108
AS JOINT TENANTS

(T Q223223) REGISTERED 22/11/2024

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

1. Q223224 MORTGAGE TO SECURE FUNDING PTY LTD REGISTERED 22/11/2024.

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:	1875-800 (380/D76926)
PREVIOUS TITLE:	1875-790
PROPERTY STREET ADDRESS:	483 BEECHBORO RD NORTH, BEECHBORO.
LOCAL GOVERNMENT AUTHORITY:	CITY OF SWAN

LANDGATE COPY OF ORIGINAL NOT TO SCALE 05/08/2025 12:15 PM Request number: 68572309

Landgate
www.landgate.wa.gov.au

APPENDIX 2 – SITE DEVELOPMENT PLANS

Macri Builders

Address:Lot 380 (#483) Beechboro Road North, Beechboro

Childcare Centre

Job Number: 25015

Drawing No	Description
01	Cover Page
02	3D Perspectives
03	Existing Site Survey
04	Site Plan
05	Context Plan
06	Overlay
07	Floor Plan
08	Roof Plan
09	Elevations
10	Sections & Solar Study

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Revision	Description	Date
4.00	DRP Changes	14.10.25
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
3D Perspectives

Scale:	Sheet Size:
1:2	A1
Project No:	**Revision Number:**
25015	4.00

Drawing No.:
02 of 10

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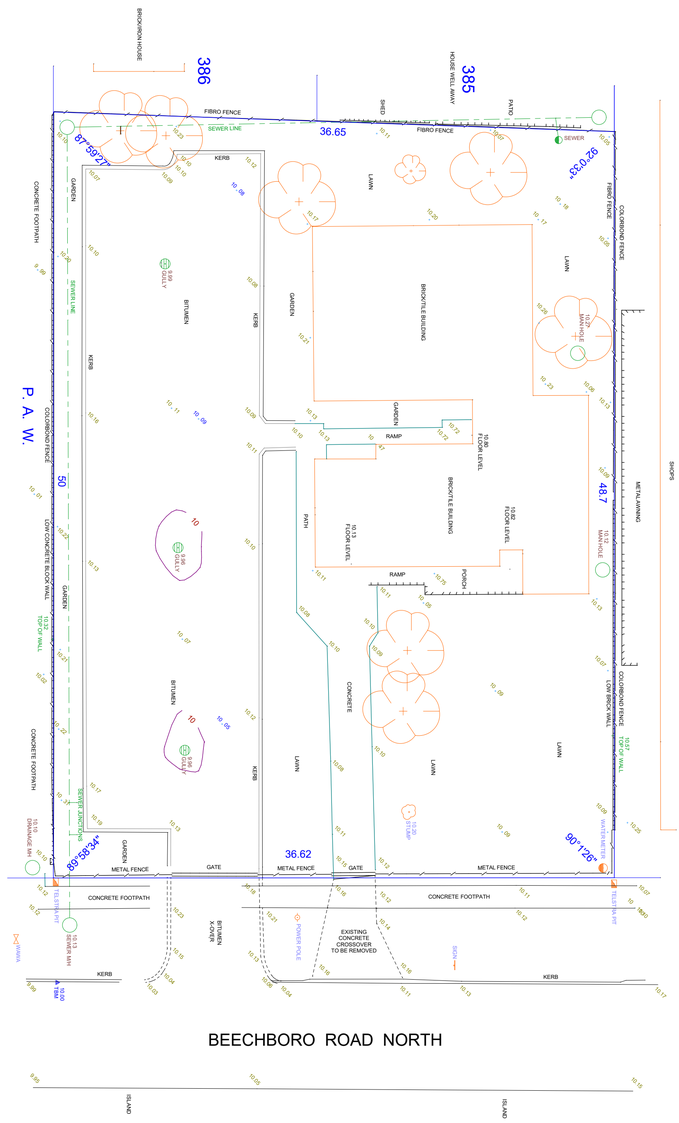

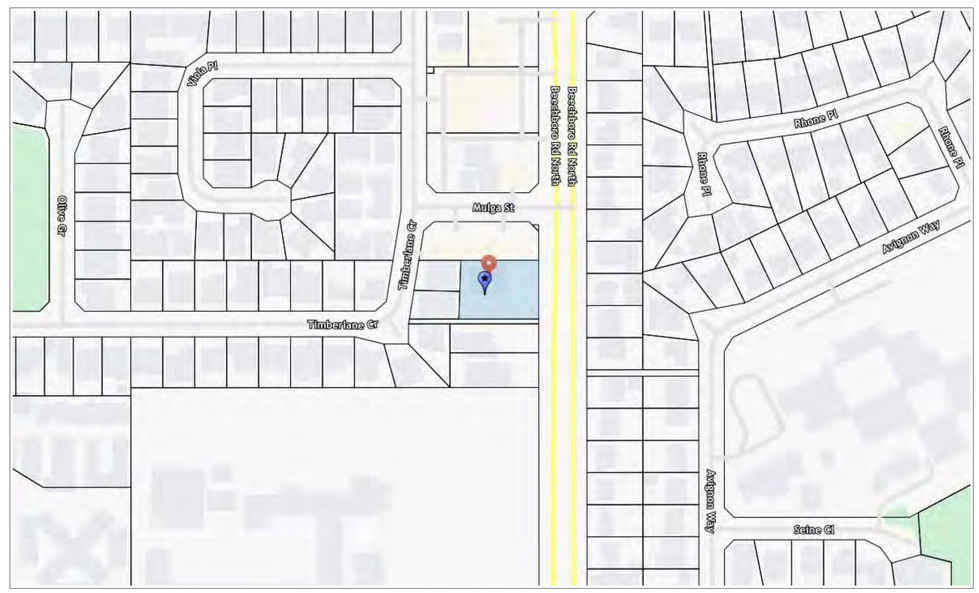

SCALE 1:200 @ A3

0 2 4 6 8 10

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

LOT 380 (No.483) BEECHBORO ROAD NORTH - BEECHBORO

SITE PLAN

SCALE:	1:200 @ A3 SIZE	LOCAL AUTHORITY: CITY OF SWAN	SURVEYOR: RAM
DATE:	6.2.2025	PLAN: LOT 380 ON DIAGRAM 76926	DRAWN: RAM
DATUM:	ASSUMED	AREA: 1807m 2	SDR FILE: BB1

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

Revision	Description	Date
4.00	DRP Changes	14.10.25
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Existing Site Survey

Scale:	Sheet Size:
1:200, 1:1	A1
Project No:	**Revision Number:**
25015	4.00

Drawing No.:
03 of 10

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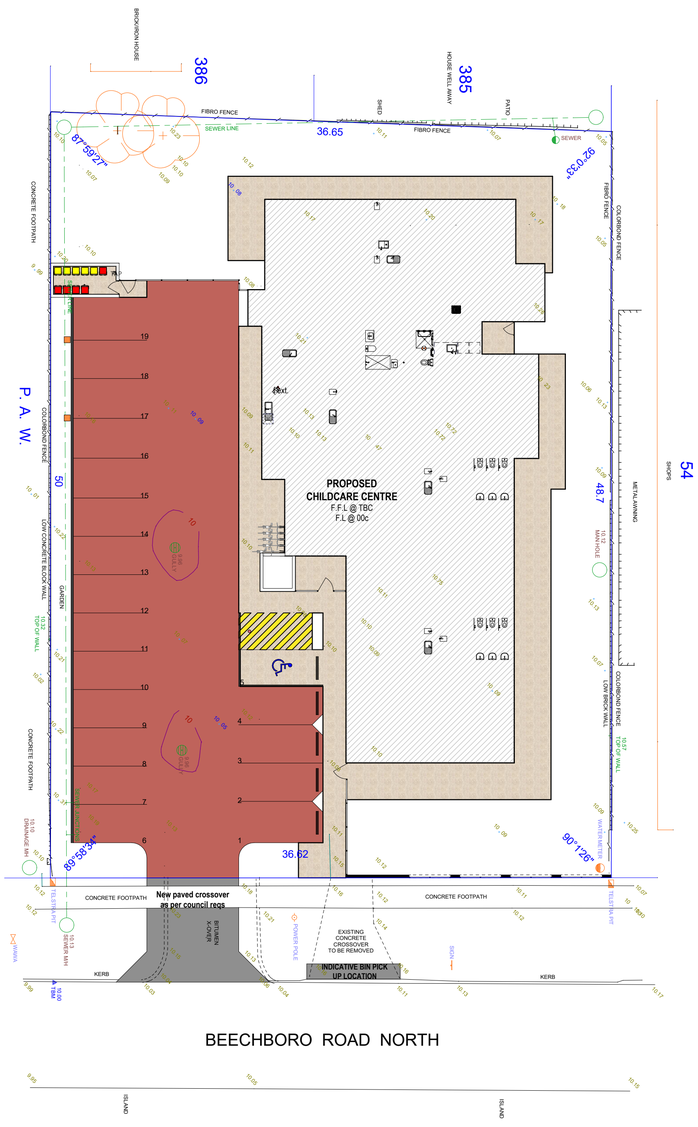

SCALE 1:200 @ A3

0 2 4 6 8 10

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LOT 380 (No.483) BEECHBORO ROAD NORTH - BEECHBORO		
SITE PLAN		
SCALE: 1:200 @ A3 SIZE	LOCAL AUTHORITY: CITY OF SWAN	SURVEYOR: RAM
DATE: 6.2.2025	PLAN: LOT 380 ON DIAGRAM 76926	DRAWN: RAM
DATUM: ASSUMED	AREA: 1807m ²	SDR FILE: BB1

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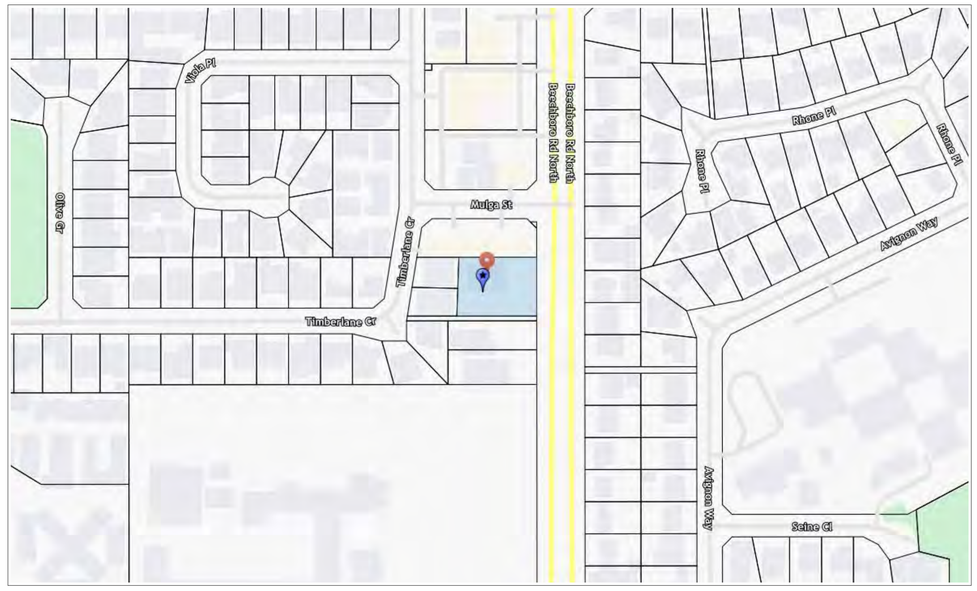

Zone	Area	Perim
Drying Crt	4.43	8.420
Bin Store	10.01	13.440
Portico	13.13	16.180
Childcare Centre	540.37	119.760
	567.94 m²	157.800 mm

Site Calculations	
Site Area:	1807m2
Building Footprint:	540.37m²
Site Coverage:	29.90%

Zoning:	R20/50
Policies:	Residential
Heritage:	No
Bushfire:	No
BAL:	No
Acoustic:	Yes (TBC)
Sewer:	Neighbour Lot
Power:	Pole Centre
Coastal:	NA
Water:	RHS
Wind Rating:	TBC

Revision	Description	Date
4.00	DRP Changes	14.10.25
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Site Plan

Scale:	Sheet Size:
1:200, 1:1	A1
Project No:	**Revision Number:**
25015	4.00

Drawing No.:
04 of 10

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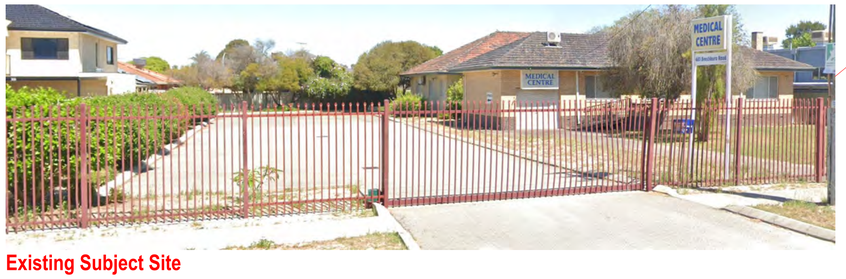
Existing Commercial Development - Beechboro Rd



Existing Subject Site

Existing Residential Beechboro Rd

Revision	Description	Date
4.00	DRP Changes	14.10.25
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Context Plan

Scale:	Sheet Size:
	A1
Project No:	Revision Number:
25015	4.00

Drawing No.:
05 of 10

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	567.94 m²	157.800 mm

Site Calculations	
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Building Footprint:	545.48m²
Site Coverage:	30.18%
Zoning:	R20/50
Policies:	Residential
Heritage:	No
Bushfire:	No
BAL:	No
Acoustic:	Yes (TBC)
Sewer:	Neighbour Lot
Power:	Pole Centre
Coastal:	NA
Water:	RHS
Wind Rating:	TBC

Revision	Description	Date
4.00	DRP Changes	14.10.25
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Overlay

Scale:	Sheet Size:
	A1
Project No:	**Revision Number:**
25015	4.00

Drawing No.:
06 of 10

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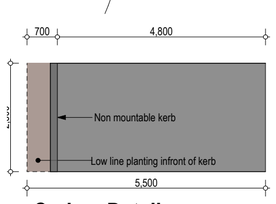
Child / Room Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*39.84m²*	*3*
Activity 2	*0-2*	*12*	*39.95m²*	*3*
Activity 3	*2-3*	*20*	*68.33m²*	*4*
Activity 4	*3+*	*20*	*65.64m²*	*2*
Activity 5	*3+*	*20*	*65.76m²*	*2*
Total Internal = (Min 3.25m² per child)		**84**	**279.52m²** (Min 273.00m² req)	**14 + 2**
Total External Play Area = (Min 7m² per child)		**84**	**588.12m²** (Min 588.00m² req)	



Carbay Detail

Zone	Area	Perim
Drying Crt	4.43	8,420
Bin Store	10.01	13,440
Portico	13.13	16,180
Childcare Centre	540.37	119,760
	567.94 m²	**157,800 mm**

Site Calculations	
Site Area:	1807m2
Building Footprint:	540.37m²
Site Coverage:	29.90%
Zoning:	R20/50
Policies:	Residential
Heritage:	No
Bushfire:	No
BAL:	No
Acoustic:	Yes (TBC)
Sewer:	Neighbour Lot
Power:	Pole Centre
Coastal:	NA
Water:	RHS
Wind Rating:	TBC

Revision	Description	Date
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Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Floor Plan

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
25015	4.00

Drawing No.:
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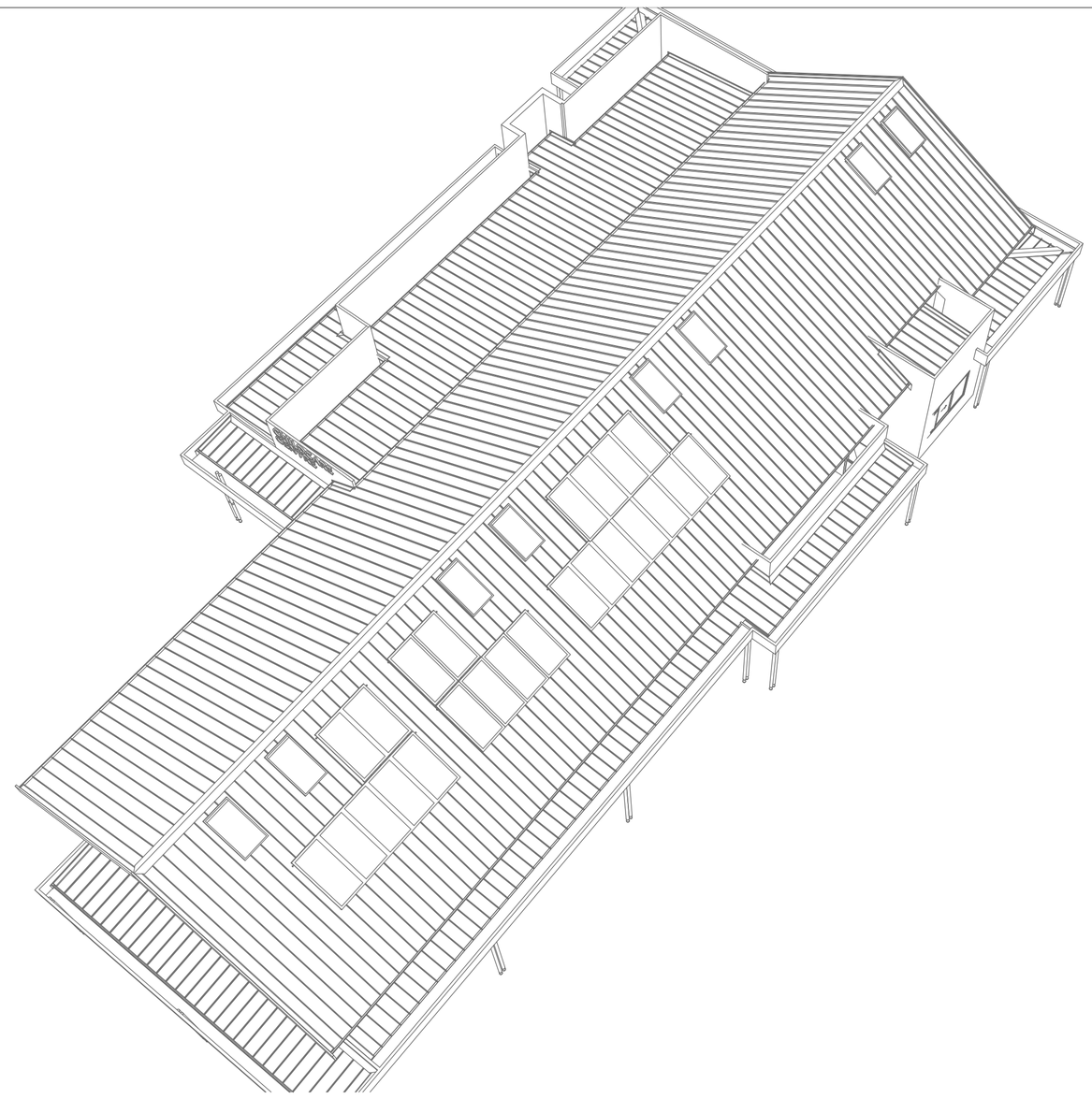

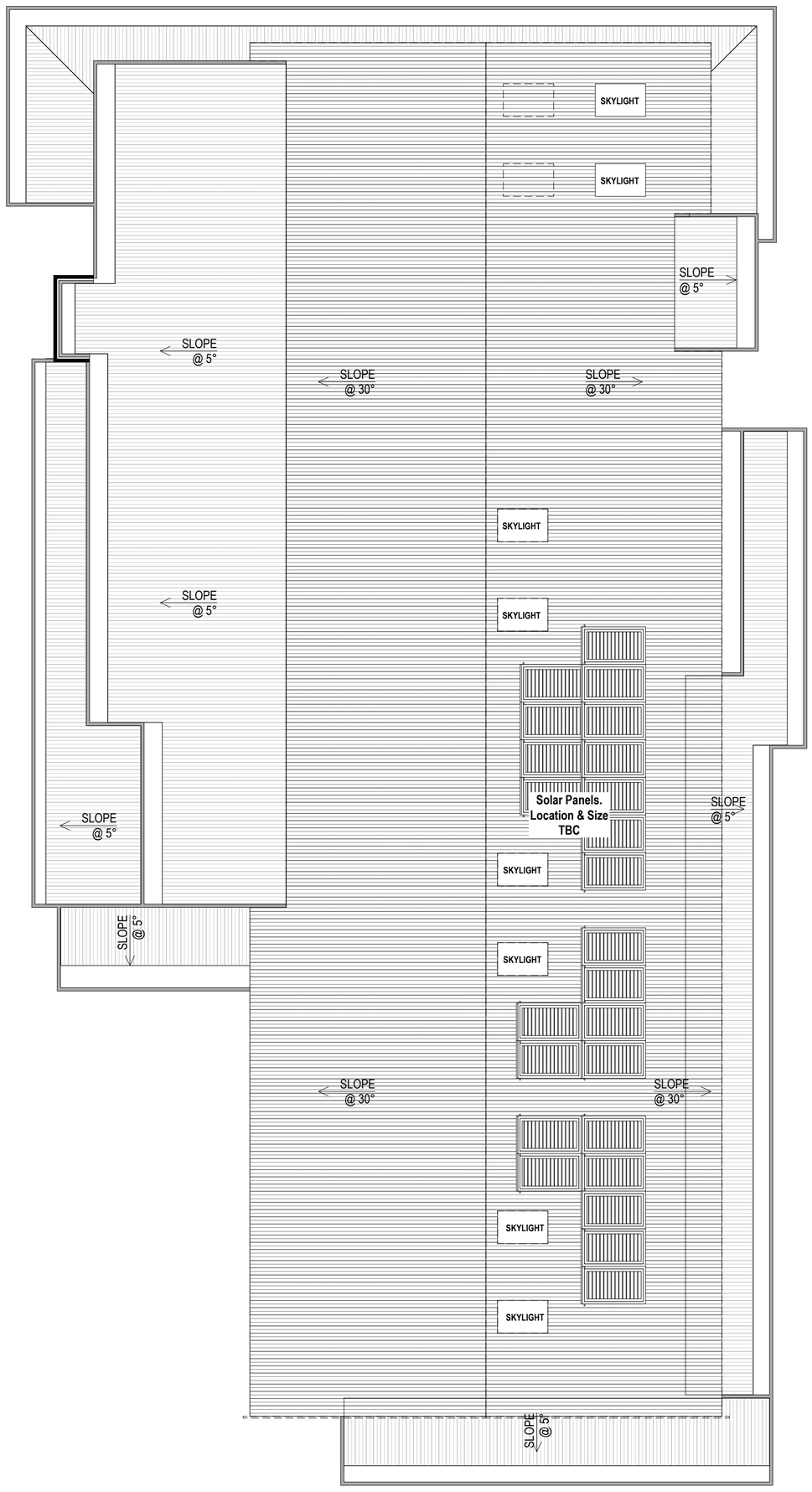

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Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Roof Plan

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
25015	4.00

Drawing No.:
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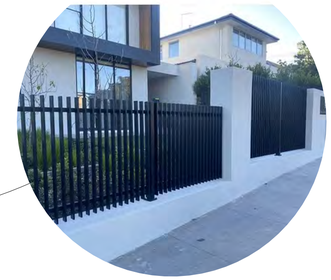
Mildand Brick "Bishops House"

E1 East Elevation
1:100

Rendered brick piers w/- p/coated shale grey infill panels

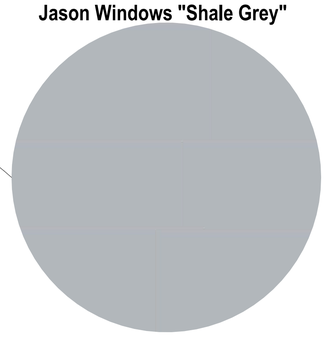


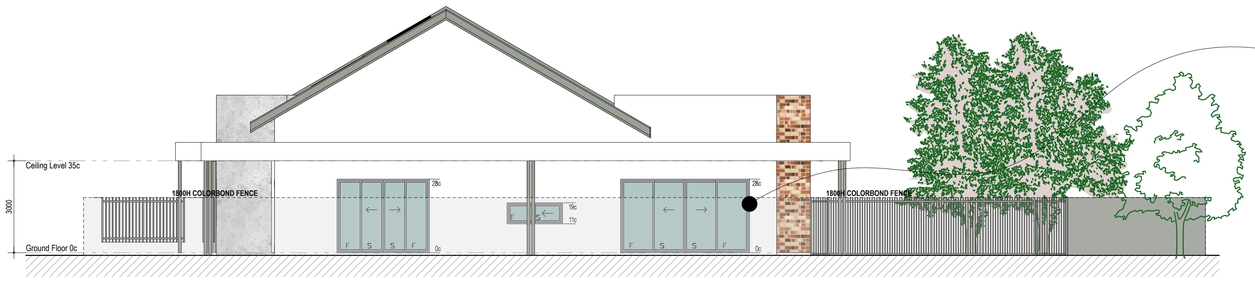
Painted concrete look

E2 South Elevation
1:100

Colorbond Roof "Shale Grey"

Jason Windows "Shale Grey"





E3 West Elevation
1:100

Acrylic Render
Dulux "Terrace White"

E4 North Elevation
1:100

Revision	Description	Date
4.00	DRP Changes	14.10.25
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Elevations

Scale: 1:100
Sheet Size: A1
Project No: 25015
Revision Number: 4.00
Drawing No.: 09 of 10

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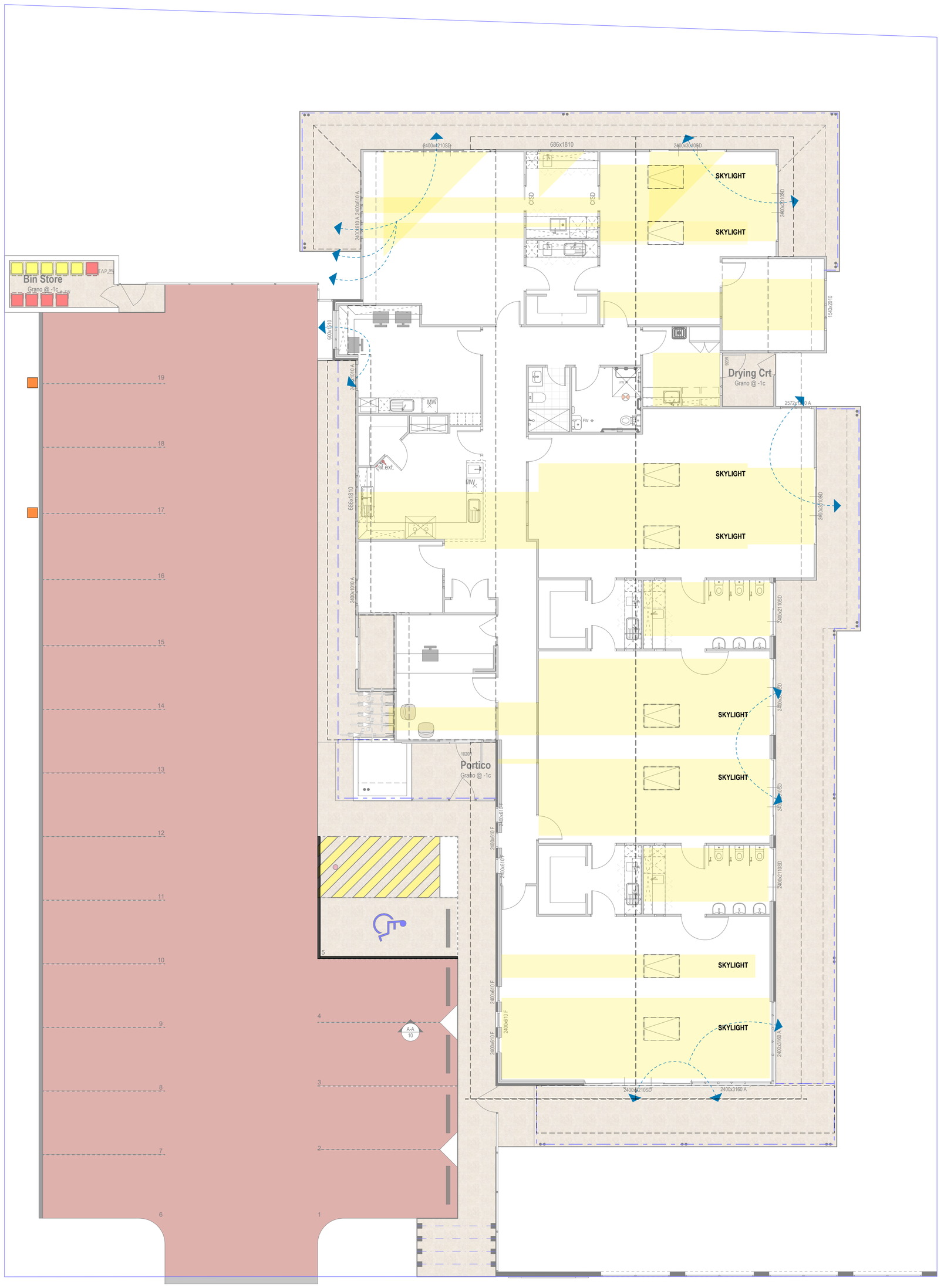
A-A Section & Solar Study
1:50



Breeze Path & Sun Plan
1:100

Revision	Description	Date
4.00	DRP Changes	14.10.25
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Sections & Solar Study

Scale:	Sheet Size:
1:50, 1:100	A1
Project No:	**Revision Number:**
25015	4.00

Drawing No.:
10 of 10

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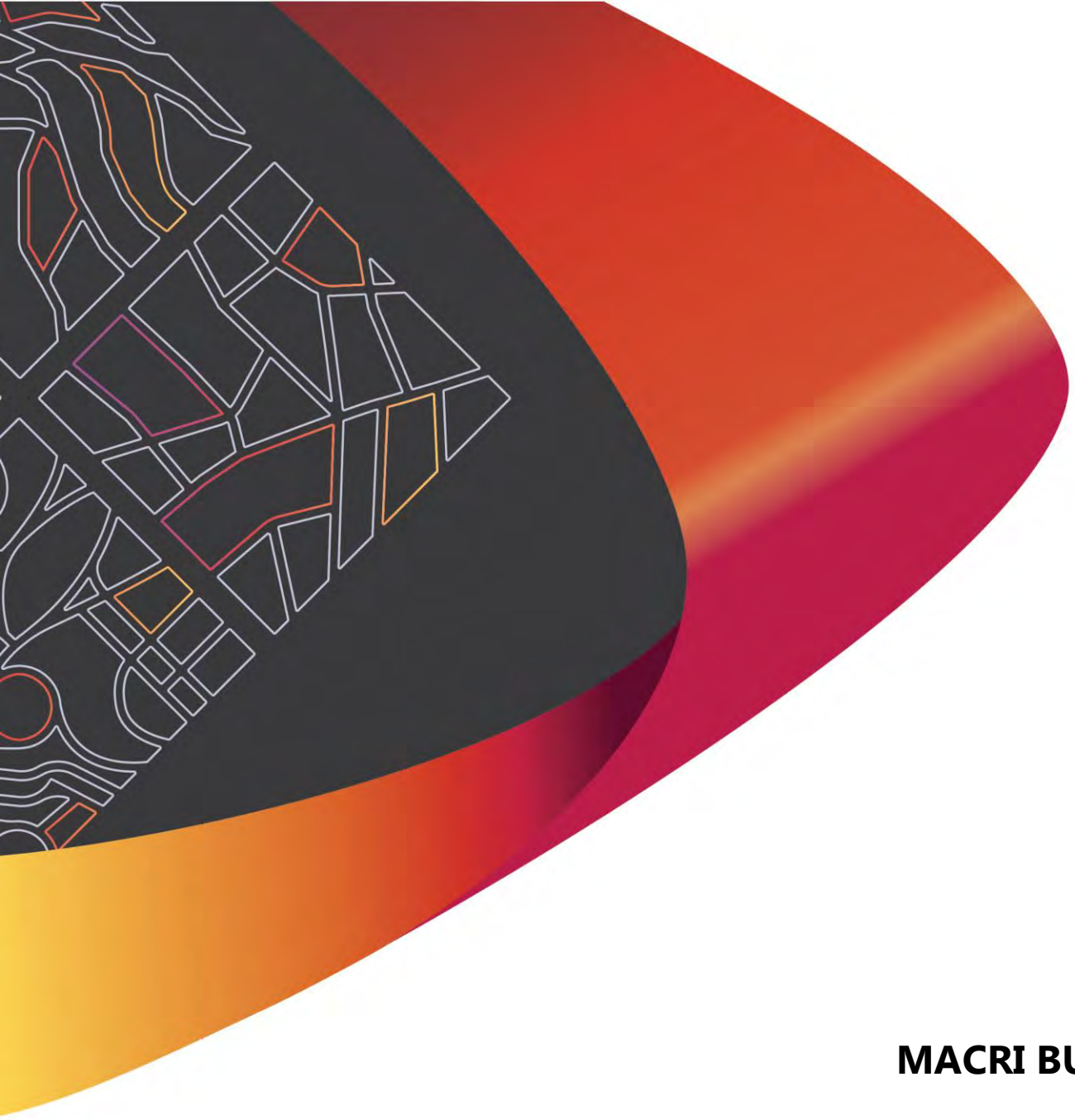

MACRI BUILDERS

Lot 380 (No. 483) Beechboro Road North, Beechboro

TRANSPORT IMPACT STATEMENT

Job No: P003650

Rev A

11 July 2025

Premise

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DOCUMENT AUTHORISATION		
Revision	**Revision Date**	**Proposal Details**
Rev A	11/07/25	Issued for Review

Prepared By	**Reviewed By**	**Authorised By**
Jelena Simic	Jelena Simic	Marina Kleyweg

CONTENTS

TABLES

FIGURES

1. EXECUTIVE SUMMARY

Site Context

> The subject site is located at Lot 380 (No. 483) Beechboro Road North, within the suburb of Beechboro and the jurisdiction of the City of Swan. It has an area of 1,807 m² and contains a facility of approximately 300 m², originally constructed as a residence and later converted into a medical centre in 2022–2023. The facility is currently not in operation and is scheduled for demolition to allow for the construction of a new proposed development.

Technical Findings

> The proposed parking area has been assessed using both a B99 Passenger Vehicle (5.2m) and a B85 Passenger Vehicle (4.91m). All parking bay dimensions, and aisle widths comply with the relevant Australian Standard, as outlined in the previous section. While no significant navigability issues were identified overall, the final bay in the aisle is more suitable for a B85 vehicle, as the B99 vehicle would require more than a three-point turn to manoeuvre into it due to layout constraints. For further details, please refer to the swept path analysis in Appendix C.

Relationship with Policies

> The proposed development includes 19 on-site car parking bays, comprising 18 standard bays and 1 ACROD bay. This provision meets and exceeds the requirements set out in the WAPC Planning Bulletin 72/2009 and aligns with the range specified in the WA Planning Manual 2024. However, the proposal does not meet the higher parking requirements prescribed under the City of Swan's Local Planning Policy POL-TP-129 – Vehicle Parking Standards. Notwithstanding this shortfall, the Premise believes the proposed car parking provision is adequate. This is further elaborated in Section 4.2 within this Report.

> The proposed plans demonstrate 1 ACROD bay, meeting the requirements outlined by the Building Code of Australia.

Conclusion

> The proposed development is expected to generate 68 vehicular trips in the AM peak and 67 vehicular trips in the PM peak with an expected daily traffic generation of 249 vehicle trips. Considering that the proposed development is expected to generate less than 10% of the nominal capacity for an Access Road, it is clear that with the added traffic from the subject development all surrounding roads would remain well under the maximum desirable traffic volume.

> Other surrounding roads would absorb significantly less traffic, moreover, the traffic would be dispersed so that the impact can be considered negligible.

> In summary Premise believe that the proposed development will not have a negative impact on the surrounding road network.

2. INTRODUCTION

2.1 Background

Premise Australia Pty Ltd **(Premise)** has been engaged by MACRI BUILDERS to conduct a Transport Impact Statement (TIS) for the proposed childcare centre at Lot 380 (No. 483) Beechboro Road North, Beechboro within the City of Swan.

The childcare centre will accommodate up to 84 children and 16 staff members.

2.2 Scope and Study Area

This report outlines the traffic impact statement for the proposed childcare centre at Lot 380 (No. 483) Beechboro Road North, Beechboro. The subject site has an area of 1,807 m² and contains a facility of approximately 300 m², originally constructed as a residence and later converted into a medical centre in 2022–2023. The facility is currently not in operation and is scheduled for demolition to allow for the construction of a new proposed development.

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

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

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

3. EXISTING CONDITIONS

3.1 Site location and description

The subject site is located at Lot 380 (No. 483) Beechboro Road North, within the suburb of Beechboro and the jurisdiction of the City of Swan. The land parcel comprises a total area of 1,807 m² and currently features a single storey building of approximately 300 m² in floor area. Historically used for residential purposes, the building was converted into a medical centre in 2022–2023. It is currently unoccupied and proposed to be demolished to facilitate a new development.

The site is accessible via a crossover from Beechboro Road North. The surrounding locality is characterised by a mix of residential and commercial land uses, including low-density housing, local shops, and community facilities. Figure 1 below illustrates the approximate location of the subject site within its surrounding context.

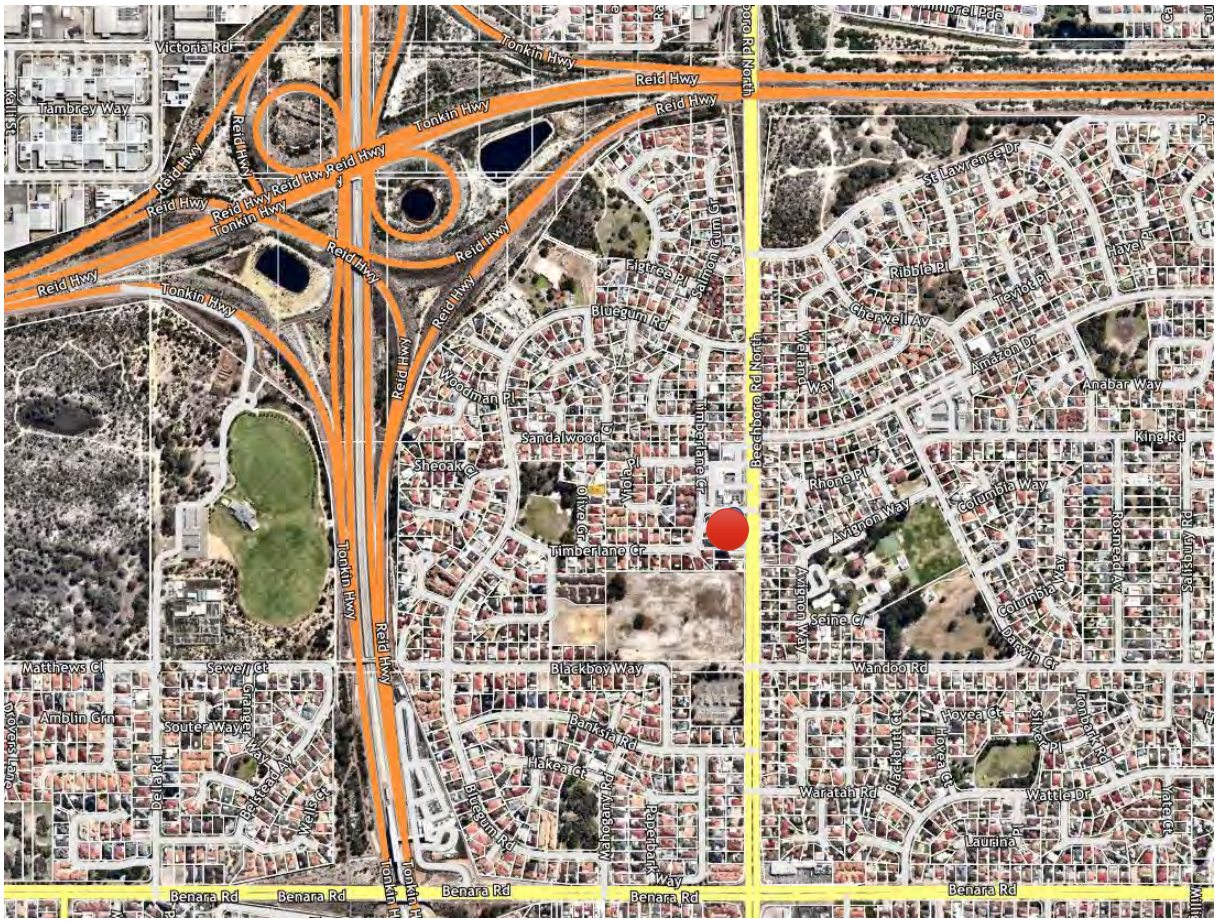


Figure 1 - Location of the subject lot (indicated by a red dot)

Subject Lot 380 is is designated as being within the " Residential (R20/50)" Zone under the City of Swan Local Planning Scheme No. 17. It is bounded to the north by land zoned ''General Commercial'', while ''Residential'' zones adjoin the site to the west and south. The following figure depicts the subject site outlined in red within the City of Swan's zoning map.

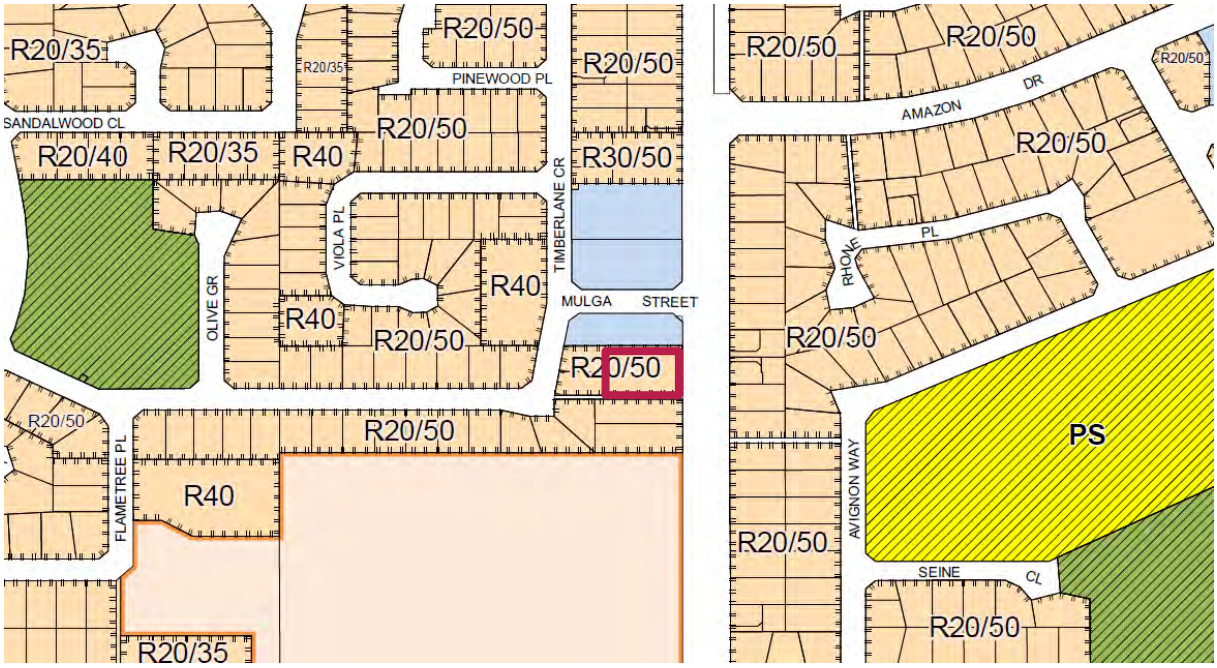


Figure 2 - City of Swan, Local Planning Scheme No.17, Zoning map

3.2 Existing road conditions

Table 1 – Road Classification and Description

Road Name	Beechboro Road North
Number of Lanes	two way, two lanes per direction, divided
Road Reservation Width	30m
Road Pavement Width	7.0m per direction
Classification	Distributor A
Speed Limit	60 km/h, with a 40 km/h line-marking restriction applied to the southbound traffic lanes
Bus Route	YES
If YES Nominate Bus Routes	353
On-street parking	NO

Road Name	Mulga Street
Number of Lanes	two way, one lane each direction, undivided
Road Reservation Width	18m
Road Pavement Width	7.4m
Classification	Access Road
Speed Limit	50 km/h
Bus Route	NO
On-street parking	NO*

Note - There is no formalised on-street parking; however, aerial imagery indicates vehicles are frequently parked on the verge*

3.3 Traffic Safety

A review of the Main Roads WA (MRWA) crash database was undertaken to assess crash history in the vicinity of the subject site. The database provides detailed information on the location and severity of reported crashes over a five-year period from 2019 to 2024.

As illustrated in the figure below, one crash was recorded directly in front of the subject lot during the analysis period, occurring in May 2019. This was a midblock crash classified as *medical severity*, involving a *rear-end* collision with a total of four vehicles.

The next closest recorded crash occurred approximately 50 metres north of the site, at the intersection with Mulga Street, in October 2021. This incident was classified as *Property Damage Only (PDO) – Major*, involving a *right-angle* collision between two vehicles.

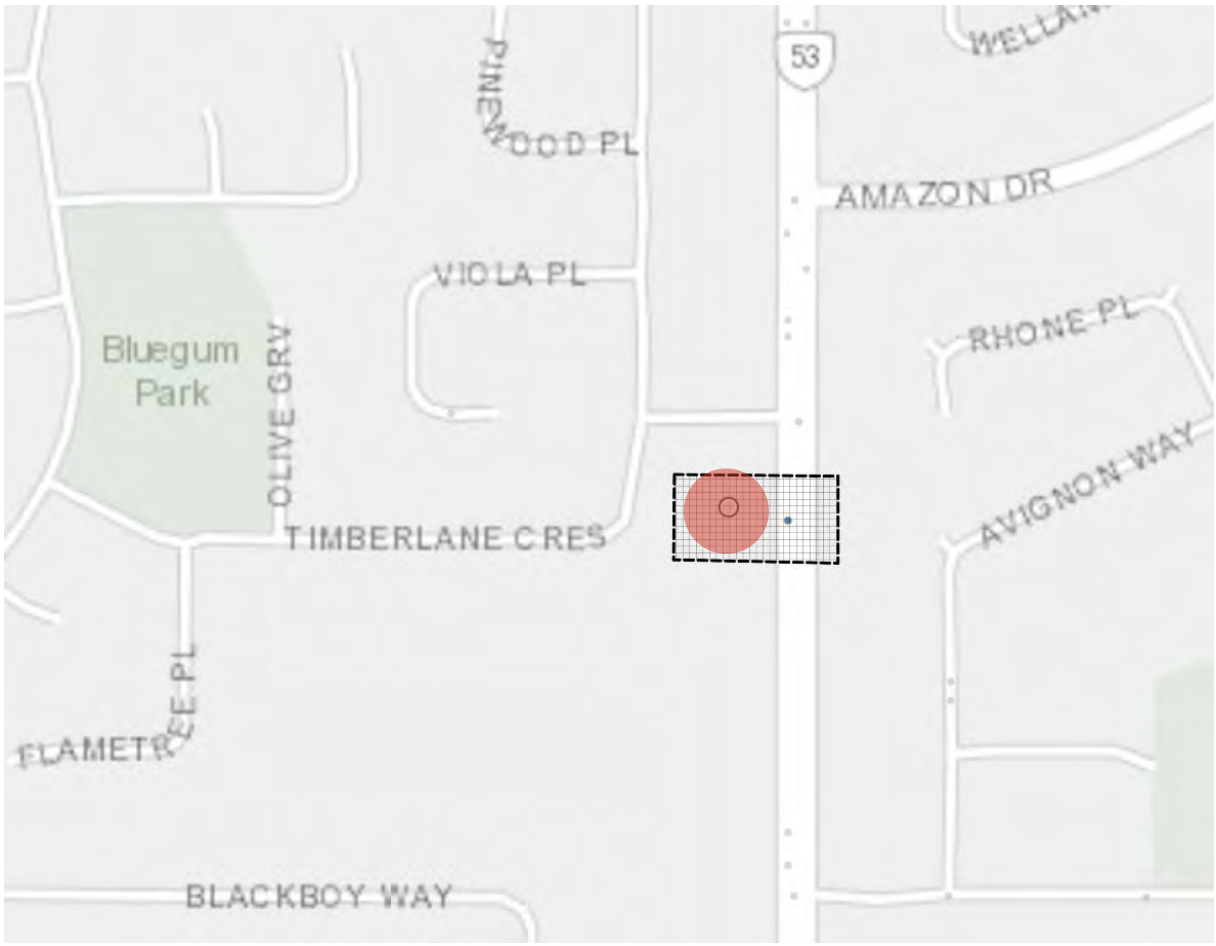


Figure 3 - Crash Map - Subject Area (indicated by a red dot)

Based on the available data, the number and severity of crashes in the immediate vicinity of the site appear low, with no fatal or serious injury crashes recorded during the review period. Given that Beechboro Road North is classified as a Distributor A road, the observed crash frequency and severity are not considered atypical and do not indicate any significant traffic safety concerns at this location.

3.4 Existing Traffic Flow

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

Table 2 – Traffic counts data

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH) Peak Time - Peak VPH		Heavy Vehicle %	Date
			AM	PM		
Beechboro Road North	South of Reid Highway (SLK 0.93)	14,568	07:45 – 1,388	15:00 – 1,323	9.5	2021 /22
	North of Reid Highway (SLK 1.33)	13,986	07:45 – 1,356	15:00 – 1,256	6.6	2021 /22
	North of Benara Road (SLK 2.78)	17,650	07:45 – 1,627	15:00 – 1,544	4.1	2020 /21
Benara Road	West of Tonkin Highway (SLK 2.43)	14,213	08:00 – 1,387	15:00 – 1,380	4.1	2021 /22
	West of Beechboro Road North (SLK 3.23)	14,154	08:00 – 1,327	15:00 – 1,335	4.6	2020 /21
	East of Beechboro Road North (SLK 3.49)	14,873	08:00 – 1,264	15:15 – 1,331	4.1	2021 /22
Amazon Drive	East of Cherwell Avenue (SLK 1.16)	3,362	08:00 - 346	15:00 – 296	3.8	2023 /24
Reid Highway	East of Tonkin Highway (SLK 14.40)	25,616	07:30 – 2,264	15:45 – 2,319	11.8	2020 /21
	East of Beechboro Road North (SLK 16.11)	41,057	07:30 – 3,361	16:00 – 3,515	10.9	2021 /22

Note – traffic volumes have been obtained through Main Roads

3.5 Public Transport

The subject site at 483 Beechboro Road North is served by a few Transperth bus routes, which provides local connectivity, serving nearby suburbs and linking to major bus interchanges. The nearest bus stops are located within approximately 120–140 m of the site. Rail transport is also accessible through the Ellenbrook Line, with Noranda Stations within approximately 850m. Overall, the availability of local bus services and proximity to high-frequency rail corridors provides good public transport options for future occupants or visitors.

A graphical representation of this data is provided in Appendix B.

Table 3 – Rail routes available within 800m radius from the subject location

Rail Route	Description	Peak Frequency	Off-Peak Frequency
Ellenbrook Line	Perth – McIver – Claisebrook - East Perth - Mt Lawley – Maylands – Meltham – Bayswater – Morley – **Noranda** – Ballajura - Whiteman Park - Ellenbrook	12 minutes	15-60 minutes

Table 4 – Bus routes available within 400m radius from the subject location

Bus Route	Description	Peak Frequency	Off-Peak Frequency
350	Mirrabooka Bus Station – Caversham via Cherrywood Avenue, Benara Road & Noranda Station	25 minutes	60 minutes
353	Galleria Bus Station - Ballajura Station via Morley Station and Beechboro Road North	12 minutes	30 minutes on Saturdays / 60 minutes on Sunday and Public Holidays
354	Galleria Bus Station - Ballajura Station via Morley Station, Bottlebrush Drive and Amazon Drive	30 minutes	60 minutes

What is the Transit Score Rating?	
35	Some Transit. A few nearby public transportation options.

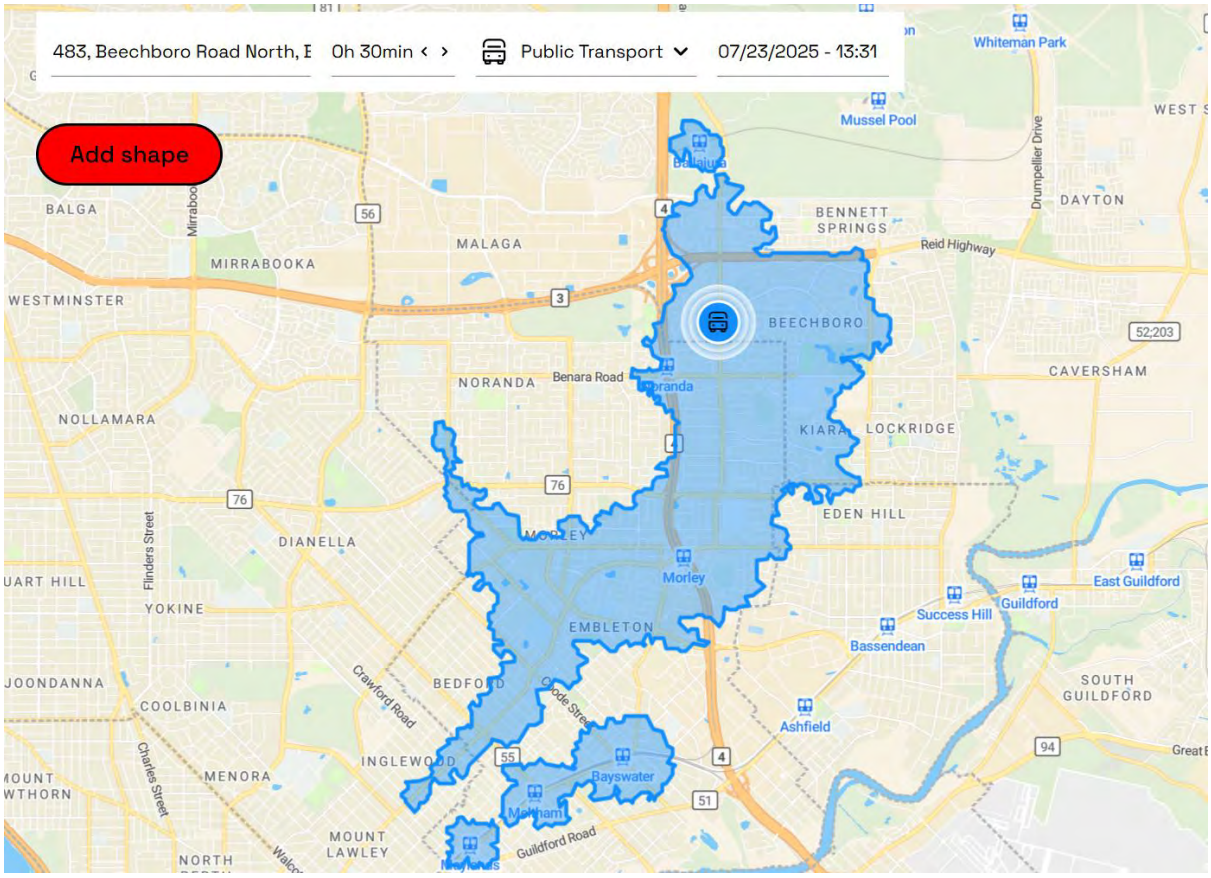


Figure 4 - 30min public transport catchment (app.traveltime.com)

3.6 Pedestrian and Cyclist Infrastructure

Premise have done a desktop review of the pedestrian and shared paths surrounding the proposed facilities. The paths appear in good condition and provide sufficient connectivity. Refer to Appendix B for graphical representation of this data

Table 5 - PBN routes in the vicinity of the subject site

Classification	Road Name
"Other Shared Path (Shared by Pedestrians and Cyclists)"	Beechboro Road North, Amazon Drive, Avignon Way, King Road, Darvin Crescent, Benara Road
"Good Road Riding Environment"	Amazon Drive, Darvin Crescent, Timberlane Crescent, Bluegum Road, Benara Road, Redgum Way
"Bicycle Lanes or Sealed Shoulder Either Side"	Reid Highway, Tonkin Highway
'' Perth Bicycle Network (PBN) - Continuous Signed Routes''	Blackboy Way, Banksia Road, Benara Road, Redgum Way, Darvin Crescent

What is the Walk Score Rating?	
61	Somewhat Walkable. Some errands can be accomplished on foot.

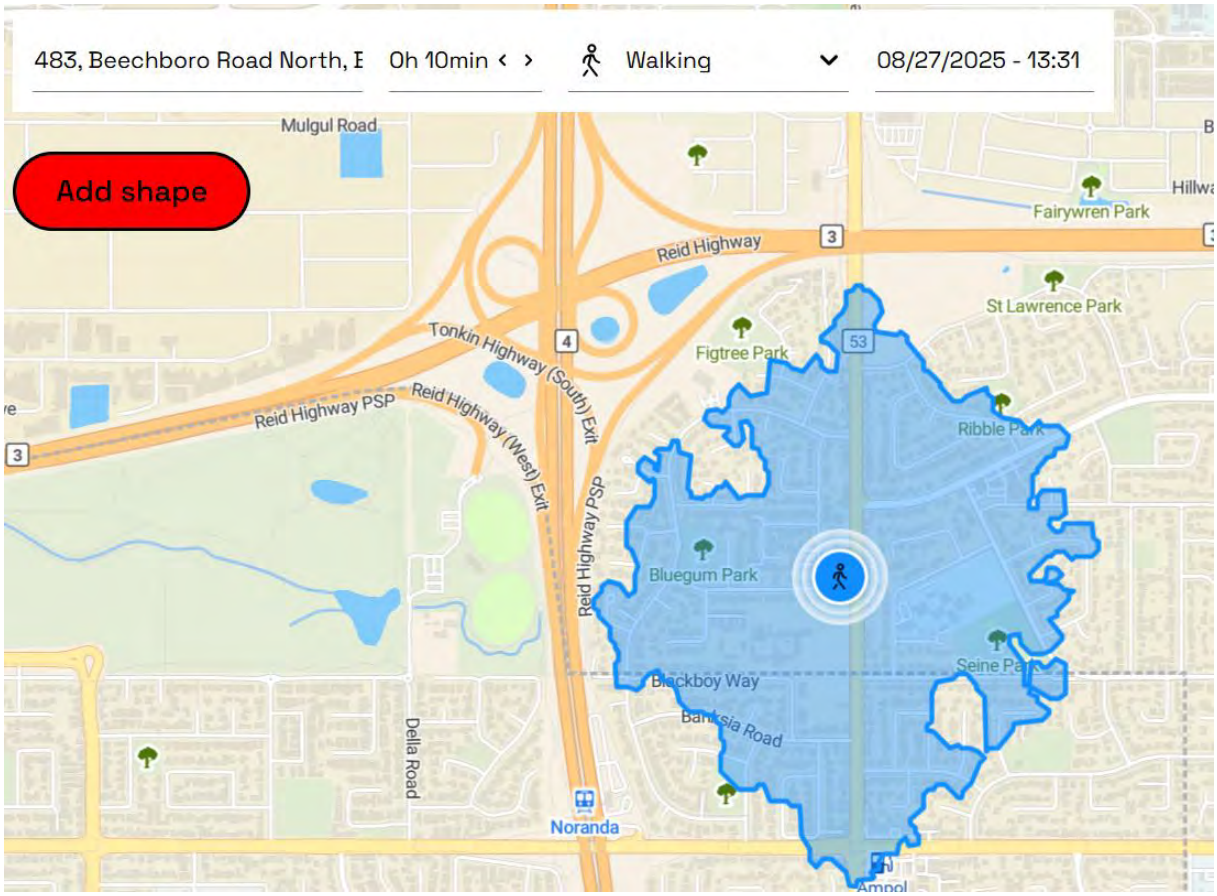


Figure 5 - 10min walking catchment (app.traveltime.com)

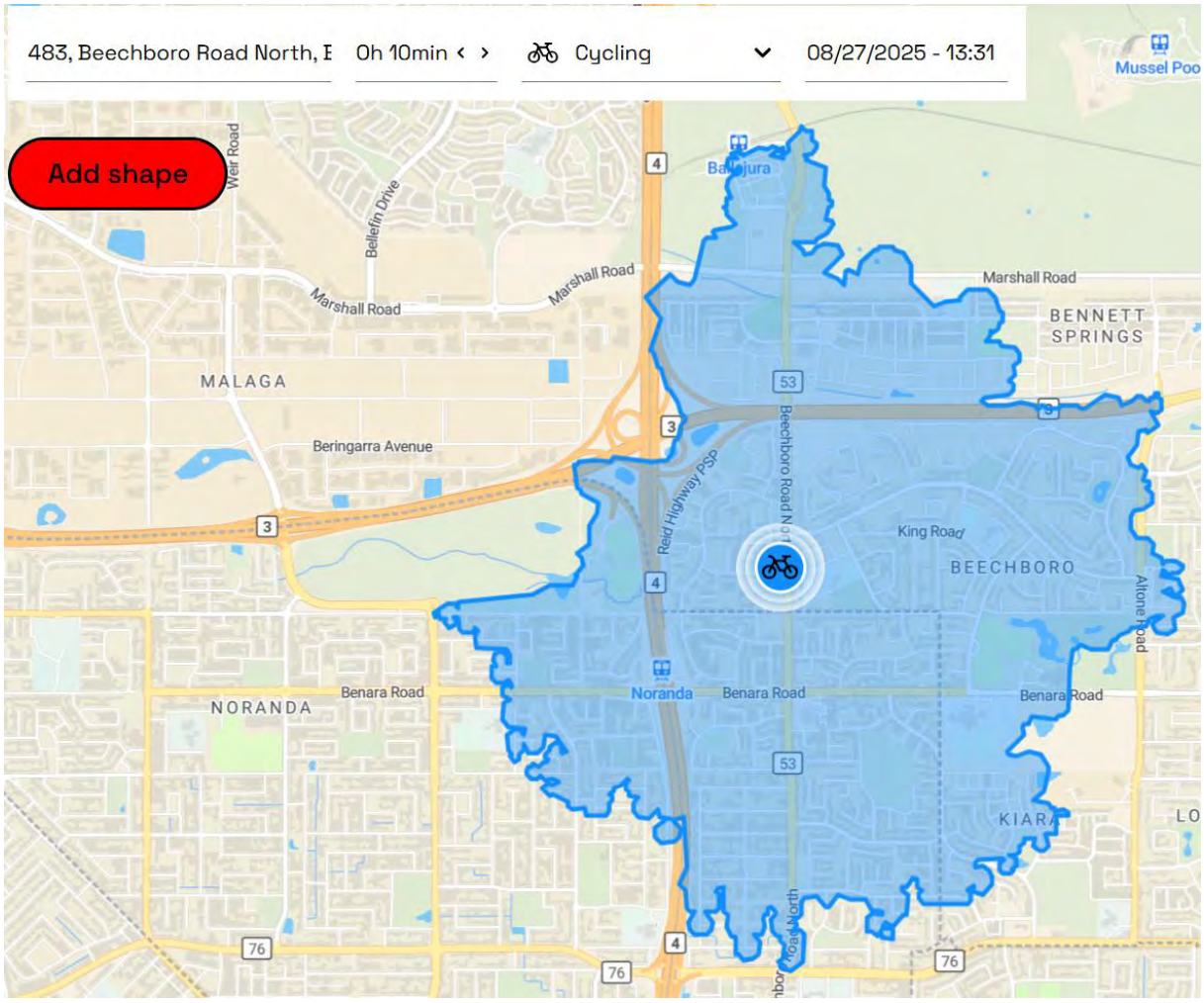


Figure 6 - 10min cycling catchment (app.traveltime.com)

4. PROPOSED DEVELOPMENT

4.1 Overview of Proposed Development

The development proposal includes a childcare centre as shown on plans enclosed in Appendix A for clarity.

Table 6 - Proposed land uses and yields

Land use	Yield
Childcare Centre	84 children and 16 staff members

4.2 Vehicular Parking

Car parking requirements for the proposed development have been determined in accordance with the City of Swan's Local Planning Policy POL-TP-129 – Vehicle Parking Standards. In addition, the proposal has been assessed against the recommended parking rates outlined in the Western Australian Planning Commission's Planning Bulletin 72/2009 – Child Care Centres and the WA Planning Manual: Non-Residential Car Parking Rates in Perth and Peel (November 2024), with consideration also given to observed practical demand. The adopted rates and corresponding parking requirements are presented in the following tables.

Table 7 - Car parking provision rates

Guideline document	Car parking requirement
City of Swan's Local Planning Policy POL-TP-129 Vehicle Parking Standards	'' 1 space per employee, plus 1 space per every 8 children allowed under maximum occupancy ''
WAPC Planning Bulletin 72/2009	*''As a general rule, the minimum parking requirement for a child care centre, including staff parking, will be one space per five children.''*
WA Planning Manual 2024	> Minimum - *''0.5 spaces per staff member and 1 space per 20 children catered for''* > Maximum - *''0.5 spaces per staff member and 1 space per 5 children catered for''*

Table 8 - Car parking requirement in accordance with the Ellenbrook Parking Strategy Update

Land Use	Requirement	Yield	Total Parking
Child Care Premises	1 space per employee, plus 1 space per every 8 children allowed under maximum occupancy	84 children 16 staff members	10.5 16
		Total car parking requirements:	**27**

Table 9 - Car parking requirement in accordance with the WAPC Planning Bulletin 72/2009

Land Use	Requirement	Yield	Total Parking
Child Care Premises	1 Space per 5 Children	84 children	16.8
		Total car parking requirements:	**17**

Table 10 - Car parking requirement in accordance with the WA Planning Manual 2024

Land Use	Requirement	Yield	Total Parking
Child Care Premises	> Minimum 0.5 space per staff member and 1 space per 20 children > Maximum 0.5 spaces per staff member and 1 space per 5 children	84 children / 16 staff members	Min. 8+4.2 Max. 8+16.8
		Total car parking requirements:	**Min. 12 Max. 25**

The proposed development includes 19 on-site car parking bays, comprising 18 standard bays and 1 ACROD bay. This provision meets and exceeds the requirements set out in the WAPC Planning Bulletin 72/2009 and aligns with the range specified in the WA Planning Manual 2024. However, the proposal does not meet the higher parking requirements prescribed under the City of Swan's Local Planning Policy POL-TP-129 – Vehicle Parking Standards. Notwithstanding this shortfall, Premise believes the proposed car parking provision is adequate, with the following points offered in support:

- **Drop off function of the childcare centre**

It is highly unlikely that the childcare centre would always operate at its maximum capacity. The peak time for childcare centres is typically a 2-hour period. The average length of stay, as stated in NSW RTA - Guide to Traffic Generating Developments, is 6.8 minutes. Our experience in surveying dwell times for childcare centres outside of commercial zones confirms this finding. Even assuming conservative 10 minutes average length of stay, the actual arrivals/departure rate of parents' vehicles is likely to be spread throughout the 2-hour peak time.

The AM peak is likely to be the peak development period as most parents drop off their children before going to work, whereas the PM peak tends to be more spread out with pick up times depending on when parents become available.

The following tables were derived through many years of practice and research in this field that our office completed. We have worked with several established childcare providers who have provided sign-in data for a full week.

The percentages outlined below have emerged as the current average arrival/departure pattern. As per our transport impact assessment, the estimated average dwell time is 10 minutes, which is significantly higher than the dwell time suggested by NSW RTA Guide to Traffic Generating Developments.

While this pattern shows that up to 95% of children attend for the day (as practically recorded), the distribution still does not allow for siblings attending the centre. Furthermore, the distribution assumes that all children in attendance are driven to the childcare in a separate personal vehicle (not walked or brought on bicycles); therefore, the distribution below has a degree of conservativism.

In our previous experience, we have come across data indicating that siblings usually make up 15-25% of attendees. More than one child will be brought in a single vehicle in these cases, reducing the parking requirement.

The table below was developed on the following assumptions:

- The arrival percentage is derived from data provided to Premise and described above.
- It was assumed there were no siblings in the centre.
- It was assumed that all children in attendance would be driven to the centre.

Table 11 - Changes in parking needs during the sign-in period

Sign-in Time	**Extracted Arrival Percentages** (of the maximum number of children)	**Expected Number of Children Signing In**	**Parking demand** (assumed dwell time 10 minutes per vehicle)
07:00 - 07:30	13.97%	12	4
07:30 - 08:30	**40.55%**	**34**	**6**
08:30 - 09:30	30.68%	26	5
09:30 - 10:30	7.67%	6	1
After 10:30	1.37%	1	1
Total:	**94.25%**	**79 children (84 children – 100% capacity)**	

Table 12 - Changes in parking needs during the sign-out period

Sign-Out Time	**Extracted Arrival Percentages** (of the maximum number of children)	**Expected Number of Children Signing Out**	**Parking demand** (assumed dwell time 10 minutes per vehicle)
Before 13:30	0.55%	0	0
13:30 - 14:30	1.92%	2	1
14:30 - 15:30	11.23%	9	2
15:30 - 16:30	24.93%	21	4
16:30 - 17:30	**45.21%**	**38**	**7**
17:30 - 18:30	10.41%	9	2
Total:	**94.25%**	**79 children (84 children – 100% capacity)**	

The previous tables show that the parking demand is the strongest in the periods 07.30 - 08:30 and 16:30-17:30. When applied to the subject development, with an assumed dwell time of 10 minutes per vehicle, the childcare centre would require a maximum of 6 car bays to cater for the expected parking demand for the drop off and 7 car bays for pick-up function.

> Staff arrival and presence on site

Based on our prior experience with similar projects and the available data on staff arrival and attendance patterns, Premise anticipates that the assumed 16 staff members of the subject development will work in shifts, as shown in the following table:

Table 13 - Staff arrival and attendance patterns

	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00
ES	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0
MS	0	0	0	0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0	0
LS	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
SSL	0	0	0	0	0	0	0	5	5	5	5	5	5	5	5	5	5	5	0	0	0	0	0	0
SS	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1
STAFF ON-SITE	3	3	3	3	8	8	10	14	14	14	14	14	14	14	14	14	14	14	8	8	8	8	3	3

Note – Abbreviations in the table above:

- *ES- Early shift 6:30am-3pm*
- *MS - Middle shift 8:30am-5pm*
- *LS - Late shift 9:30am-6pm*
- *SSL - Short shift for Lunch cover 10am-3pm*
- *SS - split shift 6:30am-9:30am`*

Therefore, it can be concluded that up to 14 staff members may be present on-site at any given time. However, during peak drop-off and pick-up periods (07:00-09:00 and 16:00-18:00), a maximum of 8 staff members would be on the premises.

During the middle of the day (outside of drop off and pick up times), when the majority of staff are expected to be on-site, staff will be able to use some of the visitors' bays, with plenty of spare capacity left. Furthermore, it is anticipated that some staff members might cycle or walk to the development site, given the walkable surrounding network and bicycle bays provision on site. Additionally, the staff should be encouraged to use public transport as much as possible. And last, it is not uncommon for the childcare centres to take on junior staff that is below driving age, therefore not inducting parking demand for prolonged period.

> Expected on-site car parking requirement throughout the operational hours of the subject development

The table and graph below clearly demonstrate that the on-site car parking provision of 19 car bays could accommodate parking requirements throughout the full operational hours of the subject development. Moreover 3 car bays would be available on any given time.

Table 14 - Expected on-site car parking requirement throughout the full operational hours

	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00
STAFF	3	3	3	3	8	8	10	14	14	14	14	14	14	14	14	14	14	14	8	8	8	8	3	3
DROP OFF	0	4	6	6	5	5	1	1	1	1	1	1	0	0	1	1	2	2	4	4	7	7	2	2
Expected car parking demand during operational time																								
OCCUPIED	3	7	9	9	13	13	11	15	15	15	15	15	14	14	15	15	16	16	12	12	15	15	5	5
Available on-site car parking provision																								
AVAILABLE	16	12	10	10	6	6	8	4	4	4	4	4	5	5	4	4	3	3	7	7	4	4	14	14

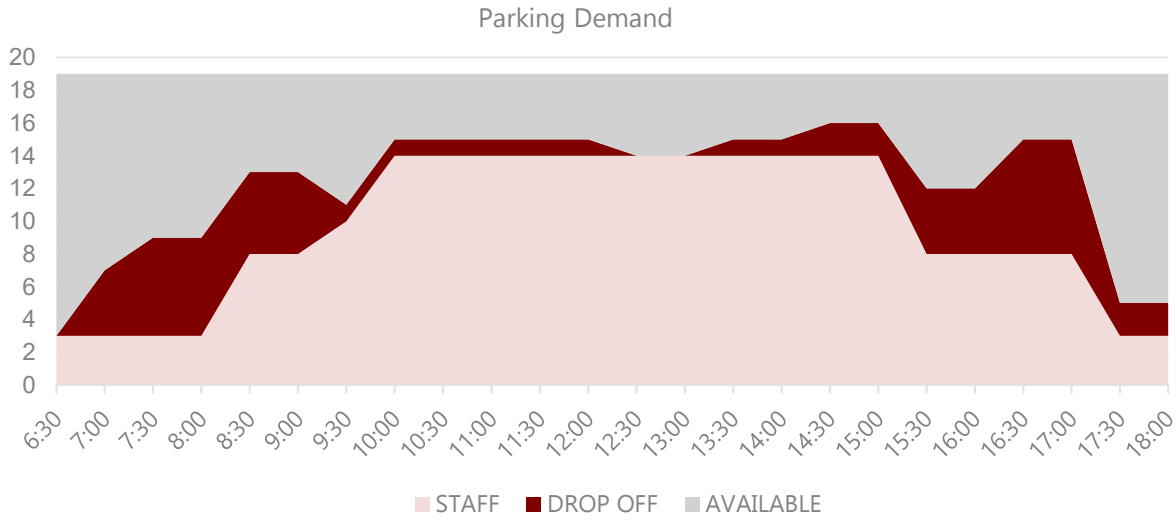


Figure 7 - Parking Demand Graph

> **Conclusion**

Considering all the points mentioned above, Premise believes that the actual parking demand for the proposed childcare centre is lower than the anticipated requirement. The provision of 19 on-site car parking bays is sufficient to accommodate the practical parking demand of the development.

4.2.1 OVERVIEW OF COMPLIANCE WITH AS2890 PARKING FACILITIES

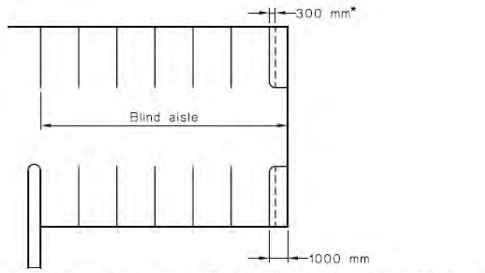
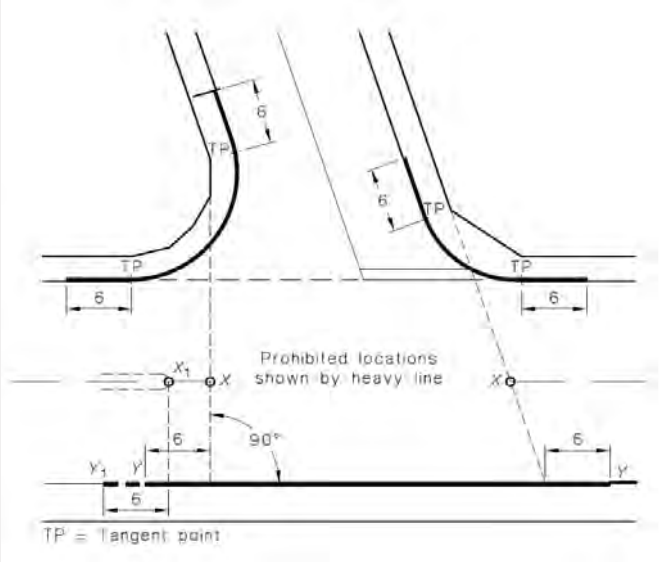
The proposed development should adhere to the Australian/New Zealand Standard for parking facilities (AS 2890.01), which prescribes geometric and design requirements for off-street car parking facilities.

Table 15 - Parking dimensions comparisons

Parking Bay Type	AS2890.1:2004 Off-street car parking					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A) **STAFF**	5.4m	5.5m / 4.8+0.7m	2.4m	2.5/2.7m	5.8m	6.0m
All bays at 90° (User Class 2) **VISITORS**	5.4m	5.5m / 4.8+0.7m	2.5m	2.5/2.7m	5.8m	6.0m
ACROD Parking	5.4m	5.5m	2.4m (ACROD) 2.4m (shared space)	2.4m (ACROD) 2.4m (shared space)	5.8m	6.0m

Table 16 – Parking design and layout comparison

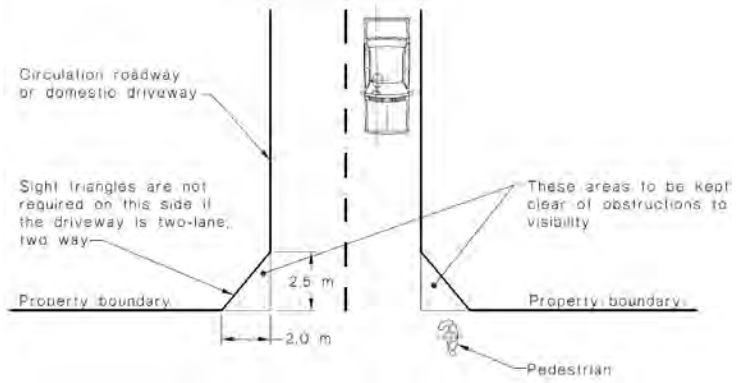
REQUIREMENT	COMPLIANCE
"Width requirements at low volume (Category 1) access driveways and connecting roadways: *Where the circulation roadway leading from a Category 1 access driveway is 30 m or longer, or sight distance from one end to the other is restricted, and the frontage road is an arterial or sub-arterial road, both the access driveway and the circulation roadway for at least the first 6 m from the property boundary shall be a minimum of 5.5 m wide. In other cases subject to consideration of traffic volumes on a case-by-case basis, lesser widths, down to a minimum of 3.0 m at a domestic property, may be provided. As a guide, 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass on the driveway, i.e. a minimum width of 5.5 m. On long driveways, passing opportunities should be provided at least every 30 m. Reversing movements to public roads shall be prohibited wherever possible."*	6m wide crossover provided.

"Blind aisles *At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence.*	Blind Aisle extended by 1.1m.
In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards."  *Additional widening required if there is a wall or fence at the side of the last space, see Clause 2.4.1(b)(ii). DIMENSIONS IN MILLIMETRES FIGURE 2.3 BLIND AISLE EXTENSION	A dedicated reversing bay must be provided. Alternatively, site access should be monitored and controlled. Subject to approval from the City of Swan, the shared space may be utilised as a reversing bay; in this case the bollard needs to be relocated toward the rear.
"Access driveway location *Driveway Categories 1 and 2 At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in Figure 3.1. This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalized intersections. Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement."*  	The proposed crossover is not located in the area shown by heavy lines and therefore it complies with the AS/NZS 2890.1:2004 requirements

"Sight distance to pedestrians

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

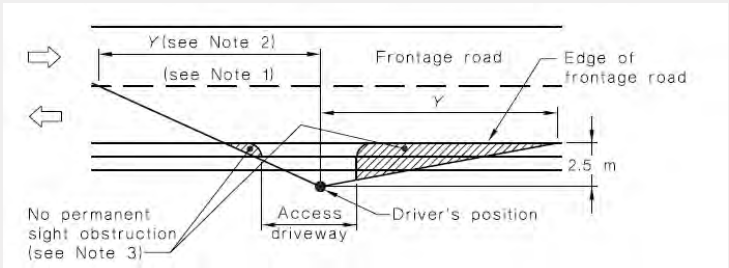
Clear pedestrian sightlines provided.



"Entering sight distance

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

The minimum stopping sight distance for the proposed crossover is 65 m, based on the 60 km/h speed limit on Beechboro Road North. This distance is achieved in both directions, as there are no visual obstructions. Sight distance is only required to the south due to the LILO restriction at the crossover, imposed by the existing central median.



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55

4.2.2 VEHICLE SWEPT PATHS

The proposed parking area has been assessed using both a B99 Passenger Vehicle (5.2m) and a B85 Passenger Vehicle (4.91m). All parking bay dimensions and aisle widths comply with the relevant Australian Standard, as outlined in the previous section. While no significant navigability issues were identified overall, the final bay in the aisle is more suitable for a B85 vehicle, as the B99 vehicle would require more than a three-point turn to manoeuvre into it due to layout constraints. For further details, please refer to the swept path analysis in Appendix C.

4.3 ACROD Parking

The provision of accessible parking for this development has been determined in accordance with the requirements set out in the Building Code of Australia (BCA) as shown on the table below.

Table 17 - Accessible car parking provision rates

Guideline document	Building class	Car parking provision
NCC 2015 Building Code of Australia - Volume One	Class 9b — are assembly buildings in which people may gather for social, theatrical, political, religious or civil purposes—	1 Space

The proposed plans demonstrate 1 ACROD bay, meeting the requirements outlined by the Building Code of Australia.

4.4 Bicycle Parking

The City of Swan does not stipulate bicycle parking requirements for the proposed land use. As it is highly unlikely that parents dropping off and picking up children will cycle, Premise considers the provision of five bike racks appropriate to support alternative transport modes for staff. This is expected to contribute to the development adequately meeting overall parking demand.

4.5 Delivery and Service

Deliveries are expected to be conducted with regular size passenger vehicles / small vans outside of the peak times of the development using any of the available car bays. Therefore, a set down bay will not be required.

Waste collection will be, in accordance with a directive from the City of Swan, be conducted on-street via a kerbside pickup.

4.6 Traffic Impact of the Proposed Development

Data on the trip-generating potential of the various land uses is fairly limited in Western Australia including for childcare premises.

The NSW Guide to Transport Impact Assessment (GTIA) was updated and published in 2024, after extensive engagement with industry professionals, therefore these rates will be used.

Table 18 - Trip generation rates

Guideline document	Trip generation rates
NSW Guide to Transport Impact Assessment	• AM peak hour = 0.81 vehicle trips/licensed child places • PM peak hour = 0.80 vehicle trips/licensed child places • Daily = 2.97 vehicle trips/licensed child places

Table 19 - Calculation of vehicular trips

Land Use Type	Occupancy	Daily Traffic Generation	Peak Hour Traffic Generation	
			AM	PM
Childcare Centre	84 Children	249	68	67

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

The proposed development is expected to generate 68 vehicular trips in the AM peak and 67 vehicular trips in the PM peak with an expected daily traffic generation of 249 vehicle trips. The surrounding road network is expected to accommodate the additional traffic.

4.7 Trip Distribution

The total projected traffic movements to and from the site have been based on the surrounding land uses, anticipated desire lines and the nature of the proposed development. These estimates consider peak hour flows, nearby intersections and likely distribution patterns. Estimated traffic distribution percentages are outlined in the table below for reference.

Table 20 - Trip Distribution Routes

Route	Percentage
> From the north via Beechboro Road North >> Amazon Drive >> Darwin Crescent >> Wandoo Road >> Beechboro Road North >> subject development > From the subject development to the north via Beechboro Road North	**1%**
> From the northeast via Amazon Drive >> Darwin Crescent >> Wandoo Road >> Beechboro Road North >> subject development > From the subject development to the northeast via Beechboro Road North >> Amazon Drive and further	**35%**
> From the southeast via Wandoo Road >> Beechboro Road North >> subject development > From the subject development to the southeast via Beechboro Road North >> Amazon Drive >> Darwin Crescent and further	**30%**
> From the south via Beechboro Road North >> subject development > From the subject development to the north via Beechboro Road North >> U-turn at roundabout with Orchid Avenue and then to the south via Beechboro Road North	**4%**
> From the southwest via Banksia Road >> Beechboro Road North >>subject development > From the subject development to the north via Beechboro Road North >> Bluegum Road and further	**30%**

For graphical representation of the distribution refer to Appendix B.

4.7.1 IMPACT OF EXPECTED TRAFFIC ON KEY ROADS

Considering that the proposed development is expected to generate a total of 249 vehicle trips per day, which is less than 10% of the nominal capacity for an Access Road, it is clear that the impact of the subject development on the surrounding road network will be minimal. The roads surrounding the subject site have sufficient capacity to accommodate the generated traffic.

4.8 Site-Specific Issues and Proposed Remedial Measures

How many site-specific issues need to be discussed?	One (1)
Site-Specific Issue No 1	**Parking provision**
Remedial Measure / Response	Premise considers that the actual parking demand for the proposed childcare centre will be lower than the anticipated requirement. The provision of 19 on-site car parking bays is deemed sufficient to meet the parking needs of the development, as detailed in Section 4.2 of this report. It should be noted that a dedicated reversing bay has not been provided. While including one could reduce the total number of parking bays by a single space, our analysis indicates that this would not impact the overall adequacy of parking provision. Premise estimates that the actual parking demand for the proposed development would be 16 car bays. Furthermore, subject to the City of Swan's approval, the shared space, if the bollard is relocated, could serve a dual function, including use as a reversing area. In that case, a separate dedicated reversing bay would not be required.

APPENDICES

APPENDIX A

DEVELOPMENT SITE PLAN

Macri Builders

Address:Lot 380 (#483) Beechboro Road North, Beechboro

Childcare Centre

Job Number: 25015

Drawing No	Description
01	Cover Page
02	3D Perspectives
03	Existing Site Survey
04	Site Plan
05	Context Plan
06	Overlay
07	Floor Plan
08	Roof Plan
09	Elevations
10	Sections & Solar Study

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Revision	Description	Date
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
3D Perspectives

Scale:	Sheet Size:
1:2	A1
Project No:	**Revision Number:**
25015	3.00

Drawing No.:
02 of 10

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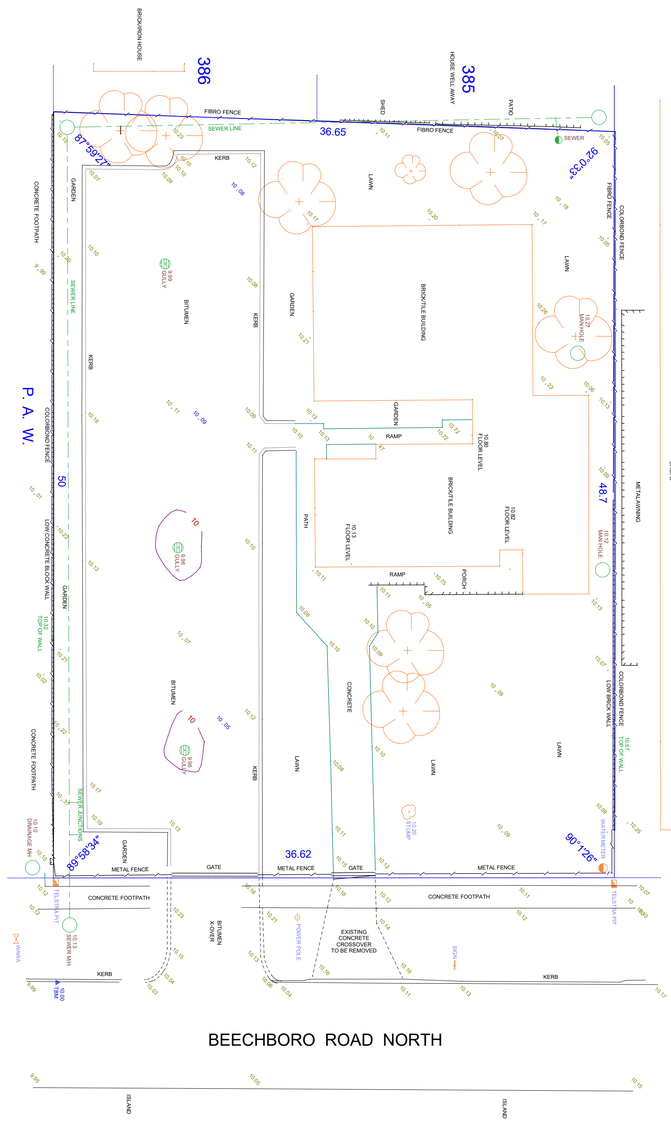

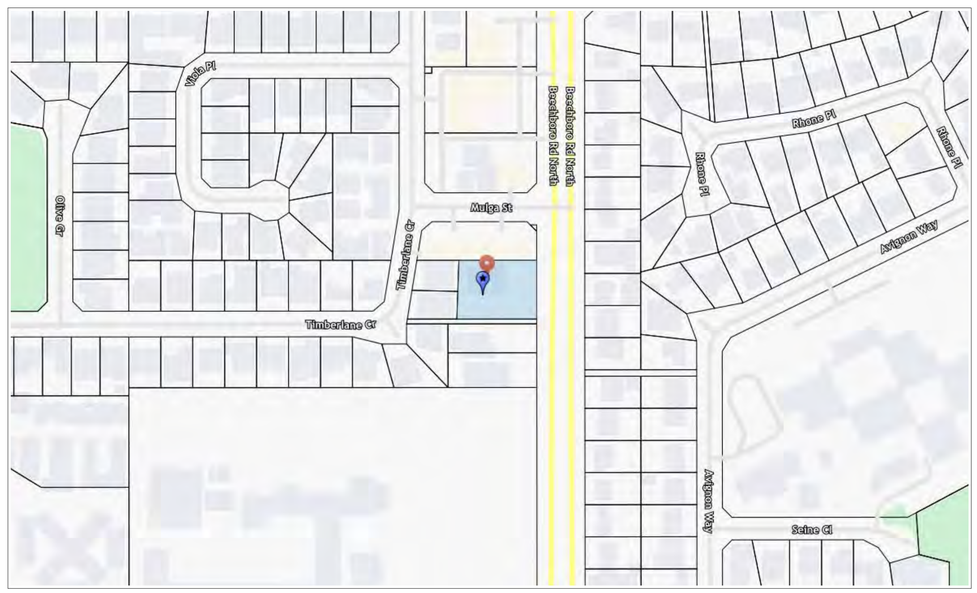

SCALE 1:200 @ A3

0 2 4 6 8 10

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LANCELIN: 4 SALVAIRE CRESCENT
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LOT 380 (No.483) BEECHBORO ROAD NORTH - BEECHBORO

SITE PLAN

SCALE:	1:200 @ A3 SIZE	LOCAL AUTHORITY: CITY OF SWAN	SURVEYOR: RAM
DATE:	6.2.2025	PLAN: LOT 380 ON DIAGRAM 76926	DRAWN: RAM
DATUM:	ASSUMED	AREA: 1807m 2	SDR FILE: BB1

CHECK CERTIFICATE OF TITLE FOR EASEMENTS, RESTRICTIVE COVENANTS, ETC.
THIS SURVEY DOES NOT GUARANTEE THE CORRECT POSITION OF BOUNDARY PEGS OR FENCES.
ALL FEATURES AND BUILDING POSITIONS ARE APPROXIMATE ONLY AS THEY HAVE BEEN POSITIONED FROM MEASUREMENTS TAKEN FROM EXISTING PEGS, FENCES AND WALLS.
INFORMATION SHOWN ON THIS PLAN IS CURRENT AT THE DATE SHOWN.
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CADASTRAL BOUNDARY DIMENSIONS SHOWN HAVE BEEN OBTAINED FROM SURVEY PLANS AND ARE SUBJECT TO FIELD SURVEY.
A BOUNDARY RE-ESTABLISHMENT SURVEY IS RECOMMENDED PRIOR TO UNDERTAKING ANY SITE WORKS OR CONSTRUCTION.

Revision	Description	Date
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Existing Site Survey

Scale: 1:200, 1:1
Sheet Size: A1
Project No: 25015
Revision Number: 3.00
Drawing No.: 03 of 10

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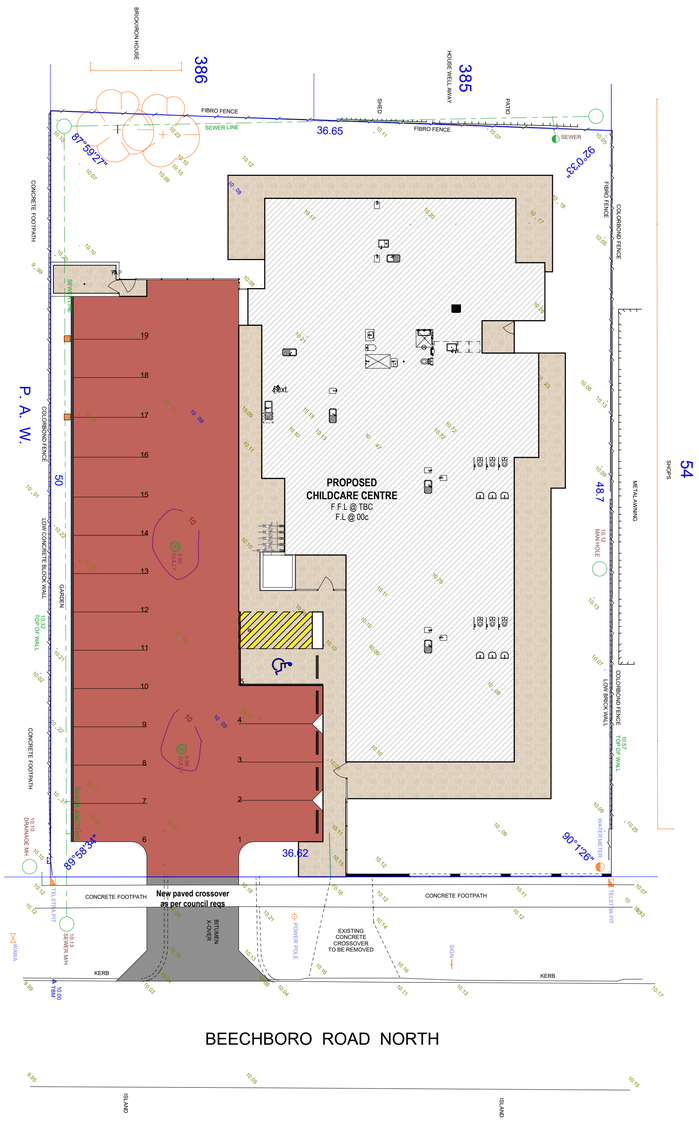

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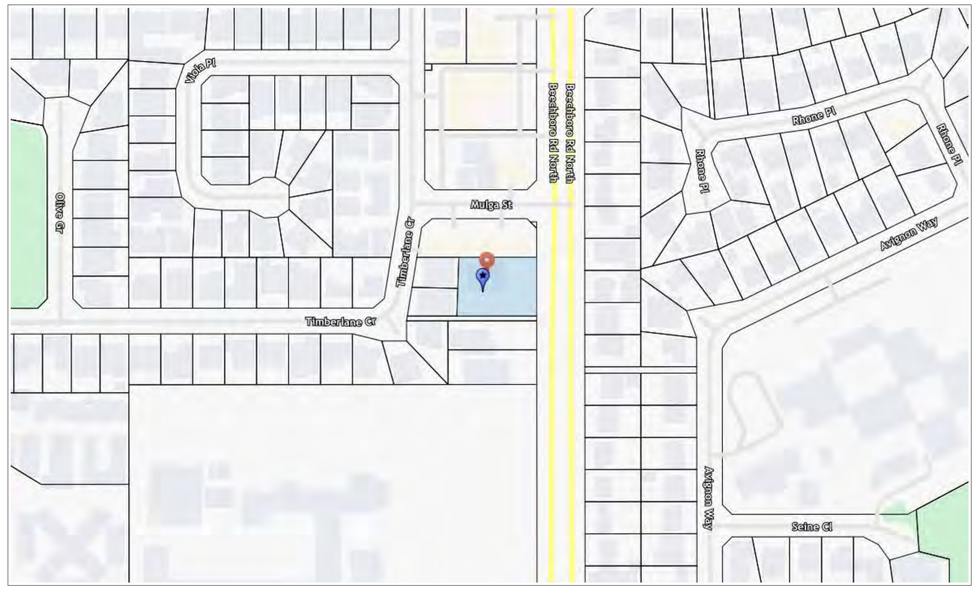

Zone	Area	Perim
Drying Crt	4.43	8.420
Bin Store	10.01	13.440
Portico	13.13	16.180
Childcare Centre	540.37	119.760
	567.94 m²	157.800 mm

Site Calculations	
Site Area:	1807m2
Building Footprint:	540.37m²
Site Coverage:	29.90%

Zoning:	R20/50
Policies:	Residential
Heritage:	No
Bushfire:	No
BAL:	No
Acoustic:	Yes (TBC)
Sewer:	Neighbour Lot
Power:	Pole Centre
Coastal:	NA
Water:	RHS
Wind Rating:	TBC

Revision	Description	Date
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Site Plan

Scale: 1:200, Sheet Size: 1:1 A1

Project No: 25015

Revision Number: 3.00

Drawing No.: 04 of 10

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LOT 380 (No.483) BEECHBORO ROAD NORTH - BEECHBORO

SITE PLAN

SCALE:	1:200 @ A3 SIZE	LOCAL AUTHORITY: CITY OF SWAN	SURVEYOR: RAM
DATE:	6.2.2025	PLAN: LOT 380 ON DIAGRAM 76926	DRAWN: RAM
DATUM:	ASSUMED	AREA: 1807m ²	SDR FILE: BB1

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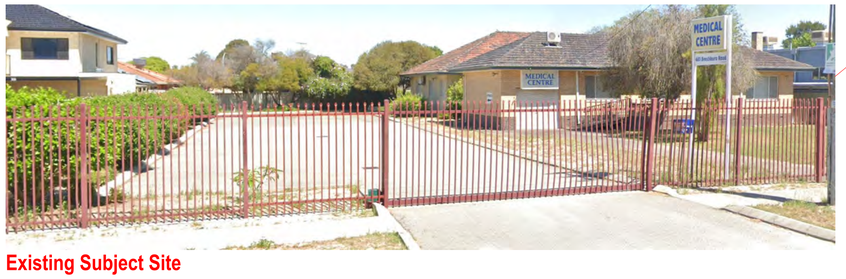
Existing Commercial Development - Beechboro Rd



Existing Subject Site

Existing Residential Beechboro Rd

Revision	Description	Date
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Context Plan

Scale:	Sheet Size:
	A1
Project No:	Revision Number:
25015	3.00

Drawing No.:
05 of 10

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	567.94 m²	157.800 mm

Site Calculations	
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Site Coverage:	30.18%
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Policies:	Residential
Heritage:	No
Bushfire:	No
BAL:	No
Acoustic:	Yes (TBC)
Sewer:	Neighbour Lot
Power:	Pole Centre
Coastal:	NA
Water:	RHS
Wind Rating:	TBC

Revision	Description	Date
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Overlay

Scale:

Sheet Size:
A1

Project No:
25015

Revision Number:
3.00

Drawing No.:
06 of 10

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M: 0407 727 766

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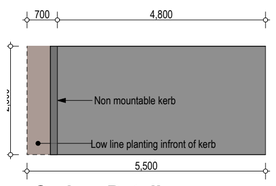
Child / Room Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*39.84m²*	*3*
Activity 2	*0-2*	*12*	*39.95m²*	*3*
Activity 3	*2-3*	*20*	*68.33m²*	*4*
Activity 4	*3+*	*20*	*65.64m²*	*2*
Activity 5	*3+*	*20*	*65.76m²*	*2*
Total Internal = (Min 3.25m² per child)		**84**	**279.52m²** (Min 273.00m² req)	**14 + 2**
Total External Play Area = (Min 7m² per child)		**84**	**588.12m²** (Min 588.00m² req)	



Carbay Detail

Zone	Area	Perim
Drying Crt	4.43	8,420
Bin Store	10.01	13,440
Portico	13.13	16,180
Childcare Centre	540.37	119,760
	567.94 m²	**157,800 mm**

Site Calculations	
Site Area:	1807m2
Building Footprint:	540.37m²
Site Coverage:	29.90%
Zoning:	R20/50
Policies:	Residential
Heritage:	No
Bushfire:	No
BAL:	No
Acoustic:	Yes (TBC)
Sewer:	Neighbour Lot
Power:	Pole Centre
Coastal:	NA
Water:	RHS
Wind Rating:	TBC

Revision	Description	Date
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Floor Plan

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
25015	3.00

Drawing No.:
07 of 10

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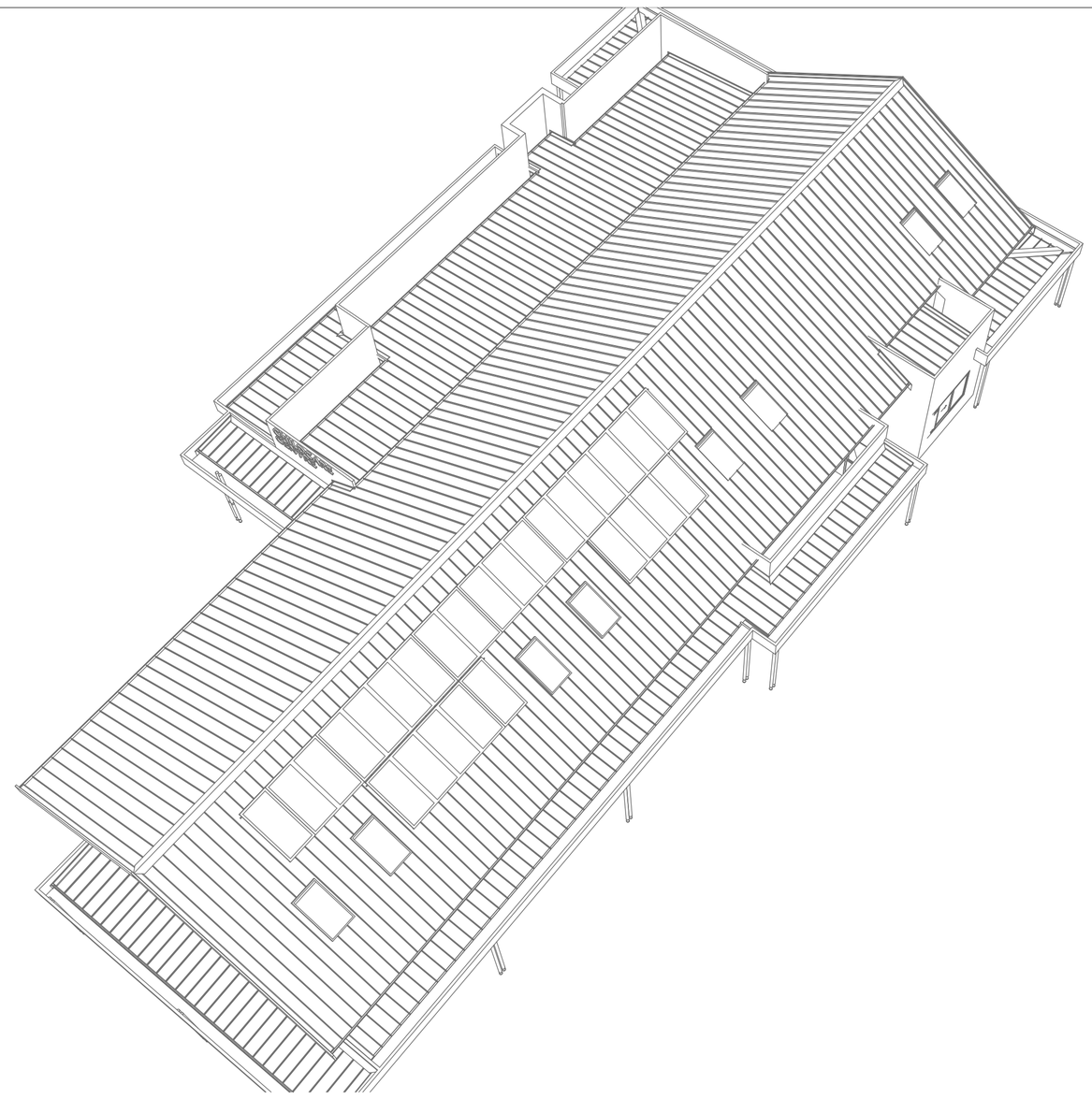

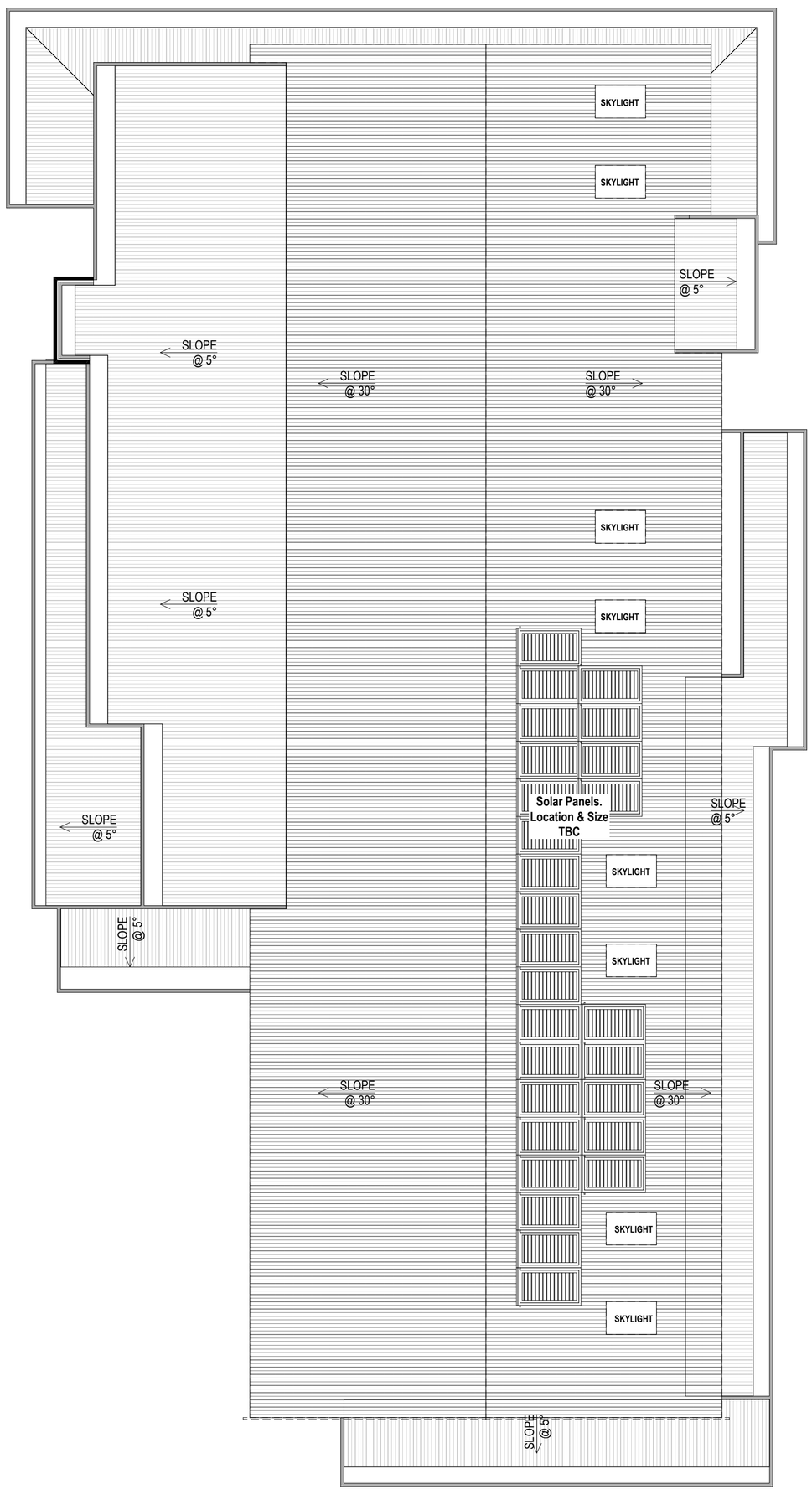

Revision	Description	Date
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Roof Plan

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
25015	3.00

Drawing No.:
08 of 10

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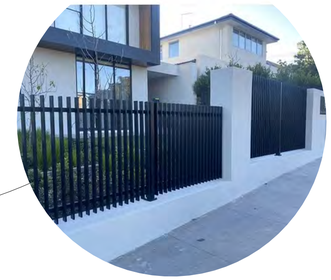
Mildand Brick "Bishops House"

E1 East Elevation
1:100

Rendered brick piers w/- p/coated shale grey infill panels

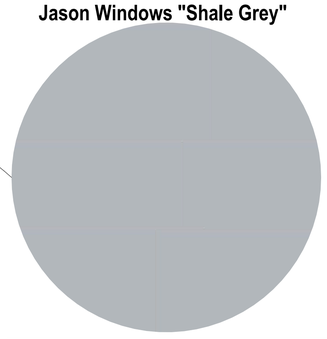


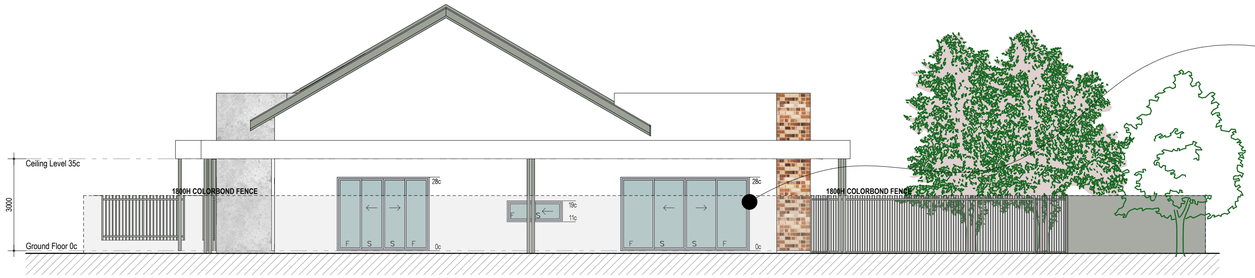
Painted concrete look

E2 South Elevation
1:100

Colorbond Roof "Shale Grey"

Jason Windows "Shale Grey"





E3 West Elevation
1:100

Acrylic Render
Dulux "Terrace White"

E4 North Elevation
1:100

Revision	Description	Date
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Elevations

Scale: 1:100
Sheet Size: A1
Project No: 25015
Revision Number: 3.00
Drawing No.: 09 of 10

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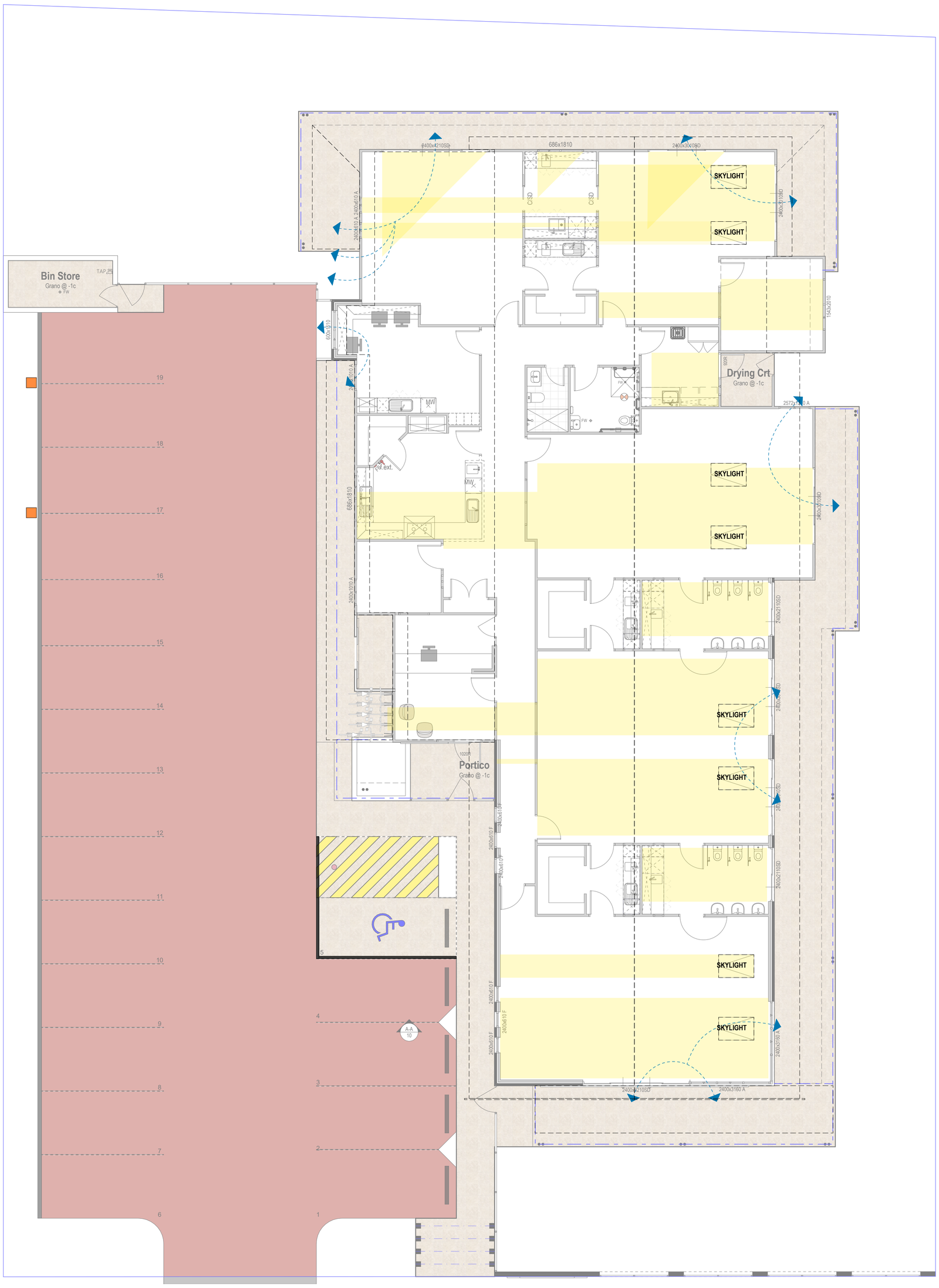
A-A Section & Solar Study
1:50



Breeze Path & Sun Plan
1:100

Revision	Description	Date
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Sections & Solar Study

Scale:	Sheet Size:
1:50, 1:100	A1
Project No:	**Revision Number:**
25015	3.00

Drawing No.:
10 of 10

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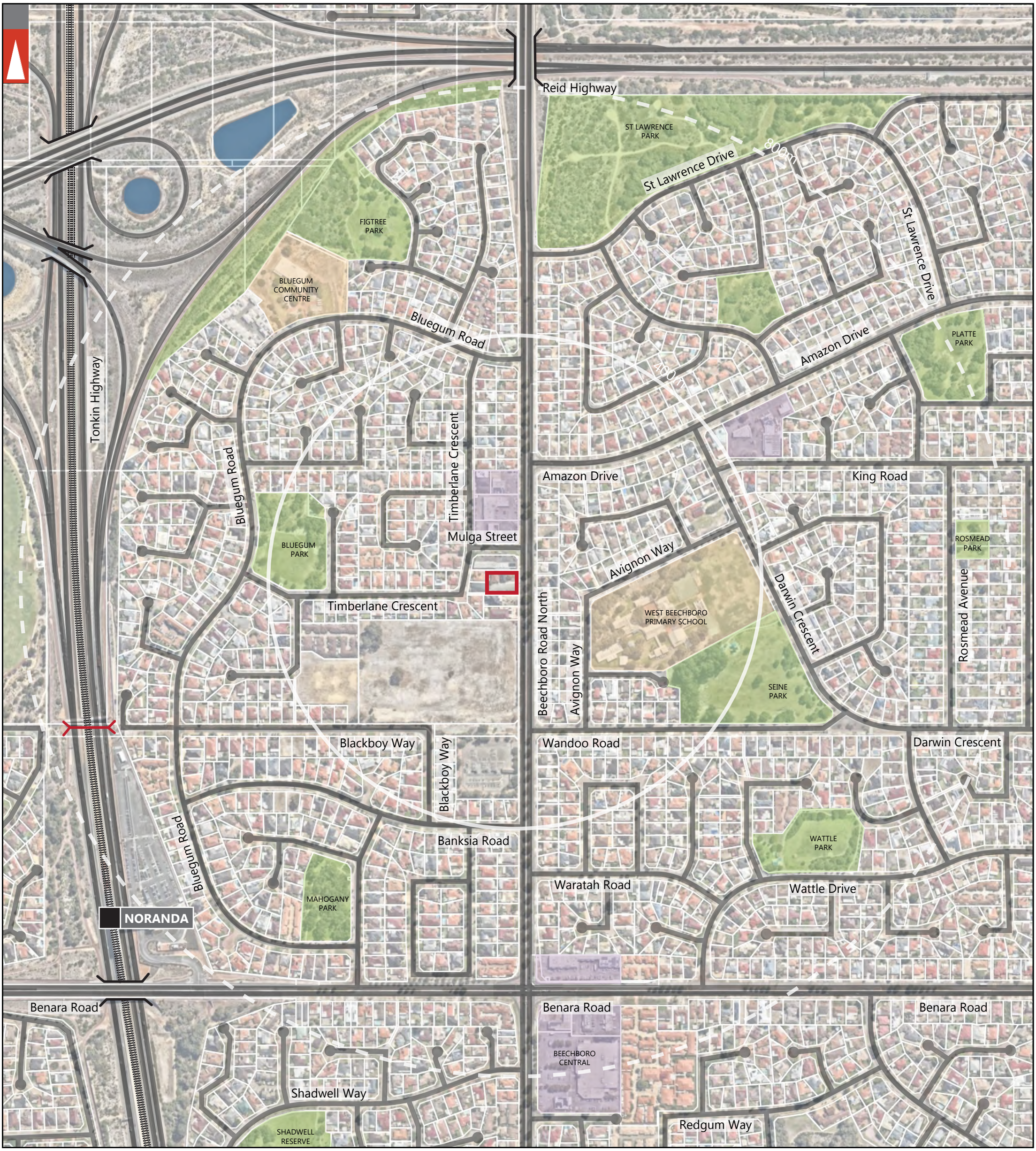
APPENDIX B

TRANSPORT PLANNING AND TRAFFIC PLANS



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF SWAN LOCAL GOVERNMENT NAME
BEECHBORO SUBURB NAME
TRAIN STATION

LEGEND

REV	DATE	AMENDMENT
A	10-07-2025	ISSUED FOR REVIEW

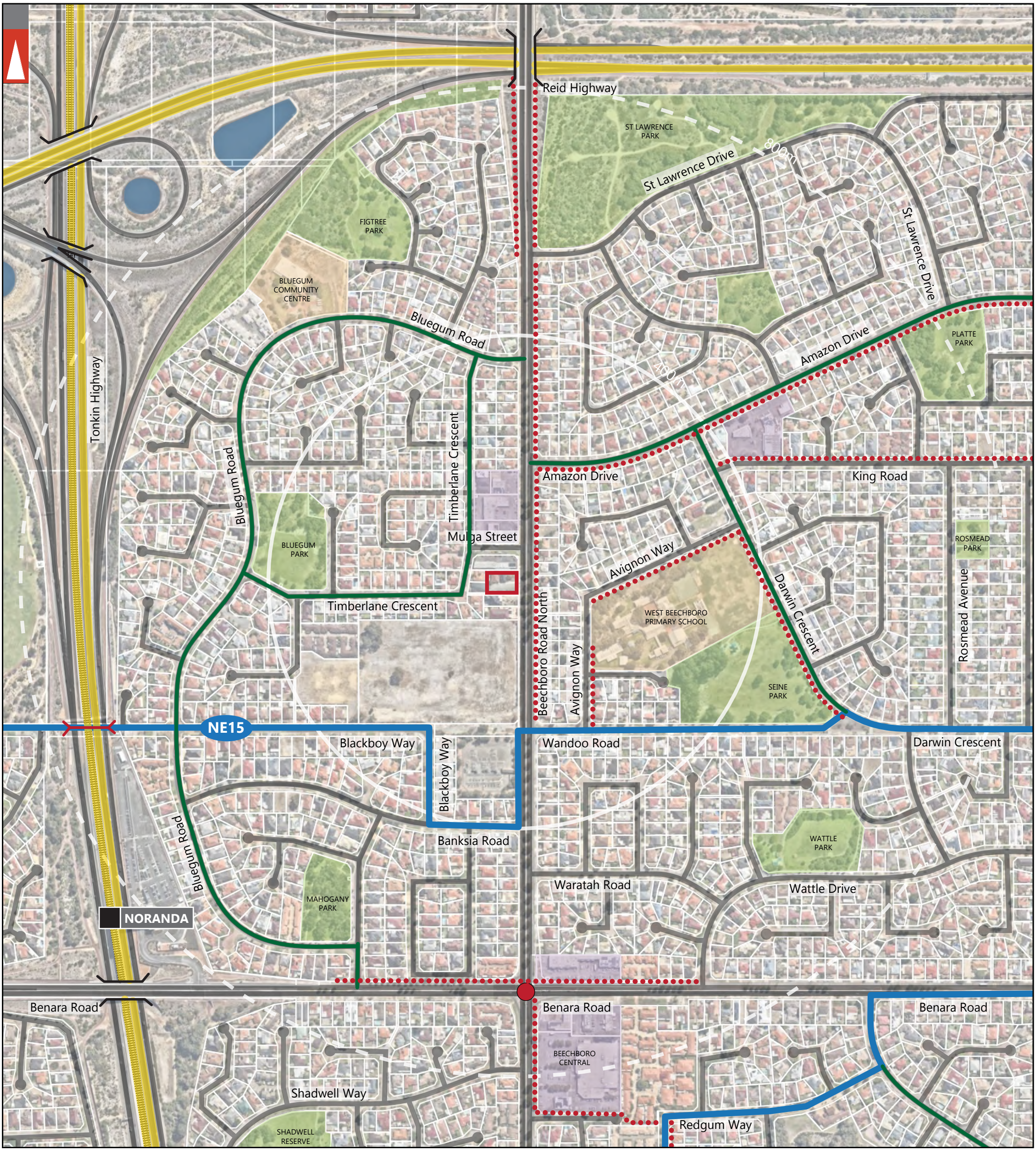
PROJECT:
LOT 380 (#483) BEECHBORO ROAD NORTH, BEECHBORO

TITLE:
LOCALITY PLAN - 800M RADIUS

DRAWING NUMBER:
P003650 _ S01

DRAWN BY:
J.S.

Premise



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF SWAN LOCAL GOVERNMENT NAME
BEECHBORO SUBURB NAME
TRAIN STATION
OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)
GOOD ROAD RIDING ENVIRONMENT
BICYCLE LANES OR SEALED SHOULDER EITHER SIDE
NW12 PERTH BICYCLE NETWORK (PBN) - CONTINUOUS SIGNED ROUTES
TRAFFIC LIGHT

LEGEND

REV	DATE	AMENDMENT
A	10-07-2025	ISSUED FOR REVIEW

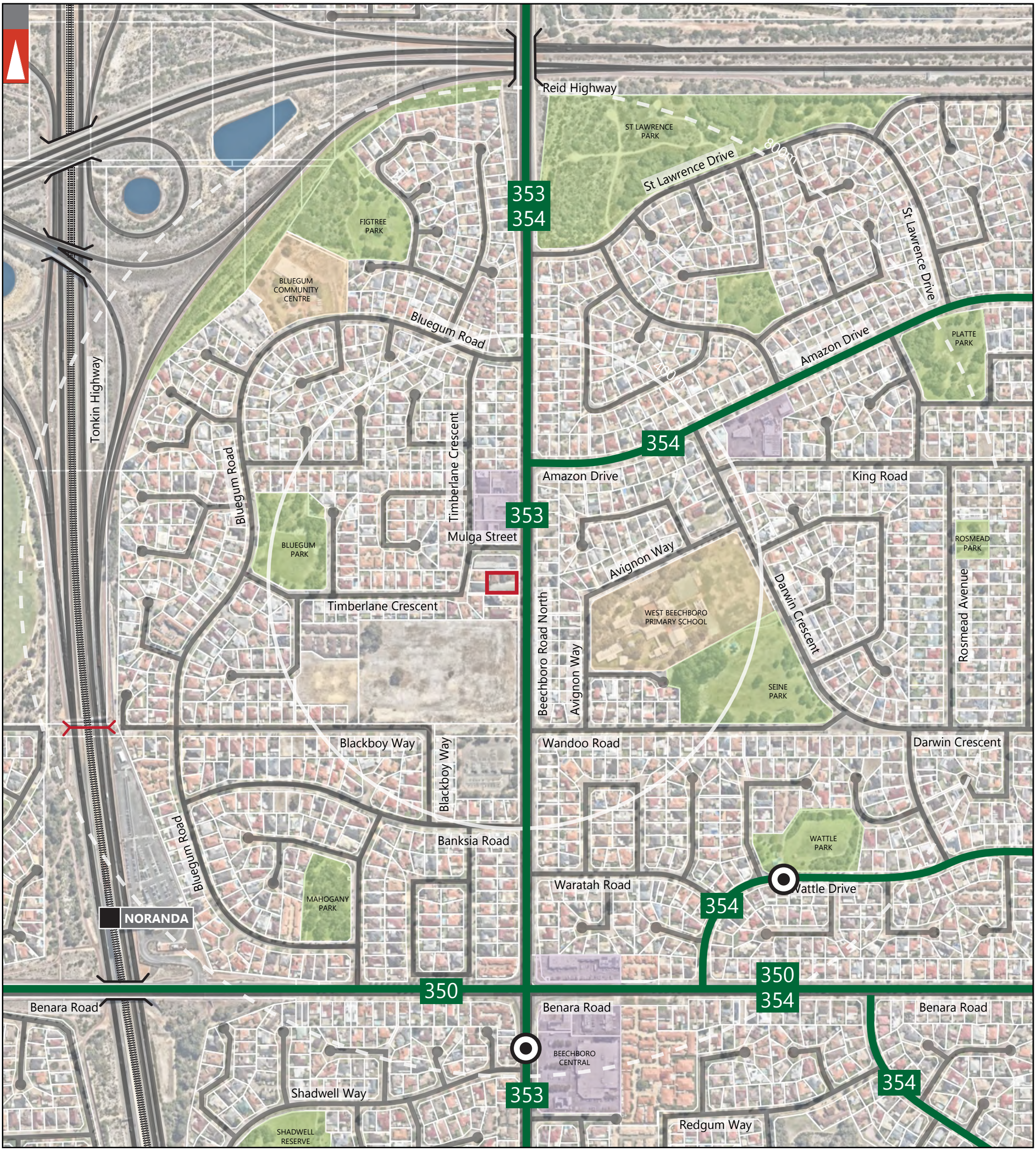
PROJECT:
LOT 380 (#483) BEECHBORO ROAD NORTH, BEECHBORO

TITLE:
BICYCLE NETWORK PLAN - 800M RADIUS

DRAWING NUMBER:
P003650 _ S02

DRAWN BY:
J.S.

Premise



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF SWAN LOCAL GOVERNMENT NAME
BEECHBORO SUBURB NAME
TRAIN STATION
BUS ROUTES
103 BUS ROUTE NUMBER
TIMED STOP

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

LEGEND

REV	DATE	AMENDMENT
A	10-07-2025	ISSUED FOR REVIEW

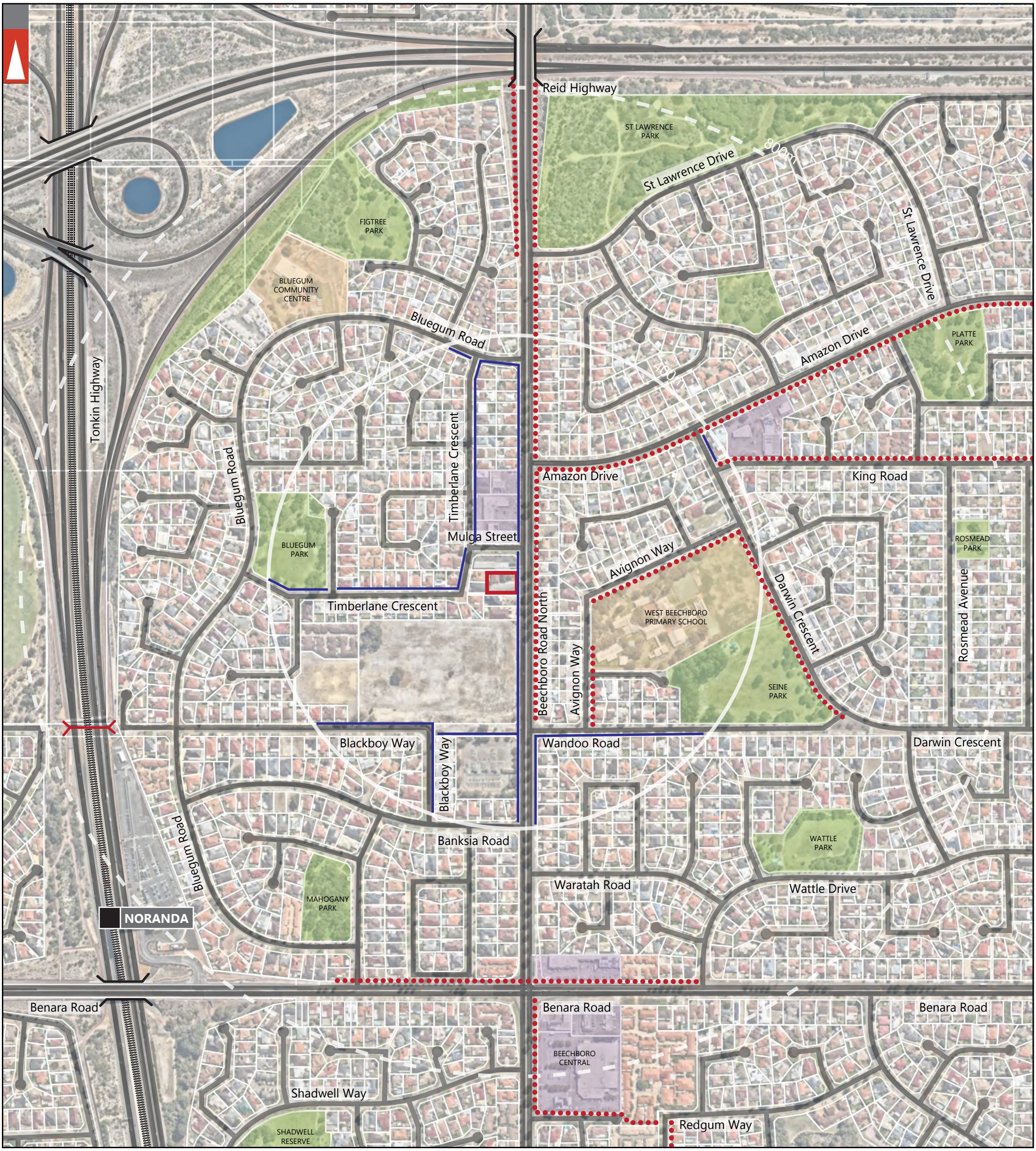
PROJECT: LOT 380 (#483) BEECHBORO ROAD NORTH, BEECHBORO

TITLE: PUBLIC TRANSPORT PLAN - 800M RADIUS

DRAWING NUMBER: P003650 _ S03

DRAWN BY: J.S.

Premise



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF SWAN LOCAL GOVERNMENT NAME
BEECHBORO SUBURB NAME
TRAIN STATION
OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)
PEDESTRIAN PATH WITHIN 400M RADIOUS FROM THE SUBJECT SITE

LEGEND

REV	DATE	AMENDMENT
A	10-07-2025	ISSUED FOR REVIEW

PROJECT: LOT 380 (#483) BEECHBORO ROAD NORTH, BEECHBORO

TITLE: PEDESTRIAN PATHS PLAN - 800M RADIUS

DRAWING NUMBER: P003650 _ S04

DRAWN BY: J.S.

Premise

13,986 AM 07:45 – 1,356 PM 15:00 – 1,256 2021/22
NORTH OF REID HIGHWAY (SLK 1.33)

14,568 AM 07:45 – 1,388 PM 15:00 – 1,323 2021/22
SOUTH OF REID HIGHWAY (SLK 0.93)

25,616 AM 07:30 – 2,264 PM 15:45 – 2,319 2020/21
EAST OF TONKIN HIGHWAY (SLK 14.40)

41,057 AM 07:30 – 3,361 PM 16:00 – 3,515 2021/22
EAST OF BEECHBORO RD NORTH (SLK 16.11)

3,362 AM 08:00 - 346 PM 15:00 – 296 2023/24
EAST OF CHERWELL AVENUE (SLK 1.16)

17,650 AM 07:45 – 1,627 PM 15:00 – 1,544 2020/21
NORTH OF BENARA ROAD (SLK 2.78)

14,213 AM 08:00 – 1,387 PM 15:00 – 1,380 2021/22
WEST OF TONKIN HIGHWAY (SLK 2.43)

14,154 AM 08:00 – 1,327 PM 15:00 – 1,335 2020/21
WEST OF BEECHBORO RD NORTH (SLK 3.23)

14,873 AM 08:00 – 1,264 PM 15:15 – 1,331 2021/22
EAST OF BEECHBORO RD NORTH (SLK 3.49)

Reid Highway
ST LAWRENCE PARK
St Lawrence Drive
FIGTREE PARK
BLUEGUM COMMUNITY CENTRE
Bluegum Road
Tonkin Highway
Timberlane Crescent
Mulga Street
BLUEGUM PARK
Timberlane Crescent
Amazon Drive
PLATTE PARK
King Road
ROSMEAD PARK
Avignon Way
Darwin Crescent
Rosmead Avenue
WEST BEECHBORO PRIMARY SCHOOL
SEINE PARK
Beechboro Road North
Avignon Way
Blackboy Way
Blackboy Way
Wandoo Road
Darwin Crescent
Banksia Road
WATTLE PARK
Waratah Road
Wattle Drive
MAHOGANY PARK
NORANDA
Bluegum Road
Benara Road
Benara Road
Benara Road
BEECHBORO CENTRAL
SHADWELL RESERVE
Redgum Way

PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF SWAN LOCAL GOVERNMENT NAME
BEECHBORO SUBURB NAME
TRAIN STATION
5,512 NUMBER OF VEHICLES PER DAY
AM 1145 – 381 NUMBER OF VEHICLES PER AM PEAK HOUR
PM 1630 – 480 NUMBER OF VEHICLES PER PM PEAK HOUR
2014 YEAR
EAST OF HARLOW ROAD LOCATION

LEGEND

REV	DATE	AMENDMENT
A	10-07-2025	ISSUED FOR REVIEW

PROJECT: LOT 380 (#483) BEECHBORO ROAD NORTH, BEECHBORO

TITLE: EXISTING TRAFFIC COUNTS - 800M RADIUS

DRAWING NUMBER: P003650 _ S05

DRAWN BY: J.S.

Premise

REV	DATE	AMENDMENT
A	11-07-2025	ISSUED FOR REVIEW

PROJECT: LOT 380 (#483) BEECHBORO ROAD NORTH, BEECHBORO

TITLE: TRAFFIC FLOW DIAGRAM - DAILY

DRAWING NUMBER: P003650 _ S06

DRAWN BY: J.S.

Premise

LOCATION BOUNDARY

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development

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

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTESY OF MB

LEGEND

REV	DATE	AMENDMENT
A	11-07-2025	ISSUED FOR REVIEW

PROJECT: LOT 380 (#483) BEECHBORO ROAD NORTH, BEECHBORO

TITLE: TRAFFIC FLOW DIAGRAM - AM PEAK

DRAWING NUMBER: P003650 _ S07

DRAWN BY: J.S.

Premise

LOCATION BOUNDARY

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development

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

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTESY OF MB

LEGEND

REV	DATE	AMENDMENT
A	11-07-2025	ISSUED FOR REVIEW

PROJECT: LOT 380 (#483) BEECHBORO ROAD NORTH, BEECHBORO

TITLE: TRAFFIC FLOW DIAGRAM - PM PEAK

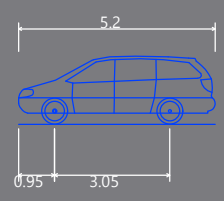
DRAWING NUMBER: P003650 _ S08

DRAWN BY: J.S.

Premise

APPENDIX C

VEHICLE SWEPT PATH ANALYSIS



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

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

LEGEND

NO	DATE	AMENDMENT
A	10-07-2025	ISSUED FOR REVIEW

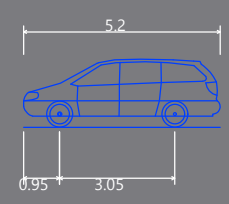
PROJECT:
Lot 380 (No.483) Beechboro Road North, Beechboro

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

DRAWING NUMBER:
P003650_S20

DRAWN BY:
J.S.

Premise



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

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

LEGEND

NO	DATE	AMENDMENT
A	10-07-2025	ISSUED FOR REVIEW

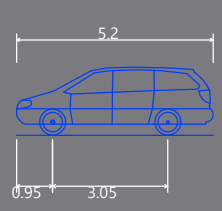
PROJECT:
Lot 380 (No.483) Beechboro Road North, Beechboro

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

DRAWING NUMBER:
P003650_S21

DRAWN BY:
J.S.

Premise



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

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

LEGEND

NO	DATE	AMENDMENT
A	10-07-2025	ISSUED FOR REVIEW

PROJECT:
Lot 380 (No.483) Beechboro Road North, Beechboro

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

DRAWING NUMBER:
P003650_S22

DRAWN BY:
J.S.

Premise

The proposed bin store obstructs vehicle maneuvering during parking

Unencumbered External Play Area: 588.12 m²

1800H COLORBOND FENCE

EXISTING TREES TO REMAIN

Bin Store

PROVISION FOR EV CHARGING

RED OXIDE BITUMEN CARPARK

FEATURE AWNING

FLUSHED KERB

Activity 1
Activity 2
Nappy
Prep 1
Store 1
Cot Room
Planning Area
Staff
Laundry
Drying Crt
Pdr
Uat
Ptry
Kitchen
Activity 3
Office
DATA/ COMMS
Recep
AC STORE
Foyer
BIKE RACKS
Portico
Store 2
Prep 2
Child Wc 1
Activity 4
Store 3
Prep 3
Child Wc 2
Activity 5
SKYLIGHT

BEECHBORO ROAD NORTH

40

40

Passenger vehicle (5.2 m)		
Overall Length	5.200m	Lot boundary
Overall Width	1.940m	Wheel Path (Forward Vehicle Motion)
Overall Body Height	1.804m	Vehicle Chasis Envelope (Forward Vehicle Motion)
Min Body Ground Clearance	0.295m	Wheel Path (Reverse Vehicle Motion)
Track Width	1.840m	Vehicle Chasis Envelope (Reverse Vehicle Motion)
Lock to Lock Time	4.00s	
Kerb to Kerb Turning Radius	6.300m	

LEGEND

NO	DATE	AMENDMENT
A	10-07-2025	ISSUED FOR REVIEW

PROJECT: Lot 380 (No.483) Beechboro Road North, Beechboro

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

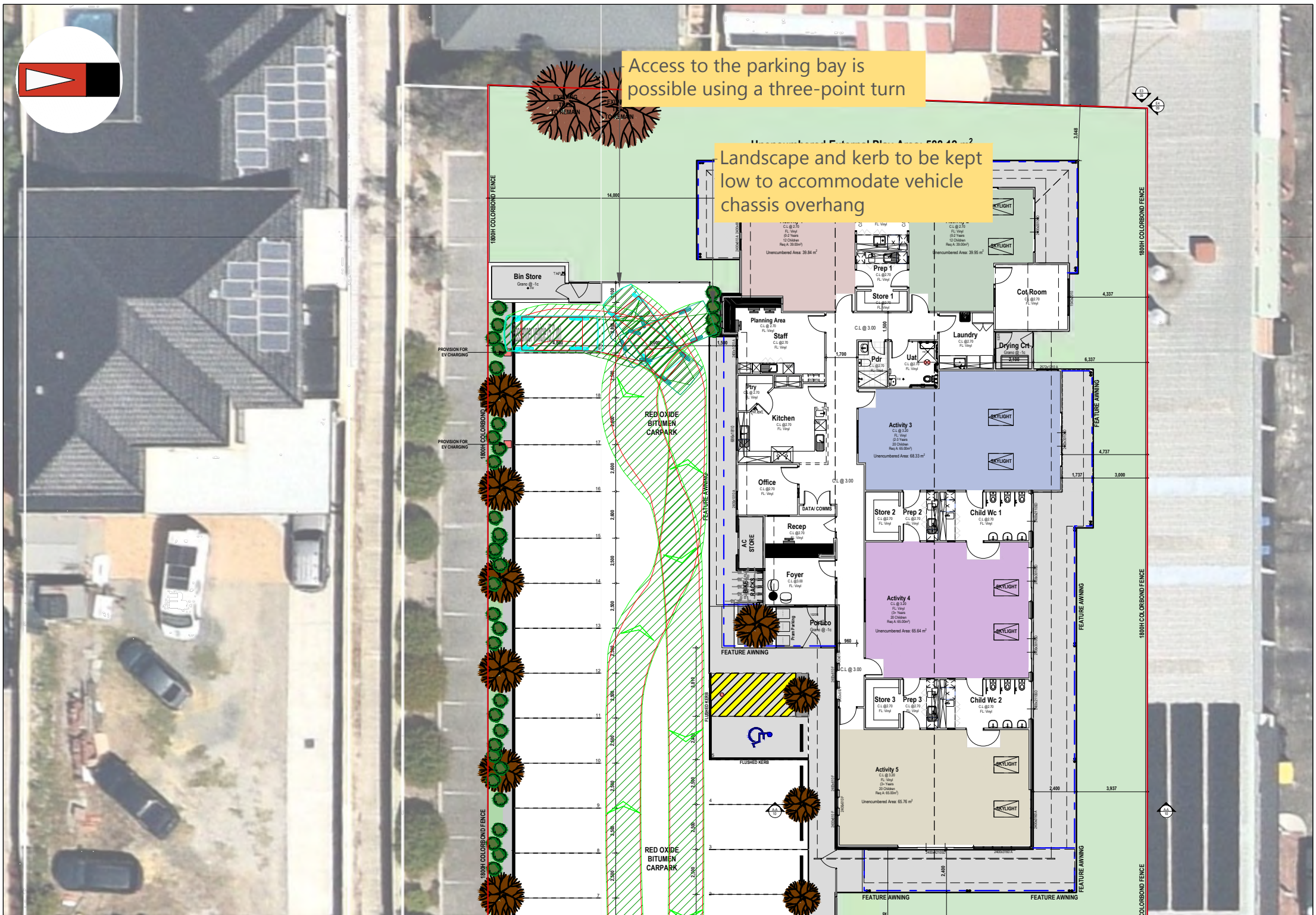
DRAWING NUMBER: P003650_S23A

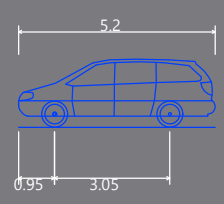
DRAWN BY: J.S.

Premise

Access to the parking bay is possible using a three-point turn

Landscape and kerb to be kept low to accommodate vehicle chassis overhang





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

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

LEGEND

NO	DATE	AMENDMENT
A	10-07-2025	ISSUED FOR REVIEW

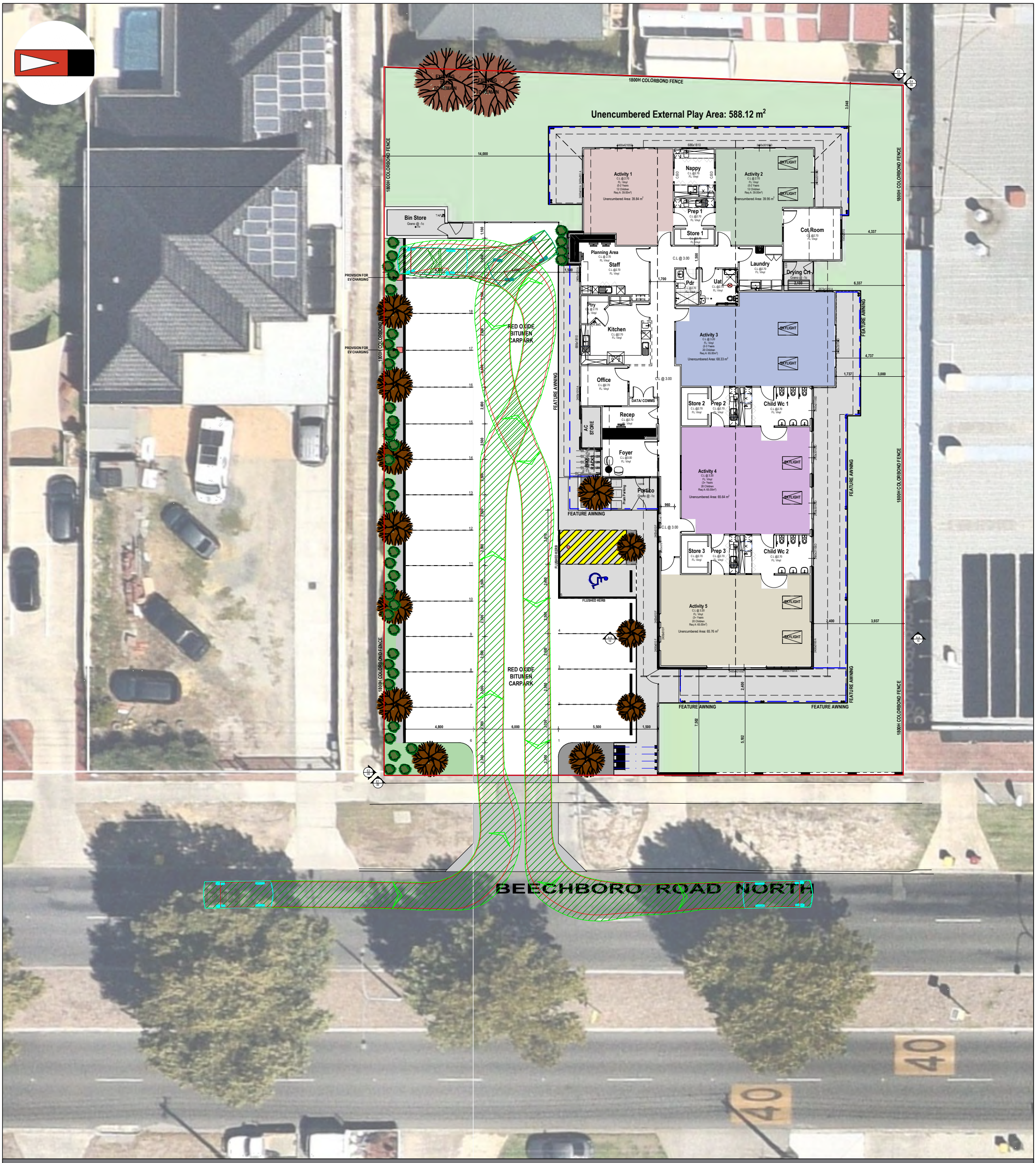
PROJECT: Lot 380 (No.483) Beechboro Road North, Beechboro

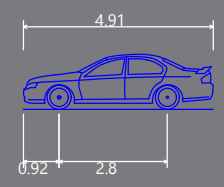
TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER: P003650_S23B

DRAWN BY: J.S.

Premise





B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

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

LEGEND

NO	DATE	AMENDMENT
A	10-07-2025	ISSUED FOR REVIEW

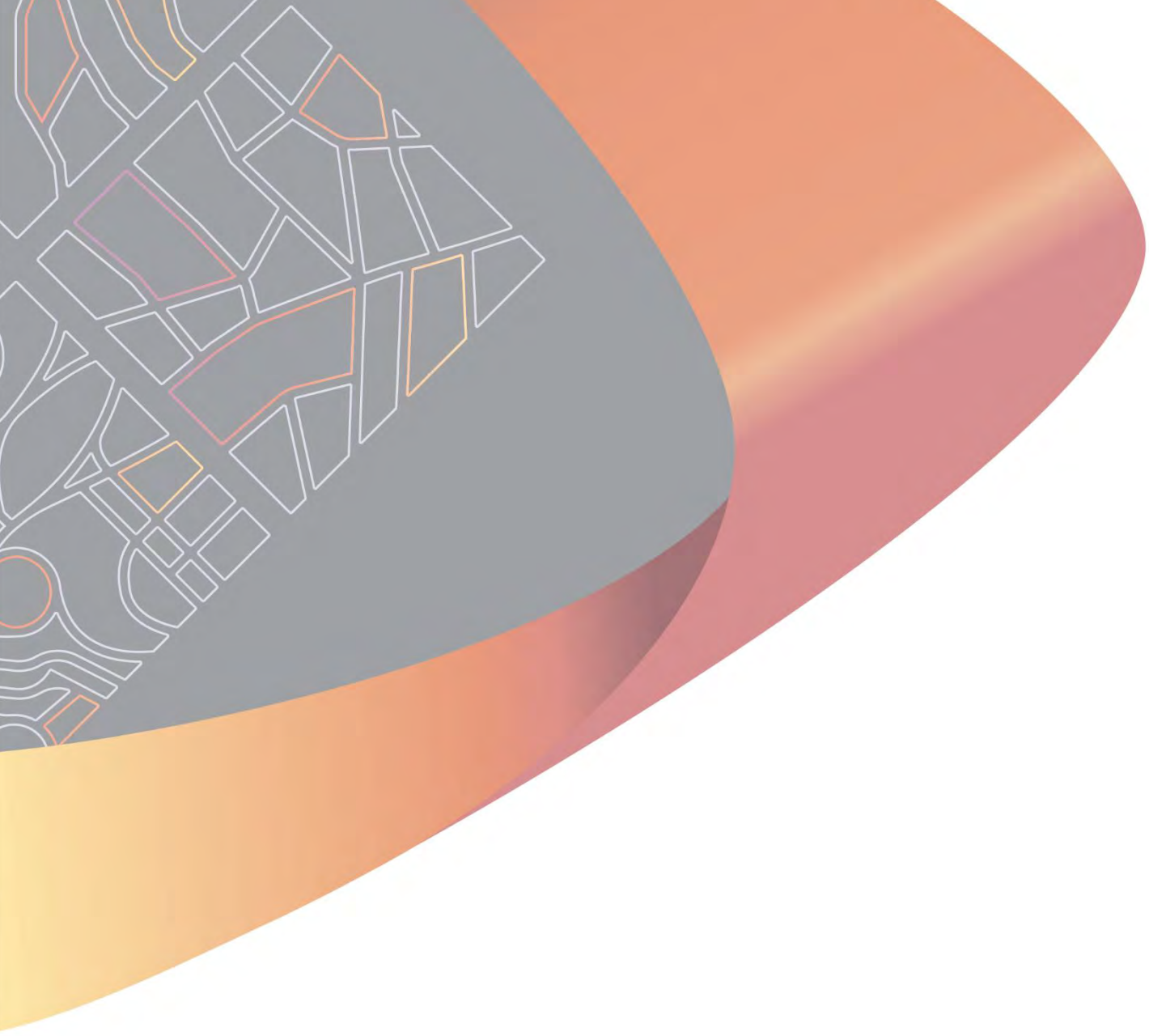
PROJECT:
Lot 380 (No.483) Beechboro Road North, Beechboro

TITLE:
Vehicle Turning Circle Plan - B85 Passenger Vehicle (4.91m)

DRAWING NUMBER:
P003650_S23C

DRAWN BY:
J.S.

Premise



Premise

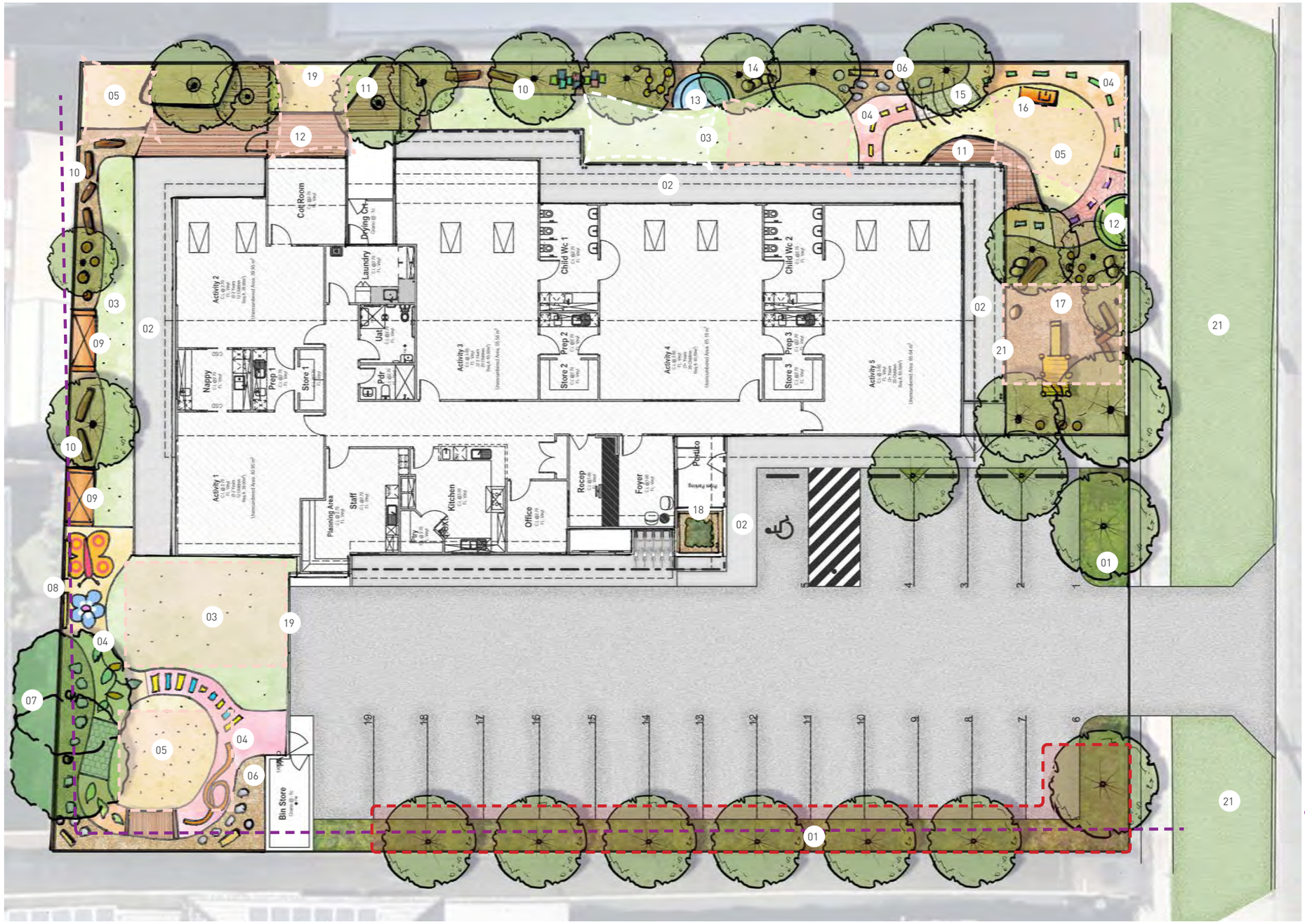
483 BEECHBORO RD CHILDCARE

LANDSCAPE CONCEPT PLANS
JULY 2025

PLAN
E

PLAN
E

01 | LANDSCAPE CONCEPT



LEGEND

01 NATIVE GROUNDCOVERS & SHADE TREES TO CAR PARK

02 INSITU CONCRETE PAVING TO VERANDAH

03 SYNTHETIC TURF AREA FOR FLEXIBLE USE

04 BIKE TRACK/ SENSORY LOOP WITH COLOUR CONCRETE; COBBLESTONES; CRAZY PAVING;PAINTED ARTWORK & TIMBER BRIDGE

05 SANDPIT WITH BEACH ENTRY

06 PAVING STEPPERS AND MUSICAL PLAY ITEMS IN MULCH

07 EXISTING TREES TO BE RETAINED

08 PLAY PANELS TO FENCE FOR SENSORY PLAY (IE. MIRROR, BLACKBOARD)

09 NATURE PLAY CUBBIES WITH BUILT-IN PLAY PANELS & TALK TUBES

10 NATURE PLAY ELEMENTS THROUGH RUBBER MULCHED GARDEN BED I.E. STEPPERS;BALANCE LOGO;ROCKS & COLOR PAVERS

11 SANDPIT WITH TIMBER DECK PLATFORM

12 TIMBER DECKING

13 FEATURE PLAY CUBBIES

14 FEATURE BOULDERS CUBE SHAPE WITH NO SHARP EDGES

15 LIVING TUNNEL WITH PLANT CLIMBERS OVER I.E. BAMBOO

16 PROPOSED TIMBER MUD KITCHEN

17 RUBBER MULCH WITH PLAY FORT STRUCTURE;SMALL NATURE PLAY ITEMS & SHADE TREES

18 RAISED PLANTER WITH NATIVE SHRUB & GROUNDCOVERS

19 PROPOSED SHADE SAILS

20 POTENTIAL TEMPORARY SHADE SAIL - TO PROVIDE SHADE TO PLAY AREA WHILST TREES ESTABLISH - SHADE COVERAGE WILL NEED TO CONFIRM WITH ECRU STANDARDS IN ORDER TO REMOVE

21 PROPOSED TURF TO MODIFIED VERGE - TO TIE IN WITH EXISTING

STRUCTURAL SOIL TO TREES IN CAR PARK

EXISTING SEWER LINE

PLAN E

LANDSCAPE ARCHITECTS

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JULY 2025

REV B
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0 2 4 8 12 20m

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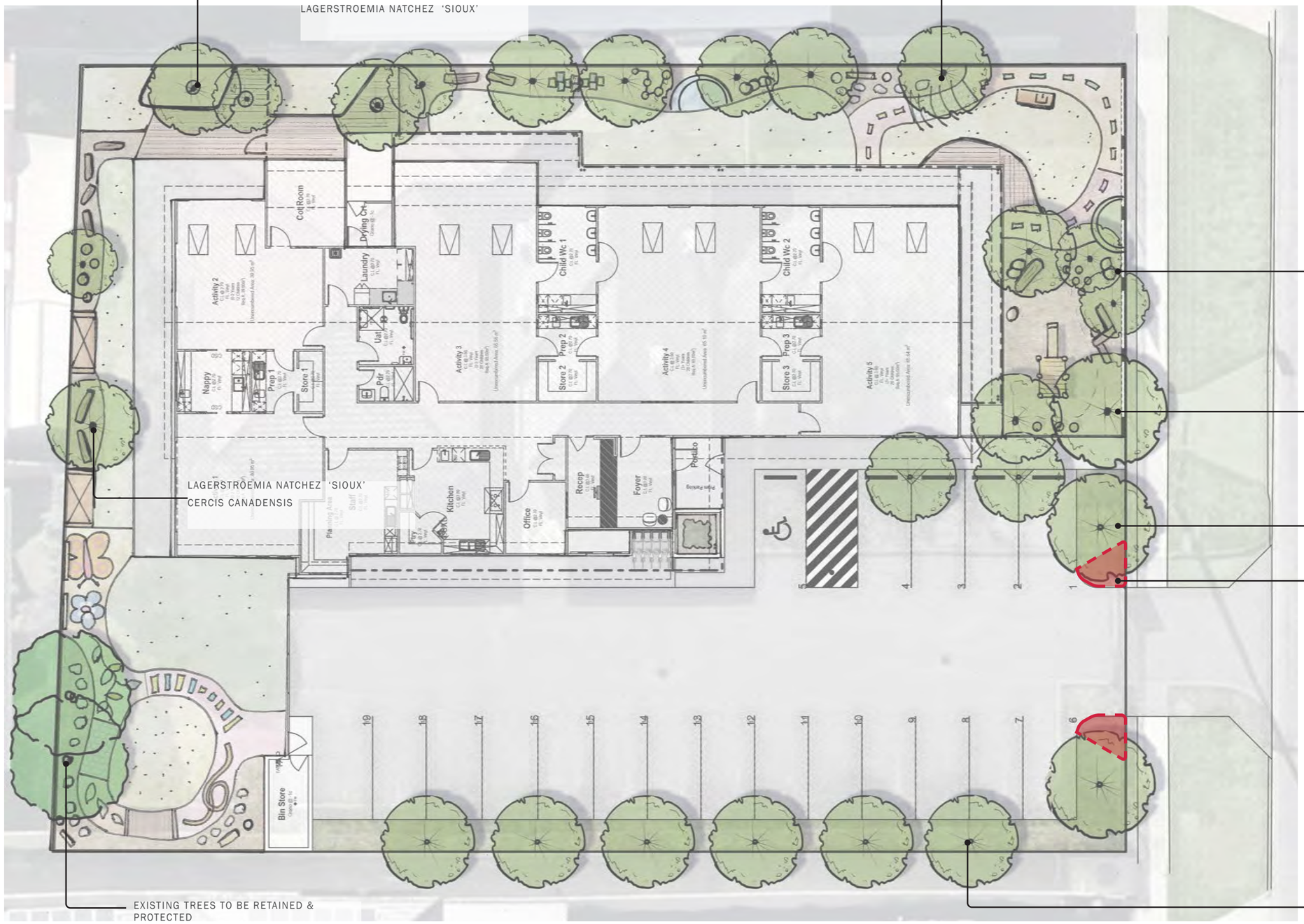
02 | TREE PLANTING



FEATURE TREES IN DECKING
CUPANIOPSIS ANACARDIOIDES TREE
LAGERSTROEMIA NATCHEZ 'SIOUX'

VARIED TREE PLANTING TO EASTERN SIDE
EUCALYPTUS FORRESTIANA 'FUCHSIA GUM'
CERCIS CANADENSIS
HYMENOSPORUM FLAVUM
MAGNOLIA GRANDIFLORA 'TEDDY BEAR

SENSORY TREE PLANTING - FRUIT TREES & LAGERSTROEMIA NATCHEZ 'SIOUX'

EUCALYPTUS TODTIANA

LAGERSTROEMIA NATCHEZ 'SIOUX'
CERCIS CANADENSIS

CUPANIOPSIS ANACARDIOIDES TREE

VISUAL TRUNCATION CLEARANCE AREA WITH LOW PLANTING FOR VISABILITY. GARDEN BED OUTSIDE THIS ZONE TO HAVE MEDIUM HEIGHT PLANTING (0.8M-1.2M TO SCREEN CAR PARK

EXISTING TREES TO BE RETAINED & PROTECTED

CUPANIOPSIS ANACARDIOIDES TREE PLANTING TO CAR PARK. WITH STRUCTURAL SOIL UNDER TREES TO ASSIST WITH GROWTH & PREVENT DAMAGE TO SEWER LINE

PLAN E

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0 2 4 8 12 20m

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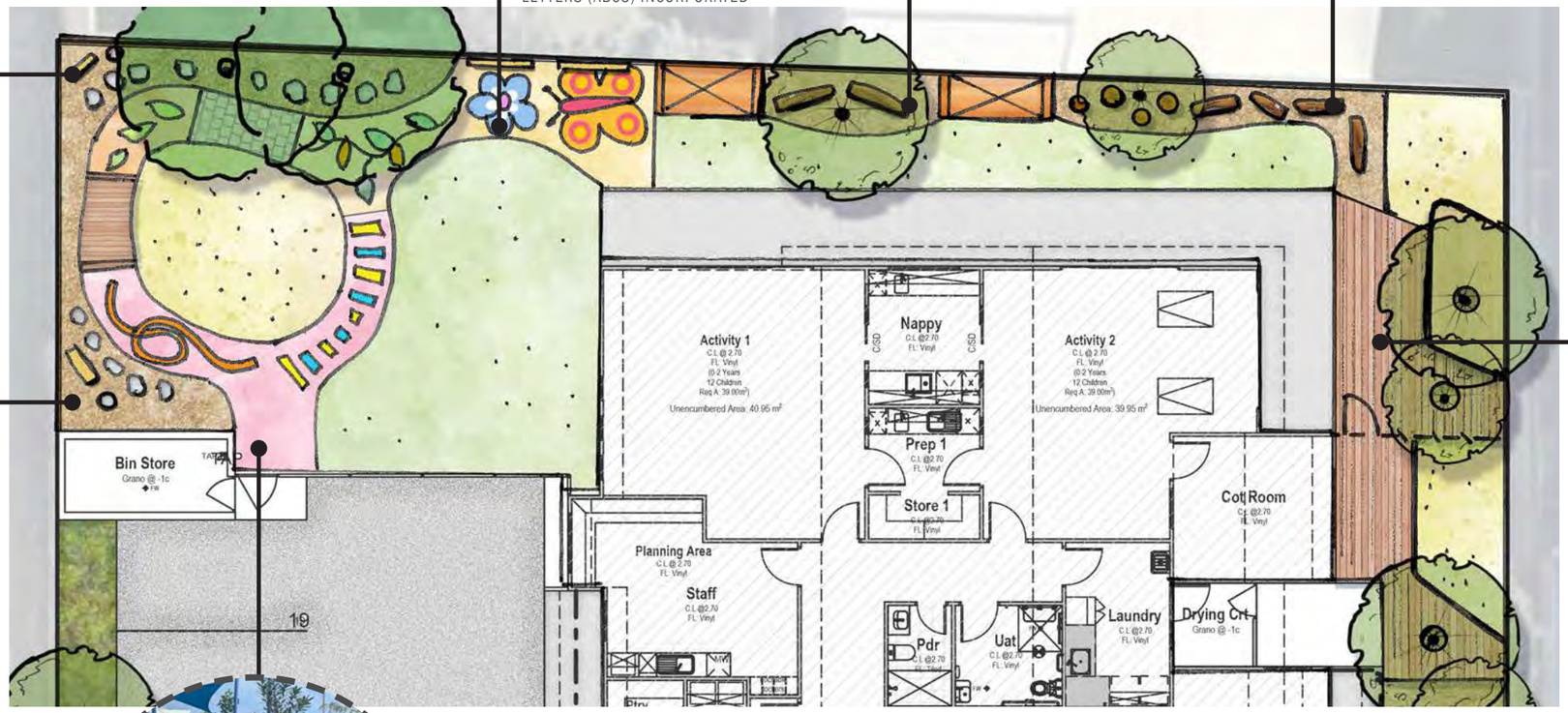
03 | PLAY AREA DETAIL PLAN

COLOURED LINE MARKING AND PATTERNS TO PAVEMENT WITH NUMBER COUNTING & LETTERS (ABCS) INCORPORATED

SMALL PLAY CUBBY AMONGST PLANTING/ TREES

NATURE PLAY TRAIL WITH SENSORY PLANTING SURROUNDS & PLAY PANELS

MUSICAL PLAY AREA WITH LOW LEVEL MUSICAL ITEMS AND STEPPER ACCESS



PLAY DECK STRUCTURE TO SANDPIT - FOR CONSTRUCTION PLAY AND ACCESS TO SAND

SENSORY PLAY AREA WITH PLAY PANELS I.E. MIRRORS

LINEMARKINGS TO TRIKE TRACK FOR JUMPING/ HOPPING ETC GAMES TO PROVIDE DUAL USE

PLAN E

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0 1.5 3 6 9 15m

2505601 483 BEECHBORO RD CHILDCARE - landscape concept

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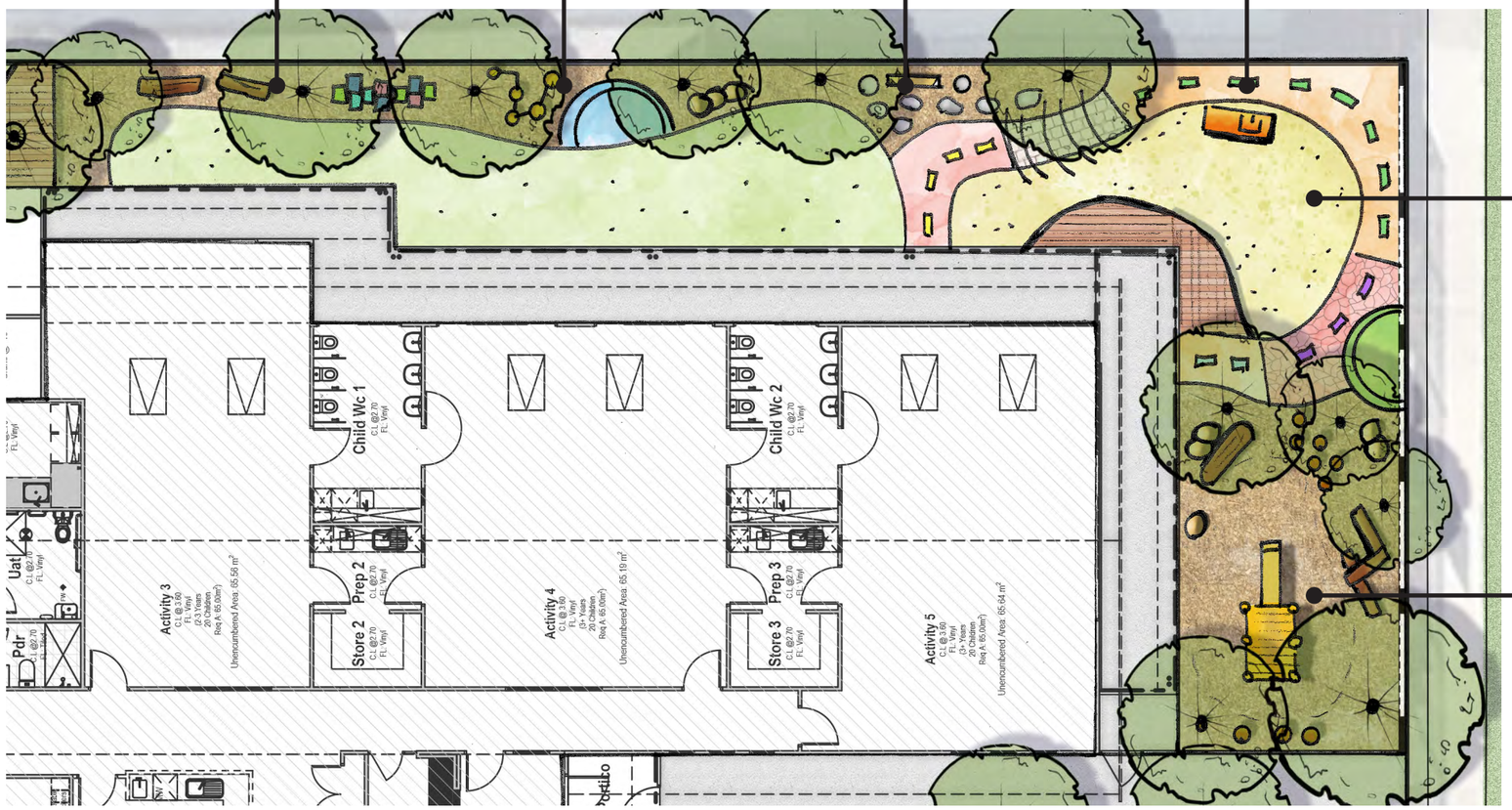
04 PLAY AREA DETAIL PLAN

NATURE PLAY ITEMS & HOPSCOTCH NESTLED AMONGST PLANTING & TREES

CUBBY WITH ROCK BOULDERS AND LOG STILTS NESTLED AMONGST PLANTING & TREES

BIKE TRACK WITH COBBLESTONE INLAYS & LINEMARKING



SANDPIT WITH PATH SURROUNDS & MUD PLAY KITCHEN

PLAY FORT/ STRUCTURE WITH SLIDE; CLIMBING ROPES ETC

WITH LOW BALANCE PLAY ITEMS SURROUNDING IN MULCH SOFTFALL

PLAN E

LANDSCAPE ARCHITECTS

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0 1.5 3 6 9 15m

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05 | CONCEPT IMAGERY











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06 | PLANTING PALETTE

HYMENOSPORUM FLAVUM

EUCALYPTUS TODTIANA

EUCALYPTUS FORRESTIANA 'FUCHSIA GUM'

MAGNOLIA GRANDIFLORA 'TEDDY BEAR'

BANKSIA MENZIESII DWARF

LAGERSTROEMIA NATCHEZ 'SIOUX'

CERCIS CANADENSIS

CITRUS × MEYERI - MEYER LEMON

CITRUS SINENSIS 'NAVELINA'

CUPANIOPSIS ANACARDIOIDES

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07 | PLANTING PALETTE


MYOPORUM PARVIFOLIUM YAREENA


DIANELLA LITTLE JESS


PLECTRANTHUS MONA LAVENDER


LIRIOPE JUST RIGHT


COLEONEMA BRILLIANT PINK


LAURUS NOBILIS

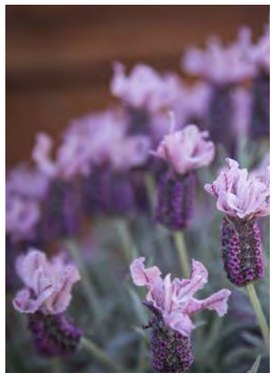

LOMANDRA VERDAY


BEAUFORTIA ELEGANS


CONOSTYLIS CANDICANS


HELICHRYSUM ITALICUM


LAVANDULA SILVER PRINCESS


LAVANDULA GHOSTLY PRINCESS


ROSMARINUS OFFICINALIS 'PROSTRATUS'


SALVIA ELEGANS

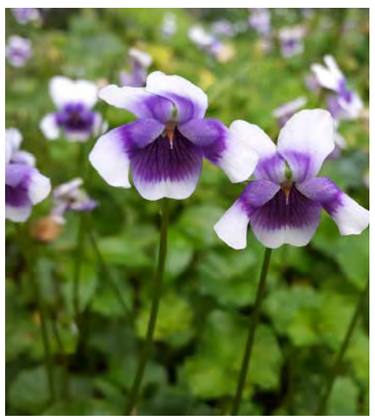

STACHYS BYZANTINA


CASURINA GLAUCA COUSIN IT


CHRYSANTHEMUM SNOWLAND


HYPOCALYMMA ROBUSTUM


PATERSONIA OCCIDENTALIS


VIOLA HEDERACEA


OTHONNA RUBY NECKLACE


DICHONDRA SILVER FALLS


MELISSA OFFICINALIS

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LANDSCAPE CONCEPT

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JULY 2025

ENVIRONMENTAL ASSESSMENT 2507074 Rev 0

CHILDCARE CENTRE

LOT 380, #483 BEECHBORO ROAD NORTH, BEECHBORO WA 6063

prepared for

MACRI BUILDERS
50 MAIN STREET, OSBORNE PARK WA 6017

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

ND Engineering
Consulting Engineers

31 Years 1994 – 2025

. . . thinking outside the square . . .

CONTENTS:

SECTIONS:

ANNEXES:

REFERENCES:

A. Environmental Protection (Noise) Regulations 1997.

B. Drawings: Macri Builders; Qty 10 sheets; Project 25015, Revision 3.00, Dated 25 JUNE 2025.

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

REVISIONS

Revision Nº:	Date:	Issue / Comment	Status
0	21 JUL 25	Issued for DA	Current

AUTHOR

N. M. DELLA GATTA
BE (Mech) UWA
M.IEAust, M.AIE, M.AIRAH

SUMMARY

0.1 ND Engineering's opinion is that the proposed Child Care Centre (CCC) for the daytime periods of 0630 - 1830 hours (6.30am to 6.30pm) Monday to Friday the assessed noise emissions will comply with the Noise Regulations (Reference A) subject to implementation of the recommendations contained in Section 5 'Recommendations'.

INTRODUCTION

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

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

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

DESCRIPTION

2.1.1 The proposed CCC site is located in Beechboro Rd North some 600m East of Tonkin Hwy and some 800m South of Reid Hwy.

2.1.2 The nearest noise sensitive 'residential' premises of relevant interest is located to the adjoining:

a. West rear at 40 and 42 Timberlane Crescent; and

b. South side at 479 Beechboro Rd North; and

2.1.3 The adjoining General Commercial premises at 487 Beechboro Rd North to the North facing Mulga St is not relevant and is not given any further consideration.

2.1.4 The assigned noise levels are contained in Annex A.

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

a. Annex A 'Location'.

b. Annex B 'Site Plans'.

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

a. Children's voices:

- Babes	0 - 2 years old	12x places	Activity 1
- Babes	0 - 2 years old	12x places	Activity 2
- Toddlers	2 - 3 years old	20x places	Activity 3
- Pre Kindy	3+ years old	20 places	Activity 4
- Pre Kindy	3+ years old	20x places	Activity 5.

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

c. Carpark. Refer Annex G 'Carpark'.

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

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

Refer Annex F 'Mechanical Services'.

ASSESSMENT

3.1 Noise emissions from the Child Care Centre (CCC) are typically expected to occur Monday to Friday between 0630 to 1830 hours (6.30am to 6.30pm) mainly during outdoor play weather permitting.

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

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

Table C7 – ASSIGNED NOISE LEVELS for residences near CCC

Noise sensitive premises at locations . . . . . a building directly associated with a noise sensitive use.	Time of day	Time of day	Assigned Noise Levels dB(A)		
			LA10	LA1	LAmax
. . within 15 m of . .	Day	0700-1900 hrs Monday to Saturday	**51**	61	**71**
		0900-1900 hrs Sunday, Public holidays	46	56	
	Evening	1900-2200 hrs all days			61
	Night	2200-0700 hrs Monday to Saturday	41	51	
		2200-0900 hrs Sunday, Public holidays			
. . greater than 15 m from . .	All hours		60	75	80
Commercial premises	All hours		60	75	80

3.3 Refer to the following annexes for the detailed assessments:

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

b. Children. Refer Annex D - Children.

c. Music. Refer Annex E - Music.

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

e. Carpark. Refer Annex G - Carpark.

f. Traffic. Refer Annex H - Traffic.

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

CONCLUSIONS

4.1 ND Engineering's opinion is that for the proposed Child Care Centre (CCC) for the daytime periods of 0630 - 1830 hours (6.30am to 6.30pm) Monday to Friday the:

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

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

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

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

RECOMMENDATIONS

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

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

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

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

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

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

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

5.2 The following **recommendations** are made:

a. **OPERATIONAL:**

(1) The CCC is to be operational for parents' usage, excluding public holidays, between 0630 - 1830 hours (6.30am to 6.30pm) Monday to Friday; and

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

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

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

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

(2) External Play Areas; noise barriers are required (as described elsewhere in this report). See also ANNEX H - TRAFFIC FIGURE H1 for noise barriers.

(3) The following restrictions apply:

Babes 0-2 years old from Activity 1 & 2 with only 12 out of 24 children outdoors at any one time distributed over 168m^2; and.

Toddlers 2-3 years old from Activity 3 with only 20 out of 20 children outdoors at any one time distributed over 140m^2; and

Pre-kindy 3+ years old from Activity 4 & 5 with 20 out of 40 children outdoors at any time distributed over 280m^2; and

Each play area shall be separated by a pool style fence with a gate.

(4) See also ANNEX H - TRAFFIC Figure H1 for noise barriers.

(5) Practical considerations:

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

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

c. **MUSIC:**

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

(2) Do not play music outdoors; and

(3) Avoid playing games requiring hand clapping; and

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

d. **MECHANICAL SERVICES:**

(1) Exhaust systems:

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

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

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

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

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

(2) Air conditioning systems:

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

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

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

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

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

(3) Air-Conditioning enclosure acoustic treatment & action recommendations comprise:

(a) Line both external walls, to Office/Reception/Foyer, with Outback Acoustic Panels (OAP) with Noise Reduction Coefficient (NRC) = 1.0; and

(b) Construct AC enclosure wall with OAP with NRC = 1.0 and a height 1.8m; and

(c) Provide vertical condenser fan silencers with a noise reduction of -10dB(A); and

(d) Operate the AC units in low noise mode;

(e) AC units shall both be fully inverter type for fans and compressors.

e. **CARPARK:**

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

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

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

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

Provide external walls as follows as either:

(1) Option 1 - external double brick cavity walls to all locations in contact with noise contours (See Figure H1 affecting Activity 5, Corridor, Foyer, Reception & Office) as follows:

- External 90 brick with or without render,
- 50 cavity with Matrix resilient ties & with 50 Roxul CWI insulation density 11 kg/m^3 or equivalent non hydroscopic insulation;
- Internal 90 brick with or without render
- Use of permicav or solid board insulation in lieu of GW insulation is not permitted; and/or

(2) Option 2 - external brick veneer walls to all locations in contact with noise contours (See Figure H1 affecting Activity 5, Corridor, Foyer, Reception & Office) as follows:

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

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

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

(1) Activity 5, Corridor, Foyer, Reception & Office glazing rated at Rw36 being either 6.50 laminated Viridian Hush glass or 6.76 mm laminated Cooling Brothers Whisper glass.

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

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

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

Glazing additional requirements:

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

All external glass windows and doors must:

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

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

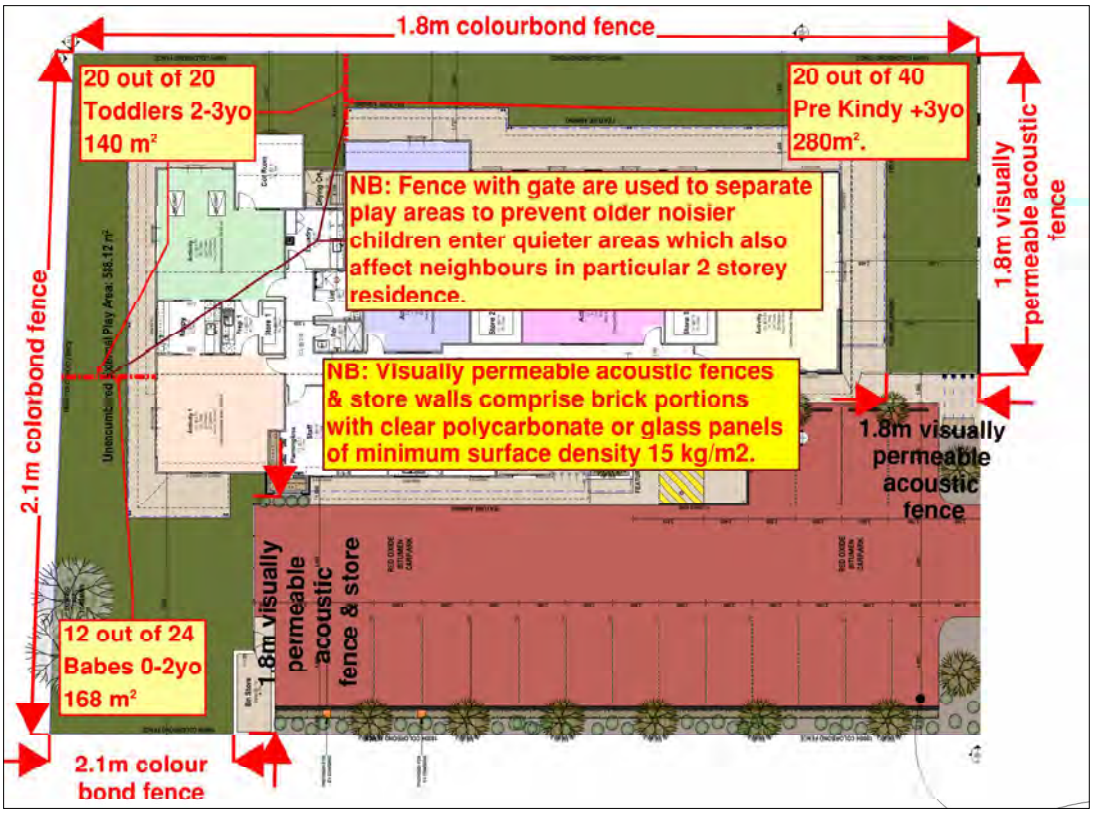
• all external doors must have compressible silicon based rubber seals to the full perimeter and a drop seal to provide an airtight seal when closed.

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

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

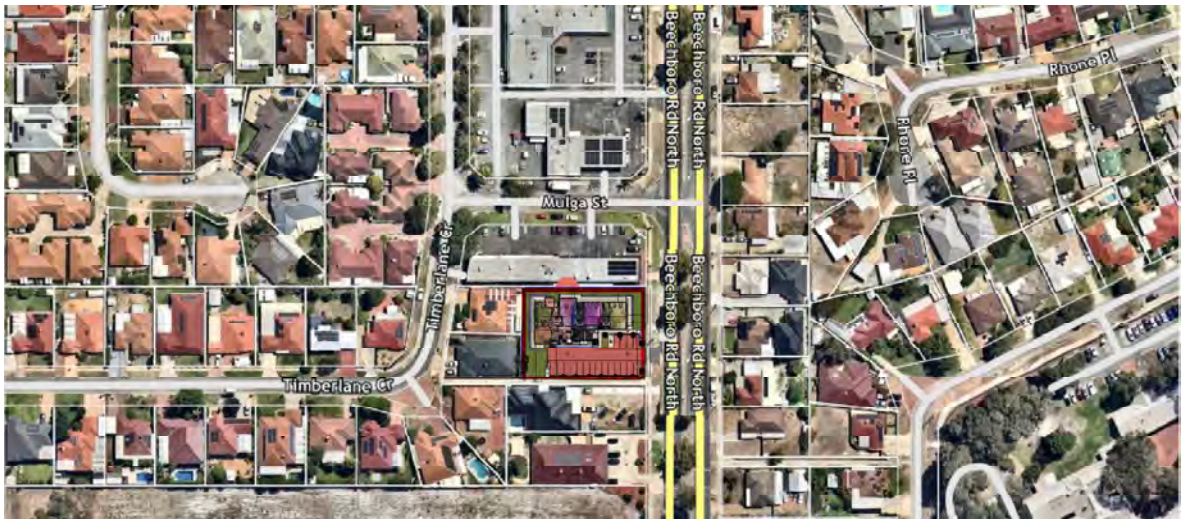
'*This lot is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise. Road and rail transport noise levels may rise or fall over time depending on the type and volume of traffic.'*

Noise Barriers (See also ANNEX H - TRAFFIC FIGURE H1):



ANNEXES:

ANNEX A – LOCATION



SITE OVERVIEW

SITE DETAIL

ANNEX B - SITE PLANS


Child / Room Calculations
Room
Age (Yrs)
Quant.
Size
Staff Req
Activity 1
0-2
12
39.84m²
3
Activity 2
0-2
12
39.95m²
3
Activity 3
2-3
20
64.91m²
4
Activity 4
3+
20
83.64m²
2
Activity 5
3+
20
83.76m²
2
Total Internal =
(Min 3.25m² per child)
84
279.52m²
14 + 2
(Min 273.00m² req)
Total External Play Area =
(Min 7m² per child)
84
588.12m²
(Min 588.00m² req)
Unencumbered External Play Area: 588.12 m²
Bin Store
Nappy
Activity 1
Activity 2
Prep 1
Store 1
Cot Room
Planning Area
Kitchen
Office
Recep
Store 2
Prep 2
Child Wc 1
Activity 4
Store 3
Prep 3
Child Wc 2
Activity 5
RED OXIDE BITUMEN CARPARK
FEATURE AWNING
BEECHBORO ROAD NORTH
Carbay Detail
Floor Plan
1:100
A1
25015
3.00
07 of 10


CHILDCARE CENTRE
CHILDCARE CENTRE
CHILDCARE CENTRE
East Elevation
South Elevation
West Elevation
North Elevation

ANNEX C - ASSIGNED NOISE LEVELS

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

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

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

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

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

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

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

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

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

Table C5 – ASSIGNED 'BASE' NOISE LEVELS

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

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

Table C6 – INFLUENCING FACTOR ASSESSMENT for residences near CCC

INFLUENCING FACTOR CRITERIA			ASSESSMENT		
Item	**Criteria**	**Value**	**Criteria**	**Value**	**Totals**
Major Road within the					6 (Transport Factor ≤ 6)
- 100 m radius inner circle	veh/day > 15000	6 dB	Beechboro Rd North	6	
- 450 m radius outer circle	veh / day > 15000	2 dB	-	-	
Minor Road within the					
- 100 m radius inner circle	15k > veh/day > 6k	2 dB	-	-	
Type A 'Industrial and Utility premises' within the					0.6 (≤ 30)
- 100 m radius inner circle	1/10 x Area%	≤ 10	0 %	0	
- 450 m radius outer circle	1/10 x Area%	≤ 10	0 %	0	
Type B 'Commercial premises' within the					
- 100 m radius inner circle	1/20 x Area%	≤ 5	11.4 %	0.6	
- 450 m radius outer circle	1/20 x Area%	≤ 5	0.1 %	0.0	

INFLUENCING FACTOR = 6 dB(A)

Inner Circle Radius 100m – Outer Circle Radius 450m
Zoning is based on City of Swan TPS from Intramaps

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

Table C7 – ASSIGNED NOISE LEVELS for residences near CCC

Noise sensitive premises at locations . . . . . a building directly associated with a noise sensitive use.	Time of day	Time of day	Assigned Noise Levels dB(A)		
			LA10	LA1	LAmax
. . within 15 m of . .	Day	0700-1900 hrs Monday to Saturday	**51**	61	**71**
		0900-1900 hrs Sunday, Public holidays	46	56	
	Evening	1900-2200 hrs all days			61
	Night	2200-0700 hrs Monday to Saturday	41	51	
		2200-0900 hrs Sunday, Public holidays			
. . greater than 15 m from . .	All hours		60	75	80
Commercial premises	All hours		60	75	80

ANNEX D - CHILDREN

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

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

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

a. Pre Kindy / Kindy 3 – 5 years old:

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

b. Toddlers 2 – 3 years old:

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

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

c. The Babes 0 - 2 years old:

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

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

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

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

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

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

Children 0 to 3 years old - Assessment

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

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

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

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

a. Low noise output of this age group; and

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

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

D5.4 ND Engineering's assessment with regards to Residential Premises is that the noise emissions from the Babes and Toddlers Outdoor Play Areas (OPA) as currently presented see Reference B and Annex A, complies with the assigned noise levels, see Figures D6, subject to implementation of the **recommendations** including the following:

(1) Babes 0-2 years old from Activity 1 & 2 only 12 out of 24 children outdoors at any time; and

(2) Toddlers 2-3 years old from Activity 3 with only 20 out of 20 children outdoors at any time; and

(3) See also ANNEX H - TRAFFIC FIGURE H1 for noise barriers.

D.5.5 Refer to the Section '**Recommendations**' in the main body of the report.

Children 3 to 5 years old - Assessment

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

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

(1) Pre-kindy 3+ years old from Activity 4 & 5 with only 20 out of 40 children outdoors at any time; and

(2) See also ANNEX H - TRAFFIC FIGURE H1 for noise barriers.

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

Modelling - Assessment

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

- Figure D6.1 – Children LOWER Level LA10
- Figure D6.2 – Children UPPER Level LA10

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

0. North is top of page.
1. Absenteeism is ignored.
2. Receiver 1400mm high with Children (Chn) noise sources at 1000mm high.
3. Contour lines: AGL = Above GROUND Level with

a. Single storey residences contour lines ~1.4m AGL; and

b. Two storey residence contour lines ~4.4m AGL.

4. Concawe conditions implemented in noise modelling.

5 Children (Chn) noise sources at 1000mm high above ground level with LAeq Sound Power Levels:

a. Babes 0-2 years old
Sound Power Level 78 dB(A) per 10 children distributed over 168m^2
(Activity 1 & 2 with only 12 out of 24 children outdoors at any time).

b. Toddlers 2-3 years old
Sound Power Level 85 dB(A) per 10 children distributed over 140m^2
(Activity 3 with only 20 out of 20 children outdoors at any time).

c. Pre-kindy 3+ years old
Sound Power Level 87 dB(A) per 10 children distributed over 280m^2
(Activity 4 & 5 with 20 out of 40 children outdoors at any time).

6. Noise Barriers for Play Areas see Annex H - Traffic Figure H1):

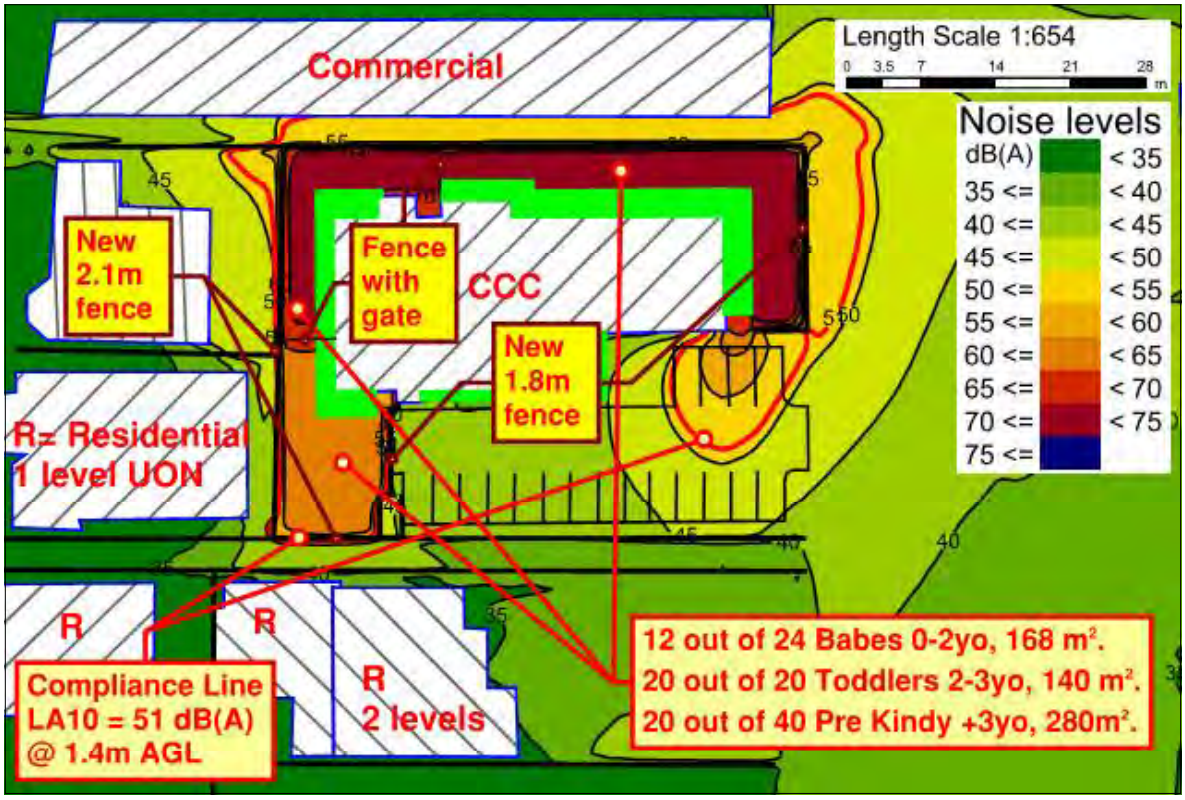


Figure D6.1 – CHILDREN LOWER LEVEL LA10

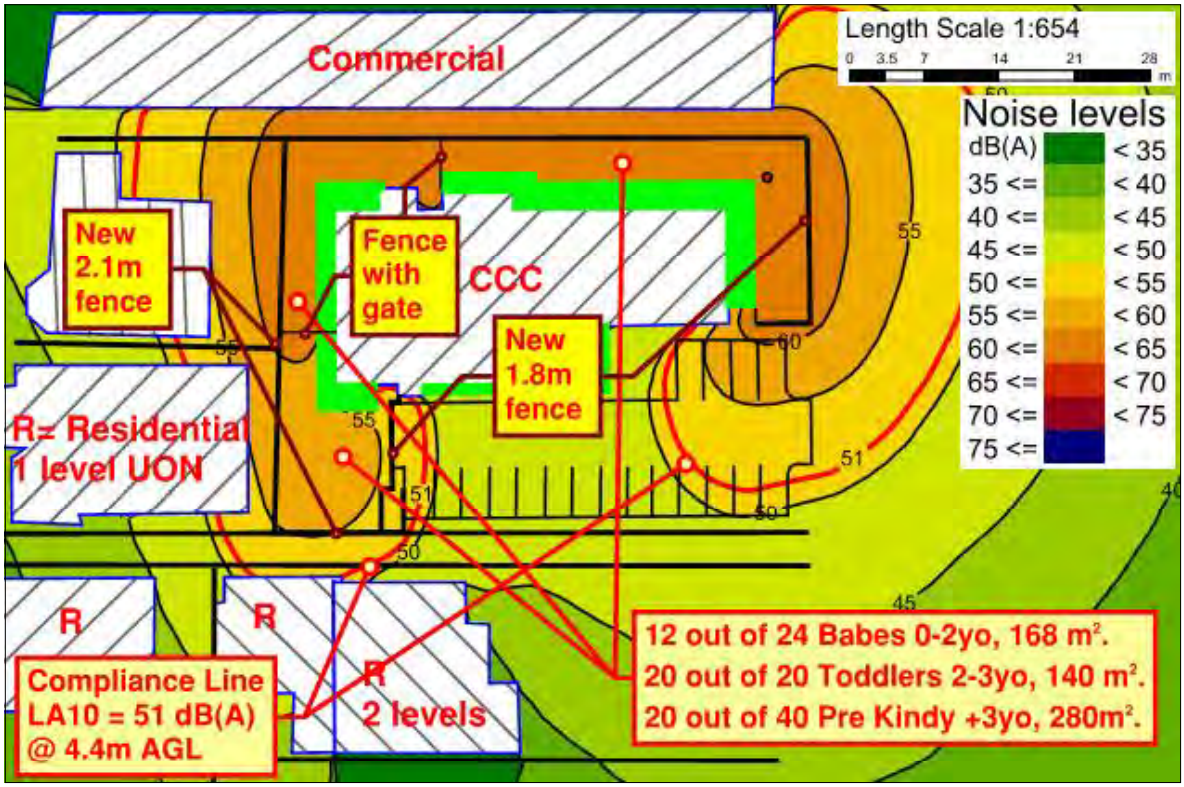


Figure D6.2 – CHILDREN UPPER LEVEL LA_{10}

ANNEX E - MUSIC

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

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

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

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

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

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

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

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

b. Do not play music outdoors; and

c. Avoid playing games requiring hand clapping; and

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

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

ANNEX F – MECHANICAL SERVICES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

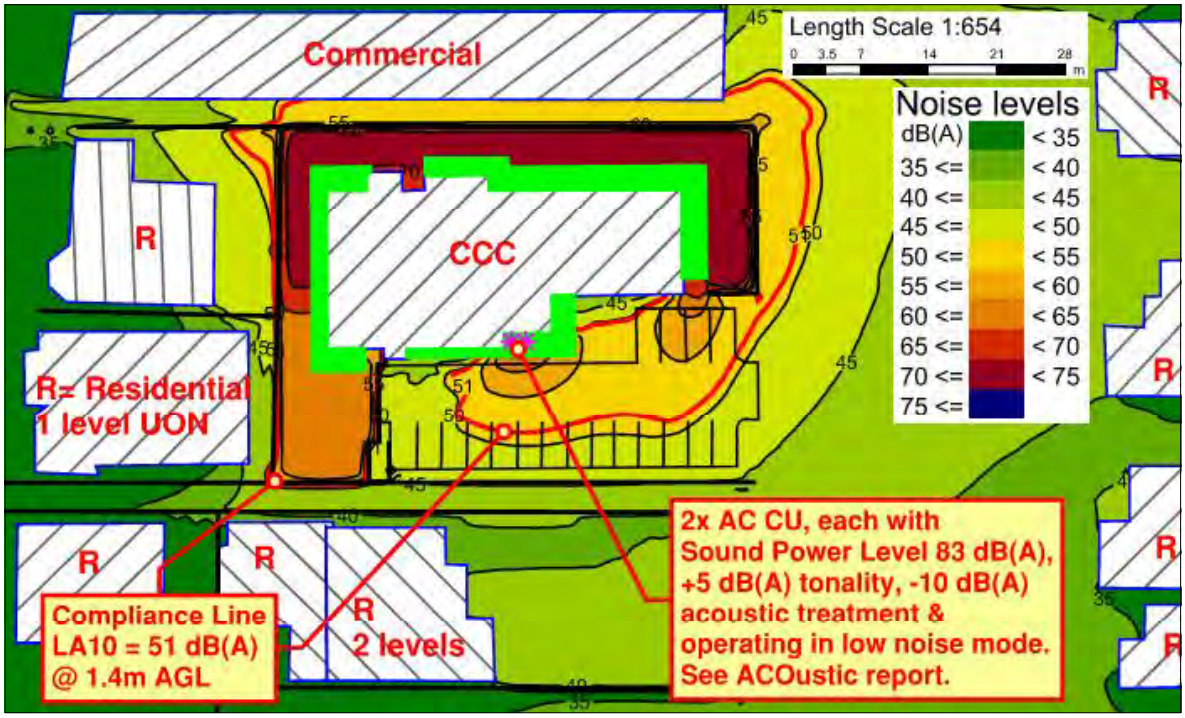


Figure F4.1 – AIRCONDITIONING LOWER LEVEL LA10

Notes:

0. North is top of page.

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

2. Concawe DAY conditions implemented in noise modelling.

3. Contour lines: AGL = Above GROUND Level ~ 1.4m.

4. Acoustic treatment & action **recommendations** comprises:

a. Line both external walls, to Office/Reception/Foyer, with Outback Acoustic Panels (OAP) with Noise Reduction Coefficient (NRC) 1.0;

b. Construct AC enclosure wall with OAP with NRC = 1.0 and a height 1.8m;

c. Provide vertical condenser fan silencers with a noise reduction of -10dB(A);

d. Operate the AC units in low noise mode;

e. AC units shall both be fully inverter type for fans and compressors.

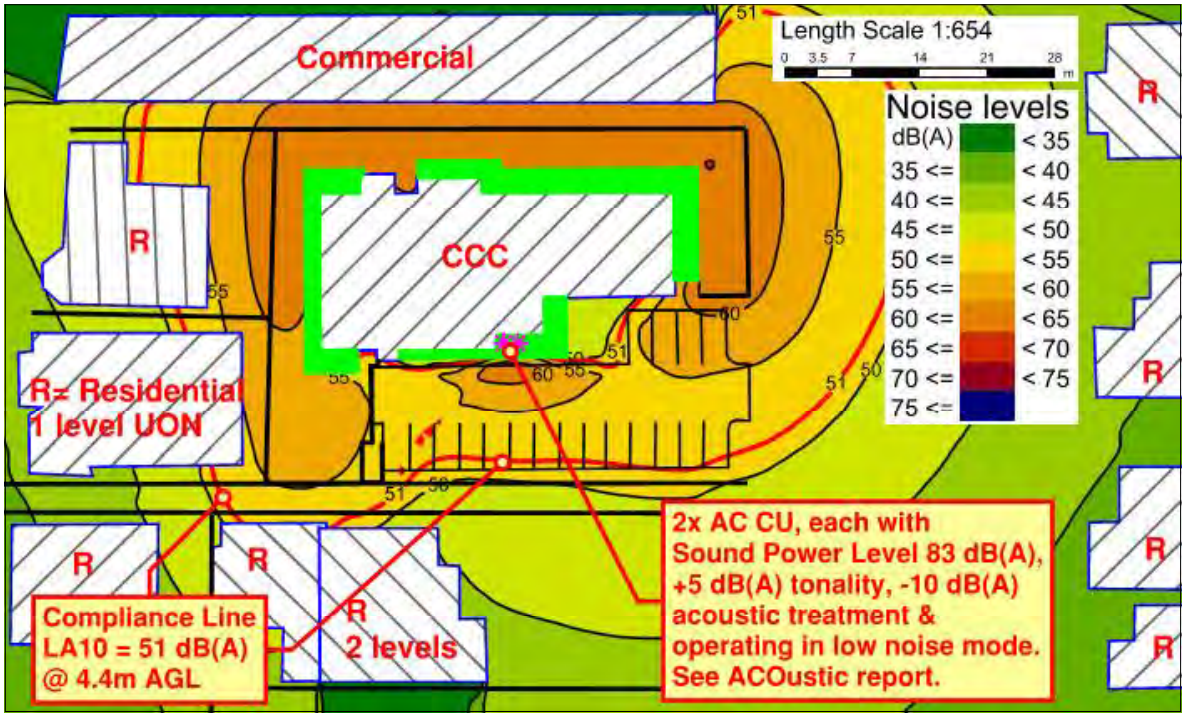


Figure F4.2 – AIRCONDITIONING UPPER LEVEL LA10

Notes:

0. North is top of page.

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

2. Concawe DAY conditions implemented in noise modelling.

3. Contour lines: AGL = Above GROUND Level ~ 4.4m.

4. Acoustic treatment & action **recommendations** comprises:

a. Line both external walls, to Office/Reception/Foyer, with Outback Acoustic Panels (OAP) with Noise Reduction Coefficient (NRC) 1.0;

b. Construct AC enclosure wall with OAP with NRC = 1.0 and a height 1.8m;

c. Provide vertical condenser fan silencers with a noise reduction of -10dB(A);

d. Operate the AC units in low noise mode;

e. AC units shall both be fully inverter type for fans and compressors.

ANNEX G - CARPARK

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

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

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

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

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

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

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

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

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

G5.2 ND Engineering's carpark recommendations are:

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

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

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

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

Figure G1 – CAR BAY 1 LA_{MAX}

Figure G2 – CAR BAY 6 LA_{MAX}

Figure G3 – CAR BAY 13 LA_{MAX}

Figure G4 – CAR BAY 16 LA_{MAX}

Figure G5 – CAR BAY 19 LA_{MAX}

H6.2 The following noise modelling notes apply to the noise modelling figure on the following pages:

0. North is top of page.

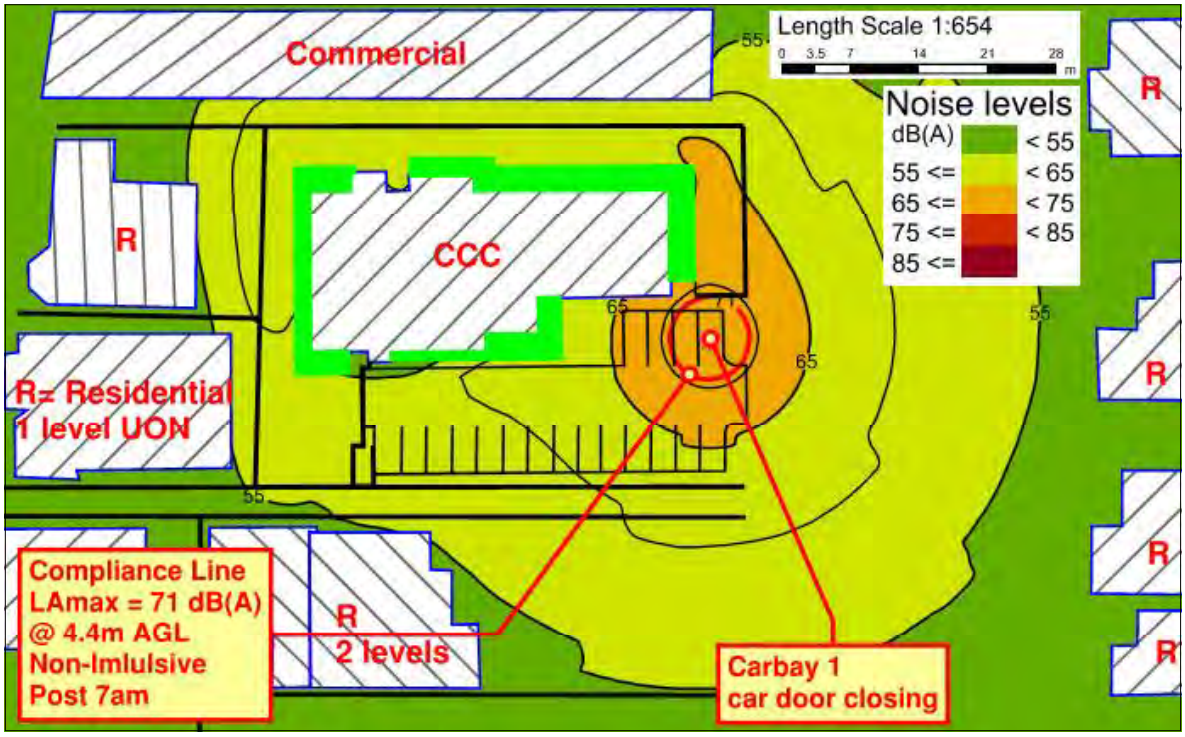
1. Receiver heights, at contour line heights, as noted below with noise sources at 1000mm high.

2. Concawe DAY conditions implemented in noise modelling.

3. Contour lines: AGL = Above GROUND Level with

a. Single storey residences contour lines ~1.4m AGL; and

b. Two storey residence contour lines ~4.4m AGL.



Upper Floor of adjoining Southern 2 Level Residence only

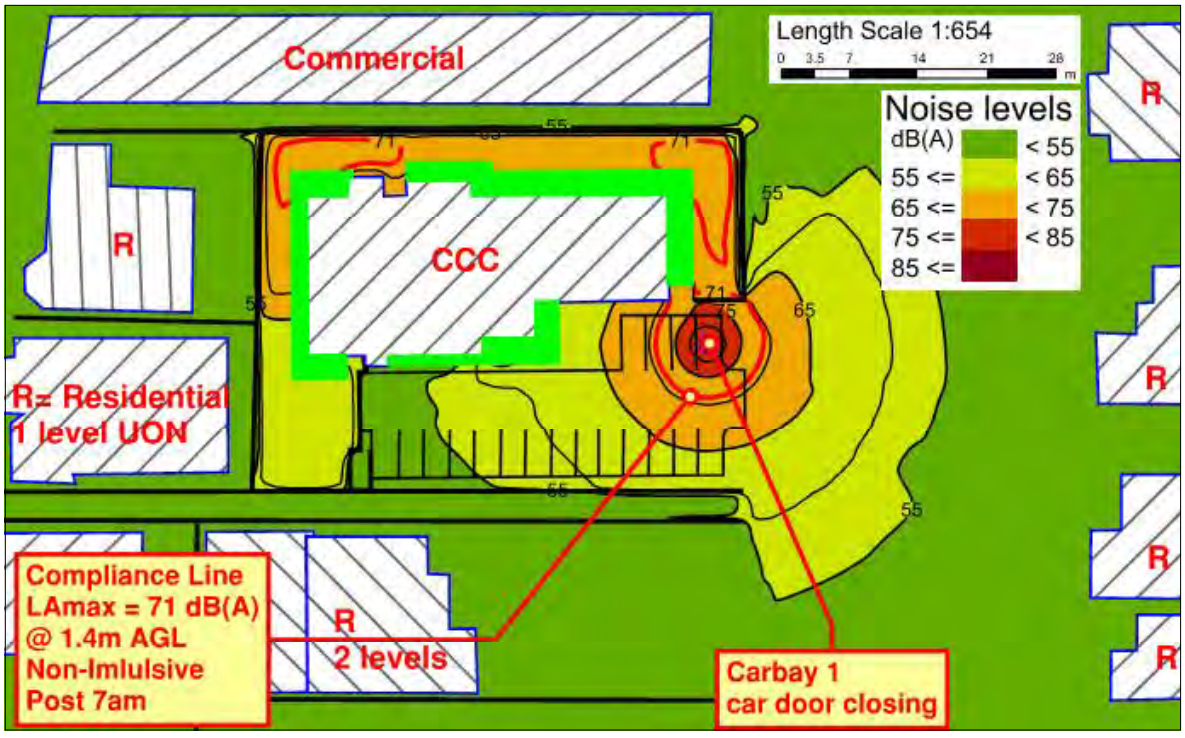
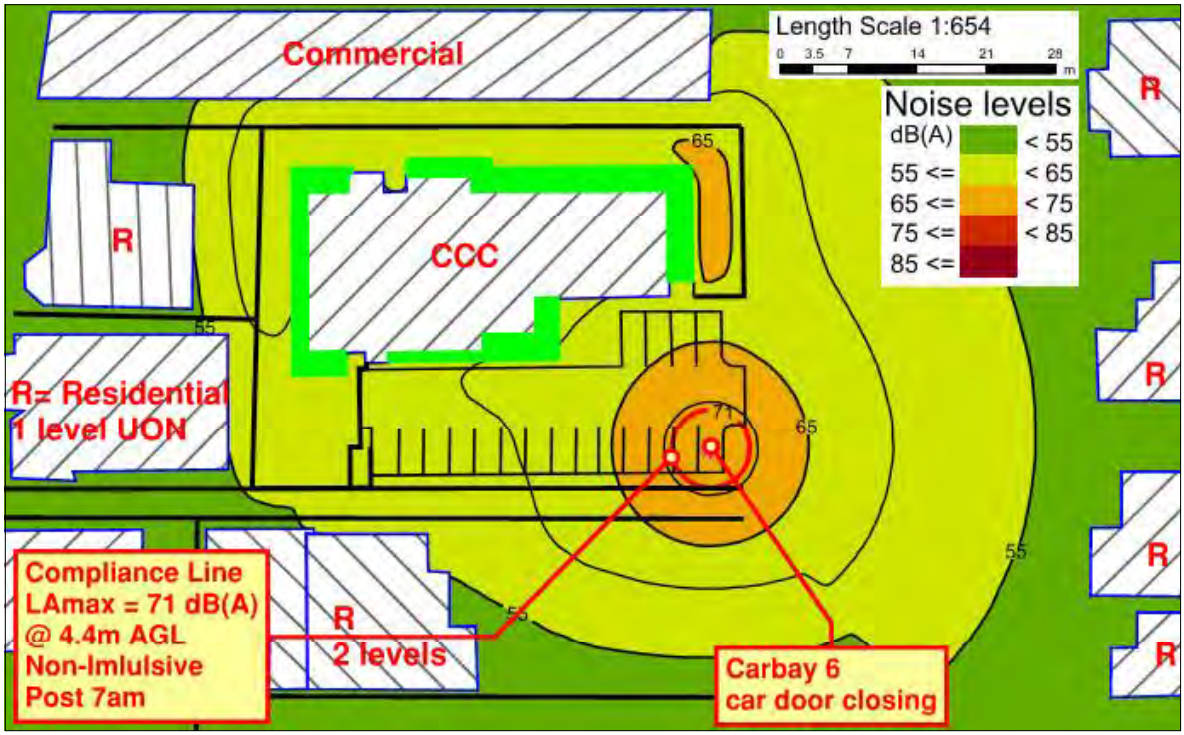


Figure G1 – CAR BAY 1 LAmax



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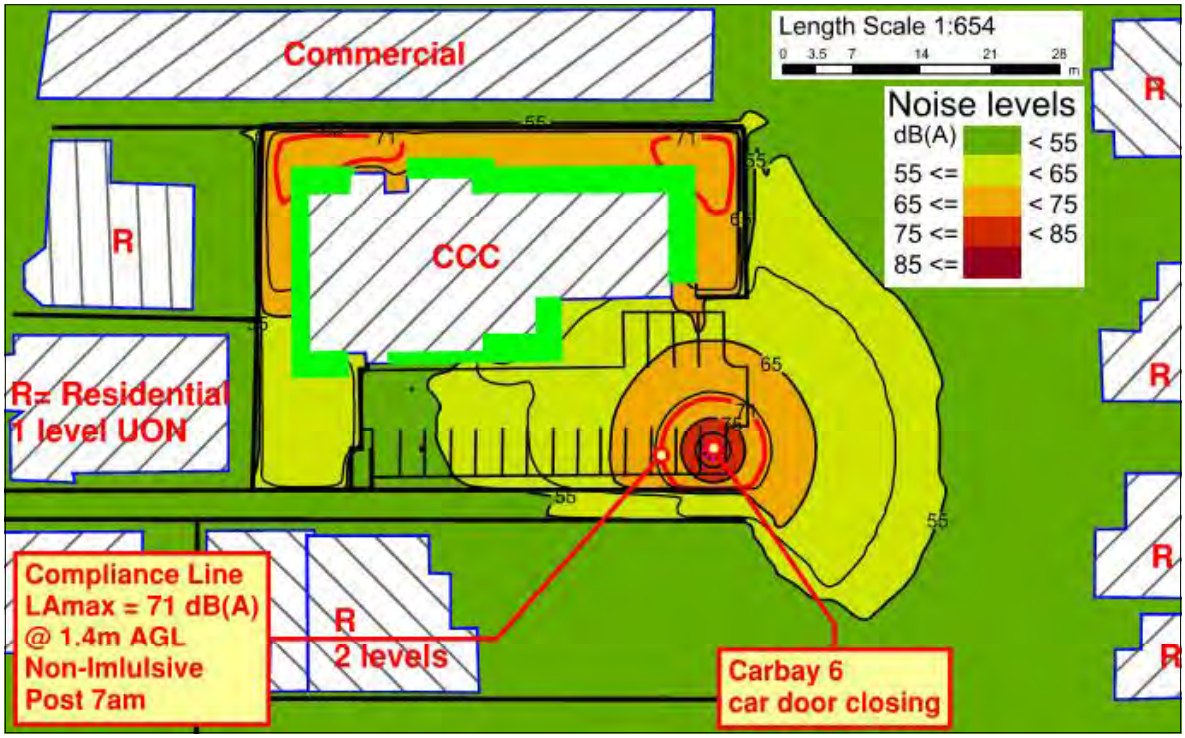
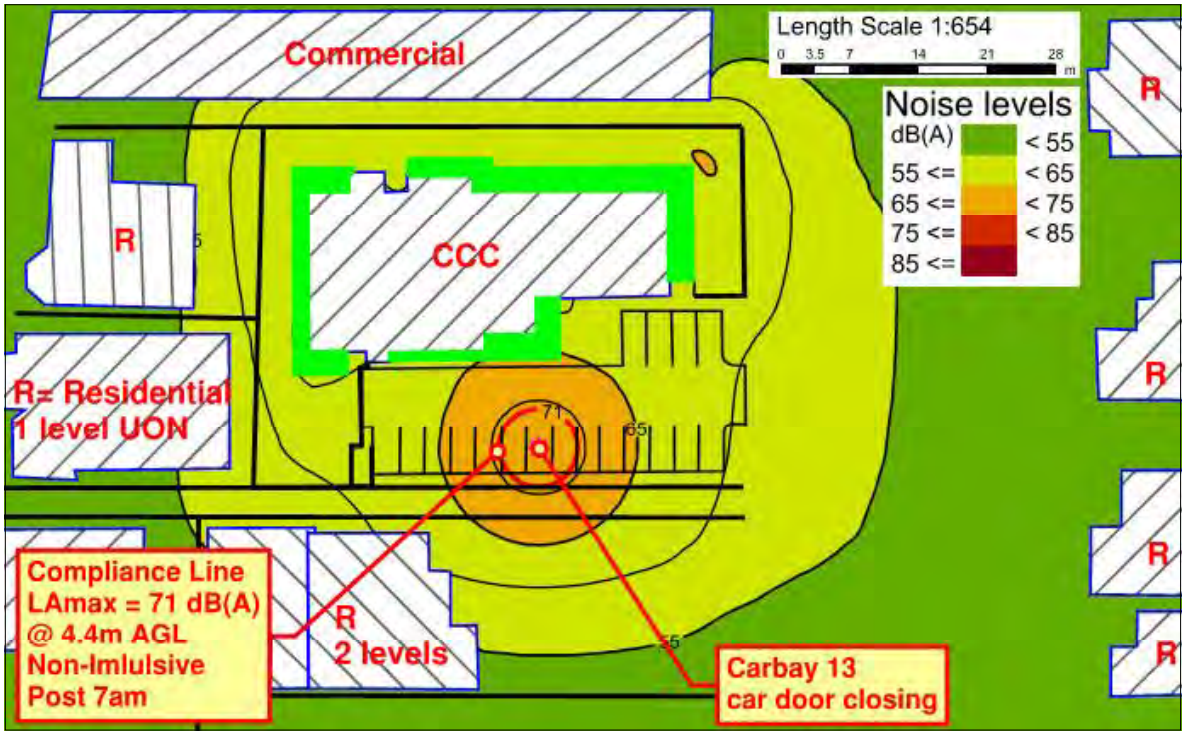


Figure G2 – CAR BAY 6 LAmax



Upper Floor of adjoining Southern 2 Level Residence only

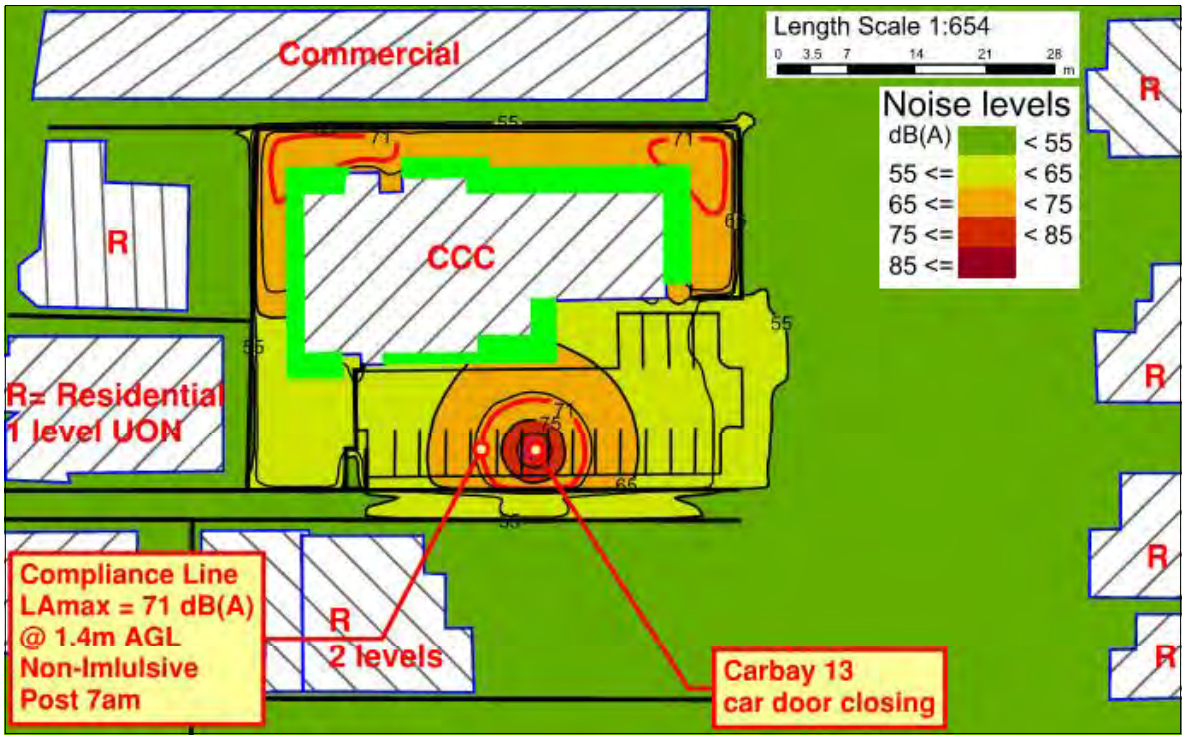
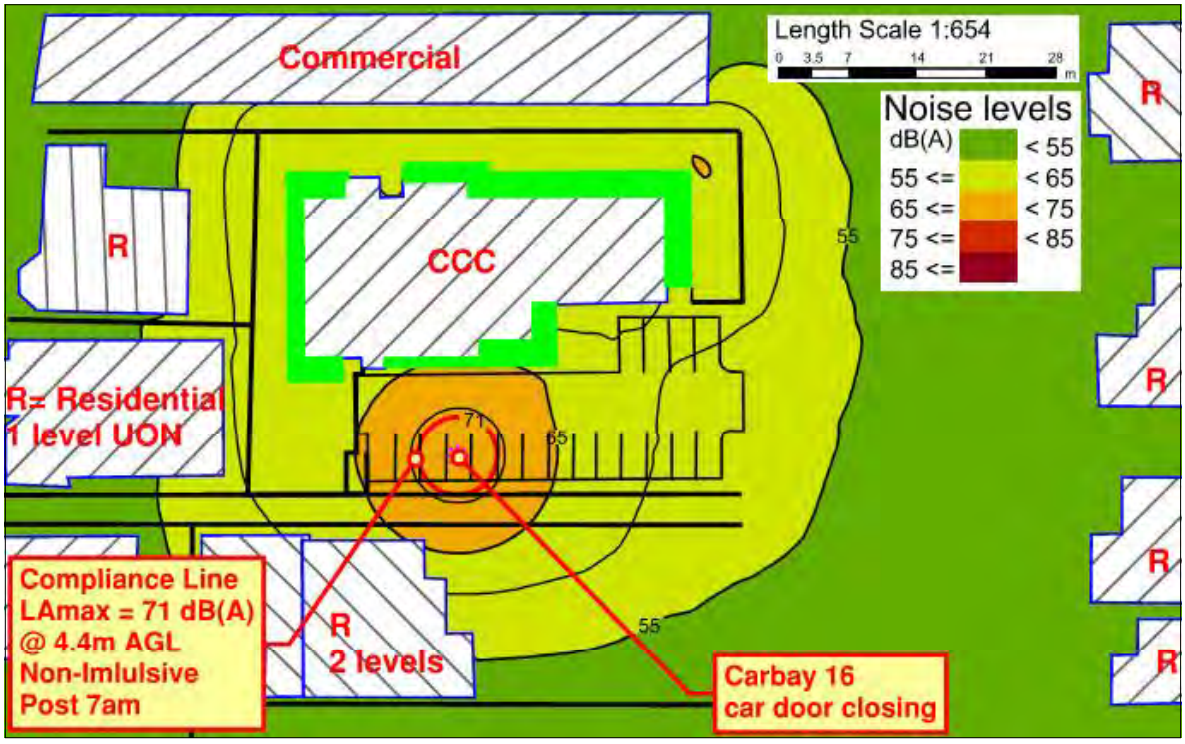


Figure G3 – CAR BAY 13 LAmax



Upper Floor of adjoining Southern 2 Level Residence only

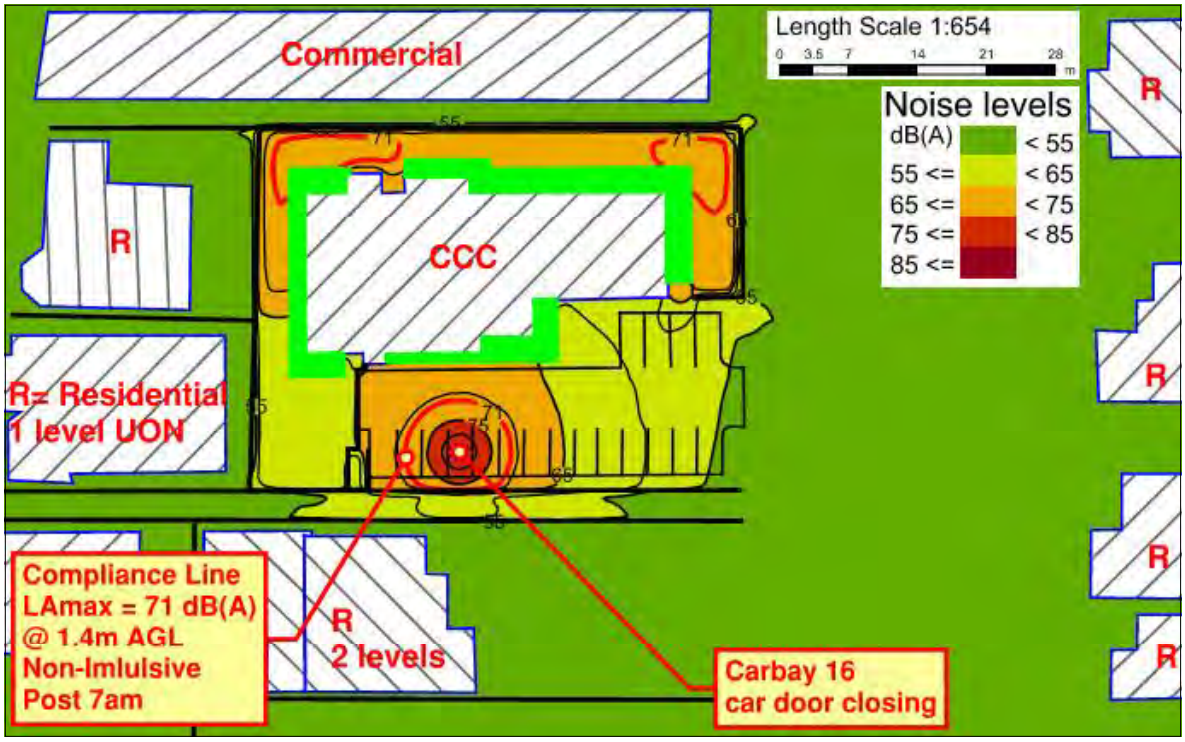
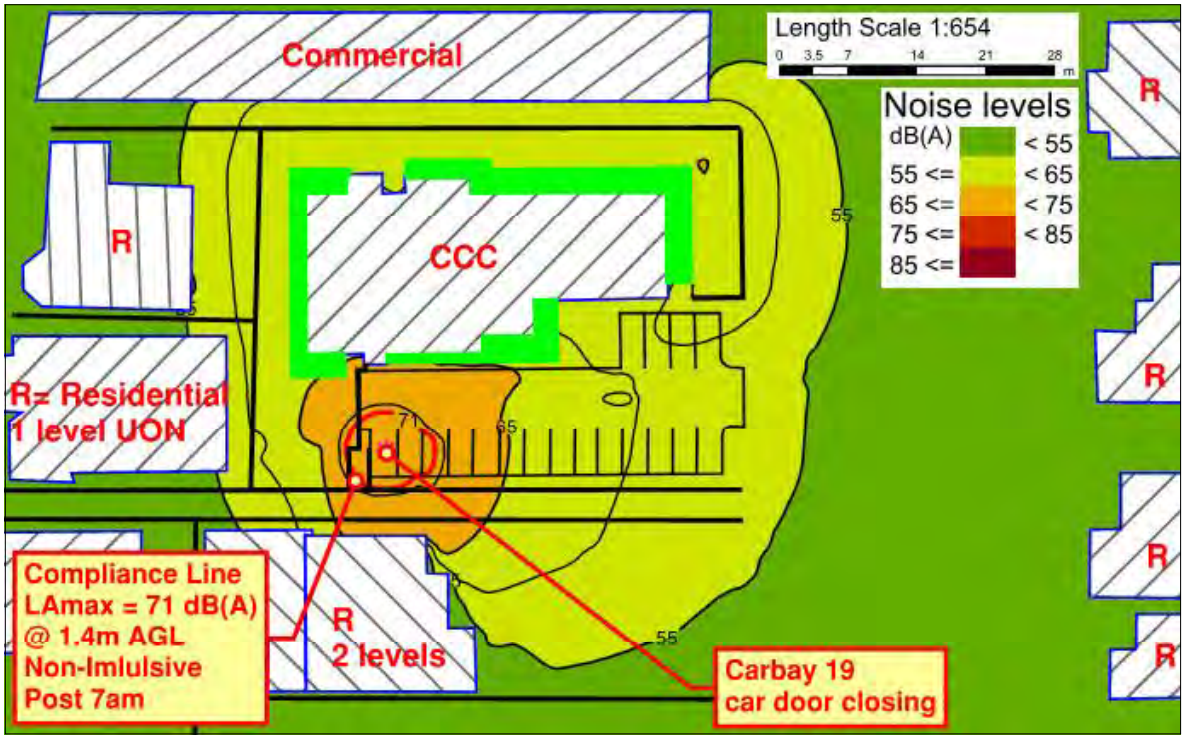


Figure G4 – CAR BAY 16 LAmax



Upper Floor of adjoining Southern 2 Level Residence

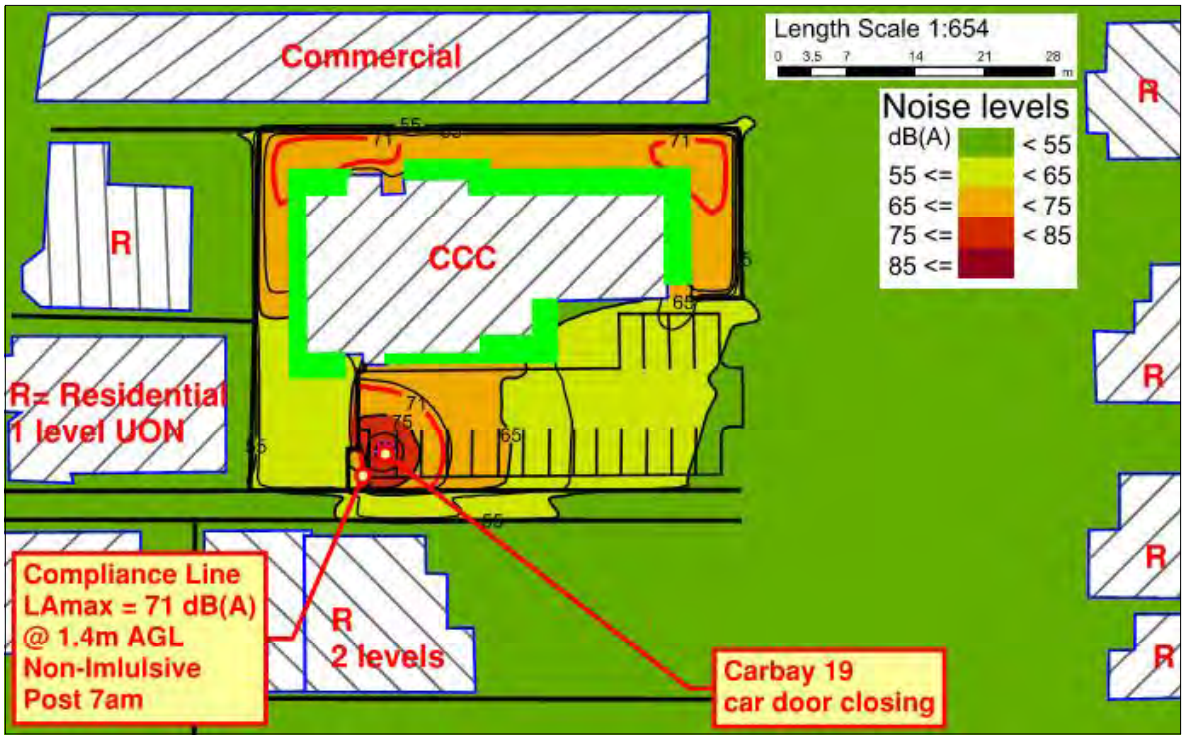


Figure G5 – CAR BAY 19 LAmax

ANNEX H - TRAFFIC

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

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

a. Design of the building facades for the purposes of achieving recommended internal noise levels between 0630 to 1830 hrs (6.30am to 6.30pm):

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

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

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

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

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

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

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

H0.3 Noise measurements were not able to be taken at this site due to the laying of underground cables causing traffic to be confined to a single 40 kmph lane. As a consequence the forecast noise level at the boundary of LAeq 69 dB(A) was used for a 4 lane significant road at 6.5m.

H0.4 Traffic noise modelling was undertaken with:

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

b. Traffic speed current is 60 kph and it is assumed that it remains at this speed up to 2046; and

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

H1 The Heavy Vehicle (HV) percentages are provided by MRWA Trafficmap data for the 2020/21 year and advice by MRWA is that the HV data was to be used also for the 2046 year.

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

Table H2 – INDOOR DESIGN NOISE LEVELS

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

H3. The following recommendations are made:

a. Provide external walls as follows as, either:

(1) Option 1 - external double brick cavity walls to all locations in contact with noise contours (See Figure H1 affecting Activity 5, Corridor, Foyer, Reception & Office) as follows:

- External 90 brick with or without render,
- 50 cavity with Matrix resilient ties & with 50 Roxul CWI insulation density 11 kg/m^3 or equivalent non hydroscopic insulation;
- Internal 90 brick with or without render
- Use of permicav or solid board insulation in lieu of GW insulation is not permitted; and/or

(2) Option 2 - external brick veneer walls to all locations in contact with noise contours (See Figure H1 affecting Activity 5, Corridor, Foyer, Reception & Office) as follows:

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

b. Roof/ceilings:

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

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

(1) Activity 5, Corridor, Foyer, Reception & Office glazing rated at Rw36 being either 6.50 laminated Viridian Hush glass or 6.76 mm laminated Cooling Brothers Whisper glass.

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

d. Mechanical ventilation, for the provision of outdoor air, shall be provided via either an evaporative or refrigerated air conditioning system.
During peak hour traffic utilise mechanical ventilation whenever possible.
Mechanical ventilation openings shall not face towards Canning Hwy.
Mechanical ventilation systems will need to comply with *AS 1668.2 - The use of mechanical ventilation and air-conditioning in buildings*.
Fresh intake and relief air paths will need to be fully ducted to allow windows to be closed when required and be located at positions furthest from the traffic noise source where practicable or located so they do not have direct line of sight to the traffic noise source.

e. Glazing additional requirements:

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

All external glass windows and doors must:

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

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

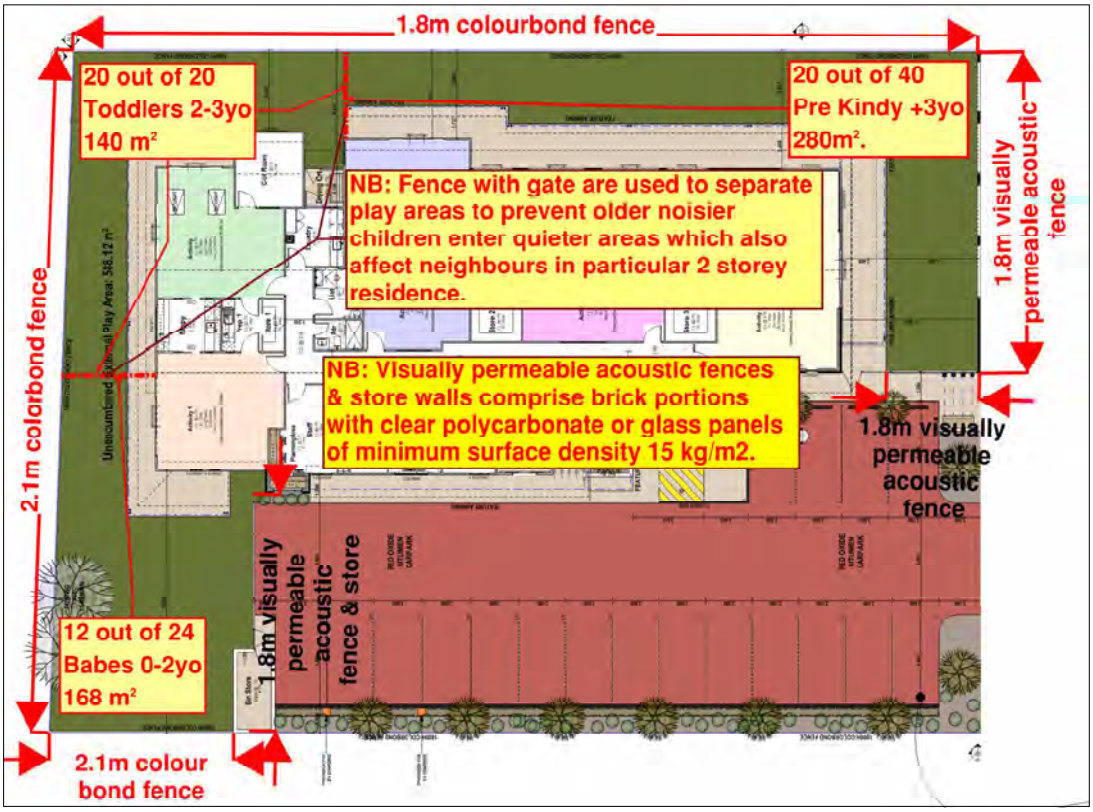
• all external doors must have compressible silicon based rubber seals to the full perimeter and a drop seal to provide an airtight seal when closed.

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

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

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

g. Play Areas Noise Barriers:



H4. Refer to the Section 'Recommendations' in the main body of the report.

H5.1 This page contains the following SPP5.4 noise modelling figure:- FIGURE H1 – LAeq,Day

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

0. North is top of page.
1. SoundPlan noise modelling software with Concawe DAY conditions implemented in noise modelling.
2. Contour lines: AFFL = Above Finished Floor Level of the Ground Floor floor level.
3. Traffic noise sources modeled using SoundPlan software.
4. LAeq,Day for this CCC is 0600 to 2200 hrs (6.00am to 10.00pm) for SPP5.4 noise modelling purposes.

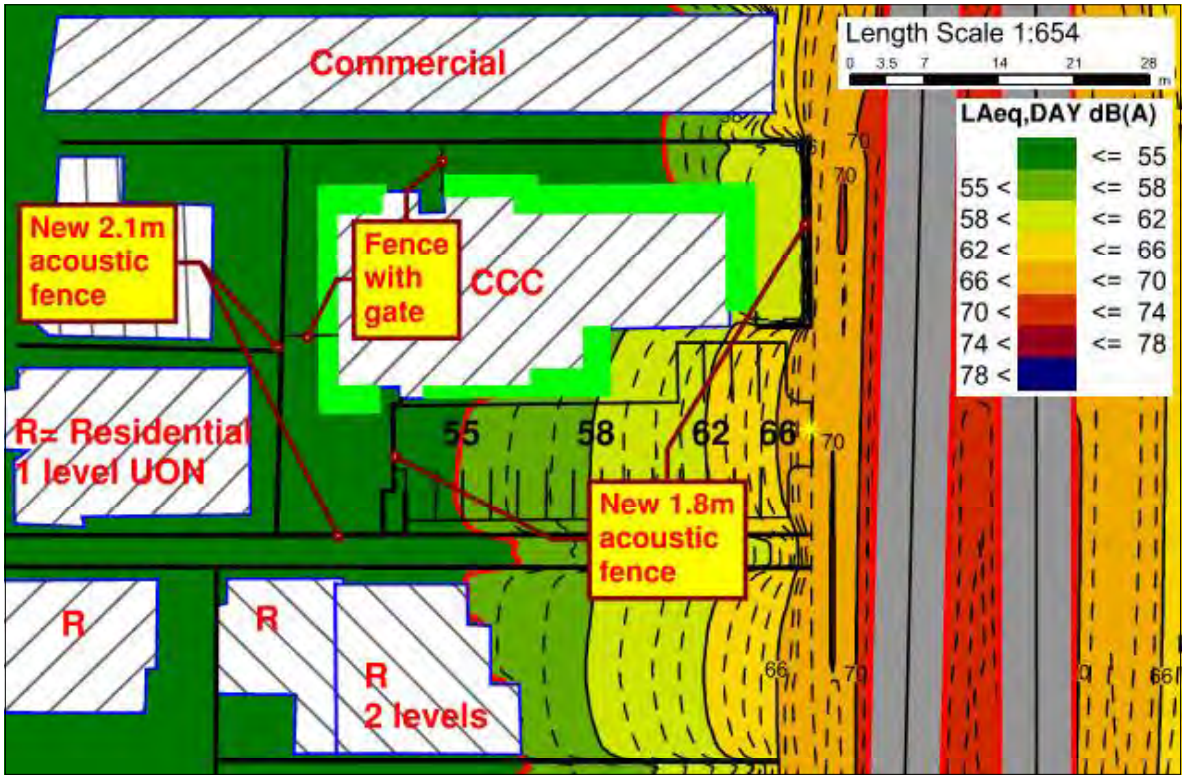


FIGURE H1 – LAeq,Day

2025

WASTE MANAGEMENT PLAN

LOT 380 (No.483) BEECHBORO ROAD NORTH, BEECHBORO

PROPOSED CHILD CARE PREMISES
CITY OF SWAN

CF Town Planning & Development

Prepared for

Macri Builders and the landowners to service the proposed new child care premises on Lot 380 (No.483) Beechboro Road North, Beechboro.

Prepared by

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Name	Position	Document Revision	Date
Mr Carlo Famiano	Town Planner	Waste Management Plan	24 July 2025
Mr Carlo Famiano	Town Planner	Waste Management Plan	14 October 2025

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1.0 BACKGROUND & DESCRIPTION

CF Town Planning & Development have been commissioned by Macri Builders and the landowners to prepare a Waste Management Plan (WMP) in support of the development application currently being considered by the Metro Outer Development Assessment Panel and the City of Swan for the construction of a new child care premises on Lot 380 (No.483) Beechboro Road North, Beechboro (i.e. 'Subject Land').

According to the City of Swan's current operative Local Planning Scheme No.17 (LPS No.17), the Subject Land is classified 'Residential' zone with a dual density coding of R20/50.

Under the terms of the City's LPS No.17, the development and use of land classified 'Residential' zone for 'Child Care Premises' purposes are identified as a discretionary ("D") use, meaning that the use is not permitted unless the local government has exercised its discretion by granting planning approval.

Lot 380 is rectangular in shape, comprises an area of 1,807m^2, has frontage to Beechboro Road North along the land's eastern lot boundary. It is noted that this part of Beechboro Road North is classified as a 'District Distributor A Road'.

The Subject Land also abuts a pedestrian access way (PAW) along its southern lot boundary. Furthermore, the Subject Land was previously developed and used for 'Consulting Room' purposes and comprises a number of physical improvements including a single storey building, on-site car parking, boundary fencing and a sealed driveway. All structures on the subject land will be removed as part of the proposed development.

The proposed development includes the construction of a single storey building for 'Child Care Premises' purposes.

1.1 Building Area

A copy of the site development plans are provided in Appendix 2. It is significant to note that the development will comprise a floor area of 1,141.62m^2 (including the outdoor play area and other facilities). The following table provides a breakdown of the areas for the development:

Table 1 – Floor Area Usage

USAGE	AREA
Building	540.37m^2
Outdoor Plan Area	588.12m^2
Portico	13.13m^2
Total Active Area of Child Care Premises	**1,141.62m^2**

For the purpose of calculating waste generation, it should be noted that the floor area of the reception area, kitchen/prep, cot room, planning room, meals room, sensory room, nappy, office and playrooms (i.e. active areas) of the proposed child care premises total 311m^2 (rounded up to 315m^2)

2.0 PURPOSE OF WASTE MANAGEMENT PLAN

This Waste Management Plan has been prepared and submitted with the City of Swan (and the DAP) as part of the current development application being considered for the Subject Land.

The aim of this Plan is to:

1. Identify the indicative volume of waste generation.
2. Ensure adequate facilities are provided to serve the future operations of the child care premises on the Subject Land.
3. Demonstrate the proposed design meets industry best practice.
4. Provide for an adequate on-street bin pick-up location, arrange for collection to reflect the same day as the City's domestic collection and minimize any impacts on traffic safety/vehicle movements along the adjoining road network.
5. Develop the framework of operational procedures required from the center operator to ensure that the management of waste is to best practice.

3.0 KEY REFERENCE MATERIAL

- WALGA Commercial and Industrial Waste Management Plan Guidelines;
- New South Wales (NSW) Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities;
- Sustainability Victoria (Victorian State Government); and
- Discussion with the City of Swan's Planning Department.

4.0 ESTIMATED VOLUMES & BIN TYPE

4.1 Types of Waste Generated

Commercial and industrial operations can generate a wide variety of the waste types. Table 2 below lists the types of waste typically generated for commercial/industrial developments (Table from WALGA *'Commercial and Industrial Waste Management Plan Guidelines'*). It is recognised that the waste type generated will vary between different business operations.

Table 2 – Waste Types

WASTE STREAM	COMMENT
General Waste	The quantity and composition of general waste generated by a commercial or industrial operation can vary significantly. General waste includes non-recyclable plastics, food waste, recyclable packaging which is contaminated with food waste and other non-recyclable materials, as well as recyclables which have not been placed in the correct bin.
Recyclables	Workers frequently consume beverages packaged in recyclable containers, such as aluminium cans and polyethylene terephthalate (PET) bottles and milk is often provided by organisations in liquid paperboard or high density polyethylene (HDPE) containers. These materials can form a

	significant proportion of the waste stream in commercial and industrial buildings. Occasional company events can also generate irregular but significant quantities of glass and other containers.
Glass	Glass bottles are a primary component of the waste streams generated within licensed venues such as pubs and clubs, as well as food retailers such as cafes and some take-away shops. Glass is very dense which makes it difficult to store and move efficiently
Office Paper	Waste audits have shown that by quantity, paper is by far the largest waste stream generated from offices. Office paper is generally white, A4-size and 80 grams per square metre (gsm, g/m2), although many other combinations of colour, size and grade are also generated. Office paper is a higher grade paper and as it is usually generated in large quantities it is generally collected separately and recycled.
Cardboard and Bulk Packaging	Most waste generated from non-food retail facilities is bulk packaging material that protects goods delivered to the facility for sale or distribution.
Plastic Film	Plastic film, such as shrink pallet wrap, is another major component of non-food retail building waste. This material is very bulky, but very light weight and compacts well.
Food Waste	Most commercial and industrial developments generate some quantities of food waste. The volumes of food waste generated within a development can vary significantly depending on the type and scale of the business; ranging from uneaten employee/staff meals within office buildings through to food outlets, which can produce large quantities of food waste on a daily basis.
Cooking Oil & Grease	Used cooking oil is produced in large volumes by food retailers such as fish and chips shops and fried chicken stores. Waste oil can cause significant issues if improperly disposed of to the sewage system.
Controlled Waste	The Environmental Protection (Controlled Waste) Regulations 2004 apply to a controlled waste that is produced by, or as a result of: • An industrial or commercial activity • A medical, nursing, dental, veterinary, pharmaceutical or other related activity • Activities carried out on or at a laboratory • An apparatus for the treatment of sewage. An apparatus for the treatment of sewage. Controlled Waste is defined as all liquid waste, and any waste that cannot be disposed at a Class I, II or III landfill site.
Other Wastes	These can include printers, copies, and toner cartridges, IT equipment, batteries, mobile phones, furniture, florescent lights, paint, pallets and mattresses, timber, ferrous and non-ferrous metal

The staff of the child care premises will be responsible to sort the waste through the provision of labeled bins throughout the building. The waste and recyclable streams that would apply to the proposed child care premises on the Subject Land would be as following:

- General waste; and
- Co-mingled recycling, which includes all paper, cardboard, plastic, glass, aluminum and steel cans.

4.2 Volume

As previously mentioned, the proposed new child care premises on the Subject Land will include the construction of one (1) building comprising an active area (i.e. internal and external) of 1,141.62m^2.

For the purpose of calculating waste generation, it should be noted that the floor area of the staff room, reception, kitchen/prep, cot room, planning room, meals room, sensory room, nappy, office and playrooms (i.e. active areas) of the proposed child care premises total 315m^2.

In order to provide the necessary service, this Waste Management Plan estimates the volume of waste generated by the use. The waste generation rates prescribed by 'Sustainability Victoria' has been adopted for the proposed child day care premises (using the generation rates prescribed for 'Commercial Development – Childcare'). These provisions are frequently applied by local governments throughout Western Australia to determine waste generation rates.

In light of the above and in accordance with Sustainability Victoria, the following weekly waste generations rates associated for each stream of waste (i.e. general waste and recycling) are provided:

Table 3: Waste Generation Rates

USE TYPE	GENERAL WASTE	RECYCLE WASTE
Childcare	350L/100m^2 per week	350L/100m^2 per week

It should be noted that the proposed child day care premises on the Subject Land will operate between Monday to Friday (i.e. 5 days).

The following equation was used to calculate the anticipated weekly general waste and recycling generation:

Waste, recycle generation calculations

Total Amount of Waste Type = (Floor Area/100m^2) x Waste Rate

The following weekly waste generation calculations are provided in support of the development for the purpose of establishing the number of bins required in support of the new child care premises, based on the active floor area:

Table 4 – Weekly Waste Generation

USE TYPE	AREA OF BUILDING (ACTIVE SPACE)	GENERAL WASTE	RECYCLE WASTE
Child Care Premises	315m^2	1,102.5 litres	1,102.5 litres

4.3 Bin Type

Given the volume of waste being generated by the proposed use on the land. this Waste Management Plan recommends the use of 240L rubbish bins to service the property with collection rates for each stream of waste being once per week. Figure 1 illustrates the dimension of a 240L bin.

As outlined above and later within this report, the waste collection intervals will be once per week for both general and recycled waste.

The following equation was used to calculate the number of bins required to service the development:

Total bins required for general/recycle waste

Total Number of Bins Required = Total Weekly Waste Generated/240L.

Given the waste generation calculation outlined in Table 4, the following bin requirements will be applied to the proposed child care premises on the Subject Land:

- General waste bins- 5 x 240L
- Recycle waste bins- 5 x 240L

It should be noted that there is sufficient space within the proposed bin storage areas to accommodate the various bins required to service the development.

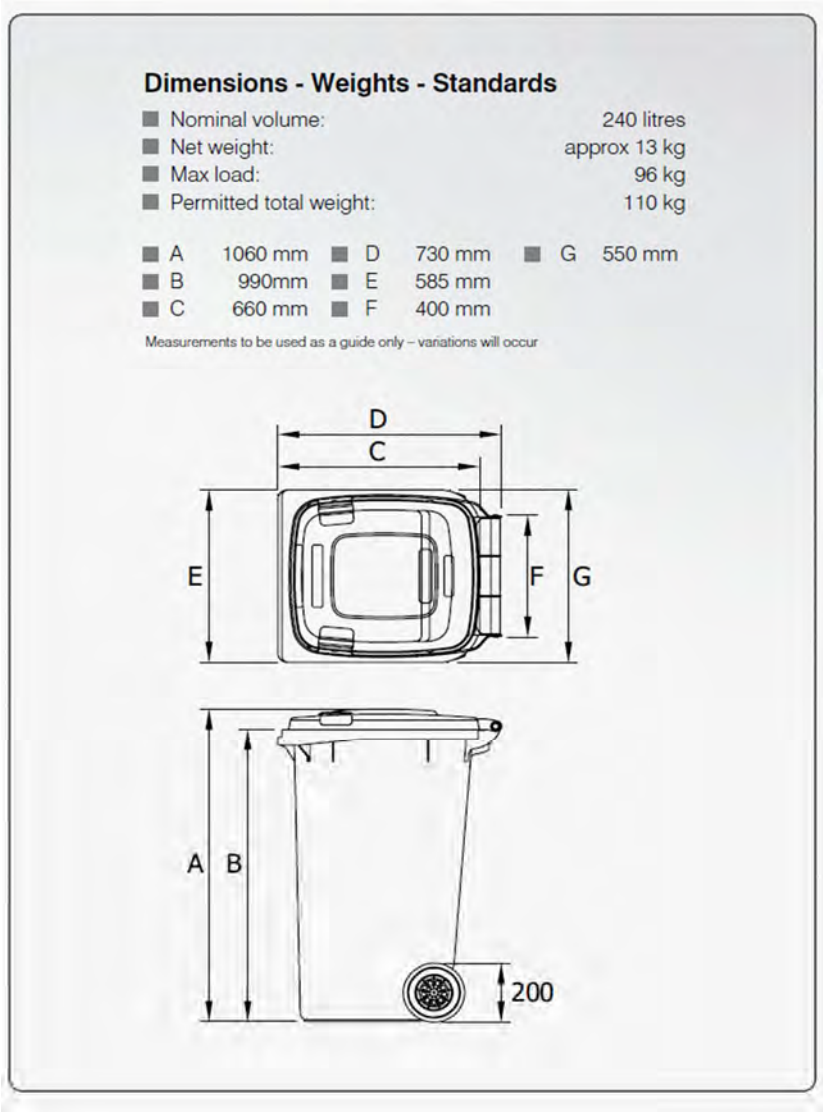


Figure 1 – Bin type & dimensions

The following calculation are provided in support of the waste generation and the number of bins required to service the use:

Table 5 – Bin Capacity

WASTE TYPE	BIN SIZE	NUMBER OF BINS	COLLECTION INTERVALS	BIN CAPACITY	ACTUAL WASTE GENERATION
General Waste	240L	5	1 per week	1,200L per week	1,102.5 litres
Recycle Waste	240L	5	1 per week	1,200L per week	1,102.5 litres

In light of the above bin capacity calculations, it is contended that the provision of the bin numbers and pick up intervals listed in Table 5, including associated storage facilities, is sufficient to accommodate the needs of the future occupants of the development.

5.0 COLLECTION FREQUENCY & PROVIDER

The operator of the child care premises will appoint a private contractor as the rubbish collection service provider.

Through discussions with the City of Swan's Planning Department, it was agreed that on-street waste collection along the land's Beechboro Road North frontage can be supported, as the road does not comprise excessive traffic volumes and that the City's domestic services is undertake within the road reserve. As such, on-street waste collection is proposed as part of the new child care premises on the Subject Land and will be undertake every Monday to coincide with the City's domestic waste collection service to minimize any impact on the surrounding residential properties.

In light of the above, the following collection services being provided for the development on the Subject Land:

- Weekly 240 litre general waste bin collection (i.e. Monday).
- Weekly 240 litre recycling bin collection (i.e. potentially Monday).

It is significant to note that all green waste will be collected and disposed of by a private landscape contractor which will collect and disposal of green waste (i.e. small garden prunings etc) as part of the weekly maintenance of the landscaping area and outdoor activity areas of the development.

On collection day, all bins will be collected by a private contractor from the Beechboro Road North verge area abutting the subject land with a standard waste truck (approximately 8 metres long). It is noted that sufficient space will be provided within the verge area to accommodate the bins on collection day. Figure 2 illustrates the approximate information/specifications associated with waste collection truck that would typically be used to service the site.

The bins will be transported by the appointed staff member of the child care premises to the street the night prior to collection and returned to the bin store before 6pm on the day of collection or once the bins have been emptied to enable the use of the bins during the day. The proposed collection/service is consistent with the current domestic service operating within the immediate area.

It is envisaged that the truck will remain stationary within the road reserve for a short period of time, with collection time being outside of the peak vehicle movement periods for the child care premises (i.e. outside the pick-up and drop-off times). This will result in the rubbish service attending the site between 9am and 2pm once per week per rubbish type (if required). Given this, it is expected that there will be little disruption to the on-site vehicle movements and vehicle movements within the road reserve during the weekly rubbish pick-up periods. Furthermore, the service will not conflict with the peak vehicles movements on the adjoining streets. As such, the service will not impact the nearby residential properties in terms of noise (as the service sill reflect the City's current waste collection day).

Figure 2 – Rubbish truck & approximate specifications to be adopted for the development (verge pick up).

6.0 LOCATION, SIZE & FEATURES OF BIN STORAGE AREA

6.1 Bin Store Area & layout

As previously mentioned, the proposed child care premises on the Subject Land will require a total of ten (10) 240 litre mobile rubbish bins. The following table provides a breakdown of the required area for the bin storage area to accommodate the required bins:

Table 6 – Bin Storage Area

BIN SIZE	BIN AREA ALLOWANCE	QUANTITY	MANOEUVRING SPACE ALLOWANCE	AREA REQUIRED
240L MGB (General Waste)	0.41m^2	5 bins	X 2 (shared access)	4.1m^2
240L MGB (Recycle Waste)	0.41m^2	5 bins	X 2 (shared access)	4.1m^2
			Total Area Required	**8.2m,^{2}**
			Total Area provided	**10.01m^2**

As demonstrated above, the bin store area comprises sufficient area to accommodate the bins and provide surplus area to accommodate any other waste materials or additional bins (if required). The bin store area proposed for the development will comprise gates to allow for easy access and storage

of the bins. The store has been designed to provide easy removal of the bins for servicing and cleaning (see Appendix 1 – Bin Store Location & Figure 4).

6.2 Bin Store Location & Features

The development will include one (1) bin storage area to service the proposed child care premises on the Subject Land.

The bin storage area will be located along the southern side boundary, abutting the car parking area and adjoining a pedestrian access way (PAW) on the adjoining southern property. The bin store will contain a masonry screen fence to provide screening of the bin store from being viewed from the street or PAW (see Appendix 1 – Bin Store Location & Figure 3). It should be noted that the bin store will be well setback from the western rear boundary and therefore provided sufficient separation from the existing residential development on the adjoining western property.

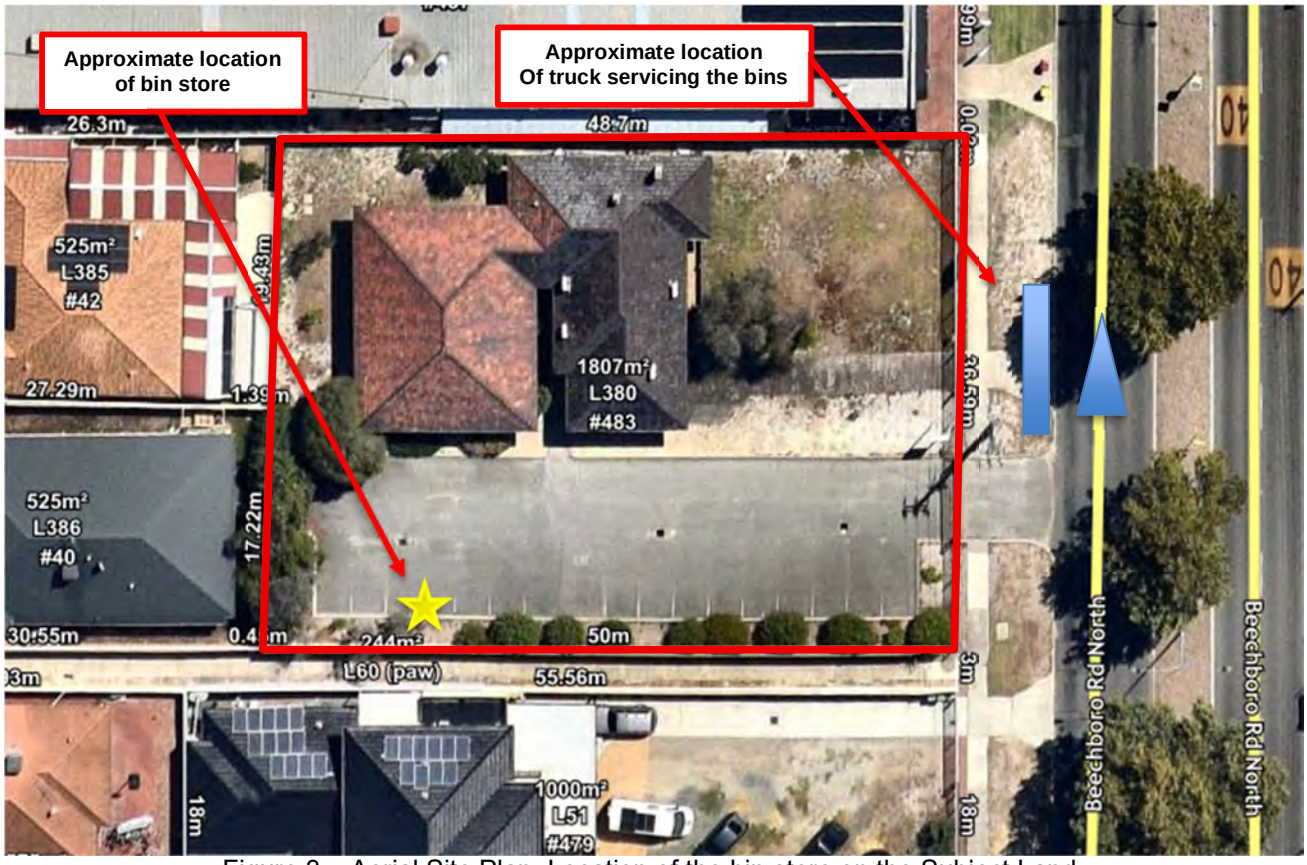


Figure 3 – Aerial Site Plan. Location of the bin store on the Subject Land.

The proposed location of the bin storage area will:

i) Minimise odour levels impacting on the occupants/patrons of the child care premises;

ii) The bin store is located away from any habitable rooms of the existing dwelling on the adjacent property to the south or east (opposite the PAW);

iii) The bin store will abut a 3 metre wide PAW;

iv) The bin store will be located within the car parking area to allow for easy transportation to the verge area for servicing on collection day; and

v) Provide easy access for the future operators of the child care premises.

Key design points of the bin storage area are as follows:

- The bin storage area will comprise a tap and connection to sewer for wash-down purposes.
- The bin storage area will comprise a 100mm concrete floor.
- The bin store will be located along the southern lot boundary, abutting the on-site car parking area of the development and abutting a PAW;
- The bin store will comprise a screen wall and therefore the bins will not be visible from the street or the adjoining/adjacent properties.
- The bin store area will be screened (i.e. 1.8 metre high masonry wall) and gated to hide its view from the internal pedestrian path.
- The bin storage area will be secured from the operators of the development and will be secured from the adjoining outdoor play area.
- Adequate space to move and access bins.
- Provide adequate ventilation of the bins store area.
- Install appropriate signage.
- Provide a secure area from theft and vandalism.
- Easy access for transportation of the bins to the verge area for collection (see Appendix 1 – Bin Store Location & Figure 4).

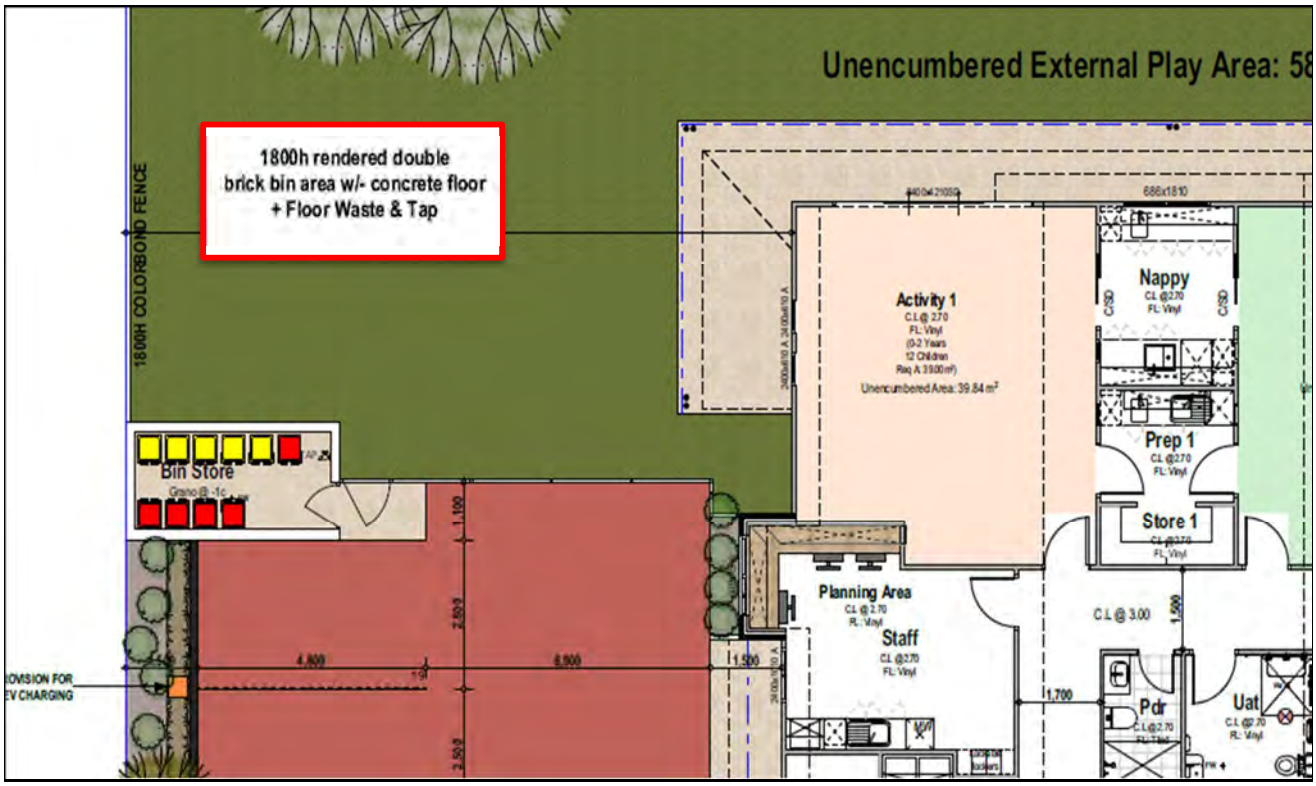


Figure 4 – The proposed bin stiorerage area.

7.0 NOISE, ODOUR & MINIMIZING LANDFILL

It is anticipated that the location of the bin storage area abutting a PAW and in close proximity to the car parking area of the development will provide easy access by the operators of the child care premises on the Subject Land.

Noise

The bin storage area will be located abutting the car parking area of the child care premises, well away from any residential properties (i.e. located along the southern lot boundary and abutting a 3 metre wide PAW) and comprise a masonry fence around the perimeter of the compound to provide security and further reduce any transfer of noise.

It is expected that the bin storage area will generate minimal vertical and horizontal noise transfer during use. As such, it is contended that the noise generated from the bin storage area will not result in any undue impacts on the adjoining properties and would be consistent with noise generated by a typical residential development.

In addition, the proposed verge collection will assist with less noise associated with an on-site collection service and therefore having less impact on the existing dwelling on the adjacent southern property.

In light of the above, it is contended that there will be no notable impacts on the existing development on the adjoining/adjacent properties from the proposed child care premises on the Subject Land in terms of waste management.

Odour

Strategies to minimize odour are:

- Locating the bin storage area along the southern lot boundary, abutting a 3 metre wide PAW on the adjoining property, abutting the car parking area associated with the development and away from any openings to the child care premises;
- Construction of a masonry wall around the perimeter of the bin storage area.
- Screening the bin storage area.
- Allowing for natural ventilation of the bin storage area.
- Regular washing of the bins and storage area.
- Ensure general waste is bagged prior to placement in bins. Recyclables must be rinsed and loose.
- Ensure that bin lids are kept firmly closed.
- Arrange for the general waste bin to be collected on a Friday to limit the amount of waste within the bin over the weekend period.

Minimising landfill

Given that the proposed child care premises on the Subject Land will be provided with two (2) separate bin types (i.e. general waste & recycling), it allows operators of the child care premises to sort rubbish accordingly. The provision of recycling bins will enable occupants of the development to place the following items for recycle collection:

- Glass bottles and jars (excluding broken glass, plates, pottery etc).
- Plastic bottles and containers.
- Newspapers and glossy magazines, paper, envelopes.
- Cardboard boxes etc.
- Cans - steel and aluminum, excluding aerosols cans.
- Milk and juice cartons.

This Waste Management Plan has been developed with the aim of reducing waste through best practices and education of staff. It is contended that adequate measures are available for the operators of the child care premises to minimize disposal of rubbish within the general waste bin resulting in long term reduction of landfill.

Vermin

The bin lids will remain closed at all times to reduce access by vermin. The use of bait stations could be implemented/considered by the operator in instances of vermin appearing.

8.0 SCREENING & BLENDING OF BIN STORAGE AREA

The bin storage area will be a purpose built compound specifically designed and providing screening of the bins from the public realm (i.e. screened from any adjoining roads). The bin storage area will be located behind the street setback area abutting the car parking area and will not be visible from any residential properties.

9.0 IMPACT ON ADJOINING/ADJACENT PROPERTIES

The development on the Subject Land has been designed to locate the bin storage area in a location away from any internal activity areas of the child care premises and provides adequate separation from any key sensitive areas associated with the existing developments on the adjoining properties (i.e. the bin storage area will abut a PAW). In addition, the bin store will be located abutting the car parking area of the development.

It is contended that the bin storage area is consistent with a bin storage area akin to a conventional residential development (i.e. a multiple dwelling development). Notwithstanding this fact, it is significant to note that the bin store for the new child care premises on the Subject Land is well located and will be constructed to minimize any adverse impacts on the adjoining or adjacent properties.

In light of the above, it is contended that any potential impacts on the adjoining and adjacent properties from the proposed bin storage area on the Subject Land is expected to be minimal and would be consistent with the waste disposal activities of a typical a residential type development within the immediate locality.

10.0 GENERAL WASTE & RECYCLING TRANSFER

The new child care premises will include adequate general waste and recycle bins within each key functional area of the building to enable staff and patrons of the use to appropriately dispose of waste. This includes the activity areas/outdoor play areas for the child care premises, all amenities and staff rooms throughout the development. The bins will be no larger than 60 litres and will be appropriately labelled or coloured to distinguish between the different waste types.

All bins will be regularly cleaned to reduce the extent of odours and attraction of pests. All waste within the bins located throughout the development will be transferred to the large storage bins once full and at the end of every day. This will include cleaning and sanitizing the bins on a daily basis to reduce any potential odours or pests.

11.0 MANAGEMENT REQUIREMENTS (WASTE MANAGEMENT)

The appointed centre manager for the child care premises will be responsible to:

i) Appoint a staff member to be responsible for:

- arranging pick-up times for the bins by the private contractor;
- arrange for the bins to the transported to the verge for collection day and then return back to the bin storage area;
- arrange for all internal bins to be emptied daily or when full and arrange for the bins to be cleared and sanitized daily;
- coordinating the cleaning of the bins and bin storage areas every two (2) to three (3) weeks;
- Ensure the bins are in working order and arrange maintenance if required; and
- Ensure all staff/cleaners of the child care premises are aware of the requirements/responsibility of the waste management plan.

ii) Ensure litter is cleaned up through regular landscape maintenance;

iii) Co-ordinate the ordering of any skip bins if required for bulk pick-ups;

iv) Deal promptly with any issues or complaints relating to hygiene, noise, odour or other inconvenience; and

v) Arrange for a private contractor to collect and disposal of green waste (i.e. small garden prunings etc) as part of maintaining the landscaping areas for the development.

A copy of the Waste Management Plan will be maintained within the office/administration area of the child care premises for reference and records.

12.0 CONSTRUCTION WASTE

During construction, a waste compound will be provided on-site to store any waste produced during the construction process and will be serviced regularly (when required) by a private contractor. The contractor will provide off-site sorting of the waste to ensure that waste is recycled where possible to minimize landfill waste.

Sub-contractors will be responsible for pre-sorting of waste products into appropriate areas within the waste compound as much as possible to reduce overall construction costs. The site manager will monitor the disposal of waste and sorting of recycle material.

No waste compounds or rubbish will be placed or stored on the street verge area or footpaths surrounding the project boundaries. All pedestrian and vehicle access areas will remain clear from construction debris at all times.

More details regarding on-site management during the construction phase of the development will be provided as part of a Construction Management Plan (CMP) to be prepared by the builder prior to the commencement of construction. The requirement for a CMP is typically imposed as a condition on any development approval granted by the determining authority.

13.0 CONCLUSION

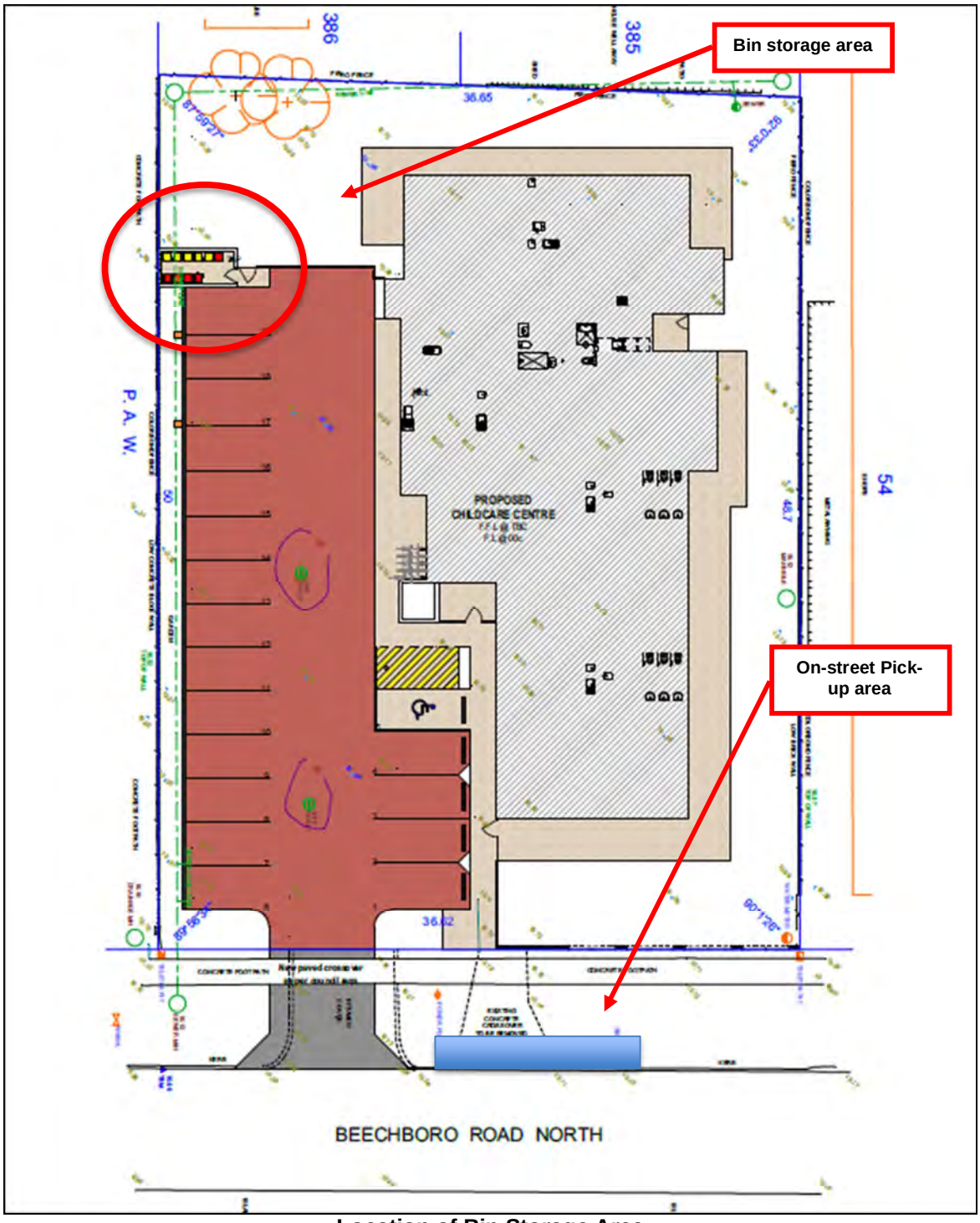
As demonstrated within this Waste Management Plan, the proposed development (i.e. child care premises) on Subject Land provides sufficient bin storage and adequate bins to service the business operations for both general waste and recyclables. Given the waste levels generated, the use of 240 litre bins for each waste stream and collected once per week (if required) is adequate to service the needs of the proposed development on the Subject Land.

Furthermore the servicing of the bins by the private contractor (on-street) can adequately be achieved without having an adverse impact on the local residents and the local street network. An appointed staff member of the child care premises will be responsible to oversee the operation/implementation of the waste management plan.

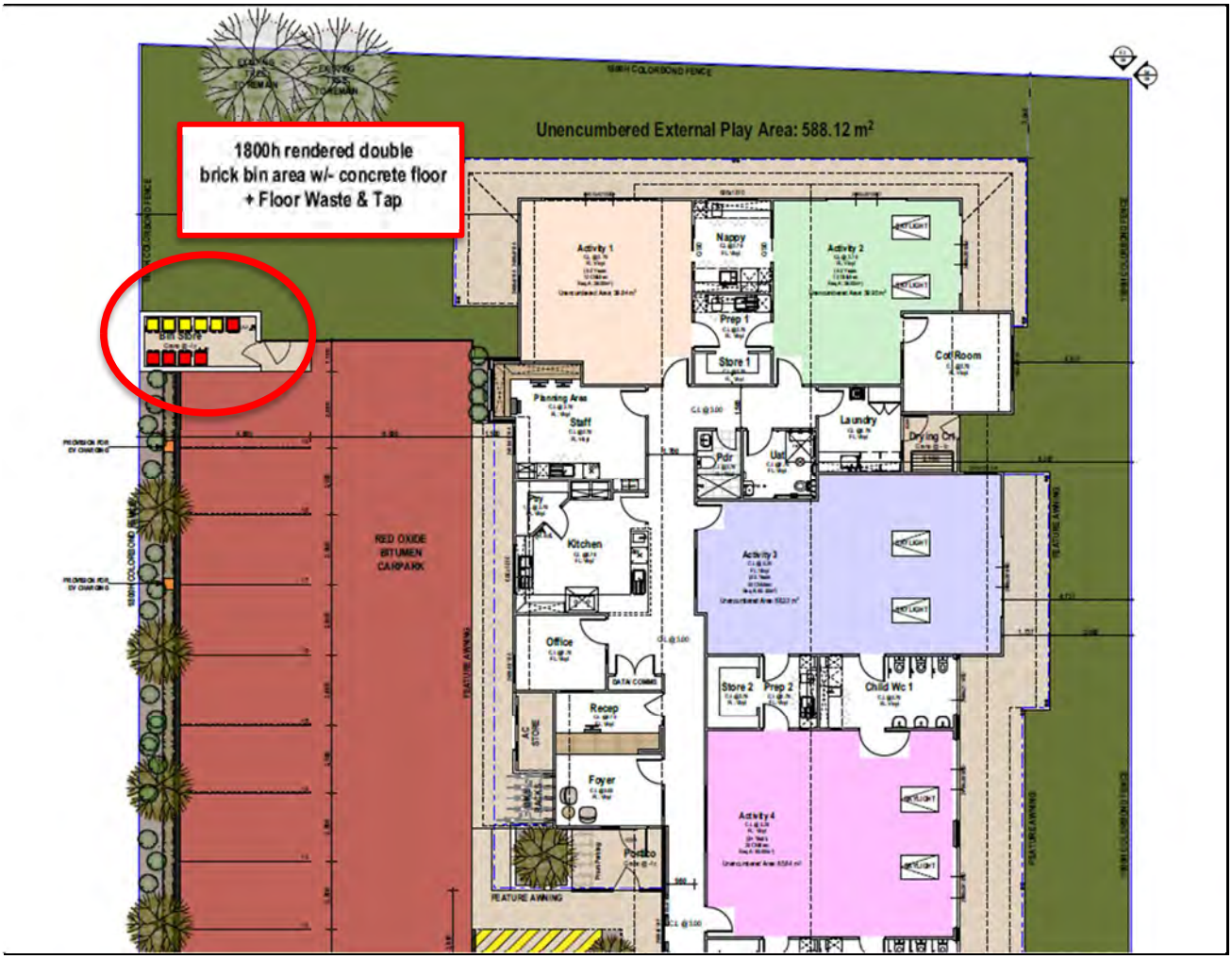
14 October 2025

CF Town Planning & Development
Planning & Development Consultants

APPENDIX 1 – BIN STORE LOCATION



Location of Bin Storage Area



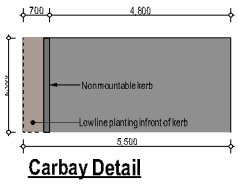
Bin Storage Area (Site Plan)

Bin Storage Area (Elevation)

APPENDIX 2 – SITE DEVELOPMENT PLANS

Child / Room Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*39.84m²*	*3*
Activity 2	*0-2*	*12*	*39.95m²*	*3*
Activity 3	*2-3*	*20*	*68.33m²*	*4*
Activity 4	*3+*	*20*	*65.64m²*	*2*
Activity 5	*3+*	*20*	*65.76m²*	*2*
Total Internal = (Min 3.25m² per child)		**84**	**279.52m²** (Min 273.00m² req)	**14 + 2**
Total External Play Area = (Min 7m² per child)		**84**	**588.12m²** (Min 588.00m² req)	



Carbay Detail

Zone	Area	Perim
Drying Crt	4.43	8,420
Bin Store	10.01	13,440
Portico	13.13	16,180
Childcare Centre	540.37	119,760
	567.94 m²	157,800 mm

Site Calculations	
Site Area:	1807m2
Building Footprint:	540.37m²
Site Coverage:	29.90%
Zoning:	R20/50
Policies:	Residential
Heritage:	No
Bushfire:	No
BAL:	No
Acoustic:	Yes (TBC)
Sewer:	Neighbour Lot
Power:	PoleCentre
Coastal:	NA
Water:	RHS
Wind Rating:	TBC

Revision	Description	Date
4.00	DRP Changes	14.10.25
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Floor Plan

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
25015	4.00

Drawing No.:
07 of 10

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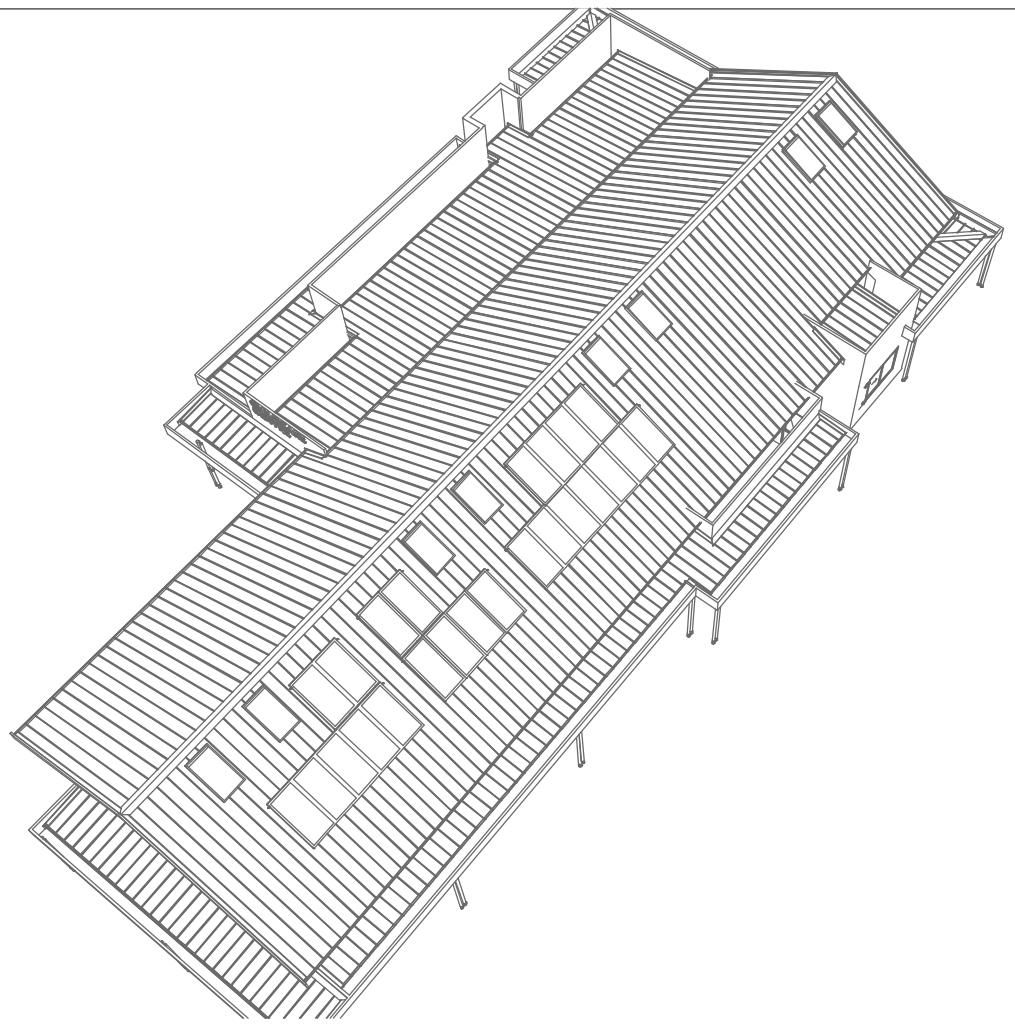

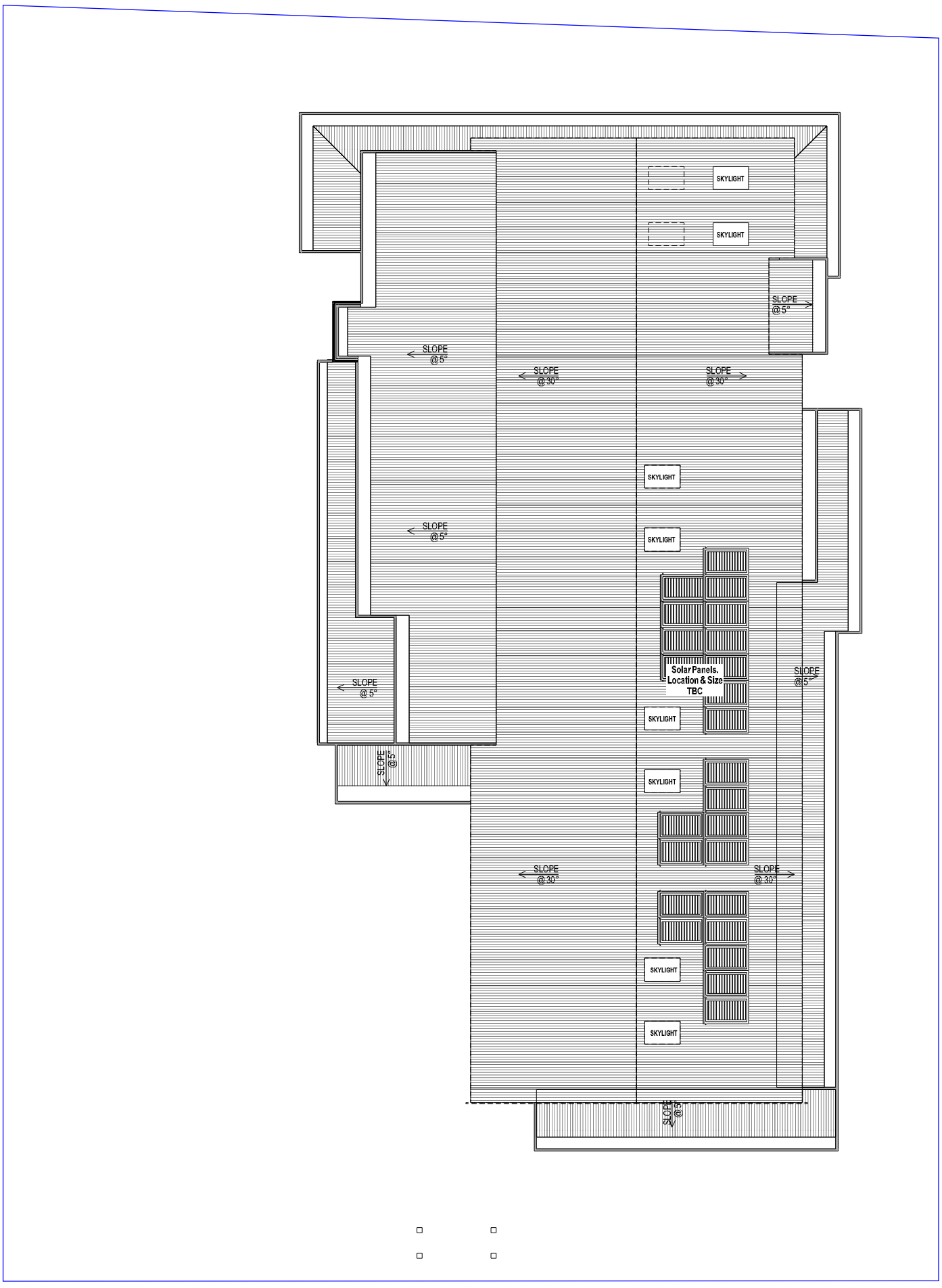

Revision	Description	Date
4.00	DRP Changes	14.10.25
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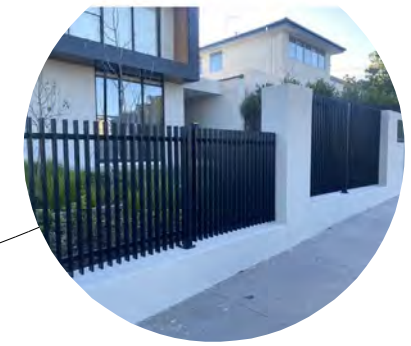
Mildand Brick "Bishops House"

E1 East Elevation
1:100

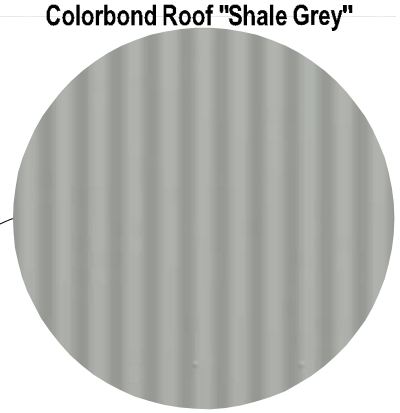
Rendered brick piers w/- p/coated shale grey infill panels



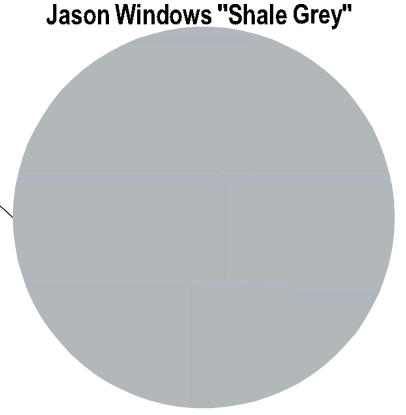
Painted concrete look

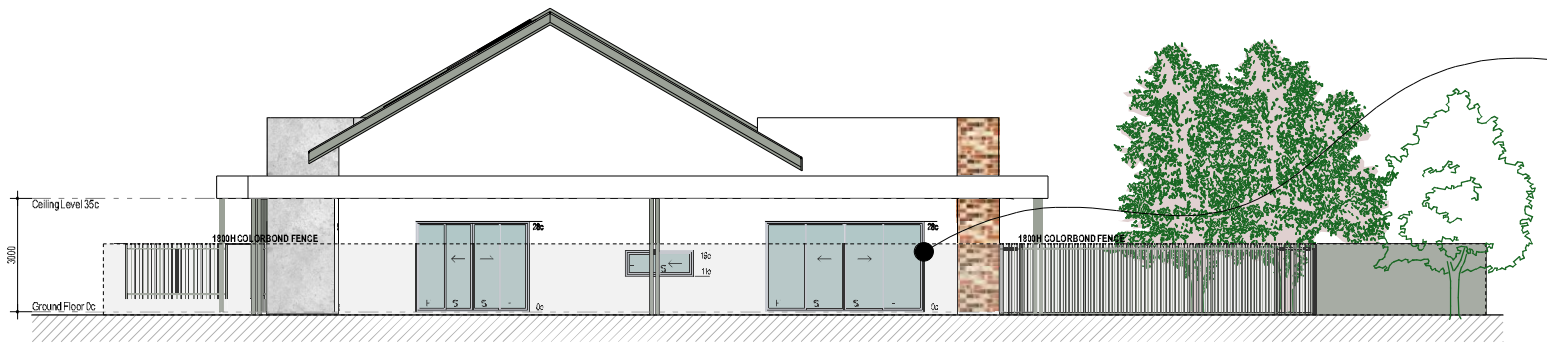
E2 South Elevation
1:100

Colorbond Roof "Shale Grey"



Jason Windows "Shale Grey"





E3 West Elevation
1:100

Acrylic Render
Dulux "Terrace White"

E4 North Elevation
1:100

Revision	Description	Date
4.00	DRP Changes	14.10.25
3.00	DRP Changes	25.06.25
2.00	DRP	17.04.25
1.01	Concept Design	04.03.25
1.00	Preliminary Concept	26.02.25

Project North:

Client
Macri Builders

Project Name
Childcare Centre

Project Address
Lot 380 (#483) Beechboro Road North, Beechboro

Drawing Title:
Elevations

Scale:	Sheet Size:
1:100	A1
Project No:	Revision Number:
25015	4.00

Drawing No.:
09 of 10

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Design Review Report

Location / Venue: **City of Swan Council Chambers - Midland Town Hall - 312 Great Eastern Highway Midland**
Meeting Date: **27 May 2025**
Meeting Time: **1 pm**

Item 1 – Childcare Premises – Lot 380 (No.483) Beechboro Road North BEECHBORO - DRP- 7/2025 – Concept 1st DRP Meeting

Design Review Report	
Subject	Item 1 – Childcare Premises – Lot 380 (No.483) Beechboro Road North BEECHBORO
Design Reviewers	Brett Wood-Gush – Acting Chairperson (Insight Urbanism)
	Nicholas Pierson - Panel Member (Place Laboratory Pty Ltd)
	Simon Kilbane - Panel Member (Rhizome)
	Wayne Dufty – Panel Member (DNA Architects)
Proponent & Project Team	Carlo Famiano – CF Town Planning and Development Frank Macri – Macri Builders Joe Germano – Germano Designs
Declarations	None

Design quality evaluation		
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
Comments and Recommendation		**Strengths** a) Some explanation of the location and analysis of the local character was demonstrated to help inform the design response. b) There is a reference to the character precedents. c) The use is more suited to the location than a purely residential street. d) The building has good, simple form, legible and straightforward. The hipped roof is calming and recognisable form. e) The inclusion of vision panels in the fencing is good and the opportunity for engagement between street and use generally supported

		f) The drying court, AC condensers and bin stores have been screened and relocated to avoid compromising the streetscape. **Areas for improvement** g) Further strengthen the sense of arrival. h) The partly open front fence is supported. Confirm noise issues have been addressed as well as potential safety concerns. i) Minimise the dominance of parked cars on the streetscape. j) Consider the presentation and interface with the PAW and the commercial back of house. k) Design the shade sails in as part of the structure so the design is not hidden behind ubiquitous shade sales and poles. ***Recommendations*** ***1. Refined the presentation of the building and consider interfaces.***
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
Comments and Recommendation		**Strengths** a) The engagement of a landscape architect is positive. b) The use of the landscape with seating as part of the functional space is positive. c) The inclusion of trees to the street is a positive start. Power poles may hamper these. d) Changes of material to delineate spaces and pedestrian paths are progressing. e) Some work has been done to create subspaces and to focus on activities close to the building and more tranquil landscape spaces toward the fencing. f) Stopping the car parking surface at the wheel stops and introducing ground covers appears considered. **Areas for improvement** a) It is noted building second storey could free up significantly more space as play/garden. b) Trees may not be possible over the sewerline. More landscape is required in the car park, which is a harsh utilitarian space.

		c) Consider delineating all the parking bays in a different material from the access lane. d) Consider elevating the disabled bay and drop down to kerb level to form a plaza. e) Consider tree planting in part of the wheelchair drop zone. f) Define which trees are where and consider selection of more significant, larger shade trees. g) Check selected tree species for susceptibility to Shot Hole Borer. h) Consider replacing the shade cloth over the entry plaza with a more permanent shade. i) Liaise with the City on the opportunity for landscape on the verge. This area may also be suitable for a staff kiss and ride bay. j) Consider allocating the larger play spaces to the older children. k) The play landscape plan appears to need further development. l) Consider more clearly defined play space sanctuaries and the interface with the building (verandah) as critical interface and place for learning and play. m) Progress the detail design to confirm the approach beyond reference images. n) Confirm the species proposed at entrance courtyard space ***Recommendations*** ***1. Extend the landscape design to include the verges, building envelope and street trees.*** ***2. Review tree selection for scale and susceptibility to SHB. Identify the plan.*** ***3. Liaise with the City on the potential to landscape the verge.*** ***4. Provide a more detailed landscape concept of the play spaces, including incorporation of learning opportunities and spaces.*** ***5. Provide meaningful landscape and shade to the car park.*** ***6. Review the use of shade sails at the frontage in favour of a designed in response.*** ***7. Carefully consider sight lines of proposed planting to ensure visibility/screening as appropriate (for instance building to play vs.***

		abutting property and fence/wall and screening)
Principle 3 **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
Comments and Recommendation		**Strengths** a) The simple forms with a high roof have simplicity and presence. b) The walls and awnings integrate well. **Areas for improvement** c) Ensure the shade sails do not detract from the built form. d) Avoid a very dark roof. A Night Sky coloured roof is unlikely to meet Solar Absorbance index requirements and may generate excessive heat-load into the ceiling void.' ***Recommendations*** ***1. Refine the proposal in parallel to the design of the landscape structures*** ***2. Reconsider roof colour.***
Principle 4 **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
Comments and Recommendation		**Strengths** a) The site and internal planning are generally well-resolved. b) Access to the building has been considered from the car park. c) Natural light and crossed ventilation have been considered. d) The cot rooms and most activity rooms have natural light. e) The skylights provide light additional light. f) Bike parking is provided. Check the bikes are not blocking the path. **Areas for improvement** g) Consider stronger expression of paths and parking as part of the design supporting the sense the car park is a shared zone.

		h) Consider further opportunities to enhance the internal spaces. Skylights to the passage and high-raking ceilings and could be considered. i) Consider the opportunities for heat purging of the roof void. j) Consider pulling the kitchen bench back a little for a café counter. k) Consider a visual connection from the kitchen to the staff area. l) Is the front arrival space large enough (pram parking for three, tree/planter, double door? ***Recommendations*** ***1. Consider a more cafe style approach to kitchen and staff areas.*** ***2. Consider skylights to the passageway.*** ***3. Optimise roof void heat purging.*** ***4. Continue to add to the user experience.***
Principle 5 **Sustainability**		*Good design optimised the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
Comments and Recommendation		**Strengths** a) Thought has been given to passive design. b) There appears to be bicycle parking. **Areas for improvement** c) The DRP is seeking more detail on ESD design. A strategy should be provided. d) Consider end-of-trip, water capture, food gardens, recycling (existing building materials and kitchen scraps), heat pumps for hot water, PV and EV etc. and make firm commitments. e) Possibility to connect learning/play and sustainability through pedagogy: eg vegetable gardens/chooks. ***Recommendations*** ***1. Develop a full sustainability strategy and build it into the design and operation.*** ***2. Enlighten us regarding operation/hours, esp. drop-off/pick-up parking and circulatory complications and opportunities of staggering this.***
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*

Comments and Recommendation		**Strengths** a) Amenity for users has been considered. b) Shade is proposed in the play spaces c) Indoor and outdoor space use has been considered and stated as meeting a standard benchmark vs kids and play/m2. d) Bike parking is provided. **Areas for improvement** e) Improve shade in the car park. f) Consider more continuity of the awnings and verandahs as ancillary learning/play space and interface to outside/garden. g) Consider staff amenity (e.g. lockers). h) Consider the inclusion of micro social spaces for parents. ***Recommendations*** ***1. Expand the positive aspects of the amenity further.***
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
Comments and Recommendation		**Strengths** a) There is direct entry from the street. b) The footpath runs along most of the car park. c) Parking is legible. d) The internal layout is very legible. **Areas for improvement** e) Consider a stronger entry statement for pedestrians. f) Define the wayfinding signage. ***Recommendations*** ***1. Enhance the clarity of arrival.***
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
Comments and Recommendation		**Strengths** a) Pedestrian pathways in the car park are defined. b) Site fencing will be provided. **Areas for improvement** c) The four-lane road should allow for safer access

		and egress. d) Work with the city on traffic calming. A 40 km or 50 km zone may be appropriate. e) Consider signage and lighting. f) The pedestrian path should run through the cross-over at the ped path grade to confirm priority is to pedestrians. g) Possibility for traffic calming/speed mitigation bumps and signage (etc.) - a possible extension of zebra crossing/similar across the carpark to highlight this. h) Recommend timber ground-plane to all external interfaces between building and garden (e.g. verandah) and not concrete/brick pave. i) More durable covered play areas (UV protection and inclement weather) ***Recommendations*** ***1. Review site layout and access points to assure safety.***
Principle 9 **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
Comments and Recommendation		**Strengths** a) The use has a role to play in the neighbourhood. b) The use is linked to the existing centre. **Areas for improvement** c) Consider micro social spaces for parents. d) Soften verge prestation. ***Recommendations*** ***1. Consider community opportunities and narrative of connecting with community, place and Country in a meaningful way***
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
Comments and Recommendation		**Strengths** a) The design attempts provide a simple geometry. b) Materiality and landscape have been considered. **Areas for improvement** c) Consider all signage, fencing, shading etc and how this can add to the interest in a cohesive way.

		d) Look for more opportunities for fun and creative use of colour, forms and signage. The Child Care needs an identity that would not be linked with a health care center (dentist) ***Recommendations*** 1. ***Add some colour and whimsy to engage the children***

Design Review progress	
	Supported
	Pending further attention
	Not yet supported
	Yet to be addressed

	DRP Meeting 1 27/05/25 Concept	***DRP Meeting 2***	***DRP Meeting 3***	***DRP Meeting 4***
Principle 1 - **Context and character**				
Principle 2 - **Landscape quality**				
Principle 3 - **Built form and scale**				
Principle 4 - **Functionality and build quality**				
Principle 5 - **Sustainability**				
Principle 6 - **Amenity**				
Principle 7 - **Legibility**				
Principle 8 - **Safety**				
Principle 9 - **Community**				
Principle 10 - **Aesthetics**				

Concluding Remarks
The Panel noted that an experienced team had been put together for the project. Many flaws seen in Child Care proposals have been avoided. Hence, the review is relatively positive. The DRP has identified some areas for more design development to achieve DRP support. There is also a need to document sustainability commitments clearly. The DRP is not offering a view on the parking ratios.
Is the proposal required to go back to a future Design Review Panel Meeting? Please tick one of the following: √ **Yes – future full panel design review** ☐ **No – future chair review only** ☐ **No – supported – no further review required** **Is the proposal supported?** Please tick one of the following: ☐ **Yes - Supported** ☐ **Yes - Supported – pending further attention and/or conditions to be imposed** √ **No - Not supported**
Design Review Report endorsement & DRP Recommendation	 Acting Chair - Brett Wood-Gush

Design Review Report

Location / Venue: **City of Swan Council Chambers - Midland Town Hall - 312 Great Eastern Highway Midland**
Meeting Date: **Tuesday 23rd September 2025**
Meeting Time: **12pm**

Item 1 – Childcare Premises - Lot 380 (No.483) Beechboro Road North, BEECHBORO -DRP – 7/2025 – DA- 804/2025 – 2nd DRP Meeting

Design Review Report	
Subject	Item 1 - Childcare Premises - Lot 380 (No.483) Beechboro Road North, BEECHBORO
Design Reviewers	Malcolm Mackay - Chairperson (Mackay Urban Design)
	Wayne Dufty – Panel Member (DNA Architects)
	Nicholas Pierson - Panel Member (Place Laboratory Pty Ltd)
	Simon Kilbane - Panel Member (Rhizome)
Proponent & Project Team	Carlo Famiano – CF Town Planning & Development Frank Macri – Macri Builders Joe Germano – Germano Designs
Declarations	None.

Design quality evaluation		
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
Comments and Recommendation		**Strengths** a) Some explanation of the location and analysis of the local character was demonstrated to help inform the design response. b) There is a reference to the character precedents. c) The use is more suited to the location than a purely residential street. d) The building has good, simple form, legible and straightforward. The gabled roof is calming and recognisable form. e) The inclusion of vision panels in the fencing is good and the opportunity for engagement between street and use generally supported.

		f) The drying court, AC condensers and bin store have been screened and located to avoid compromising the streetscape. g) The partly open front fence is supported. **Areas for improvement** None. ***Recommendations*** ***1. None.***
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
Comments and Recommendation		**Strengths** a) The engagement of a landscape architect is positive. b) The use of the landscape with seating as part of the functional space is positive. c) The inclusion of trees to the street is positive. d) Changes of material to delineate spaces and pedestrian paths are progressing. e) Some work has been done to create subspaces and to focus on activities close to the building and more tranquil landscape spaces toward the fencing. f) Stopping the car parking surface at the wheel stops and introducing ground covers appears considered. g) The extent of shade tree provision to the car park and playscape is good. h) The species selection offers tactility and learning opportunities. i) The treatment of the ACROD bays is supported. j) The inclusion of a playscape concept is commendable. **Areas for improvement** k) Consider delineating the parking bays in a different material from the access lane. l) Review the tree selection to optimise canopy provision. m) Consider treating the space behind the wheel stops on the northern side of the car park as per the southern side to provide more infiltration to the trees. n) Match up the architectural and landscape plans. o) Show the planting between the footpath and the front boundary on the plans to match the renders. ***Recommendations*** ***1. Delineate the parking bays in a different material from the access lane.*** ***2. Review the tree selection to optimise canopy***

		provision. ***3. Optimise opportunities for stormwater infiltration to support tree growth.*** ***4. Ensure landscape, architecture, and renders all align.***
Principle 3 **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
Comments and Recommendation		**Strengths** a) The simple forms with a high roof have simplicity and presence. b) The walls and awnings integrate well. c) The site placement and layout is logical. **Areas for improvement** d) Cross sections would be useful to better understand the quality of internal and external spaces. ***Recommendations*** ***1. Provide cross sections in the architectural pack.***
Principle 4 **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
Comments and Recommendation		**Strengths** a) The site and internal planning are generally well-resolved. b) Access to the building has been considered from the car park. c) Natural light and crossed ventilation have been considered. d) The cot rooms and most activity rooms have natural light. e) The skylights provide light additional light. f) Bike parking is provided. Check the bikes are not blocking the path. **Areas for improvement** g) Check against the Australian Standards as to whether a turning bay is required for the number of car bays provided. ***Recommendations*** ***1. Confirm the need for a turning bay to the car park and amend as necessary.***

Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
Comments and Recommendation		**Strengths** a) Thought has been given to passive design. b) Bicycle parking has been provided. c) The lighter roof colour is supported. **Areas for improvement** d) Provide a sustainability strategy with firm commitment on the proposed initiatives. e) Consider end-of-trip, water capture, food gardens, recycling (existing building materials and kitchen scraps), heat pumps for hot water, PV and EV etc. and make firm commitments. f) PV is an obvious initiative to include given that a childcare centre is largely a daytime use – show on a roof plan. g) Possibility to connect learning/play and sustainability through pedagogy: e.g. vegetable gardens/chooks. h) Consider the opportunities for heat purging of the roof void – for example through operable skylights/ eaves/ louvered gable ends, etc. ***Recommendations*** ***1. Provide a sustainability strategy with firm commitment on the proposed initiatives, noting the comments above.***
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
Comments and Recommendation		**Strengths** a) Amenity for users has been considered. b) Shade is proposed in the play spaces. c) Indoor and outdoor space use has been considered and stated as meeting a standard benchmark re kids and play/m2. d) Bike parking is provided. e) The entry forecourt is a positive initiative. **Areas for improvement** h) The skylights would be better located further inboard to help light the back of the spaces. Alternatively, use trapezoidal boxing of the light shafts to throw light towards the back of the space. ***Recommendations*** ***1. Review the location/ design of the skylight***

		system.
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
Comments and Recommendation		**Strengths** a) There is direct entry from the street. b) The footpath runs along most of the car park. c) Parking is legible. d) The internal layout is very legible. **Areas for improvement** e) None. ***Recommendations*** ***1. None.***
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
Comments and Recommendation		**Strengths** a) Pedestrian pathways in the car park are defined. b) Site fencing will be provided. **Areas for improvement** c) Consider timber ground-plane to all external interfaces between building and garden (e.g. veranda) rather than concrete/brick pave. ***Recommendations*** ***1. Review external surfaces to minimise fall hazards.***
Principle 9 **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
Comments and Recommendation		**Strengths** a) The use has a role to play in the neighbourhood. b) The use is linked to the existing centre. c) The entry forecourt is a positive initiative. **Areas for improvement** d) None. ***Recommendations***

		1. None.
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
Comments and Recommendation		**Strengths** a) The design incorporates simple geometries. b) Materials and landscape have been well considered. c) The building form will be recognisable and, therefore, comforting to children. **Areas for improvement** d) Look for more opportunities for fun and creative use of colour, forms and signage – for example, the horizontal band that ties the building together, or the integration of colour and art into the fencing. ***Recommendations*** ***1. Consider how to subtly integrate more colour and 'fun' into the architecture.***

Design Review progress	
	Supported
	Pending further attention
	Not yet supported
	Yet to be addressed

	DRP Meeting 1 27/5/25 Concept	***DRP Meeting 2 23/9/25 Post DA***	***DRP Meeting 3***	***DRP Meeting 4***
Principle 1 - **Context and character**				
Principle 2 - **Landscape quality**				
Principle 3 - **Built form and scale**				
Principle 4 - **Functionality and build quality**				
Principle 5 - **Sustainability**				
Principle 6 - **Amenity**				
Principle 7 - **Legibility**				
Principle 8 - **Safety**				

Principle 9 - **Community**				
Principle 10 - **Aesthetics**				

Concluding Remarks
The Panel thanks the Applicant for returning to the DRP with the amended design, which has improved since the first review. The design has reached the point where it can be broadly supported by the DRP as a response to the 10 principles of SPP7. However, the response to Sustainability remains limited. Whilst the provision of a sustainability strategy outlining the benefits, initiative and commitments could be kicked down the road through a condition of approval, the Applicant is strongly recommended to provide this at DA stage to save the time and effort of preparing a longer and more detailed report at the Building Permit stage. Otherwise, the design represents a well-considered approach to childcare design and clearly builds on the learnings of previous projects.
Is the proposal required to go back to a future Design Review Panel Meeting? Please tick one of the following: ☐ **Yes – future full panel design review** √ **No – future chair review only** ☐ **No – supported – no further review required** **Is the proposal supported?** Please tick one of the following: ☐ **Yes - Supported** √ **Yes - Supported – pending further attention and/or conditions to be imposed** ☐ **No - Not supported**

Design Review Report endorsement & DRP Recommendation	 Malcolm Mackay DRP Chair

DSI	Submission No	Date	Objection	Comment	Attachment
8864590	P1	12/09/2025	Conditionally Support	Regarding the proposed child care premises, DA-804/2025 - lot 380 (NO.483) Beechboro road north, beechboro wa 6063, I have only two concerns: 1 - The dust, from demolition to the end of construction of the building. If that can be done by enforcing the dust measures control, it will be great. My house is just behind. I'm guessing everybody in the surrounding will be happy. 2 - Just to let you know that the existing fence inside the perimeter, facing north, it might be of ASBESTOS. Please verify before the demolition. (Hope there is no asbestos in the house.) Thank you.	
8864591	P2	13/09/2025	Object	I do not want to listen to MORE screaming children for 12 hours a day from Monday to Friday. We have a primary school which is in very close proximity and it's bad enough listening to "that" excessive noise for which I might add, finishes at 3 pm unlike 12hrs per day, 5 days per week, week in, week out, every week of the year. I feel this would create too much noise for any local resident & for 12hrs of the day I feel is way too much to ask from the already suffering local folk. I totally & completely objet this ludicrous proposal. Please do not let this happen to us. We suffer too much noise pollution as it is, we don't need any more. 😡	
8864595	P3	13/09/2025	Object	The sector has an influx of many education and care services that are already not operating at full Capacity. The sector doesn't have enough quality educators to support another service. There are already over 14services in lockridge, Kiara, Bennett springs and beechboro in the area. This isn't including noranda, Dayton and Ellenbrook. With another 80 place service and current financial pressures on families is there another 100/200 families in the area to fill the service without leaving the service they may be in already?	
8864597	P4	13/09/2025	Object	The fact that this is even being proposed I find horrible. There are so many childcare services in Beechboro. All services are not at capacity. Another huge centre would take away from already struggling services. This is not about giving parents choices, as there are many to already choose from within walking distance. There is a childcare service adjacent to the Roe estate fence (Banksia kids, previously Beechboro Childcare) which has been helping the community for over 25 years. With many long standing staff. Building another service so close will take business away from a small family owned service and people, whom are locals will loose jobs. I strongly object to this proposal and truly hope the city of swan look at how many services are in extreme close proximity before considering to pass this proposal.	
8864599	P5	13/09/2025	Object	There is so so many childcare services on Beechboro road North that are already struggling, this will put people out of their jobs they already have. This service is not needed when not one of the centres on this road are at capacity.	
8864600	P6	13/09/2025	Object	There are many childcare centres already in the area who have existing vacancies. The childcare industry is in crisis with a lack of skilled staff and for profit providers compromising on child safety especially in larger centres. With the free 4yr old Kindy program starting in schools next year, filling existing centres will be even harder, so it's detrimental to the existing businesses in the area.	
8864601	P7	13/09/2025	Do not object	Support fully	
8864602	P8	13/09/2025	Object	We already have so many daycare centres in this area. I think it's very unfair to the smaller centres that have been there for 25 plus years. It will or extra strain on these small family businesses and cause extra stress and concern for the staff in these services. There aren't the children in the area to fill the services that are already currently there.	
8864603	P9	13/09/2025	Object	You have more then enough in the area either do a all abilities family friendly park, a nursing home or something the community actually needs	
8864604	P10	13/09/2025	Object	A shortage of parking bays on a busy street will no doubt create issues. Surrounding houses and businesses will end up being used which is not acceptable. Based on the proposed maximum number of children, the number of staff potentially working at one time will take up most parking bays. There are also already a lot of new and existing daycare centres in the area which have capacity for more children.	
8876449	P11	18/09/2025	Object	Thos would not be a viable business as no centre in beechboro are at full capacity n this would be the 6th centre on the same road	
8876450	P12	18/09/2025	Object	This would not be a viable buisness as no centre in beechboro are at full capacity and this would be the 6th centre on the same road	
8876451	P13	18/09/2025	Object	Too many daycare centers on the street and in the area. Would be nice to see a cafe or fully established park which is needed in the area to make it more inviting for walks and getting to know the community/neighbours.	
8876453	P14	18/09/2025	Object	No comment	
8876457	P15	18/09/2025	Object	There's way to many childcare's in the area, there is one right next door to the proposed building. We do not need another one in this location.	
8876459	P16	18/09/2025	Object	There is already multiple childcare centers in the area, We do not need anymore so they are forced to compete with each other, this will not only make many workers lose their jobs due to daycares possibly shutting down because of this idea but it will take up space that could be used for something more for the community. You could take this opportunity to build a lunch bar, or cafe or anything that could invite people to socialize something that is lacking in these days, or even a park... with BBQ's and stuff.	
8876465	P17	18/09/2025	Object	No comement	Photo of working with children card
8876466	P18	19/09/2025	No objection listed	No comement	

PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure