Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 9 April 2024; 9:30am
Meeting Number: MODAP/8
Meeting Venue: 140 William Street, Perth
Public Observing: Online

A live stream will be available at the time of the meeting, via the following link:
MODAP/8 - 9 Apr 2024 - City of Armadale - City of Rockingham

This DAP meeting will be live streamed open to the public rather than requiring attendance in person.

PART A – INTRODUCTION

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

PART B – CITY OF ARMADALE

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 800 (357) Skeet Road, Piara Waters – Childcare Centre – DAP/24/02626
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – CITY OF ROCKINGHAM

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 100 (No.434) Safety Bay Road, Safety Bay – Proposed Mixed Commercial Development – DAP/23/02551
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

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

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

ATTENDANCE

DAP Members

Eugene Koltasz (Presiding Member)
Ian Birch (Deputy Presiding Member)
Neema Premji (Specialist Member)

Part B – City of Armadale
Cr Caroline Wielinga (Local Government Member, City of Armadale)
Cr Michael Hancock (Local Government Member, City of Armadale)

Part C – City of Rockingham
Cr Mark Jones (Local Government Member, City of Rockingham)
Cr Dawn Jecks (Local Government Member, City of Rockingham)

Minute Secretary

Claire Ortlepp (DAP Secretariat)

Officers in Attendance

Zoe Hendry (DAP Secretariat)

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

This meeting is being recorded and livestreamed on the DAP website in accordance with regulation 40(2A) of the *Planning and Development (Development Assessment Panels) Regulations 2011*. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Cr Lorna Buchan (Local Government Member, City of Rockingham)

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

Signed minutes of previous meetings are available on the DAP website.

PART B – CITY OF ARMADALE

1. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

2. Disclosure of Interests

Nil.

3. Form 1 DAP Applications

3.1 Lot 800 (357) Skeet Road, Piara Waters – Childcare Centre – DAP/24/02626

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

LOT 800 (NO.357) SKEET ROAD, PIARA WATERS – PROPOSED CHILD CARE PREMISES

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer DAP	
Local Government Area:	City of Armadale	
Applicant:	Planning Solutions	
Owner:	Whitby Land Company Pty Ltd	
Value of Development:	$2.5 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)	
Responsible Authority:	City of Armadale	
Authorising Officer:	Manager Statutory Planning	
LG Reference:	10.2023.306.1	
DAP File No:	DAP/24/02626	
Application Received Date:	19 December 2023	
Report Due Date:	28 March 2024	
Application Statutory Process Timeframe:	90 Days + 13 days	
Attachment(s):	1. Location Plan 2. Development Plans 3. Planning Report 4. DFES comments 5. Applicant Response to DFES comments 6. Environmental Noise Assessment 7. Transport Impact Statement 8. Bushfire Management Plan 9. Bushfire Emergency Evacuation Plan 10. Updated Comments from DFES	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☒ Yes ☐ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Outer DAP resolves to:

1. **Approve** DAP Application reference DAP/24/02626 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 City of Armadale Town Planning Scheme No. 4, subject to the following conditions:

Conditions

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

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

3. The Child Care Premises is restricted to a maximum of 111 children at any given time.

4. No outdoor play is to commence prior to 7:00am, Monday to Friday.

5. Operating hours shall be during 6:30am to 6:30pm Monday to Friday only, in accordance with the Environmental Noise Assessment dated December 2023 prepared by Reverberate Consulting. All activities shall be conducted in a manner to avoid any noise impact upon adjoining neighbours, to the satisfaction of the City of Armadale.

6. A Management Plan detailing days/hours of operation, the number of children, a typical routine, and alternative parking arrangements for staff shall be submitted to and approved by the City of Armadale. The Child Care Premises shall be operated in accordance with the approved Management Plan thereafter.

7. The Child Care Premises (inclusive of fencing) shall be constructed and implemented prior to occupation in accordance with the recommendations of the Environmental Acoustic Assessment dated December 2023 prepared by Reverberate Consulting to the satisfaction of the City of Armadale.

8. Prior to the occupation of the development, a Final Environmental Noise Assessment must be prepared and provided to the City of Armadale which demonstrates, to the City of Armadale's satisfaction, that the completed development complies with the *Environmental Protection (Noise) Regulations 1997*.

   The Final Environmental Noise Assessment must include the following information:

   a. Confirmed noise sources compared with the assigned noise levels as stated in the *Environmental Protection (Noise) Regulations 1997*, when the noise is received at the nearest "noise sensitive premises" and proposed surrounding residential area;
   b. Tonality, modulation and impulsiveness of noise sources; and
   c. Confirmation of the implementation of noise attenuation measures.

   Any further works must be carried out in accordance with the Final Environmental Noise Assessment upon approval to the satisfaction of the City of Armadale and implemented thereafter for the duration of the development.

9. The Bushfire Management Plan prepared by Western Environmental dated December 2023, shall be implemented including site preparation prior to occupation of the development.

10. The Bushfire Emergency Evacuation Plan prepared by Western Environmental should be amended in accordance with the Bushfire Guidelines clause to reflect an alternative or back up off-site evacuation location, and shall be implemented upon occupation of the development and adhered to thereafter.

11. The building shall be constructed in-accordance with Australian Standard 3959 – Construction of Buildings in Bush Fire Prone Areas (or superseding standard) and the approved Bushfire Management Plan.

12. Prior to occupation all internal vehicle manoeuvring spaces shall be constructed, sealed, kerbed and drained in accordance with the approved site plan to the satisfaction of the City of Armadale and continuously maintained thereafter. Relocation/Removal of any services/infrastructure will be at the cost of the developer/owner.

13. Twenty six (26) car parking bays shall be provided and must be clearly marked on-site and continuously maintained for the duration of the development.

14. To meet drainage requirements prior to commencement of works, the developer/owner shall, to the specifications and satisfaction of the City of Armadale:

    a. Submit a stormwater management plan in accordance with the approved Local Water Management Strategy, incorporating water sensitive design principles for approval and implement the approved plan thereafter.

15. A Waste Management Plan shall be submitted to and approved by the City of Armadale prior to commencement of site works. Waste collection shall be carried out in accordance with the approved plan thereafter.

16. Bin storage areas, outdoor storage areas and external clothes drying areas shall be conveniently located and screened from view and adjoining properties, to the satisfaction of the City of Armadale.

17. Prior to submission of a Building Permit a schedule of external building and fencing colours and materials shall be submitted to and approved by the City of Armadale. The development and fencing shall be completed and maintained in accordance with the approved schedule to the satisfaction of the City of Armadale.

18. A landscape plan shall be submitted to and approved by the City of Armadale. The landscape plan shall include:

    a) Plant species (predominantly West Australian natives);
    b) Numbers, location, container size;
    c) Method of irrigation of the landscaped areas;
    d) Landscaping of the outdoor play space (including a minimum of 4 shade trees)
    e) Landscaping and treatment of adjoining verge areas (including 4 verge trees);

f) A minimum 2 metre wide landscaping strip between the parking area and the street boundary of the site; and
g) The provision of shade trees within the car park at the rates of at least 1 tree per 10 metre interval along any line of car parking;

All landscaping shall be installed prior to occupancy of the development and maintained as per the approved plan thereafter.

19. Any landscaping undertaken shall comply with the Bushfire Management Plan and Landscape Plan approved by the City for the site.

20. Prior to the commencement of works a Construction Management Plan is to be prepared and submitted to the City of Armadale for approval at least 30 days prior to the commencement of works. The Construction Management Plan shall be implemented to the satisfaction of the City of Armadale and detail how the construction of the development will be managed, including the following:

    a. Public safety and site security;
    b. Hours of operation;
    c. Dust management;
    d. Waste and material disposal;
    e. Traffic management plans for the various phases of the construction;
    f. Parking arrangements for contractors and sub-contractors;
    g. Delivery and access arrangements;
    h. The storage of materials and equipment on site (no storage of materials within the public realm will be permitted);
    i. Bonding and remediation arrangements; and
    j. Any other matters likely to impact upon the surrounding properties or public realm.

21. Air conditioning units, compressors and other equipment related to utilities shall be screened from public view and positioned so as to avoid any adverse effects, including noise, on the occupants of nearby existing and future residential properties to the satisfaction of the City of Armadale.

22. In accordance with the requirements of Local Planning Policy PLN 3.12 - Percent for Public Art, prior to the occupancy of development, the applicant or landowner is to either:

    a. Make a monetary contribution to the City of Armadale Public Art Reserve Account equal to one per cent (1%) of the estimated total development cost; or,
    b. Install public art work to the value of one per cent (1%) of the total development cost and continuously maintain the public art work.

Advice Notes

A. The applicant is advised that fencing associated with the proposed development is to comply with the requirements of the *City of Armadale Fencing Local Law 201*1, unless otherwise varied by the recommendations of the Final Environmental Noise Assessment approved by the City of Armadale.

B. With regard to the Condition requiring a Landscape Plan, please refer to the City's Landscaping Guidelines – (Industrial and Commercial), Landscaping Guidelines – Plants to Avoid, the City's Urban Forestry Strategy and Landscape Factsheet - Trees for Confined Spaces to assist you to formulate a satisfactory landscaping proposal. Copies of these documents are available on the City's website at: https://www.armadale.wa.gov.au/planning-information-sheets

C. With regard to the condition requiring a Final Environmental Noise Assessment, the applicant is advised to consider acoustic impacts prior to Building Permit stage to confirm that the completed development and Final Environmental Noise Assessment can comply with the *Environmental Protection (Noise) Regulations 1997*.

D. With regard to part b) of the condition relating to the City of Armadale's PLN 3.12 – Percent for Public Art, the arts approval process is outlined under section 5 of the policy and the proponent will be required to lodge a Public Art Submission Form to the City, which is available on the City of Armadale's website.

E. Lighting shall comply with Australian Standard 4282-1997 "Control of the obtrusive effects of outdoor lighting" or its equivalent and the City's Environment, Animals and Nuisance Local Laws.

F. The premises is required to be registered with the Local Government in accordance with the Food Act 2008; the applicant is required to submit an *Application for Registration of a Food Business* accompanied with the appropriate registration fee a minimum of two weeks prior to commencing operation.

G. Compliance with *Food Act 2008,* the *Food Regulations 2009,* the *Australia New Zealand Food Standards Code* and the *Australian Standard AS4674:2004 Design, construction and fit-out of food premises.* Detailed fit-out plans, including elevations, are to be submitted with the building licence application showing all fixtures, fittings and finishes.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban Zone
Local Planning Scheme	City of Armadale Town Planning Scheme No.4
Local Planning Scheme - Zone/Reserve	Urban Development Zone
Structure Plan/Precinct Plan	Development Area No.31 – North Forrestdale (Stage Two/South East) Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Residential R60
Use Class and permissibility:	Child Care Premises – 'A'
Lot Size:	2,779sqm
Existing Land Use:	Vacant land
State Heritage Register	No
Local Heritage	☒ N/A

	☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

Proposed Land Use	Child Care Premises
Proposed Net Lettable Area	n/a
Proposed No. Storeys	One
Proposed No. Dwellings	n/a

The application proposes the development and use of Child Care Premises with associated parking, access, signage, outdoor play areas and landscaping on a site free of any vegetation or existing structures, except for boundary retaining walls.

A Child Care Premises is defined as follows in Town Planning Scheme No.4 ('TPS No.4'): "*means premises used for the daily or occasional care of children in accordance with the regulations for child care under the* Child Care Services Act 2007*, but does not include a Family Day Care".*

A Child Care Premises is an 'A' use within the Residential zone (assigned under the operative Structure Plan), meaning the use is not permitted unless the local government has exercised its discretion by granting development approval after giving special notice in accordance with clause 64 of the Deemed Provisions.

The proposed development is a single storey building with outdoor play areas oriented to the north west and south, 26 car parking bays, of which 17 are allocated to staff and 9 to visitor car parking bays (including 1 ACROD bay). Vehicle access is proposed from Skeet Road.

The use proposes the care of up to 111 children between the hours of 6:30AM and 6:30PM Monday to Friday, with up to 20 full time/permanent staff members onsite during operating hours.

In support of the application the following documentation has been provided:

- Planning Report;
- Transport Impact Statement;
- Environmental Noise Assessment; and,
- BAL Assessment and Bushfire Management Plan

Background:

The subject site is currently vacant, and is bounded on the north western side by Skeet Road, to the south of the site is a Western Power Easement, and to the west are newly

created single dwelling lots fronting Syracuse Cove, a small cul de sac. Vehicle access is only available from Skeet Road.

Legislation and Policy:

Legislation

Planning and Development Act 2005
Planning and Development (Development Assessment Panels) Regulations 2011
Planning and Development (Local Planning Scheme) Regulations 2015
Metropolitan Region Scheme
City of Armadale Town Planning Scheme No.4

State Government Policies

State Planning Policy 3.7 Planning in Bushfire Prone Areas
Draft Position Statement: Child Care Premises

Structure Plans/Activity Centre Plans

Development Area No.31 – North Forrestdale (Stage Two/South East) Structure Plan.

Local Policies

Local Development Plan – Lot 800 Skeet Rd and Lots 801-805 Skeet Road
PLN 2.9 Landscaping
PLN 3.2 Child Care Premises and Family Day Care
PLN 3.12 Percent for Public Art
PLN 4.2 Advertisements (Signage)

Consultation:

Public Consultation

The proposal was advertised by way of direct letters to thirteen (13) surrounding properties, with application documentation available on the City's website and at its Administration Centre for period of 14 days (closing on 8 February 2024).

The City received one submission, in support of the proposal but also providing some commentary. Refer table below.

Issue Raised	**Officer comments**
Noise impact to adjoining residences during daytime hours from proposed play areas, request sound barriers are provided and/or relocate play areas	Supported in part. An Environmental Noise Assessment has been provided, identifying measures that are required to be implemented for compliance. The Assessment identifies that the main causes of noise are in relation to car doors and vehicle movements at peak drop off and pick up times, and from children whilst in outdoor areas. Time limitations for outdoor play are considered appropriate.

Referrals/consultation with Government/Service Agencies

DFES

The application was referred to DFES as a result of the subject site being located in a Bushfire Prone area. The BAL and BMP submitted with the application identify the site as being BAL-29. The proposal for a Child Care Premises is considered to be a vulnerable land use, therefore triggering referral to DFES.

DFES provided initial comments requiring further clarification within the BMP of the requirements of SPP3.7 and supporting guidelines (refer attached), with a request for the applicant to modify the BMP.

The applicant's bushfire consultant provided further information (refer attached) which was submitted to DFES on 1 March 2024. DFES have advised they will provide comment by 29 March 2024. At the time of writing the report further DFES comments have not yet been received.

Design Review Panel Advice

The proposal was reviewed by the City of Armadale Design Review Panel (DRP) on 16 November 2023 prior to lodgement of the Development Application. Some key comments made by the DRP are as follows:

- Consider addition of pitched/gabled roof form to increase domestic/residential character and reference surrounding pitched roof forms. Consider further height/articulation of the roof form/language to increase presence to street compared to the proposed fencing
- Trees proposed on the western side of the car park may struggle so close to the building, perhaps consider pergola structure to provide shade and shelter. Consider provision of large feature trees at end of car park.
- Consider expanding treatment of the disabled bay and landing space rather than bitumen and yellow stripes.
- Provide a sustainability strategy including demonstrating cross ventilation pathways, colour palette in context of heat gain, consider provision of solar panels, addition of openable windows for natural light and ventilation to service areas such as kitchen and laundry.
- Landscaping design requires further development, with a plan designed by a landscape architect. Plant selections including native plant species is generally supported, and general placement seems appropriate.
- Further detail around proposed design of play spaces, shade structures and play equipment is required.
- Consider use of borrowed light through internal windows to corridors for the internal activity spaces, would also benefit cross ventilation.
- No clear line of sight from boundary to front door for pedestrians, consider swapping reception and office areas so that the entry terminates the vista along the entry path, and provide direct visual connection to main entry from street approach.
- Provide more passive surveillance to streetscape.

It is noted that on submission of the formal Development Application, the revised proposal considered only some elements of the DRP recommendations.

Other Advice

The application was referred to other departments within the City via the City's Development Control Unit (DCU).

Planning Assessment:

The proposal has been assessed against all the relevant requirements of TPS No.4, State and Local Planning Policies and Strategies, and the Development Area No. 31 Structure Plan. The following key considerations are outlined below.

City of Armadale Town Planning Scheme No.4

Provision	Requirement	Proposal	Compliance
3.2 Objectives of the zones	(a) To provide for a range of housing and a choice of residential densities to meet the needs of the variety of household types which make up the community. (b) to provide for a range of associated compatible activities and development, which will assist in the creation of efficient and sustainable residential neighbourhoods. (c) To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.	Regarding (b) and (c), the Child Care Premises land use is a discretionary ('A') use in the zone, meaning that the use is not permitted unless discretion has been exercised after advertising of the use. The proposed design is considered to be of an appropriate scale and quality.	Complies.
4.8 Management of construction sites	General scheme requirement to ensure construction sites are managed to minimise soil erosion and degradation of water resources, and protect the natural resources values of the site and adjacent area.	No details provided with the application.	A Construction Management Plan addressing this and other matters would be required as a condition of any approval. This is considered necessary to mitigate offsite impacts.
4.9 Drainage and water sensitive design	General scheme requirements noting any development increasing impermeable surface	No details provided with the application.	A condition is recommended requiring the provision of a Stormwater

	area or otherwise reducing stormwater recharge is to use best management practices to minimise changes to the rate and quantity of direct stormwater discharge from the site and the export of water borne pollutants. Drainage system design and management shall be in accordance with best management practices in order to mitigate any degradation of land or water resources, and measures put in place to prevent litter from entering drainage systems.		Management Plan.
4.10 Effluent disposal	Scheme setback distances and requirements for reticulated sewerage or, where unavailable, on-site effluent	Reticulated sewer constructed as condition of subdivision approval.	Compliant
4.13 Site and Development requirements for Structure Plan areas	Applies requirements of Schedule 8 to subdivision and development.	Schedule 8 provisions do not outline relevant standards applicable to the proposed development	Compliant
4A.1 Car parking and vehicular access	Schedule 7A. 1 space for every 8 children allowed under maximum occupancy (13.8); plus 1 space per employee or staff member (20). 34 bays required. Parking areas designed and constructed (including landscaped) to City's satisfaction	26 bays provided. Vehicle entrance is located on Skeet Road, noting left in left out restriction only.	Non-compliant, variation to number of bays sought. Discussed further below.

	Safe and convenient vehicular access to parking/service areas.		
4A.2 Storage of goods and materials	General scheme requirement that storage of goods and materials occurs in accordance with authorised development works, or, post construction, are screened from public view.	A bin store is proposed on the southern side of the site, adjacent to the Western Power Easement Reserve. Several storage areas are identified along the southern edge of the site between the main building and the lot boundary.	Complies – A bin store enclosure adjacent to the car parking area is proposed. Conditions requiring storage to be screened from public view (including from the Western Power Easement Reserve) and for the bin store to be roofed are recommended.

PLN 2.9 Landscaping

Provision	Requirement	Proposal	Compliance
4.3	Developments shall be landscaped in accordance with TPS 4 and the City's landscaping guidelines.	An indicative landscape concept plan was provided with the application.	Significant additional detail is required in relation to the landscaping plan, particularly the outside play areas and shade structures. A landscape plan implementation condition is standard on a development like this. Whilst not within a commercial zone, the City would apply the commercial guidelines given the nature of the proposal.

PLN 3.2 Child Care Premises and Family Day Care

Item	Requirement	Proposal	Compliance
4.1.1	Close proximity to community facilities,	Site is approximately 500m from Riva	Complies.

	local centres, schools and public transport preferred.	Primary School and Novelli Reserve/community facility.	
4.1.2	Should not create adverse effects on road level of service, or create road safety concerns.	Restricted left in, left out, 6m wide crossover to Skeet Road.	Supported by the Traffic Impact Statement.
4.1.3	Centres larger than 50 children generally not preferred in Residential zone and will only be supported where: - No significant detrimental impact to residential amenity of adjoining/nearby properties; - Outdoor play areas managed to minimise impacts on residential amenity of adjoining/nearby properties; - Traffic will not detrimentally affect the level of service of the local road system; - The site has attributes to distinguish, such as surrounded by roads / reserves / non-residential uses or zones, or being in excess of 1,000m²; and - Other relevant requirements are complied with.	- An Environmental Noise Assessment, Bushfire Management Plan, Bushfire Emergency Plan and Transport Impact Statement have been provided. - The development area site is 2779m² in area. - Other relevant requirements are discussed in the report.	The submitted reports have been reviewed by the City's technical officers and no objection is made to their findings. Discussed further below.
4.2.1	Sites with reticulated sewer preferred.	Sewer available	Complies
4.2.2	Site of sufficient size to accommodate parking and access requirements, servicing infrastructure, landscaping, outdoor play areas and	The development area is 2779m². The application proposes compliant setbacks. On site car parking shortfall proposed.	Area complies. Refer discussion below regarding parking shortfall

	setbacks to adjoining properties.	Main building is separated from the nearest residential dwellings (to the west) by the proposed car park.	
4.2.3	Regular shaped sites in excess of 1,000m² preferred for adequate setbacks/buffers to adjoining properties.	The site is 2779m² in area.	Area complies. Refer 4.2.2 above regarding setbacks.
4.2.4	For sites on roads that are part of the Road Freight Network, a transport noise assessment in accordance with WAPC SPP 5.4 shall be undertaken, and any noise amelioration measures recommended shall be incorporated into the development.	n/a	n/a
4.3.1	The City may require a traffic impact assessment certified by an appropriately qualified traffic engineer in order to determine the level and impact of traffic generated, impact on off-site and on-site car parking and appropriate means of addressing impacts.	A Transport Impact Statement has been provided.	Provided and assessed. Discussed further below.
4.3.2	Car parking and vehicular access shall be consistent with TPS No.4.	Number of bays / access as per TPS No.4.	Non compliant, variation sought. Discussed further below
4.3.3	Pick up and set down facilities shall be provided.	No dedicated pick up / set down area provided, however car park configuration allows sufficient onsite manoeuvring to enter and exit the site in a forward gear. .	Variation sought. Parking adequacy discussed further below.

4.3.4	Car parking areas shall be landscaped.	Proposal has some shade trees shown in car park and landscape screening along Skeet Road frontage. Further detail required	Indicative landscaping plan submitted. A condition would be required for detailed design
4.3.5	Site selection, layout and vehicle access points shall provide for safe and efficient traffic movement, and have regard for the impact of traffic on the local road system.	A Transport Impact Statement has been provided in support of the proposal.	Supported.
4.4.1	The scale and design of new buildings shall be consistent with the character of the existing or desired streetscape of the locality.	The proposal is for a single storey building with a dual and split pitched roof to a maximum height of 6m.	Complies. Building heights are within comparable Residential zone limits. It is noted that there is currently no residential development completed in the immediate vicinity.
4.4.2	Fencing of a suitable height and material to provide a safe, screened and secure site, which also achieves a high standard of streetscape amenity. Boundary fencing separating play areas from adjoining residential properties shall be constructed of materials that will reduce noise impacts where appropriate.	Boundary fencing is identified as standard 2.0m high colorbond in line with Acoustic Assessment recommendations.	Condition recommended for fencing to be as per the acoustic report and the City's Local Law. Condition requires the findings of the acoustic report to be validated prior to commencement of use.
4.4.4	Within Residential zones and on land adjoining a residential use, building setbacks shall be provided to the minimum requirements of the Residential Design Codes (all openings of a Child Care Premises are to be	Setbacks to residential boundaries are to be equivalent to major openings under the R Codes. Setbacks proposed are: North east boundary – 1.5m setback required – 13m provided.	The lot boundary setbacks are compliant with the R-Codes.

	regarded as “major openings” under the R-Codes for assessment purposes.	North west boundary - 1.5m setback required – 6.9m proposed. South west boundary – 1.5m required – 3m proposed	
4.5.1	Operating hours to consider residential amenity. The City may impose conditions where non-standard hours are proposed (standard hours are considered to be 7am to 7pm, excluding Sundays and public holidays).	Proposed hours are 6:30am to 6:30pm Monday to Friday.	Variation proposed to the opening hours by 30mins. Variation supported subject condition disallowing outside play prior to 7am.
4.5.2	Where potential exists for noise to impact to the amenity of adjoining properties, the City may require an acoustic report to determine mitigation measures.	An Environmental Noise Assessment has been provided.	Mitigation measures require implementation. Refer to additional comments below.

PLN 3.12 Percent for Public Art

Item	Requirement	Proposal	Compliance
2.1(b)	Developments valued at $2.0 million or more are to make a monetary contribution to the City of Armadale Public Art Reserve equal to 1% of the estimated development cost, or provide public art work to the value of 1% of the estimated cost of development.	The cost of development is estimated at $2.5 million. No detail is provided with the proposal	Compliance can be addressed via conditions

PLN 4.2 Advertisements (Signage)

Item	Requirement	Proposal	Compliance
4.1	Performance criteria based assessment to meet	Indicative signage locations provided	Compliant – Separate DA will be

	Development Standards shown in Table 1 of Policy.		required for signage once detailed design provided

Draft Position Statement: Child Care Premises

The WAPC published a draft position statement for comment in late 2022 to outline their location and design guidance for a consistent policy approach to planning child care premises (the document remains in draft form). The proposal has been considered against the draft document's objectives below:

Objective	**Proposal**	**Compliance**
Encourage the co-location of child care premises on scheme reserves (intended for community and educational uses) and mixed commercial type zones	The subject site is located approximately 500m to the north of the existing Riva Primary School, noting the subject site is zoned as Residential.	Compliant
Locate child care premises where they are compatible with and complementary to residential land use and the road network	The subject site is located adjacent to future residential lots and in close proximity to existing residential development.	Compliant
Ensure child care premises do not have a detrimental impact on the amenity of the adjoining residents and the locality	The applicant has provided various technical reports to demonstrate that the proposed development will not have a detrimental impact on the amenity of residents and the locality	Compliant (see further comment below)
Minimise any detrimental impact that surrounding land uses may have on a child care premises	The Environmental Noise Assessment provides a number of attenuation measures that should be provided to minimise impact on surrounding land uses	Compliant (see further comment below)
Ensure child care premises are appropriately designed to ensure the health and safety of children attending the early childhood education and care service	The proposal has been assessed against the City's PLN3.2 (see assessment above) and would require further assessment by the Department of Communities and the national framework	Compliant

Traffic Impact, Movement and Car Parking

The applicant has provided a Transport Impact Statement (TIS) prepared by Urbii Consulting Pty Ltd and dated December 2023 with the application. The City's Technical Services Directorate (subdivision engineers) reviewed the document and found its conclusions to be generally acceptable.

A summary of the key findings of the TIS is summarised below:

- Typical daily traffic generation of 90 trips in the AM peak hour and 90 trips in the PM peak hour.
- AM peak hour 8-9am, PM peak hour 2.30-4pm
- The trip generation of the proposed development is considered moderate and is anticipated to have no significant impact on the surrounding road network.
- Due to the left in left out requirement onto Skeet Road, 100% of trips to the site would be from the north east, and 100% of trips from the site would be towards the south west.
- Skeet Road is constructed as a Neighbourhood Connector A road in accordance with Liveable Neighbourhoods policy, catering for traffic volumes of 3000-7000 vehicles per day.
- The proposed car park design is considered to be compliant with AS 2890.1 and AS 2890.6.
- Direct access to the site is provided via a full width restricted left in left out movement crossover onto Skeet Road.
- The proposed car park area has been designed so that all vehicles are able to exit the site in a forward gear.
- The TIS anticipates that approximately 85% of staff would drive to the subject site.
- A more detailed Management Plan should be provided for general deliveries and a Waste Management Plan is required to demonstrate that deliveries and waste collection are capable of being accommodated onsite.
- No safety issues were identified in the scope of the assessment.

The applicant's submission notes fully compliant car parking provision. However when assessed under Schedule 7A of TPS No.4, a shortfall of 8 car bays is identified (34 required, 26 bays provided).

In consideration of the above, the City concludes as follows in relation to parking and access:

- The applicant has not acknowledged any car parking bay shortfall, having used a different car parking calculation method.
- The existing raised median along Skeet Road does not allow for any vehicle to cross the carriageway without continuing down to the roundabout at Passendale Crescent to the south west, or continuing up to the roundabout at Keane Road to the north east.
- Skeet Road does not have any locations to allow vehicles to stop for any length of time for drop off/pick ups without obstructing the main carriageway or footpath.
- A condition of approval requiring a detailed Management Plan to be provided and implemented is recommended to avoid unsafe stopping on Skeet Road, and for the operator to engage with staff to encourage use of alternative methods of travel to and from the subject site in order to allow for some of the allocated staff car parking bays to be utilised by patrons as required.

SPP 3.7 – Planning in Bushfire Prone Areas

As mentioned in the "Legislation and Policy" section above, the subject site is located in an area designated as 'Bushfire Prone' on the State Map of Bushfire Prone Areas, and is also considered to be a 'Vulnerable Land Use' under SPP 3.7.

The applicant has provided a Bushfire Management Plan (BMP) and Bushfire Emergency Evacuation Plan (BEEP) prepared by Western Environmental dated August 2023.

The BMP prepared by the applicant has applied a BAL rating of 29 to the subject property. The proposal was referred to the Department of Fire and Emergency Services for comment as a vulnerable use.

The Department of Fire and Emergency Services requested further evidence to support the exclusion of the firebreak/emergency access way within the drainage reserve (Western Power Easement Reserve). The City has not yet received any further advice from DFES.

However, in the absence of any further comment being received from DFES, the City's evaluation of the vegetation to the south is that it is part of a managed area under the Western Power overhead lines. The land was fully cleared by the developer and has been replanted by the City of Armadale with sedges and rushes in the last 12-18 months. The land will have a Management Order Reserve for the purpose of 'Public Recreation, Drainage and Public Utility' (process underway). Ongoing maintenance will be the responsibility of the City of Armadale once the Reserve is handed over to the City, which is expected to occur within the next eight months. No significant canopy and little to no understorey of vegetation is present in these areas. Managed verges and nature strips are typically excluded from classification under the Australian standard AS 3959-2018. Additional criteria under AS3959-2018 may also exclude the vegetation from classification for these factors.

It is noted that the Emergency Evacuation Plan relies on the use of the grassed park area located to the north west along Gypsum Avenue for its primary action of evacuating off site. It is noted that this involves the crossing of Skeet Road, which does not have a designated pedestrian crossing point on the central median adjacent to the subject lot.

Notwithstanding the above, given the use is vulnerable in nature, a principle of caution should be applied and it is therefore recommended that the recommendations of the BMP and BEP shall be implemented in full.

Environmental Noise

An Environmental Noise Assessment report prepared by Reverberate Consulting, dated December 2023, was submitted with the application. The report assessed noise emissions from child play, car doors and mechanical plant associated with the development against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997.* Consideration was given to the noise sensitive premises in the vicinity of the subject site, including existing residential development to the north/west and south and future residential development to the north east.

Given the proposed hours of operation of 6:30am to 6:30 pm Monday to Friday, the staff and parents can arrive and park before 7:00am, which is during the night-time period of the Regulations. It has been assumed that outdoor child play would not occur until after 7.00am.

The report proposes the following noise attenuation measures:

- Although the Childcare Premises would be open before 7am, no outdoor play would be allowed until after 7am.
- The effective barrier (fence) height must be minimum 1.8m relative to the play area floor level.
- Waste collection should be undertaken between 7am – 7pm Mondays to Saturdays and undertaken in the quietest reasonable manner.
- All new grilles and storm water grates in the carpark to be tight fitting and/or hard rubber to be used for cushioning such grates/Roadrs
- Parents and guardians to be informed of the importance of noise minimisation when dropping off or picking up children.
- It is recommended that mechanical plant be selected with a 'quiet mode' capability programmed for night periods (plant deemed to be potentially compliant on this basis)

Should the DAP approve the application, a condition should be imposed requiring the recommendations of the Environmental Acoustic Assessment be implemented for the life of the development to the satisfaction of the City of Armadale.

Conclusion:

The proposed Child Care Premises is considered capable of being conditionally approved for the following reasons:

- The proposal is considered to be compatible with the objectives of the Residential zone under Development Area 31 Structure Plan;
- The proposal is considered to generally comply with the criteria outlined for Child Care Premises under the City's PLN 3.2 Child Care Premises and Family Day Care;
- Conditions can be applied to mitigate noise impacts that may arise from the proposed development; and
- The design of the building is considered to be consistent with the scale and type of existing development in the area, and appropriate for its relationship with future residential development in the area.



Location Plan

CITY OF Armadale

N

The City of Armadale does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that the City shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information. Based on Information provided by and with permission of the Western Australian Land Information Authority trading as Landgate (2012). PhotoMaps by NearMap. Scale 1:1129 (printed at A4). Map produced on 19/01/2024.

PRELIMINARY

WORK IN PROGRESS ISSUE

Rev.	Amendment	Date
C	FOR REVIEW	05/12/2023
B	FOR REVIEW AND APPROVAL	28/11/2023
A	FOR INFORMATION	06/10/23



SKEET RD CHILDCARE CENTRE

LOT 800 SKEET ROAD PIARA WATERS WA 6112

DEVELOPMENT APPLICATION

ARCHITECTURAL DRAWING SCHEDULE

DA SHEET LIST

Sheet Number	Sheet Name	Revision	Revision Date
DA01	COVER SHEET	C	05/12/2023
DA03	CONTEXT & SITE EXTENTS	C	05/12/2023
DA02	SITE SURVEY - JUROVICH SURVEYING	C	05/12/2023
DA04	SITE PLAN	C	05/12/2023
DA05	FLOOR PLAN	C	05/12/2023
DA06	ROOF PLAN	C	05/12/2023
DA09	ELEVATIONS	C	05/12/2023
DA10	3D IMAGES	C	05/12/2023
DA08	SITE ELEVATIONS	C	05/12/2023
DA07	FENCING PLAN	B	05/12/2023

DISCLAIMER: The drawing(s) provided herewith shall be used for the purposes for which it was provided. The electronic data files for all or part of the drawings carry no guarantees whatsoever as to their accuracy, content or lack of same. The use of electronic data files are at the recipient's (or any other third party user's) risk. They cannot be used for any contractual purposes. The user of these files must verify the electronic data files against the hard copy or .pdf file provided.

BROWN FALCONER

28 Chesser Street, **Adelaide**, South Australia 5000
9/300 Rokeby Road, **Subiaco**, Western Australia 6008
Telephone : 08 8203 5800 ABN 65 007 846 586
brownfalconer.com.au

ACCORD PROPERTY

SKEET ROAD CCC

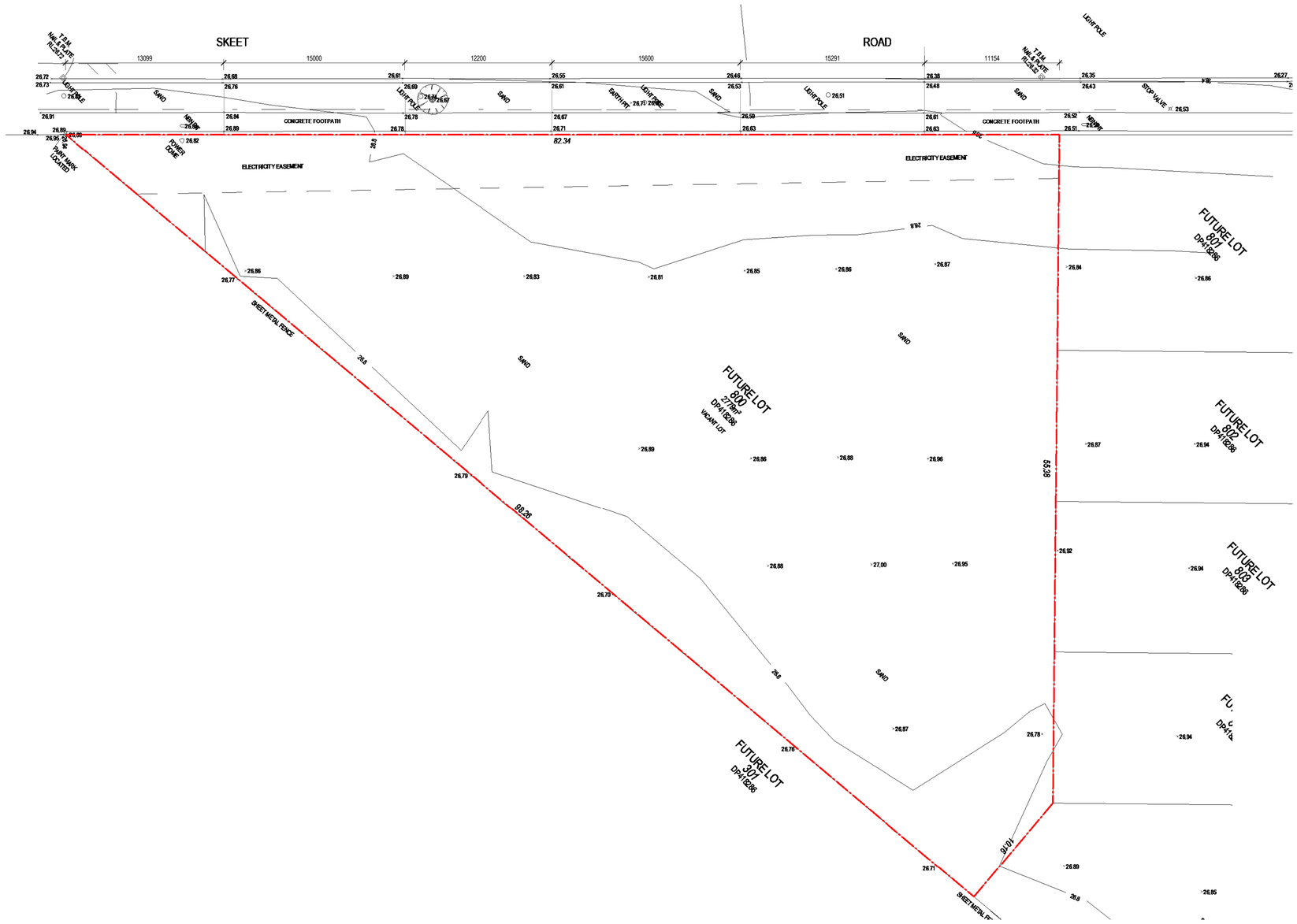
COVER SHEET

Scale
Date 05/12/2023
BF Job/Site No. 2022118
Dwg No. **DA01** Rev: **C** A1 SHEET

PRELIMINARY

WORK IN PROGRESS ISSUE

Rev.	Amendment	Date
C	FOR REVIEW	05/12/2023
B	FOR REVIEW AND APPROVAL	28/11/2023
A	FOR INFORMATION	06/10/23



SURVEY - JUROVICH SURVEYING

1 : 200

DISCLAIMER: The drawing(s) provided herewith shall be used for the purposes for which it was provided. The electronic data files for all or part of the drawings carry no guarantees whatsoever as to their accuracy, content or lack of same. The use of electronic data files are at the recipient's (or any other third party user's) risk. They cannot be used for any contractual purposes. The user of these files must verify the electronic data files against the hard copy or .pdf file provided.

BROWN FALCONER

28 Chesser Street, **Adelaide**, South Australia 5000
9/300 Rokeby Road, **Subiaco**, Western Australia 6008
Telephone : 08 8203 5800 ABN 65 007 846 586
brownfalconer.com.au

ACCORD PROPERTY

SKEET ROAD CCC

SITE SURVEY - JUROVICH SURVEYING

Scale 1 : 200
Date 05/12/2023
BF Job/Site No. 2022118
Dwg No. **DA02** Rev: **C** A1 SHEET

PRELIMINARY

WORK IN PROGRESS ISSUE

Rev.	Amendment	Date
C	FOR REVIEW	05/12/2023
B	FOR REVIEW AND APPROVAL	28/11/2023
A	FOR INFORMATION	06/10/23





MONTICELLO PARKWAY



SKEET ROAD

DISCLAIMER: The drawing(s) provided herewith shall be used for the purposes for which it was provided. The electronic data files for all or part of the drawings carry no guarantees whatsoever as to their accuracy, content or lack of same. The use of electronic data files are at the recipient's (or any other third party user's) risk. They cannot be used for any contractual purposes. The user of these files must verify the electronic data files against the hard copy or .pdf file provided.

BROWN FALCONER

28 Chesser Street, **Adelaide**, South Australia 5000
9/300 Rokeby Road, **Subiaco**, Western Australia 6008
Telephone : 08 8203 5800 ABN 65 007 846 586
brownfalconer.com.au

ACCORD PROPERTY

SKEET ROAD CCC

CONTEXT & SITE EXTENTS

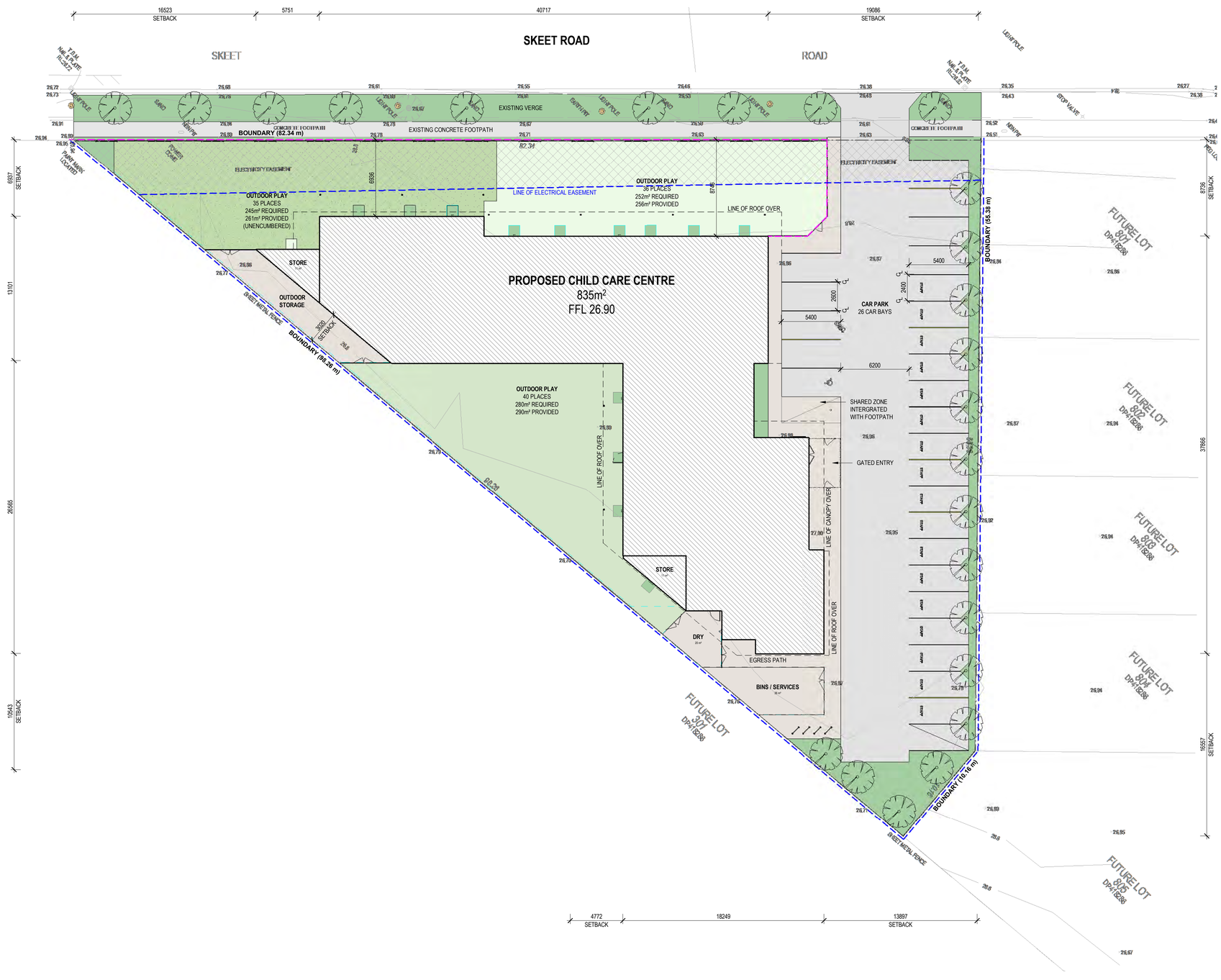
Scale 1 : 100
Date 05/12/2023
BF Job/Site No. 2022118
Dwg No. **DA03** Rev: **C** A1 SHEET

N

PRELIMINARY

WORK IN PROGRESS ISSUE

Rev.	Amendment	Date
C	FOR REVIEW	05/12/2023
B	FOR REVIEW AND APPROVAL	28/11/2023
A	FOR INFORMATION	06/10/23



SITE PLAN

1 : 200

PROJECT SUMMARY

SKEET ROAD CHILD CARE CENTRE

NUMBER OF PLACES	**111**
TOTAL SITE AREA	2779m²
BUILDING AREA	835m²
BUILDING AREA PER PLACE	7.5m²
OUTDOOR PLAY AREA REQ	777m²
OUTDOOR PLAY AREA PROVIDED	**807m²**
REQUIRED CAR BAYS	
1 BAY PER 8 PLACES	13.87
1 BAY PER STAFF MEMBER	20
TOTAL BAYS REQUIRED	**34**
BAYS PROVIDED	
PLACE BAYS	9
STAFF BAYS	17
TOTAL BAYS PROVIDED	**26**
PARKING BAY SHORTFALL	8

ROOM	PLACES	AREA	AREA REQ	STAFF REQ
ACTIVITY 1	12	40m²	39m²	4
ACTIVITY 2	12	40m²	39m²	4
ACTIVITY 3	12	41m²	39m²	3
ACTIVITY 4	15	50m²	48.75m²	3
ACTIVITY 5	20	65m²	65m²	2
ACTIVITY 6	20	66m²	65m²	2
ACTIVITY 7	20	68m²	65m²	2
TOTAL	**111**			**20**

FENCE TYPE 1
COLORBOND METAL FENCE
2100 MINIMUM HEIGHT.
COLOUR: MONUMENT

FENCE TYPE 2
PAINTED SOLID TIMBER LOOK FENCE WITH PALISADE INFILLS BACKED BY PERSPEX
1800 MINIMUM HEIGHT
COLOUR: BLACK (PALISADE)
DULUX, FUDGE (TIMBER LOOK)

DISCLAIMER: The drawing(s) provided herewith shall be used for the purposes for which it was provided. The electronic data files for all or part of the drawings carry no guarantees whatsoever as to their accuracy, content or lack of same. The use of electronic data files are at the recipient's (or any other third party user's) risk. They cannot be used for any contractual purposes. The user of these files must verify the electronic data files against the hard copy or .pdf file provided.

BROWN FALCONER

28 Chesser Street, **Adelaide**, South Australia 5000
9/300 Rokeby Road, **Subiaco**, Western Australia 6008
Telephone : 08 8203 5800 ABN 65 007 846 586
brownfalconer.com.au

ACCORD PROPERTY

SKEET ROAD CCC

SITE PLAN

Scale As indicated
Date 05/12/2023
BF Job/Site No. 2022118
Dwg No. **DA04** Rev: **C** A1 SHEET



FLOOR PLAN

1 : 100

PRELIMINARY

WORK IN PROGRESS ISSUE

Rev.	Amendment	Date
C	FOR REVIEW	05/12/2023
B	FOR REVIEW AND APPROVAL	28/11/2023
A	FOR INFORMATION	06/10/23

PROJECT SUMMARY

SKEET ROAD CHILD CARE CENTRE

NUMBER OF PLACES	**111**
TOTAL SITE AREA	2779m²
BUILDING AREA	835m²
BUILDING AREA PER PLACE	7.5m²
OUTDOOR PLAY AREA REQ	777m²
OUTDOOR PLAY AREA PROVIDED	**807m²**
REQUIRED CAR BAYS	
1 BAY PER 8 PLACES	13.87
1 BAY PER STAFF MEMBER	20
TOTAL BAYS REQUIRED	**34**
BAYS PROVIDED	
PLACE BAYS	9
STAFF BAYS	17
TOTAL BAYS PROVIDED	**26**
PARKING BAY SHORTFALL	8

ROOM	PLACES	AREA	AREA REQ	STAFF REQ
ACTIVITY 1	12	40m²	39m²	4
ACTIVITY 2	12	40m²	39m²	4
ACTIVITY 3	12	41m²	39m²	3
ACTIVITY 4	15	50m²	48.75m²	3
ACTIVITY 5	20	65m²	65m²	2
ACTIVITY 6	20	66m²	65m²	2
ACTIVITY 7	20	68m²	65m²	2
TOTAL	**111**			**20**

DISCLAIMER: The drawing(s) provided herewith shall be used for the purposes for which it was provided. The electronic data files for all or part of the drawings carry no guarantees whatsoever as to their accuracy, content or lack of same. The use of electronic data files are at the recipient's (or any other third party user's) risk. They cannot be used for any contractual purposes. The user of these files must verify the electronic data files against the hard copy or .pdf file provided.

BROWN FALCONER

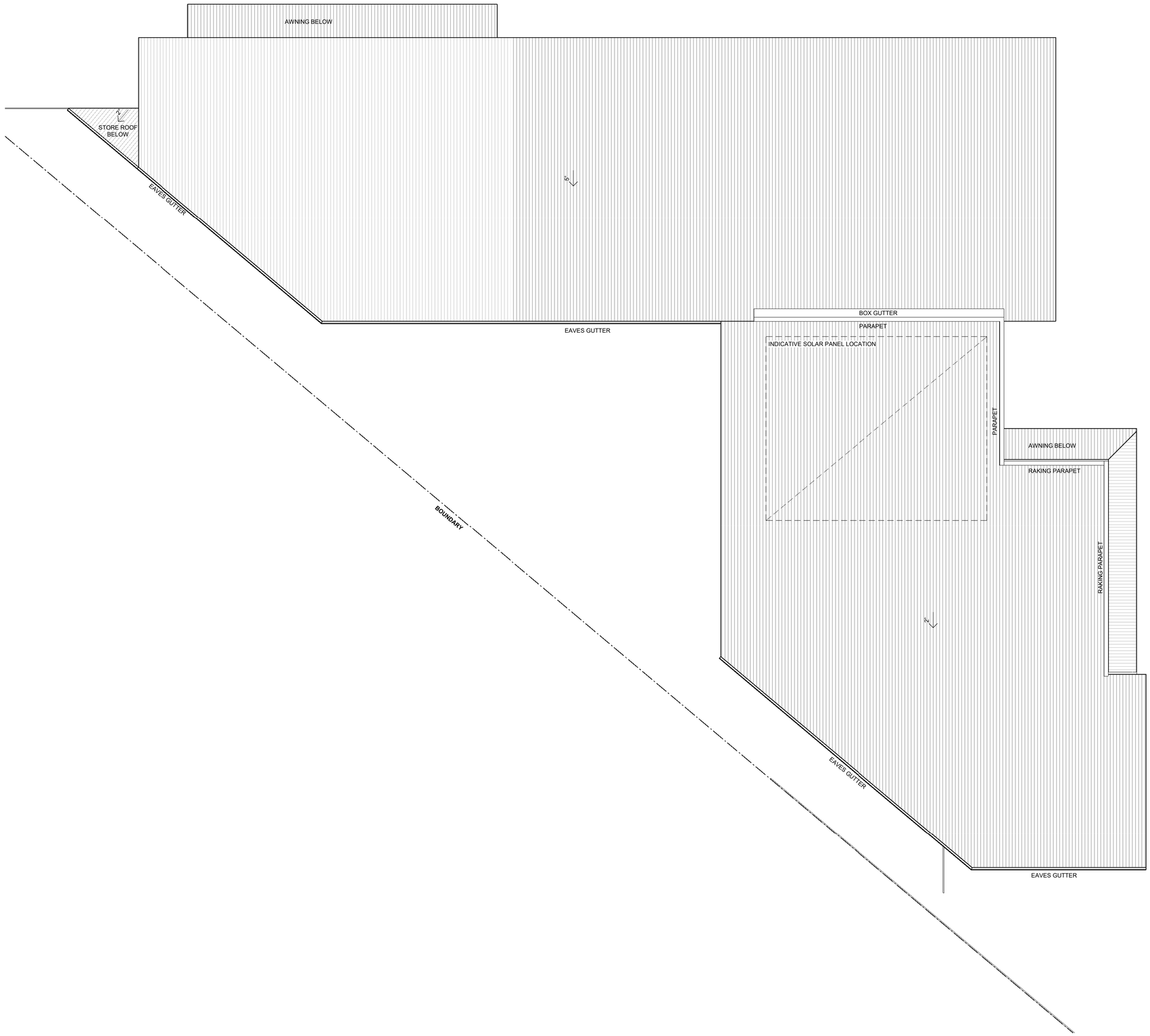
28 Chesser Street, **Adelaide**, South Australia 5000
9/300 Rokeby Road, **Subiaco**, Western Australia 6008
Telephone : 08 8203 5800 ABN 65 007 846 586
brownfalconer.com.au

ACCORD PROPERTY

SKEET ROAD CCC

FLOOR PLAN

Scale As indicated
Date 05/12/2023
BF Job/Site No. 2022118
Dwg No. **DA05** Rev: **C** A1 SHEET



ROOF PLAN

1 : 100

PRELIMINARY

WORK IN PROGRESS ISSUE

Rev.	Amendment	Date
C	FOR REVIEW	05/12/2023
B	FOR REVIEW AND APPROVAL	28/11/2023
A	FOR INFORMATION	06/10/23

DISCLAIMER: The drawing(s) provided herewith shall be used for the purposes for which it was provided. The electronic data files for all or part of the drawings carry no guarantees whatsoever as to their accuracy, content or lack of same. The use of electronic data files are at the recipient's (or any other third party user's) risk. They cannot be used for any contractual purposes. The user of these files must verify the electronic data files against the hard copy or .pdf file provided.

BROWN FALCONER

28 Chesser Street, **Adelaide**, South Australia 5000
9/300 Rokeby Road, **Subiaco**, Western Australia 6008
Telephone : 08 8203 5800 ABN 65 007 846 586
brownfalconer.com.au

ACCORD PROPERTY

SKEET ROAD CCC

ROOF PLAN

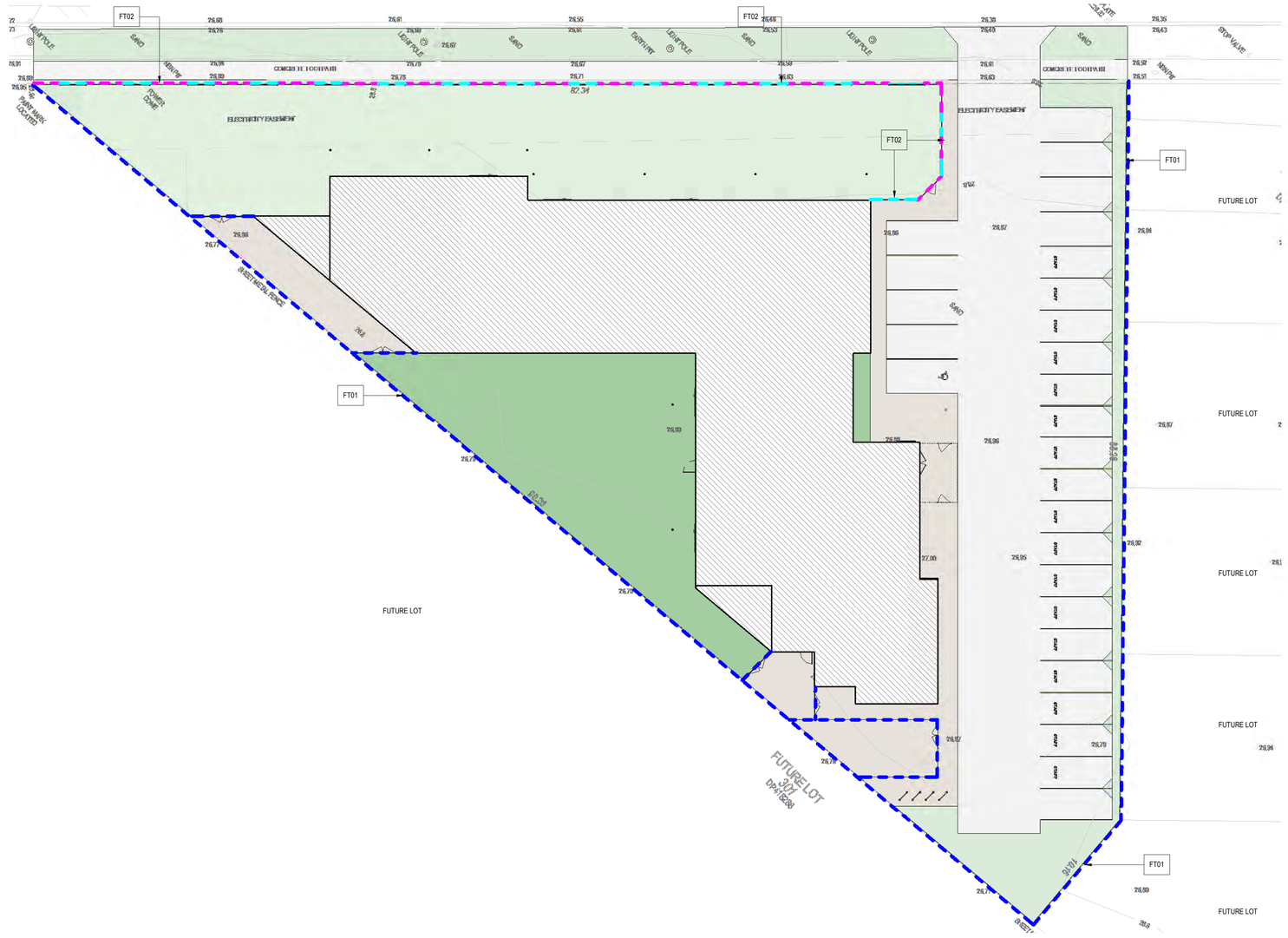
Scale 1 : 100
Date 05/12/2023
BF Job/Site No. 2022118
Dwg No. **DA06** Rev: **C** A1 SHEET

PRELIMINARY

WORK IN PROGRESS ISSUE

Rev.	Amendment	Date
B	FOR REVIEW	05/12/2023
A	FOR REVIEW AND APPROVAL	28/11/2023

SKEET ROAD



FENCING PLAN

1 : 200

FT01 — **FENCE TYPE 1**
2100 MINIMUM HEIGHT
COLORBOND METAL FENCE
COLOUR: WOODLAND GREY

FT02 — **FENCE TYPE 2**
1800 MINIMUM HEIGHT
SOLID TIMBER LOCK, PAINTED DULUX FUDGE

PALISADE INFILLS BACKED BY PERSPEX
COLOUR: BLACK (PALISADE)

DISCLAIMER: The drawing(s) provided herewith shall be used for the purposes for which it was provided. The electronic data files for all or part of the drawings carry no guarantees whatsoever as to their accuracy, content or lack of same. The use of electronic data files are at the recipient's (or any other third party user's) risk. They cannot be used for any contractual purposes. The user of these files must verify the electronic data files against the hard copy or .pdf file provided.

BROWN FALCONER

28 Chesser Street, **Adelaide**, South Australia 5000
9/300 Rokeby Road, **Subiaco**, Western Australia 6008
Telephone : 08 8203 5800 ABN 65 007 846 586
brownfalconer.com.au

ACCORD PROPERTY

SKEET ROAD CCC

FENCING PLAN

Scale As indicated
Date 05/12/2023
BF Job/Site No. 2022118
Dwg No. **DA07** Rev: **B** A1 SHEET



SKEET ROAD ELEVATION

1 : 200



SYRACUSE COVE ELEVATION

1 : 200



MONTICELLO PARKWAY ELEVATION

1 : 200

PRELIMINARY

WORK IN PROGRESS ISSUE

Rev.	Amendment	Date
C	FOR REVIEW	05/12/2023
B	FOR REVIEW AND APPROVAL	28/11/2023
A	FOR INFORMATION	06/10/23

FT01

FENCE TYPE 1
COLORBOND METAL FENCE
2100 MINIMUM HEIGHT
COLOUR: WOODLAND GREY



FT02

FENCE TYPE 2
PAINTED SOLID TIMBER LOOK FENCE WITH PALISADE INFILLS BACKED BY PERSPEX
1800 MINIMUM HEIGHT
COLOUR: BLACK (PALISADE)
FUDGE, DULUX (TIMBER LOOK)



DISCLAIMER: The drawing(s) provided herewith shall be used for the purposes for which it was provided. The electronic data files for all or part of the drawings carry no guarantees whatsoever as to their accuracy, content or lack of same. The use of electronic data files are at the recipient's (or any other third party user's) risk. They cannot be used for any contractual purposes. The user of these files must verify the electronic data files against the hard copy or .pdf file provided.

BROWN FALCONER

28 Chesser Street, **Adelaide**, South Australia 5000
9/300 Rokeby Road, **Subiaco**, Western Australia 6008
Telephone : 08 8203 5800 ABN 65 007 846 586
brownfalconer.com.au

ACCORD PROPERTY

SKEET ROAD CCC

SITE ELEVATIONS

Scale As indicated
Date 05/12/2023
BF Job/Site No. 2022118
Dwg No. **DA08** Rev: **C** A1 SHEET

PRELIMINARY

WORK IN PROGRESS ISSUE

Rev.	Amendment	Date
C	FOR REVIEW	05/12/2023
B	FOR REVIEW AND APPROVAL	28/11/2023
A	FOR INFORMATION	06/10/23



EAST ELEVATION

1 : 100



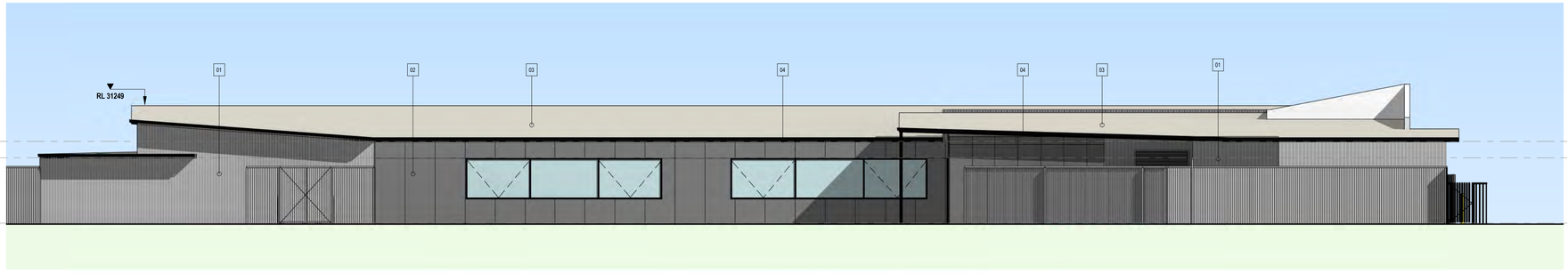
WEST ELEVATION

1 : 100



NORTH ELEVATION

1 : 100



SOUTH ELEVATION

1 : 100



01 AXON CLADDING
COLOUR: WINDSPRAY



02 MATRIX CLADDING
COLOUR: WINDSPRAY



03 COLORBOND ROOF SHEETING
COLOUR: SURFMIST



04 POWDERCOATED ALUMINUM DOORS / WINDOW FRAMES, FASCIAS/GUTTERS.
COLOUR: BLACK SATIN



05 AXON CLADDING
COLOUR: WHITE ON WHITE STRIPES
COLOUR: CRUNCH

DISCLAIMER: The drawing(s) provided herewith shall be used for the purposes for which it was provided. The electronic data files for all or part of the drawings carry no guarantees whatsoever as to their accuracy, content or lack of same. The use of electronic data files are at the recipient's (or any other third party user's) risk. They cannot be used for any contractual purposes. The user of these files must verify the electronic data files against the hard copy or .pdf file provided.

BROWN FALCONER

28 Chesser Street, **Adelaide**, South Australia 5000
9/300 Rokeby Road, **Subiaco**, Western Australia 6008
Telephone : 08 8203 5800 ABN 65 007 846 586
brownfalconer.com.au

ACCORD PROPERTY

SKEET ROAD CCC

ELEVATIONS

Scale As indicated
Date 05/12/2023
BF Job/Site No. 2022118
Dwg No. **DA09** Rev: **C** A1 SHEET



SKEET ROAD ENTRY



CHILD CARE CENTRE ENTRY

PRELIMINARY

WORK IN PROGRESS ISSUE

Rev.	Amendment	Date
C	FOR REVIEW	05/12/2023
B	FOR REVIEW AND APPROVAL	28/11/2023
A	FOR INFORMATION	06/10/23

DISCLAIMER: The drawing(s) provided herewith shall be used for the purposes for which it was provided. The electronic data files for all or part of the drawings carry no guarantees whatsoever as to their accuracy, content or lack of same. The use of electronic data files are at the recipient's (or any other third party user's) risk. They cannot be used for any contractual purposes. The user of these files must verify the electronic data files against the hard copy or .pdf file provided.

BROWN FALCONER

28 Chesser Street, **Adelaide**, South Australia 5000
9/300 Rokeby Road, **Subiaco**, Western Australia 6008
Telephone : 08 8203 5800 ABN 65 007 846 586
brownfalconer.com.au

ACCORD PROPERTY

SKEET ROAD CCC

3D IMAGES

Scale 1 : 1
Date 05/12/2023
BF Job/Site No. 2022118
Dwg No. **DA10** Rev: **C** A1 SHEET

Development Application Report

Proposed Child Care Centre

Lot 800 (357) Skeet Road
Piara Waters

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

PS



Prepared for
Accord Property
December 2023

Copyright Statement 2023

© Planning Solutions (Aust) Pty Ltd

All rights reserved. Other than for the purposes of and subject to the conditions prescribed under the *Copyright Act 1968* (Cth), no part of this report may be reproduced, stored in a retrieval system or transmitted in any form or by any means, electronic or otherwise, without the prior written permission of Planning Solutions (Aust) Pty Ltd.

No express or implied warranties are made by Planning Solutions (Aust) Pty Ltd regarding the information and analysis contained in this report. In particular, but without limiting the preceding exclusion, Planning Solutions (Aust) Pty Ltd will not verify, and will not assume responsibility for, the accuracy and completeness of information provided to us.

This report has been prepared with particular attention to our Client's instructions and the relevant features of the subject site. Planning Solutions (Aust) Pty Ltd accepts no liability whatsoever for:

- a third party's use of, or reliance upon, this report;
- use of, or reliance upon, this report in relation to any land other than the subject site; or
- the Client's implementation, or application, of the strategies recommended in this report.

Direct all enquiries to:

Planning Solutions
Level 1, 251 St Georges Terrace
Perth WA 6000

All correspondence to:
Planning Solutions
GPO Box 2709
CLOISTERS SQUARE PO WA 6850

Phone: 08 9227 7970
Fax: 08 9227 7971
Email: admin@planningsolutions.com.au
Web: planningsolutions.com.au

Project Details

Job number	8293	
Client	Accord Property Pty Ltd	
Prepared by	Planning Solutions	
Consultant Team	Town Planning Architect Traffic Engineering Waste Landscaping Plan Bushfire Acoustic	Planning Solutions Brown Falconer Urbii Urbii Urban Retreat Garden Design Western Environmental Reverberate

Document Control

Revision number	File name	Document date	Prepared by	Checked by
Rev 0	231218 8293 DA Report	18 December 2023	OBe	JW

Contents

1 PRELIMINARY 1
1.1 Introduction 1
1.2 Background 1
1.2.1 Pre-lodgement consultation and Design Review with the City of Armadale 1
2 SITE DETAILS 2
2.1 Land description 2
2.2 Location 2
2.2.1 Regional context 2
2.2.2 Local context, land use and topography 2
3 PROPOSED DEVELOPMENT 6
3.1 Development Summary 6
3.2 Built form 6
3.3 Landscaping 9
3.4 Acoustic 9
3.5 Bushfire 9
3.6 Traffic, Access & Parking 10
3.7 Waste 10
4 DESIGN REVIEW PANEL 11
5 STATUTORY PLANNING FRAMEWORK 16
5.1 Metropolitan Region Scheme 16
5.2 City of Armadale Town Planning Scheme No. 4 16
5.2.1 Zoning 16
5.2.2 Land use permissibility 16
5.2.3 Development standards and requirements 17
5.2.4 Matters to be considered 18
5.3 North Forrestdale (Stage 2/South East) Local Structure Plan 20
5.4 Local Planning Policies 22
5.4.1 Local Planning Policy 2.9 – Landscaping 22
5.4.2 Local Planning Policy 3.2 – Child Care Premises and Family Day Care 22
5.4.3 Local Planning Policy 3.12 – Percent for Public Art 26
5.5 State Planning Policies 27
5.5.1 Draft State Planning Policy 2.9 – Planning for Water 27
5.5.2 State Planning Policy 3.7 – Planning in Bush Fire Prone Areas 27
5.5.3 State Planning Policy 7.0 – Design of the Built Environment 28
6 CONCLUSION 28

Figures

Figure 1: Aerial of the subject site
Figure 2: Skeet Road entry
Figure 3: Child Care Centre entry
Figure 4: Local Structure Plan Map

Appendices

Appendix 1: Certificate of Title
Appendix 2: Development plans
Appendix 3: Landscaping Plan
Appendix 4: Environmental Noise Assessment
Appendix 5: Bushfire Management Plan & Bushfire Emergency Evacuation Plan
Appendix 6: Transport Impact Statement
Appendix 7: Waste Management Plan
Appendix 8: SPP7.0 Design Principles Statement

1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of Accord Property, the proponent of the proposed child care centre at Lot 800 (357) Skeet Road, Piara Waters (**subject site**).

Planning Solutions has prepared the following report in support of an application for development approval. This report will discuss various matters pertinent to the proposal, including:

- Background
- Site details.
- Proposed development.
- Statutory planning framework.

The proposal involves the use and development of a child care centre at the subject site, which will accommodate a maximum of 111 children and 20 staff.

The proposed development seeks to establish an important community facility on the subject site, providing essential early learning services to the residents and workers of Piara Waters and its surrounding suburbs. The proposed development will result in a substantial community benefit through the provision of an essential service and the generation of local employment opportunities.

The child care centre has been specifically designed to respond to the residential character of the area with an attractive, site responsive design and layout.

The proposed development is designed to a high architectural standard and has benefitted from the expert input of civil, traffic, and acoustic consultants. The development includes environmentally sustainable design features and native landscaping.

We respectfully request the Metro Outer Joint Development Assessment Panel grant approval to the proposed development.

1.2 Background

1.2.1 Pre-lodgement consultation and Design Review with the City of Armadale

On 7 February 2023, Planning Solutions attended a pre-lodgement meeting with senior officers of the City of Armadale (**City**) to discuss the proposed development.

The City's officers confirmed the technical reporting required as part of the application as well as the requirements for the application to be referred to the City's Design Review Panel (**DRP**). Initial designs were presented to the DRP on the 16 November 2023.

The applicant was provided with the DRP minutes and feedback on 23 November 2023. The feedback received from the City has been considered in the finalisation of the development plans and application package.

The response to the DRP comments and minutes are discussed in further detail in **section 4** of this report.

2 SITE DETAILS

2.1 Land description

Refer to **Table 1** below for the lot details and a description of the subject site.

Table 1 - Lot details

Lot	Deposited Plan	Volume	Folio	Area (m²)
800	418286	4041	401	2,779

The following encumbrances, interests and notifications affect the subject site:

- Easement for electricity transmission works purposes
- Notification the subject site is within a bushfire prone area

An easement exists within the front setback area of the subject site to Skeet Road. This easement has been factored into the overall design of the facility, with no buildings located within the easement area.

A notification is on the Certificate of Title confirming the subject site is located within a bushfire prone area. Further bushfire analysis and reporting has been undertaken to inform the proposed development. This is outlined further in the subsequent sections of this report.

All interests and notifications that affect the subject site have been addressed by the proposal ensuring compliance.

Refer **Appendix 1** for a copy of the Certificate of Title, Deposited Plan and Easement.

2.2 Location

2.2.1 Regional context

The subject site is located within the City of Armadale, approximately 21km from the Perth city centre and 8km from the City of Armadale city centre.

The subject site is located adjacent to Nicholson Road which provides connection to Armadale Road just 1.5km away. Armadale Road provides connection to the wider region.

2.2.2 Local context, land use and topography

The wider locality is characterised by low density residential development. Harrisdale Shopping Centre is located less than 1km away as well as 4 other child care centres within 2km of the subject site.

There are several schools within 2km of the subject site including:

- Piara Waters High School
- Piara Waters Primary School
- Harrisdale High School
- Harrisdale Primary School

The subject site is currently cleared and vacant. Refer **Photographs 1-6** below and **Figure 1**, aerial photograph of the subject site and surrounds.



Photograph 1 – Subject site and Skeet Road looking south west.



Photograph 2 – Skeet Road viewing north east from the subject site.



Photograph 3 – Subject site, viewed from Skeet Road.



Photograph 4 – Electricity transmission lines and bushfire evacuation track along the southern boundary of the subject site.



Photograph 5 – Syracuse Cove to the east of the subject site



Photograph 6 – Subject site and residential lots, viewed from Syracuse Cove.



PLANNING SOLUTIONS PS
URBAN & REGIONAL PLANNING

SCALE	1: 2,000 @ A4
DATE	14 December 2023
FILE	231214 8293 Aerial with PS Border.dwg
REVISION	1/CD/First Draft/14.12.2023

Scale Bar (m) 0 50

AERIAL MAP

LOT 88 SKEET ROAD
PIARA WATERS, WESTERN AUSTRALIA

DISCLAIMER: THIS DOCUMENT IS AND REMAINS THE PROPERTY OF PLANNING SOLUTIONS AND MAY NOT BE COPIED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PLANNING SOLUTIONS. ALL AREAS, DISTANCES AND ANGLES ARE APPROXIMATE ONLY AND ARE SUBJECT TO SURVEY. BASEPLAN SOURCE: WAPC

3 PROPOSED DEVELOPMENT

3.1 Development Summary

The proposal seeks to develop a single-storey, 111 place child care centre development with associated car parking, landscaping and access on the subject site. The child care centre is well positioned in a predominantly single storey residential locality. The scale and form of the proposed child care centre respects the context and character of the site. The proposed building seeks to address the street frontage through responsible design, reinforcing the residential aesthetic, while allowing for a subtle variation to outline the child care centre and its relative branding.

The proposed centre will provide early learning / child care services for up to 111 children of the following age demographics:

- 24 places for children aged 0-2 years.
- 12 places for children aged 2-3 years.
- 35 places for children aged 3-4 years.
- 40 places for children 4-5 years.

The centre is proposed to operate from 6:30am to 6:30pm, Monday to Friday, (no outdoor play before 7am) and will accommodate 20 staff. Staff numbers will fluctuate throughout the day, with demand. Subsequently staff changeovers are expected to occur 2-3 times a day.

The proposal is supported by the following technical reports demonstrating its suitability:

- A Landscaping Plan prepared by Urban Retreat Garden Design, depicting the proposed on site and verge landscaping (refer **Appendix 3**).
- Environmental Noise Assessment prepared by Reverberate, demonstrating the proposal will comply with the *Environmental Protection (Noise) Regulations 1997* (refer to **Appendix 4)**.
- A Bushfire Management Plan and Bushfire Emergency Evacuation Plan prepared by Western Environmental, demonstrating the proposed development complies with State Planning Policy 2.9 Planning in Bushfire Prone Areas (refer **Appendix 5**).
- Transport Impact Statement prepared by Urbii, demonstrating there will be minimal impacts on the surrounding road network arising from the proposal, and that the proposed access arrangements are satisfactory from a traffic engineering perspective (refer to **Appendix 6**).
- A Waste Management Plan prepared by Urbii, demonstrating the storage and collection of waste can be properly managed (refer **Appendix 7**).

Specifics of the proposed development and its built form are discussed below.

3.2 Built form

The proposed child care centre is intended to create a recognisable community focal point, providing an essential service which is accessible to the surrounding residents.

The facility has been designed in a manner consistent with the prevailing residential character of the locality, using domestic styled materials and complementary design features. The domestic building form with a pitched and gabled roof, selected tones, materials and textures to ensure the attractive built form of the facility is sympathetic to its context.

Specifically, the proposed development comprises:

- A single storey child care centre building with a maximum height of 6.5m (feature entry) presenting to the primary street at 5.5m in height, with the following setbacks:
    - Minimum 6.9m from primary street, Skeet Road (north west boundary).
    - Minimum 14m from future residential development abutting (north east boundary).
    - Minimum 3m setback from the electricity easement area at the rear (south west boundary).
- Floor-to-ceiling windows along the Skeet Road elevation to maximise access to natural sunlight within internal activity rooms.
- Openable windows and doors on building elevations to allow natural cross-ventilation.
- The building façades are comprised of high quality materials including wind spray and white on white axon and matrix cladding and powder coated aluminium doors, window frames, fascia and gutters. The materials and finishes are consistent with a residential built form typology. The built form is intended to be an attractive addition to the streetscape.
- The child care centre entry comprises a change in materiality and feature wall to accentuate the building entrance point.
- Two enclosed outdoor play areas, in north west portion of the site with a combined total area of 517m^2 and one in the south west portion with a total area of 290m^2.
- An internal floor layout with the following components:
    - Entry foyer, reception desk, office, meeting and staff rooms.
    - Kitchen, pantry store and laundry.
    - Seven group activity rooms and associated children's toilets, prep rooms and sleep rooms.
- Boundary fence along the perimeter of the subject site and outdoor play spaces, comprising various materials, design features and heights. Fencing heights and design are reflective of the acoustic recommendations and amenity.
- Substantial landscaping provided along street frontages and throughout the site, including native shade trees, groundcover and verge planting.
- One 6.3m wide crossover to Skeet Road providing access to the onsite car parking area.
- A 26 bay car park situated in the north eastern portion of the subject site, including one ACROD bay.
- Pedestrian access via the entrance foyer on the north east elevation, accessible from the car park and footpath abutting the crossover.
- Bin storage area located in the south east corner of the site. Waste bins will be wheeled out to the verge for collection (during non-peak periods of operation), as required and based on the needs of the child care centre.

Refer **Appendix 2,** Development Plans and **Figures 2** & **3** below for perspectives of the proposed development.



Figure 2: Skeet Road entry



Figure 3: Child Care Centre entry

3.3 Landscaping

The proposed development provides 364m^2 of landscaped areas including the verge. The landscaping incorporates native species which are resilient and waterwise, consistent with typical types of planting found in the Perth south-eastern corridor. Dedicated landscaped areas are strategically located along site boundaries and verges to visually soften the development and present attractively to the streetscape. Landscaping is provided adjacent to the car parking area, to screen parked vehicles and to soften the development when viewed from residential areas.

A total of 24 native trees are to be planted throughout the site and on the verge, with *Fraxinus griffithii* proposed to provide shade to parked cars. The *Jacaranda mimosaefolia* located along the primary street frontage are low maintenance and will screen a portion of the building when mature.

The outdoor play area design and landscaping will be finalised following incorporation of the tenant requirements and preparation of more detailed designs. The total playspace area is 807m^2.

3.4 Acoustic

The development site is in proximity to residential properties and adjoins planned residential development at its north-eastern boundary. Accordingly, an Environmental Noise Assessment has been conducted by Reverberate.

The assessment considers the noise impacts associated with the proposed child care centre and demonstrates the proposal will comply with the *Environmental Protection (Noise) Regulations 1997* during operating hours.

Refer to **Appendix 4** for a copy of the Environmental Noise Assessment.

3.5 Bushfire

The majority of the subject site is located within a designated bushfire prone area in accordance with the Department of Fire and Emergency Services (**DFES**) Map of Bushfire Prone Areas.

Accordingly, a Bushfire Attack Level Assessment (**BAL**) Report has been prepared by Western Environmental to demonstrate appropriate bushfire risk management for the proposed development. The subject site has been identified within a range of BAL12.5 to BAL40.

A Bushfire Management Plan (**BMP**) and Draft Bushfire Emergency Evacuation Plan (**BEEP**) has therefore been prepared to support the proposed development. This reporting demonstrates the proposed use and location of built form is satisfaction to address the necessary bushfire requirements.

As the land use is also considered a vulnerable, a Draft BEEP has been prepared. The BEEP will be updated prior to the operation of the facility to ensure it addresses the operational contact details and roles of specific staff members. The finalised BEEP can be provided to the City prior to occupation of the proposed development.

Refer **Appendix 5**, Bushfire Management Plan and Bushfire Emergency Evacuation Plan.

3.6 Traffic, Access & Parking

The proposed development and access arrangements are supported by a Transport Impact Statement (**TIS**) prepared by Urbii. The TIS carries out an assessment in accordance with WAPC guidelines and demonstrates that the trip generation resulting from the proposed facility will have an insignificant impact on the surrounding road network.

The resultant anticipated traffic generation from the proposed development is 90 AM peak hour trips, and 90 PM peak hour trips. The net traffic increase of the child care centre will not increase traffic on the surrounding road network by more than 100 vehicles per hour. In accordance with the WAPC's Transport Impact Assessment Guidelines for Development (2016), a Transport Impact Assessment is therefore not required as the impact on the surrounding road network is insignificant.

A detailed car parking analysis has also been undertaken by Urbii to support the overall car parking amount for the proposed development. Through analysis of data, it was confirmed that approximately 85% of staff would travel to the facility by car. This confirms 17 bays will be peak parking demand for staff. Modelling was then used to determine the estimated drop off an pick up demand for parents. This modelling has demonstrated a total demand of 9 bays for drop off and pick up. This results in a parking demand of 26 bays, which is what is being proposed as part of this development.

A supplementary assessment was also undertaken to determine the car parking in accordance with the Roads and Maritime Services analysis. This analysis determines a peak parking accumulation of 0.22 bays per licenced place. When considering this methodology, the parkin parking accumulation for this development is 25 bays.

The TIS provides the following conclusions:

- The traffic analysis shows that the traffic generation of the proposed development is relatively low, and as such, would have an insignificant impact on the surrounding road network.
- The site features good connectivity via the existing road network, path network and has convenient access to the public transport service in this area.
- The provision of 26 on-site car parking bays are deemed satisfactory to the needs of the child care centre.
- The car park provides sufficient space for service vehicles to access and egress the subject site as required at off peak operating times or when closed.

Refer to **Appendix 6** for the Transport Impact Statement prepared by Urbii.

3.7 Waste

The development proposes a bin storage area in the south-eastern corner of the subject site, adjacent to the car park area. Bins will be wheeled out to the verge for collection (outside of peak periods of operation), as required and based on the needs of the child care centre. Waste collection will occur through a private contractor chosen by the operator.

Refer **Appendix 7,** Waste Management Plan.

4 DESIGN REVIEW PANEL

The proposed development was presented to the Design Review Panel (**DRP**) on the 16 November 2023. The DRP Minutes received following the meeting provides recommendations to enhance the design quality of the proposal. These recommendations are considered in **Table 2** below and have been incorporated into the developments design.

Refer **Appendix 2,** Development Plans.

Table 2 - Response to DRP

Suggested improvements	Proponent response
Context & Character	
Would benefit from some more rationale for the form in the context of place and climate.	As discussed during the DRP meeting, several factors have influenced the site layout and built form proposed. The building's triangular shape optimises the use of the lot and its interface with adjoining properties. The north-western setback is influenced by an electrical easement running parallel to Skeet Road along the entire lot boundary. Consequently, the orientation and placement of the building reflect this limitation, with a design that effectively addresses the Skeet Road frontage. Additionally, the placement of the outdoor activity area is strategic. It is located away from the future residential development on the north-east lot boundary. This decision aims to avoid potential land use conflicts and minimises the need for sound attenuation measures, considering the anticipated development in the vicinity.
Consider addition of pitched/gable roof form to increase domestic/residential character and reference surrounding pitched roof forms.	The design incorporates a pitched form central to the entry box at the main entrance, representing a contemporary interpretation of the pitched roofs prevalent in the surrounding residential area. The skillion roof complements the linear nature of the building, aligning with the contemporary style of the nearby residential zone while providing a subtle yet distinct architectural difference. The single-storey design ensures the building fits well within the local context, reflecting the residential character of the area.
Landscape Quality	
Limited detail at this stage – needs a landscape concept plan rather than just species selection.	A Landscaping Plan prepared by a landscape designer to support to the proposed development, refer **Appendix 3**.
Landscape design should extend to the verge too.	Landscaping comprising nine trees and various shrubs is proposed within the verge. The proposed landscaping has been professionally designed and will integrate with the overall development to further improve the streetscape.
Trees on the western side of the car park may struggle in the half diamonds and so close to the building and compromise the chance of pedestrian shade – perhaps consider a pergola structure to provide shade and shelter.	Trees on the western side of the car park have been removed and the roofline extended to provide shade.
A conceptual plan for the playscapes would help to inform a general paving and shade strategy.	Design of the outdoor activity area is to be confirmed as part of the detailed design stage and through negotiation with the operator. As per the operational requirements of a child care centre, substantial shade, play equipment with some natural landscaping. The requirement for this plan can be informed by way of condition of development approval.

Suggested improvements	Proponent response
No need to extend paving beyond the bin store entry.	Paving has been extended beyond the bin store entry due to the provision of bicycle racks just beyond the bin store.
Consider hardscape treatments.	Minimal hardscape is proposed. Landscaping is provided within the car park, predominantly on the eastern boundary but also adjacent to the main building to soften the hardscape.
Consider expanding treatment to the disabled bay and landing space rather than Maccas-style bitumen and yellow stripes.	The shared zone adjacent to the disabled bay has been integrated with the path to adjacent to the entrance of the childcare building.
The landscape design needs development, and a plan designed by a landscape designer needs to be provided. The plan selections including native plant species is generally supported. The general placement of landscaping and garden beds seems to be appropriate. Further detail around proposed design of play spaces, shade structures and play equipment is required.	A Landscaping Plan has been prepared, refer **Appendix 3.** Design of the outdoor activity area is to be confirmed as part of the detailed design stage and through negotiation with the operator. As per the operational requirements of a child care centre, substantial shade will be provided with a variety of play equipment and play zones.
Terminating vista at end of carpark will be important – consider some large feature tree planting to this location.	Four trees are proposed at the terminating vista end of the car park, including one large jacaranda tree. Refer **Appendix 3**, Landscaping Plan.
Consider tree species within the carparking and along the south-west facing edge of the outdoor play spaces to provide shade and screening from sun/weather.	Tree species proposed within the car park are Fraxinus griffithii and Corymbia ficifolia – large leaf, low maintenance trees that will provide an abundance of shade within the car park. Design of the outdoor activity area is to be confirmed as part of the detailed design stage and through negotiation with the operator. Refer **Appendix 3**, Landscaping Plan.
Built Form & Scale	
The skillion forms could be further refined in the manner in which the two main roofs intersect.	The skillion roof intersection is a deliberate design, combining contemporary style with practical management of water runoff. This approach complements contemporary architectural trends and enhances the building's overall aesthetic and functionality.
Provide X-sections to demonstrate the roof/ceiling relationship.	X-sections have not been provided. Large glazed and operable windows throughout the development ensure adequate ventilation and solar access whilst ensuring a spacious feel within the activity rooms.
The low/flat form skillion roof forms don't have a huge amount of visual presence in terms of visual language and as a consequence, the fence appears to be more visually dominant to the perimeter. Consider further height/articulation of the roof form/language to increase presence.	A higher volume skillion roof form has been provided, counteracting the visual dominance of the fencing presence to the street. The street is provided with fencing that includes sections of visual permeability. Playground equipment and landscaping will be provided within the front setback area. When you consider all these elements, the visual appearance of the overall development will have a positive impact on the locality.
Functionality & Build Quality	
Usability of triangular stores is questionable – may need to be larger to offset the geometry.	Due to the required bushfire setback, a large open storage area is provided in addition to the triangular stores.

Suggested improvements	Proponent response
Show access from laundry to drying area.	Laundry access to the drying area is provided.
Provide access from kitchen to bin store given proximity.	As per the requirements of the operator, a door cannot be provided between the kitchen and the bin store. The bin store is accessible however through the drying area.
Will require a turning bay at the end of the car park.	A turning bay has been provided.
Confirm strategy for waste collection.	Refer **section 3.7** for consideration of waste.
Consider reorientating staff room to avoid the door straight off reception.	The staff room and reception have been reconfigured to remove the door straight off the reception. Similarly, the reception is now more prominent to the car park and enhances the legibility of the main entry.
Sustainability	
Need to include a sustainability strategy with a list of quantified commitments as a minimum.	A sustainability strategy has not been provided. The materiality and colour palette proposed is climate responsible, reducing overreliance on air conditioning. All internal fittings (to be confirmed as part of detailed design) will be both water wise and power efficient. The proposed landscaping consists of endemic species to the south east corridor, naturally water wise. Finally, the developer has committed to providing solar.
Show X-ventilation pathways.	X-ventilation pathways have not been provided. Operable windows are provided throughout the development and are annotated on the floor plan.
Review colour palette in the context of heat gain.	Colour and material palette has been re-considered to provide softer tones, more conducive of the residential setting.
Show effectiveness of eaves/verandas in providing shade in cross section.	This is not required. The proposed development is built to the standards of the operator. All eaves and verandas are to their specification and provide ample shade.
Consider parking for bikes/e-scooters – particularly for staff.	Bicycle parking has provided at the end of the car park.
Solar panels on roof should be considered to offset onsite power requirements.	The developer has committed to providing solar and a dedicated zone is provided on the roof and demonstrated in the roof
It appears there are a lot of fixed windows in elevations and not enough opportunities for natural/cross ventilation. Review and introduce operable sections of window to provide opportunities for cross-ventilation through the building.	Operable windows are shown on the floor plan. Where windows are not shown as operable, this as per the requirements of the operator and is for security reasons.
The addition of windows for natural light/ventilation to service areas such as kitchen and laundry should be considered where there are currently none shown.	Kitchen and laundry areas have been provided with windows.
Amenity	
Internalised cot rooms (keeping babies in cupboards) are not supported.	The purpose for a cot room is for baby to go and sleep. This is not for a child to spend and extended period of time. The area is provided with reduced light to allow for appropriate setting for sleeping, which is its intended purpose.

Suggested improvements	Proponent response
	Operable windows within the corridor provide borrowed ventilation to the cot rooms as a further level of light and ventilation. However, the location of the cot room internalised in the development is not proposed to be changed.
Limited outlook or access to light/ventilation for the staff room and the kitchen.	Windows have been provided within the staff room and kitchen.
Entry court is overly tight.	The staff room and reception have been reconfigured to remove the door straight off the reception. Similarly, the reception is now more prominent to the car park and enhances the legibility of the main entry.
No shade or shelter for pedestrians between the entry and the street (trees are unlikely to provide much).	The trees have been removed on the west side of the car park and the eaves of the skillion roof has been extended over the footpath providing ample shade.
Consider using borrowed light through internal windows to the corridors for the internal ends of the activity spaces (also an opportunity for better X-ventilation).	All activity spaces have been provided with glazed doors to gain borrowed light and views from the corridor.
As above, windows or skylights to kitchen and laundry areas to be considered.	Windows have been provided in the kitchen and laundry areas.
Consider the re-location of the pantry inboard perhaps to maximise exterior interface for light and air for the Kitchen.	Windows have been provided in the kitchen providing ample light and ventilation.
Legibility	
No clear line of sight from the boundary to the front door for pedestrians – consider swapping reception and office so the entry terminates the vista along the entry path.	The staff room and reception have been reconfigured to remove the door straight off the reception. Similarly, the reception is now more prominent to the car park and enhances the legibility of the main entry providing a clear line of sight from the boundary to the front door.
Separate entries for pedestrians and vehicles is good but consider how to create a sense of arrival for pedestrians.	A significant provision of landscaping is provided within the verge creating a sense of arrival even before pedestrians enter the site. The proposed access, is the safest and most efficient configuration.
Should parapet form over reception/office be increased in height to provide greater visual presence and assist with wayfinding to entry. Signage currently low level and facing carport, and could be re-located to high-level and facing entry to site.	The main entry incorporates a pitched form distinguishing itself from the rest of the building. This provides enhanced legibility and wayfinding.
Consider relocation/replanning of reception/office to better provide direct visual connection to main entry from street approach.	The staff room and reception have been reconfigured to remove the door straight off the reception. Similarly, the reception is now more prominent to the car park and enhances the legibility of the main entry providing a clear line of sight from the boundary to the front door.
Safety	
Continue path material across crossover to prioritise pedestrians.	It is not expected that users of the child care centre will arrive at once, but instead staggered. Further, users will be familiar with the car park and pedestrian access, ensuring the safe flow of vehicular and pedestrian traffic into and out of the site.
Provide internal gate between reception and activity spaces.	This has not been provided nor is it a requirement of the operator.

Suggested improvements	Proponent response
Review external play areas in the context of sun-safe play.	Eaves and verandas are provided within the outdoor activity areas. Design of the outdoor activity area is to be confirmed as part of the detailed design stage and through negotiation with the operator. As per the operational requirements of a child care centre, substantial shade will be provided and paving minimal.
Consider the interface between different age groups in the street front playscape area.	The age groups will be separated by a internal fence line.
Passive surveillance to streetscape - open palisade sections have clear Perspex backing so this should provide sufficient interaction with streetscape. Should try and aim for equivalent open area of 50% above 600mm height overall if possible, noting permeable sections below 600mm will contribute to overall area.	The provided open palisade sections provide enough passive surveillance whilst ensuring the privacy and security of the development.
Community	
Consider how a more generous entry courtyard could enable social interaction between parents.	Parents rarely interact for long periods of time at daycare centres. It is usually a quick drop off as parents are in a rush to work, another drop-off for another child or an appointment. Majority of parents who use daycare centres are working parents and don't have time to stand around and chat for hours on end.
Public art contribution	In accordance with the City's Local Planning Policy 3.12 – Percent for Public Art (LPP3.12), a public art contribution of 1% of the estimated total development cost will be provided. Refer **section 4.4** below.
Aesthetic approach is generally supported but the sombre three shade of grey better suits a funeral parlour. Consider a more playful colour palette.	Yellow has been added to the colour palette of the main entry enhancing legibility.
Fencing design is critical given the extent of visible frontage and would benefit from more detail and integration with a landscape design.	Substantial landscaping is proposed within the verge managing the visual prominence of the fencing to the street. Further landscaping within the outdoor play area will be confirmed through detailed design and through consultation with the operator.
Is there scope for visual permeability to the fencing adjacent to the power easement too?	Given the easement at the rear of the site is provided with no passive surveillance, it has been deemed a security risk to incorporate visual permeability into the fencing at the rear.
Consider introducing colour to the building, and around the reception/office/entry area to assist with the wayfinding and streetscape presence/legibility as well. It is noted that some of the reference images showed examples of effective use of colour which can be referred to	The colour palette is as per the brief of the operator. Yellow has been incorporated into the main entry to enhance legibility.
The proposed Colorbond Monument colour to the fencing could be a bit dark…consider Colorbond Woodland Grey which is a little softer and blends in well with native foliage/bushland.	The fencing colour has been updated to Woodland Grey.

5 STATUTORY PLANNING FRAMEWORK

5.1 Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme (**MRS**) the subject site is zoned Urban. The proposed development is consistent with the intent of the Urban zone and may be approved accordingly. The subject site is not affected by land reserved by the MRS, nor is it subject to any resolution or declaration made under the MRS.

5.2 City of Armadale Town Planning Scheme No. 4

5.2.1 Zoning

The local planning scheme applicable to the subject site is the City of Armadale Town Planning Scheme No. 4 (**TPS4**). Pursuant to TPS4, the subject site is zoned 'Urban Development', with no applicable density code.

The objectives of the Urban Development zone are to:

- *To provide for the orderly planning of large areas of land for residential and associated purposes through a comprehensive Structure Plan which is able to respond to changing circumstances throughout the developmental stages of the area.*
- *To promote the sustainable development of new urban communities in accordance with the social, environmental, and economic goals of the local government of Armadale.*

All development and subdivision within Urban Development zone is subject to the provisions of part 4E of TPS4, including the preparation and approval of a Structure Plan.

The subject site is subject to and will be guided by the North Forrestdale (Stage 2/ South East) Local Structure Plan (**LSP**). The LSP identifies the subject site as 'Residential', with land use permissibility to be in accordance with this zone as outlined by LSP.

5.2.2 Land use permissibility

Pursuant to clause 5.1 of the LSP, land use permissibility is determined in accordance with the corresponding zone or reserve of TPS4.

Pursuant to TPS4, the proposed development is best classified as a 'Child Care Premises', which:

> *means premises used for the daily or occasional care of children in accordance with the regulations for child care under the Child Care Services Act 2007, but does not include a Family Day Care;*

In accordance with the Zoning Table of TPS4, the proposed Child Care Centre is an 'A' use in the Residential zone. This means the use is capable of approval, subject to the City exercising its discretion and following advertising.

The proposed Child Care Centre use is entirely appropriate and suitable for establishment on the subject site for the following reasons:

1. The proposed development will establish an important community facility for the growing local community and workforce, providing essential early learning services for up to 111 children, create 20 jobs, and enhance employment opportunities for the surrounding community.

2. The proposed development has been designed and configured to respond to the site context and is supported by expert co-consultant reporting which demonstrates it is satisfactory from an architectural, landscape, acoustic, bushfire, traffic and parking and waste perspective (refer to **Appendices 3-8).**
3. The proposed centre responds to the residential character of the locality through the use of a skillion roof and tones, textures and domestic styled materials. The built form outcome is one which will that age well as time progresses and the community grows.
4. The development features significant landscaping treatments along site frontages and will result in the establishment of 24 new trees.

The proposed child care centre development warrants support and approval.

5.2.3 Development standards and requirements

Parts 4 and 4A of TPS4 stipulate the general development standards and requirements for 'Residential' zoned land respectively. The majority of the TPS4 provisions are not applicable to the proposed development, with the exception of car parking standards which are addressed in **Table 3** below.

Table 3 – Car parking assessment

Land use	Parking Rate – Minimum	Parking Required	Parking Provided	Shortfall/Surplus
Child Care Premises	1 space per every 8 children, plus one space per employee.	111 children and 20 staff proposed = 34 bays	26 bays (17 staff and 9 pick up/drop off)	8 bay shortfall

As demonstrated in the car parking assessment above, the proposed child care premises has a shortfall of 8 bays. Detailed analysis has been undertaken to assess the car parking needs for the site to determine the actual need for car parking on the site. We consider the proposed 8 bay shortfall warrants support and that 26 bays are all that is required for this development, for the following reasons:

- Technical traffic analysis undertaken by Urbii confirms that approximately 85% of staff will travel by car, leading to a peak parking demand of 17 bays for staff, and modelling estimates a total demand of 9 bays for parent drop-off and pick-up, resulting in a total parking provision of 26 bays.
- The proposed development offers 26 car parking bays, including 17 for staff and 9 for visitor pick-up and drop-off, aligning closely with the peak parking accumulation of 25 bays as indicated by the Roads and Maritime Services analysis. This suggests that the parking provision is nearly adequate for the anticipated demand.
- WAPC Draft Position Statement: Child Care premises states *'Generally, the minimum car parking requirement for a child care premises, including staff and visitor parking, will be one space per five children.'* When considering this car parking ratio, the proposed development would only generate the need for 22 car bays.
- The site's good connectivity via existing road and path networks, combined with convenient access to public transport services, supports the parking arrangement. Suitable bicycle parking and end of trip facilities are provided for staff to further support other modes of transport.
- The car park layout ensures sufficient space for service vehicles to access and egress the site during off-peak times or when the centre is closed, adding to the functional aspect of the proposed development.

Overall, these considerations demonstrate the adequacy of the proposed parking arrangements, making the minor shortfall justifiable and warranting approval.

5.2.4 Matters to be considered

Clause 67(2) of the Deemed Provisions sets out the matters for which due regard is to be given when considering a development application. Refer **Table 4** below for an assessment of the relevant matters.

Table 4 – Matters to be considered

Matter to be considered	Provided
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	The aims and provisions of TPS4 are addressed in this report.
(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	There are no known scheme amendments to TPS4 or other planning proposals that affect the merits of this proposal from an orderly and proper planning perspective.
(c) any approved State planning policy	The relevant state planning policies are addressed in section 4.5 of this report.
(d) any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d) –	N/A
(f) any local planning strategy for this Scheme endorsed by the Commission	The proposed child care centre aligns with the City's Local Planning Strategy by contributing to urban development, enhancing the built environment, and supporting community wellbeing. The child care addresses the strategy's objectives of providing essential social services, promoting safe and energy-efficient development, and ensuring integration with local transport networks, thus reflecting the strategy's vision for a vibrant, accessible, and sustainable community.
(g) any local planning policy for the Scheme area;	Relevant local planning policies are considered in section 4.4 of this report.
(m) the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation, and appearance of the development;	Strong emphasis has been placed on the design of the building, ensuring the built form responds to the prevailing residential character of the locality, while making a positive built form contribution to the streetscape. The proposed building showcases a contemporary design, incorporating domestic-style materials and features such as a low-rise skillion roof, neutral tones, and textures. These elements are thoughtfully chosen to maintain a high level of similarity with the established residential character of the area. Additionally, the building's single-storey structure aligns seamlessly with the adjoining residential properties, further enhancing its integration into the contemporary residential landscape. The proposed parking area comprises landscaping with shade trees along the eastern boundary to minimise/soften any perceived visual impacts. Additional landscaping is also provided along the northern verge and southern corner of the site, further enhancing the visual impact of the development. The end result is a child care facility which presents well to the surrounding locality and achieves a good design outcome. Overall, the scale, height, orientation and appearance of the development is consistent with the character of the locality.

Matter to be considered	Provided
(n) the amenity of the locality including the following – *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development;*	As detailed above, the proposed development responds to the character of the area through a range of design features. It has been demonstrated in the Environmental Noise Assessment the proposal will not affect the amenity of the adjacent residential properties. In this regard, noise generated by the proposed development will comply at all times with the *Environmental Protection (Noise) Regulations 1997*. There will be no detrimental social impact resulting from the proposed development. Conversely, the proposal will result in positive social impacts to the locality, through the creation of 20 jobs and provide essential early learning services for families, further enhancing opportunities for employment.
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	The proposed development incorporates the following landscaping: • 364m^2 of overall landscaped area (excluding the outdoor play area). • The provision of native groundcover species throughout the development and adjacent verges. • 24 trees are provided on site. The proposed landscaping arrangements are considered to be more than adequate for the purpose of the proposal.
(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk;	Detail bushfire analysis has been undertaken to confirm the suitability of the proposed development on the subject site. The suitability for development on the subject site has been confirmed at the local structure plan stage in the creation of this lot.
(s) the adequacy of – *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*	A Transport Impact Statement (**TIS**) has been prepared to address traffic/access considerations, confirming the proposed development is entirely suitable in this regard. Refer to **Appendix 6** for a copy of the TIS.
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	
(u) the availability and adequacy for the development of the following – *(i) public transport services;* *(ii) public utility services;* *(iii) storage, management and collection of waste;* *(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);* *(v) access by older people and people with disability;*	i. Availability of transport options near the subject site is addressed in the supporting TIS (refer **Appendix 6**). ii. The subject site has access to all the required utility services prior to commencement of development (ie. following subdivision conditions clearance). iii. The details of the storage and collection of waste are provided within the supporting WMP (refer **Appendix 7**). iv. The development is accessible to pedestrians and cyclists through provision of a pedestrian accessway from Skeet Road to the main entry. v. One universally accessible car parking space has been provided for the proposed development.

Matter to be considered	Provided
(v) *the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;*	The proposed child care centre will provide employment for 20+ people and provide essential early learning services for up to 111 children, meeting demand for such urban support services in the area. The facility will also enhance employment opportunities for residents in the wider locality through the provision of such services.
(w) *the history of the site where the development is to be located;*	The history of the site for residential purposes has been considered in the design of the proposed child care centre.
(x) *the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;*	In this respect, there is a clear and demonstrable positive social outcome resulting from this development. The application is supported by traffic and acoustic reporting, demonstrating the proposal will have no adverse impact on the amenity of the surrounding area.
(y) *any submissions received on the application;*	Any submissions will be considered during public advertising of the application.

The proposal meets the relevant matters to be considered, warranting approval.

5.3 North Forrestdale (Stage 2/South East) Local Structure Plan

The subject site is subject to the provisions of North Forrestdale (Stage 2/South East) Local Structure Plan (**LSP**). The LSP identifies the subject site as 'Residential' with an applicable density code of R40, which is intended to correspond with the Residential zone of TPS4. Pursuant to Clause 3.2.1 of TPS4, the objectives of the Residential zone are:

a) *To provide for a range of housing and a choice of residential densities to meet the needs of the variety of household types which make up the community.*

b) *To provide for a range of associated compatible activities and development, which will assist in the creation of efficient and sustainable residential neighbourhoods.*

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

This application proposes a child care centre on the subject site. The content of this report and its appendices demonstrates that the proposed child care centre is entirely compatible with the surrounding area, with respect to built form design, traffic and acoustic matters.

Importantly, the proposal will provide a necessary service to the Piara Waters locality, for which there is a high demand and clear need. The childcare facility will offer a benefit to the residents and workers of Piara Waters and its surrounds. This further assist in the development of Piara Waters as an efficient and sustainable area which offers a range of community facilities to its population.

Refer **Figure 4**, Structure Plan Map.

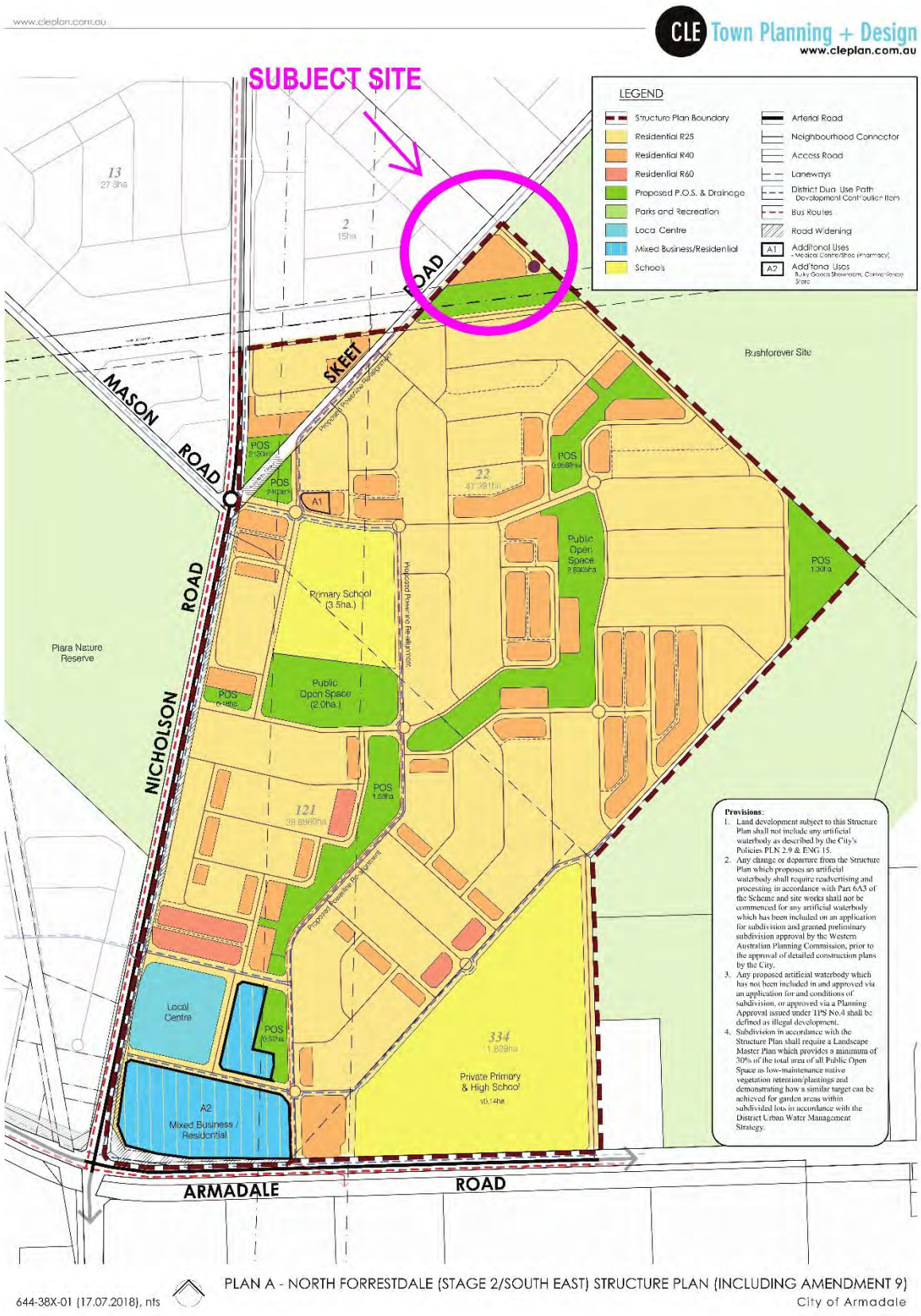


Figure 4: Local Structure Plan Map

5.4 Local Planning Policies

5.4.1 Local Planning Policy 2.9 – Landscaping

Local Planning Policy 2.9 – Landscaping (**LPP 2.9**) provides applicants with guidance and requirements on landscaping design and appropriate tree/plant selection. Clause 4.3 outlines that *"developments shall be landscaped and maintained in accordance with Town Planning Scheme No. 4 and the City's landscaping guidelines. Each guideline outlines detailed design principles relating to species selection, layout and installation requirements".*

The proposed development includes a detailed landscaped plan for the car parking, verge and front setback to the car parking. Species selection has been informed by the City's landscaping guidelines. The landscaping design for the playspace will be confirmed at detailed design and will incorporate tenant input to ensure the design meets their needs and requirements. This playspace design can be addressed as a suitably worded condition of planning approval.

5.4.2 Local Planning Policy 3.2 – Child Care Premises and Family Day Care

Local Planning Policy 3.2 – Child Care Premises and Family Day Care (**LPP 3.2**) provides provisions relating to the design, location and access of child care centres within the City. Refer **Table 5** below for an assessment of the proposed development against the relevant provisions of LPP 3.2.

Table 5 – Assessment against the provisions of LPP 3.2

Requirement	Comment	Complies
Location Criteria		
Clause 4.1.1 *Sites in close proximity to community facilities, local centres, schools and public transport networks are a preferred location for new Child Care Premises.*	The subject site is located within the emerging Piara Waters locality, with fours schools located within a 2km radius. The subject site front Skeet Road which provides key linkages to community facilities that also front Skeet Road. The subject site is located approximately 320m east of Nicholson Road, which provides bus routes 233 and 519 which enable bus connections through Piara Waters to Cockburn and Armadale Station.	✓
Clause 4.1.2 *Child Care Premises should not be located so to adversely affect the level of service provided by a road or create road safety concerns, to the City's satisfaction.*	The proposed development fronts, and has access to, Skeet Road. Skeet Road is not a major road and is a single lane connector road through Piara Waters. Pursuant to the TIS, there are no adverse impacts to Skeet Road from the proposed development.	✓

Requirement	Comment	Complies
Clause 4.1.3 *Larger Child Care Premises (considered those which accommodate more than 50 children) are not generally considered suitable in Residential zones. Where such facilities are proposed in Residential zones they will only be supported where:* *a) The proposal will not have a significant detrimental impact to the residential amenity of adjoining and nearby properties;* *b) Arrangements will be in place to manage the use of outdoor areas to minimise any impacts on the residential amenity of adjoining and nearby properties;* *c) Traffic generated from the facility will not detrimentally affect the level of service provided by the local road system;* *d) The site has certain attributes to distinguish it as possibly being acceptable in a Residential zone (such as the site being surrounded by roads and/or reserves, the land being in excess of 1000m2 in size or there being non-residential land uses or zones on one or more sides); and* *e) Other relevant requirements are complied with.*	The proposed development will cater for up to 111 children. It is considered that this centre is appropriate on the site, which contains a Residential designation, for the following reasons: • The facility is designed and treated to an exceptionally high standard and will contribute positively to the locality from a visual amenity point of view. • The subject site is well located and not directly adjacent to existing residential properties. Suitable separation is provided by existing road, lots and through design of the facility to future residential lots by incorporating the car park adjacent to the eastern boundary. This ensures suitable separation between outdoor playspaces and these future residential properties. • The development is supported by an acoustic assessment demonstrating compliance with statutory requirements at all times. • A traffic report has been prepared demonstrating the proposed development will not result in detrimental impacts to the local road network. • The subject site comprises a significant land area of 2,779m^2. • The subject site is strategically located where it is visible and highly accessible due to its proximity to Skeet Road. The site is also surrounded by non residential electricity and drainage reserve and more broadly bushland to the east. This sets this site apart from a standard residential zoned property.	✓
Site Requirements		
Clause 4.2.1 *Sites with access to reticulated sewer are preferred unless the land's capability and suitability for on-site effluent disposal is demonstrated to the City's satisfaction and/or the Health Department.*	The proposed development has access to reticulated sewer and will be connected appropriately.	✓

Requirement	Comment	Complies
Clause 4.2.2 *Sites shall be of sufficient size to accommodate parking and access requirements, servicing infrastructure, landscaping, outdoor play areas and setbacks to adjoining properties to the satisfaction of the City.*	The subject site is 2,779 m^2. The design of the proposed centre has responded to the large site area providing a large outdoor play space and generous floor area and group room sizes. Car parking and vehicle access is provided on site and ensures motorists can access the site in a safe and coordinated manner.	✓
Clause 4.2.3 *Regular shaped sites in excess of 1000m^2 are preferred, as these sites generally enable accommodation of required facilities and appropriate setbacks/buffers between the Child Care Premises and adjoining properties.*	The subject site is 2,779m^2 and a regular shape.	✓
Clause 4.2.3 *For sites that are on roads which are part of the Road Freight Network, a transport noise assessment in accordance with the guidelines of the WAPC State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (or standards which supersede it) shall be undertaken. Any noise amelioration measures recommended in the noise assessment report shall be incorporated into the development at the appropriate stages as determined by the City.*	The subject site is not located within proximity of a major road and does not require an assessment in accordance with SPP5.4	**N/A**
Car Parking and Traffic Management		
Clause 4.3.1 *The City may require the submission of a traffic impact assessment certified by an appropriately qualified traffic engineer in order to determine the level and impact of traffic generated, impact on off- site and on-site car parking and appropriate means of addressing such impacts.*	A TIS has been prepared and is appended as **Appendix 6.**	✓
Clause 4.3.2 *Car parking and vehicular access requirements shall be consistent with the Town Planning Scheme.*	A variation to the car parking requirements of TPS4. A detailed car parking assessment has been prepared which demonstrates the car parking shortfall proposed is satisfactory and that this centre can operate without impact.	**Discretion required**
Clause 4.3.3 *Pick up and set down facilities shall be provided.*	No designated pick up/set down facilities are provided, however adequate car parking is provided on site to cater for the needs of the development. Visitor spaces are suitably configured to allow high turnover and manoeuvrability out of the site.	**Discretion required**
Clause 4.3.4 *Car parking areas shall be landscaped to the satisfaction of the City.*	Car parking areas are adequately landscaped including a landscaped buffer between the car parking areas and Skeet Road.	✓

Requirement	Comment	Complies
Clause 4.3.5 *Site selection, layout and vehicle access points shall provide for safe and efficient traffic movement and have regard for the impact of traffic on the local road system.*	Vehicle access to the subject site is via one crossover. The crossover ensures suitable sightlines and provides a safe location for ingress/egress to the subject site.	✓
Clause 4.3.6 *For sites with more than one street frontage, access shall be provided from the lowest order road unless otherwise required and/or approved by the City.*	The subject site has one frontage.	✓
Clause 4.3.7 *All vehicles shall be able to leave the site in a forward gear.*	The carpark and access leg have been designed to ensure vehicles can enter and exit the subject site in forward gear.	✓
Building Design and Site Layout		
Clause 4.4.1 *The scale and design of new buildings shall be consistent with the character of the existing or desired streetscape in the locality.*	Strong emphasis has been placed on the design of the building, ensuring the built form responds to the prevailing residential character of the locality. The proposed building incorporates a visually appealing with the use of contemporary building materials and colours to reflect the prevailing built form in the locality. The building is single storey, consistent with surrounding residential properties. Overall, the scale, height, orientation and appearance of the development is consistent with the streetscape of the locality.	✓
Clause 4.4.2 *Fencing of a suitable height and materials shall provide a safe, screened and secure site which also achieves a high standard of streetscape amenity. Boundary fencing separating play areas from adjoining residential properties shall be constructed of materials that will reduce noise impacts where appropriate.*	1.8m to 2.1m high fences will be provided around the proposed development. Fences to the street will incorporate visual permeability to ensure a high standard of amenity to the street. Fencing to boundaries will be a standard Colorbond, to be consistent with the residential fencing in the locality. All fencing propose is consistent with the acoustic requirements outlined in the acoustic report.	✓
Clause 4.4.3 *Designs shall be able to demonstrate the use of passive solar design principles and provide shaded outdoor play areas to protect children from the dangers of prolonged sun exposure.*	Both outdoor spaces are suitably sized to offer a high level of amenity. The outdoor spaces are north and west orientated to provide access to the sun and shading when necessary. Detailed playspace designs will be provided at detailed designs, which will include suitable landscaping and shading for children.	✓

Requirement	Comment	Complies
Clause 4.4.4 *Within Residential zones and on land adjoining a residential use, building setbacks shall be provided to the minimum requirements of the Residential Design Codes (all openings of a Child Care Premises are to be regarded as "major openings" under the Residential Design Codes for assessment purposes).*	The subject site is identified as Residential R40 in accordance with the structure plan. The required setbacks pursuant to the R-Codes are: Primary: 4 metres Side (north-east): 6.0 metres Rear (south): 1.5/1.8 metres The proposed setbacks are: Primary: 6.9 metres. Side (north-east): 13.9 metres Rear (south): 3 metres	✓
Conditions on Hours of Operation and Noise Emissions		
Clause 4.5.1 *Operating hours shall consider the need to protect residential amenity where applicable. This may require the City to impose additional conditions on Child Care Premises where non-standard operating hours are proposed (Standard Hours: 7am and 7pm excluding Sundays and Public Holidays).*	The proposed child care centre will operate between 6.30am and 6.30pm Monday to Friday. These operational hours are considered by the acoustic assessment and demonstrated to be appropriate. Outdoor plan will only be allowed after 7am every morning.	✓
Clause 4.5.2 *Where the potential exists for a Child Care Premises to have an impact on the amenity of adjoining property with respect to noise, the City may require the submission of a report by an appropriately qualified acoustic consultant in order to determine the level of noise emission and ways to address such emissions.*	An Environmental Noise Assessment, has been prepared (refer **Appendix 4**) demonstrating the proposal will comply with the *Environmental Protection (Noise) Regulations 1997*, subject to the implementation of mitigation measures.	✓

Having regard to **Table 5**, the proposed development is entirely consistent with LPP 3.2 and warrants approval accordingly.

5.4.3 Local Planning Policy 3.12 – Percent for Public Art

The City of Armadale *Local Planning Policy No. 3.12 – Percent for Public Art* (**LPP3.12**) requires development with a value in excess of $2 million to make a contribution towards public art, under Clause 2.1(b) of LPP3.12. Clause 2.1 provides that the cost for the public art shall be no less than one per cent of the estimated total development cost.

The proposed child care centre has an estimated total development cost in excess of $2 million, therefore the provisions of LPP3.12 apply.

The provision of public art within the development will occur at the detailed design stage of the project. It is anticipated that a local artist will be commissioned to undertake an installation that is in keeping with the existing artistic expression of the local area. During the detailed design stage, the proponent will engage and consult with the City of Armadale with regards to the preparation of a public art proposal.

5.5 State Planning Policies

5.5.1 Draft State Planning Policy 2.9 – Planning for Water

Draft State Planning Policy 2.9 – Planning for Water (**SPP 2.9**) was prepared with the intent to ensure that planning and development considers water resource management.

The subject site is located within an estuary catchment on the Swan and Scott Coastal Plains, an identified sensitive water resource area.

The relative policy objective of SPP 2.9 for the proposed development is:

- *Protect and improve the environmental, social, cultural, and economic values of the State's water resources.*

The guidelines prepared to provide support to the implementation of SPP 2.9 provide measures to protect sensitive water resource areas.

An assessment of the proposed development against these measures is provided in **Table 6** below.

Table 6 - Assessment against measures outlined in SPP2.9 guidelines

Measure	Comment	Complies
Retention, and where possible, enhancement of vegetation (including endemic species where possible), and ecological linkages within these areas.	The subject site is currently cleared and vacant. Proposed is 24 trees and significant shrubbery totalling 364m^2. The outdoor play areas will also be landscaped, contributing to a much-improved landscaping situation.	✓
Appropriate siting, design and management of land uses with potential to impact on water quality (refer to section 6.3).	A Storm Water Management Plan can be imposed as suitably worded condition of approval.	✓
Development managed in accordance with the Stormwater Management Manual for Western Australia for WA (DoW, 2004-2017) and Decision Process for Stormwater Management in WA (DWER, 2017).	Refer above.	✓
Appropriate disposal of wastewater.	Refer above.	✓
The consideration of cumulative impact on water quality and hydrological regimes.	Refer above.	✓

The proposed development is consistent with SPP 2.9. As outlined, storm water management can be resolved through a suitably worded condition of approval. The proposed development therefore warrants approval accordingly.

5.5.2 State Planning Policy 3.7 – Planning in Bush Fire Prone Areas

The subject site is identified as being within a designated bushfire prone area and is subject to additional planning and development requirements under State Planning Policy 3.7 – Planning for Bushfire Prone Areas (**SPP3.7**).

A BAL assessment was undertaken to support the proposed development and revealed the proposed building is identified as being in a BAL-29 area.

Subsequently, a BMP and BEEP have been prepared in support of the proposed development. The BEEP is provided in draft form and can be updated once the set personnel and procedures are confirmed at detailed design by the proposed operator.

Refer **Appendix 5**, Bushfire Management Plan and Bushfire Emergency Evacuation Plan.

5.5.3 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy No.7 – Design of the Built Environment (**SPP7.0**) became operational on 24 May 2019. It is the lead policy that elevates the importance of design quality, and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP7 establishes a set of ten 'Design Principles', providing a consistent framework to guide the design, review and decision-making process for planning proposals.

Refer **Appendix 8** for a copy of the SPP7.0 Design Principles Statement.

6 CONCLUSION

This application seeks development approval for a Child Care Centre on the subject site. The proposed development is generally consistent with the relevant provisions and requirements of applicable planning framework. The proposal warrants approval for the following reasons:

1. The proposed development will provide increased community services and amenity to residents and workers of the surrounding locality.
2. The proposed development is site responsive, complementing the residential character of the locality and adjoining residential properties.
3. The design of the proposed development is of an appropriate bulk and scale, with high-quality, contemporary materials, resulting in a quality built form outcome.
4. Substantial areas of high quality landscaping are proposed.

The proposed development has substantial merit and warrants approval. We therefore respectfully request the Metro Outer Joint Development Assessment Panel grant approval to the application.

Appendix 1:
Certificate of Title, Deposited Plan & Easement

Appendix 2:
Development Plans

Appendix 3:
Landscaping Plan

Appendix 4:
Environmental Noise Assessment

Appendix 5:
Bushfire Management Plan & Bushfire Emergency Evacuation Plan

Appendix 6:
Transport Impact Statement

Appendix 7:
Waste Management Plan

Appendix 8:
SPP7.0 Design Principles Statement

Our Ref: D32779
Your Ref: 10.2023.306.1

Christopher Valentine
City of Armadale
CValentine@armadale.wa.gov.au

Dear Mr Valentine

RE: VULNERABLE LAND USE - LOT 800 SKEET ROAD HARRISDALE – CHILD CARE PREMISES – DAP APPLICATION

I refer to your email dated 12 January 2024 regarding the submission of a Bushfire Management Plan (BMP) (Version 1), prepared by Western Environmental and dated 15 December 2023, for the above development application (DA). The BMP is accompanied by a Development Application Report dated 18 December 2023 for the above development application.

This advice relates only to *State Planning Policy 3.7: Planning in Bushfire Prone Areas* (SPP 3.7) and the *Guidelines for Planning in Bushfire Prone Areas* (Guidelines). It is the responsibility of the proponent to ensure the proposal complies with relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws.

Assessment

- The decision maker has confirmed this to be a vulnerable land use and the application of SPP 3.7 is triggered.
- Further clarification is required within the BMP of the requirements of SPP 3.7, and the supporting Guidelines as outlined in our assessment below.

1. **Policy Measure 6.5 a) (ii) Preparation of a BAL contour map**

Issue	Assessment	Action
Vegetation classification	Evidence to support the exclusion of Plot 4 (road reserve) and the firebreak within the drainage reserve to the south as managed to low threat in accordance with AS3959 is required. In addition, the Landscape Plan (Appendix 3) dated 13 December 2023 submitted with this application shows that the road verge abutting the subject site will be landscaped. Evidence has not been provided to validate management of the road reserve and the firebreak to low threat in	Modification to the BMP is required.

	perpetuity by the responsible authorities. The firebreak is described as a 'Fire Access Road' in Photo ID 7. The firebreak is not considered to meet the standard of a Fire Service Access Route (FSAR) and this statement should be removed from the BMP unless the firebreak is formalised as an FSAR. In addition, the BMP states in Table 4 that A3.4b for FSAR is not applicable. An enforceable mechanism is required to provide certainty that the proposed management measures can be achieved in perpetuity and that they are enforceable. Alternatively, the vegetation should be classified as per AS3959, or the resultant BAL ratings may be inaccurate.	
Vegetation Management	DFES does not accept fire break notices on adjoining land as part of the vegetation management required to achieve an APZ or low-threat classification. Fire break notices may only apply for part of the year and may be varied from year to year by the responsible local government. The proponent is to provide a performance principle-based solution to achieve the required APZ should the APZ rely on the management of vegetation on adjoining land.	Modification to the BMP is required.
Vegetation classification	Vegetation in Plot 3 cannot be substantiated as Class G Grassland. The BMP notes that the drainage reserve has been revegetated with sedges and rushes. It is anticipated that this vegetation will present as Class D Scrub at maturity, consistent with the existing vegetation in Plot 1 further to the west of the subject site. The BMP should detail specifically how the Class G Grassland classification was derived as opposed to Class D Scrub. If unsubstantiated, the vegetation classification should be revised to consider the vegetation at maturity as per AS3959, or the resultant BAL ratings may be inaccurate.	Modification to the BMP is required.

2. Policy Measure 6.5 c) Compliance with the Bushfire Protection Criteria

Element	Assessment	Action
Location	**A1.1 – not demonstrated** The BAL ratings cannot be validated, as the vegetation classification inputs require modification as per the above table. Furthermore, if Plot 3 cannot be substantiated as Class G Grassland the building may be impacted by BAL40/FZ. DFES does not support a vulnerable land use within BAL-40 / BAL-FZ. DFES considers that 'use' in this case includes the Child	Modification to the BMP is required.

	Care Premises building. SPP 3.7 appropriately focuses on the location and siting of vulnerable land uses rather than the application of bushfire construction requirements. Re-design of the proposal is recommended so that the Child Care Premises building and other activities associated with the functions of the Child Care Premises are sited outside of BAL-40 / BAL-FZ areas.	
Siting & Design	**A2.1 - not demonstrated** The development has not been designed appropriately to ensure bushfire protection measures can be achieved and to minimise the level of bushfire impact to people that are considered vulnerable.	Modification to the BMP is required.

3. AS3959 construction standards

Issue	Assessment	Action
Building Construction Standards	Class 9 buildings should be afforded significant protection from the impacts of a bushfire due to being occupied by people who may need assistance, or be unable, to evacuate the building in the event of a bushfire. In response, revised provisions in the National Construction Code will apply in May 2025. The proposed changes include but are not limited to; minimum separation between buildings, and separation from allotment boundaries, carparking areas and hazards. It is suggested the decision maker consider applying the proposed higher construction and design standards to the proposed development. Further information regarding the proposed changes can be found here: https://consultation.abcb.gov.au/engagement/ncc-2022-public-comment-draft/supporting_documents/NCC2022VolumeOnePCD.pdf	Comment only.

4. Policy Measure 6.6.2 Vulnerable and High-Risk land uses in areas where BAL-40 or BAL-FZ applies

Issue	Assessment	Action
Extreme bushfire hazard and/or BAL-40/	Subdivision and development applications for vulnerable or high-risk land uses in areas of BAL-40/BAL-FZ will not be supported unless they comply with policy measure 6.7, clause 6.7.1 / 6.7.2 of SPP3.7.	Comment only.

BAL-FZ applies	The proposal is not considered to meet the definition of minor or unavoidable development. Notwithstanding the above, should the City be of a mind to approve the proposal it is suggested that the decision maker consider the building be constructed to utilise all practical elements of AS3959 that apply to the appropriate bushfire Attack Level (BAL). This is consistent with Clause 6.7.2(b) of SPP3.7 and Clause 78E(i) of the LPS Regulations that requires the local government to have regard to the bushfire resistant construction requirements of the Building Code of Australia. This advice is further supported by Section 5.8.3 of the Guidelines which reads as follows: *The bushfire construction provisions of the Building Code of Australia do not apply to Class 4 to Class 9 buildings. In these instances the applicant has the discretion to utilise any or all of the elements of AS3959 in the construction of the building that they deem appropriate.* Although BAL construction standards do not guarantee the survival of the occupants or building, DFES does support the improved bushfire resilience provided by AS 3959-2018 construction standards.	
Bushfire Emergency Evacuation Plan (BEEP)	The referral has included a *'Bushfire Emergency Evacuation Plan'* for the purposes of addressing the policy requirements. Consideration should be given to the Guidelines Section 5.5.4 'Developing a Bushfire Emergency Evacuation Plan'. This contains detail regarding what should be included in a BEEP and will ensure the appropriate content is detailed when finalising the BEEP to the satisfaction of the City.	Comment only.

Built Environment Branch Advice

As the proposed building is Class 9b, plans will need to be provided to DFES Built Environment Branch for assessment, as required by Regulation 18b of the Building Regulations 2012 (as amended). It is noted that as the drawings indicate this building will exceed 500m² total floor area, that fire hydrant/hose coverage will need to be provided to this building. From the information available it does not appear that compliant hydrant coverage can be achieved from the existing street verge hydrants, therefore an on-site feed hydrant assembly meeting DFES Operational Requirements and AS2419 may be required.

Recommendation – compliance with acceptable solutions not demonstrated – modifications required

It is critical the bushfire management measures within the BMP are refined to ensure they are accurate and can be implemented to reduce the vulnerability of the development to bushfire. The proposed development has not demonstrated compliance to the following:

1. Element 1: Location, and
   Element 2: Siting and Design

As this planning decision is to be made by a Joint Development Assessment Panel please forward notification of the decision to DFES for our records.

If you require further information, please contact Land Use Planning Officer – Felicitas Dhliwayo on telephone number 9395 9561.

Yours sincerely



Sasha De Brito
A/DIRECTOR LAND USE PLANNING

26 February 2024

CC CValentine@armadale.wa.gov.au

WESTERN ENVIRONMENTAL

(08) 6162 8980
PO Box 437, Leederville, WA 6903
enquiries@westenv.com.au

Wednesday, 28 February 2024

City of Armadale
Locked Bag 2
ARMADALE WA 6992

ATTENTION: Christopher Valentine

Dear Christopher,

SUBJECT: RESPONSE TO DFES COMMENTS: VULNERABLE LAND USE - LOT 800 SKEET ROAD, HARRISDALE – CHILD CARE PREMISES – DAP APPLICATION

Western Environmental Approvals Pty Ltd (WEPL) has prepared this response to comments provided by Department of Fire & Emergency Services (DFES) on 26 February 2024 (D32779) regarding the bushfire management plan (BMP) and bushfire emergency evacuation plan (BEEP) submitted as part of the development application for Lot 800 Skeet Road, Harrisdale (the subject site) to develop a childcare centre.

WEPL has reviewed the DFES advice letter and has provided responses to issues raised in **Table 1**.

These responses been prepared by Daniel Panickar (Principal Bushfire Consultant and Level 3 BPAD accredited practitioner).

Response to DFES Comments

WEPL's response to the DFES comments made in regards to the BMP (WEPL, 2023a) and BEEP (WEPL, 2023b) are presented below in **Table 1.**

Table 1: Response to DFES comments

DFES comments	WEPL response
1. Policy Measure 6.5 a) (ii) Preparation of a BAL contour map	
<u>Vegetation classification</u> Evidence to support the exclusion of Plot 4 (road reserve) and the firebreak within the drainage reserve to the south as managed to low threat in accordance with AS3959 is required. In addition, the Landscape Plan (Appendix 3) dated 13 December 2023 submitted with this application shows that the road verge abutting the subject site will be landscaped. Evidence has not been provided to validate management of the road reserve and the firebreak to low threat in perpetuity by the responsible authorities. The firebreak is described as a 'Fire Access Road' in Photo ID 7. The firebreak is not considered to meet the standard of a Fire Service Access Route (FSAR) and this statement should be removed from the BMP unless the firebreak is formalised as an FSAR. In addition, the BMP states in Table 4 that A3.4b for FSAR is not applicable. An enforceable mechanism is required to provide certainty that the proposed management measures can be achieved in perpetuity and that they are enforceable. Alternatively, the vegetation should be classified as per AS3959, or the resultant BAL ratings may be inaccurate. Modification to the BMP is required.	WEPL disagrees with this comment. Both the road reserve and 'firebreak' were non-vegetated at the time of site assessment and there is no evidence to suggest that these areas will contain classifiable vegetation in the future. Landscaping within the road verge abutting the subject site will be planted such that it resembles low threat vegetation as documented in Section 1.3 of the BMP. The Fire Access Road referred to in Photo 7 of the BMP has no bearing on the assessment of the proposal; it is simply a description of the area in the photo. Deliberate effort was made to not refer to this road as a *Fire Service Access Road* as referenced in the Guidelines, however it is not a standard 'firebreak' as alluded to by DFES either. The Fire Access Road is 6 m wide, comprised of a compacted substrate and has crossovers where it joins the public road network, therefore is considered to be a road which can be used for fire suppression if required. This is a minor issue and no modifications to the BMP are required. No modifications to the BMP are considered necessary.
<u>Vegetation management</u> DFES does not accept fire break notices on adjoining land as part of the vegetation management required to achieve an APZ or low-threat classification. Fire break notices may only apply for part of the year and may be varied from year to year by the responsible local government. The proponent is to provide a performance principle-based solution to achieve the required APZ should the APZ rely on the management of vegetation on adjoining land. Modification to the BMP is required.	WEPL disagrees with this comment. Adjacent land which has been excluded from classification either comprises bare sand, firebreaks, road, residential properties, or other non-vegetated areas. These exclusions were based on thorough site assessment and no modifications are considered necessary. The BMP does not prescribe APZs on adjacent landholdings. No modifications to the BMP are considered necessary.

DFES comments	WEPL response
Vegetation classification Vegetation in Plot 3 cannot be substantiated as Class G Grassland. The BMP notes that the drainage reserve has been revegetated with sedges and rushes. It is anticipated that this vegetation will present as Class D Scrub at maturity, consistent with the existing vegetation in Plot 1 further to the west of the subject site. The BMP should detail specifically how the Class G Grassland classification was derived as opposed to Class D Scrub. If unsubstantiated, the vegetation classification should be revised to consider the vegetation at maturity as per AS3959, or the resultant BAL ratings may be inaccurate. Modification to the BMP is required.	WEPL disagrees with this comment. Vegetation classifications in the BMP were based on thorough site assessment as evidenced by the site photos and descriptions in Appendix A. The DFES comment references adjacent vegetation, however does not appear to consider the composition of the vegetation in question. Photos 3 and 4 in Appendix A of the BMP clearly show the drainage line is comprised of reeds, sedges and grasses. No shrubs are present. In the absence of shrub species, there is no rationale for a classification other than Class G Grassland. No modifications to the BMP are considered necessary.
2. Policy Measure 6.5 c) Compliance with the Bushfire Protection Criteria	
Location **A1.1 – not demonstrated.** The BAL ratings cannot be validated, as the vegetation classification inputs require modification as per the above table. Furthermore, if Plot 3 cannot be substantiated as Class G Grassland the building may be impacted by BAL40/FZ. DFES does not support a vulnerable land use within BAL-40 / BAL-FZ. DFES considers that 'use' in this case includes the Child Care Premises building. SPP 3.7 appropriately focuses on the location and siting of vulnerable land uses rather than the application of bushfire construction requirements. Re-design of the proposal is recommended so that the Child Care Premises building and other activities associated with the functions of the Child Care Premises are sited outside of BAL-40 / BAL-FZ areas. Modification of the BMP required.	WEPL disagrees with this comment. The BAL ratings in the BMP are considered accurate as detailed in the responses above. As documented in the BMP, the childcare centre building will be situated in an area subject to a BAL rating of BAL-29. Outdoor play areas are not required to be situated in areas of ≤BAL-29 and no redesign is required. This interpretation of SPP 3.7 and the Guidelines has been confirmed through several development approvals, including within the City of Armadale (e.g. Child care premises at Lot 851, No. 131 Westfield Road, Camillo; and Child care premises at Lot 9011 Erade Drive, Piara Waters). No modifications to the BMP are considered necessary.
Location **A2.1 – not demonstrated.** The development has not been designed appropriately to ensure bushfire protection measures can be achieved and to minimise the level of bushfire impact to people that are considered vulnerable. Modification of the BMP required.	WEPL disagrees with this comment. The proposed design and prescribed bushfire management measures documented in the BMP are considered accurate and meet the requirements of SPP 3.7 and the Guidelines as detailed in the responses above. No modifications to the BMP are considered necessary.

DFES comments	WEPL response
3. AS3959 construction standards	
Building construction standards Class 9 buildings should be afforded significant protection from the impacts of a bushfire due to being occupied by people who may need assistance, or be unable, to evacuate the building in the event of a bushfire. In response, revised provisions in the National Construction Code will apply in May 2025. The proposed changes include but are not limited to; minimum separation between buildings, and separation from allotment boundaries, carparking areas and hazards. It is suggested the decision maker consider applying the proposed higher construction and design standards to the proposed development. **Further information regarding the proposed changes can be found here:** https://consultation.abcb.gov.au/engagement/ncc-2022-public-commentdraft/supporting_documents/NCC2022VolumeOnePCD.pdf Comment only.	WEPL acknowledges this comment, however disagree with the conclusion. WEPL note that DFES reference a draft version of the NCC 2022 that is not yet in effect. The applicant, is therefore, not obligated to comply with the relevant requirements set out in this draft version of the NCC 2022 in relation to Class 9 buildings at the current time. Additionally, having carefully considered the bushfire risk context for this site, WEPL are of the opinion that constructing the subject building to BAL-29 construction standards in accordance with AS 3959: 2018 as detailed in our BMP and BEEP should be regarded as sufficient.
4. Policy Measure 6.6.2 Vulnerable and High-Risk land uses in areas where BAL-40 or BAL-FZ applies	
Extreme bushfire hazard and/or BAL-40/BAL-FZ applies Subdivision and development applications for vulnerable or high-risk land uses in areas of BAL-40/BAL-FZ will not be supported unless they comply with policy measure 6.7, clause 6.7.1 / 6.7.2 of SPP3.7. The proposal is not considered to meet the definition of minor or unavoidable development. Notwithstanding the above, should the City be of a mind to approve the proposal it is suggested that the decision maker consider the building be constructed to utilise all practical elements of AS3959 that apply to the appropriate bushfire Attack Level (BAL). This is consistent with Clause 6.7.2(b) of SPP3.7 and Clause 78E(i) of the LPS Regulations that requires the local government to have regard to the bushfire resistant construction requirements of the Building Code of Australia. **This advice is further supported by Section 5.8.3 of the Guidelines which reads as follows:** ***The bushfire construction provisions of the Building Code of Australia do not apply to Class 4 to Class 9 buildings. In these instances the applicant has the discretion to utilise any or all of the elements of***	WEPL disagrees with this comment. As detailed in our earlier responses, the proposed childcare centre building is situated in an area subject to BAL-29 and the location of an outdoor play area in BAL-FZ and BAL-40 is not precluded by SPP 3.7 or the Guidelines. It is clear that local government authorities have disregarded the DFES policy interpretation and issued development approval for such proposals (detailed in our earlier responses).

DFES comments	WEPL response
AS3959 in the construction of the building that they deem appropriate. Although BAL construction standards do not guarantee the survival of the occupants or building, DFES does support the improved bushfire resilience provided by AS 3959-2018 construction standards. Comment only.	
Bushfire Emergency Evacuation Plan (BEEP) The referral has included a '*Bushfire Emergency Evacuation Plan*' for the purposes of addressing the policy requirements. Consideration should be given to the Guidelines Section 5.5.4 'Developing a Bushfire Emergency Evacuation Plan'. This contains detail regarding what should be included in a BEEP and will ensure the appropriate content is detailed when finalising the BEEP to the satisfaction of the City. Comment only.	WEPL acknowledge this comment. The BEEP prepared for the proposed development (WEPL, 2023b) was prepared in accordance with '*A Guide to developing a Bushfire Emergency Evacuation Plan*' (WAPC 2019) which provides further information to the Guidelines Section 5.5.4 '*Developing a Bushfire Emergency Evacuation Plan*'.
Built Environment Branch Advice	
As the proposed building is Class 9b, plans will need to be provided to DFES Built Environment Branch for assessment, as required by Regulation 18b of the Building Regulations 2012 (as amended). It is noted that as the drawings indicate this building will exceed 500m² total floor area, that fire hydrant/hose coverage will need to be provided to this building. From the information available it does not appear that compliant hydrant coverage can be achieved from the existing street verge hydrants, therefore an on-site feed hydrant assembly meeting DFES Operational Requirements and AS2419 may be required.	This matter is not related to bushfire planning and has not been responded to by WEPL.

Conclusion

WEPL believe the proposed development within the subject site can comply with SPP3.7 and the associated Guidelines as detailed in our BMP and subsequent response to DFES comments detailed above provided to the City of Armadale.

No modification to the BMP (WEPL, 2023a) or BEEP (WEPL, 2023b) are required, and the development is recommended for approval.

If you wish to discuss any of the matters above, please contact me via email or phone (details provided).

Regards,



DANIEL PANICKAR
Senior Principal and Partner
BPAD L3 - 37802

BPAD
Bushfire
Planning & Design
Accredited Practitioner
Level 3

REVERBERATE
CONSULTING

Piara Waters Childcare Centre
Environmental Noise Emission Report

Reference: P191234RP1

REVERBERATE
CONSULTING

Document Information

Project	Piara Waters Childcare Centre	
Client	Accord Property	
Report title	Environmental Noise Emission	
Project Number	P191234	
Author	Martti Warpenius Director p+61 8 9468 7888 m+61 414 394 220 martti@reverberate.consulting	

Revision Table

Report revision	Date	Comments
0	14 December, 2023	Draft Issued to client

Glossary

A-weighting	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of that sound level.
Frequency (Hz)	The number of times a vibrating object oscillates (moves back and forth) in one second. Fast movements produce high frequency sound (high pitch/tone), but slow movements mean the frequency (pitch/tone) is low. 1 Hz is equal to 1 cycle per second.
L_{90}	Noise level exceeded for 90 % of the measurement time. The L_{90} level is commonly referred to as the background noise level.
L_{10}	Noise level exceeded for 10 % of the measurement time. The L_{10} level represents the typical upper noise level and is often used to represent traffic or industrial noise emission.
$L_{A10,adj}$	Adjusted L_{A10}. Adjustment based on obvious tonality, impulsive or Modulation characteristics in the audible noise at a receiver point. Based on the adjustment methodology in Environmental Protection (Noise) Regulations 1997 Regulation 9
$L_{A1,adj}$	Adjusted, A-weighted noise level exceeded for 1 % of the measurement time. The $L_{A1,\ adj}$ level represents mostly short duration, high level sound events.
$L_{Amax,adj}$	Adjusted, A-weighted maximum instantaneous noise level.
L_{Aeq}	A-weighted Equivalent Noise Level—Energy averaged noise level over the measurement time.
R_w	Weighted Sound Reduction Index—A laboratory measured value of the acoustic separation provided by a single building element (such as a partition). The higher the R_w the better the noise isolation provided by a building element.
$R_w + C_{tr}$	A measure of the sound insulation performance of a building element with a C_{tr} spectrum adaptation term placing greater emphasis on the low frequency performance.
Reverberation Time (RT)	Of a room, for a sound of a given frequency or frequency band, the time that would be required for the reverberantly decaying sound pressure level in the room to decrease by 60 decibels.

REVERBERATE
CONSULTING

Table of Contents

Glossary 3
Table of Contents 4
1. Executive Summary 5
2. Site and Surrounds 6
3. Noise Assessment Criteria 7
3.1 Environmental Protection Act 7
3.2 Environmental Protection (Noise) Regulations 1997 8
4. Noise Assessment 9
4.1 Noise sources modelled 9
4.2 Noise Forecast and Impact 10
5. Discussion 16
6. Conclusion 17
Appendix A: Noise Management Plan 18
Appendix B: Determination of Assigned Level 20
Appendix C: Site Layout & treatments 23

1. Executive Summary

Reverberate Consulting has been commissioned to provide acoustic advice relating to the proposed childcare centre at Lot 800 Skeet Road (357 Syracuse Cove), Piara Waters. This report is based on the Brown Falconer Floor Plan No. 2022118 SK02, dated November 2023 (refer site plan Appendix C). The proposed operating hours of the centre are between 6:30 am and 6:30 pm Monday to Friday, with no outdoor play before 7:00 am.

The main acoustical issues covered are the environmental noise emission from the site, as received at adjacent residential properties along Ellison St and Archibald Street from:

- outdoor play areas (after 7am)
- mechanical plant (before 7am)
- carpark activity (before 7am)

It is found that noise barriers as shown in Appendix C, and the noise control measures in Appendix A are recommended to control noise emission from the site

This report details the results of the acoustic assessment.

2. Site and Surrounds

The proposed childcare centre is located on a parcel of land on the south side of Skeet Road, with an easement to the immediate south, refer to the Site Plan Figure 1.

The dominant noisy activity for the site is caused by the following noise sources:

- Parent vehicle movements in the carpark (6.30 am – 6.30 pm)
- Mechanical plant and equipment (6.30 am – 6.30 pm)
- Child Care centre children playing outdoors (7.00am to 6.30 pm)
    - 16 x 0-2 year olds
    - 24 x 2-3 year olds
    - 20 x 3-5 year olds

The site is adjoining a future residential area to the east, with additional residences on the far side of Skeet Road to the north, and Monticello Parkway to the south. All the residences around the site have been assessed as being single-storey sites.



Figure 1: Childcare Centre Site Plan

3. Noise Assessment Criteria

3.1 Environmental Protection Act

The Environmental Protection Act (1986) provides for the prevention, control and abatement of pollution and environmental harm. This Act limits environmental noise in Section 3 (3) as follows:

For the purposes of this Act, noise is taken to be unreasonable if –

> *(a) it is emitted, or the equipment emitting it is used, in contravention of —*
> *(i) this Act; or*
> *(ii) any subsidiary legislation made under this Act; or*
> *(iii) any requirement or permission (by whatever name called) made or given by or under this Act;*
> *or*
>
> *(b) having regard to the nature and duration of the noise emissions, the frequency of similar noise emissions from the same source (or a source under the control of the same person or persons) and the time of day at which the noise is emitted, the noise unreasonably interferes with the health, welfare, convenience, comfort or amenity of any person; or*
>
> *(c) it is prescribed to be unreasonable for the purposes of this Act.*

Reverberate has used the above legislation to assess the noise impact from the site. More particularly, noises which have a distinct character, and are different to the ambient noise environment are assessed under the subsidiary legislation; the Environmental Protection (Noise) Regulations 1997. Such an assessment has been undertaken for noise sources such as child noise in outdoor areas and vehicle door noise in carparks.

Other types of noises from the site, such as that generated by vehicles driving, or manoeuvring in the carpark, have not been assessed under the Regulation. Reference is drawn to Section 3 (3) (b) of the Act which requires the assessment to have regard to the nature, duration and time of day of such noise emissions and the frequency of similar noise emissions from the same source. It is noted that the adjoining roads contain more traffic than accesses the study site so the movement of vehicles on child care site, per se, is not considered characteristically different to that already in the area.

3.2 Environmental Protection (Noise) Regulations 1997

The Environmental Protection (Noise) Regulations 1997 (the Regulations) provide limits for acceptable noise from operations and activities. The Regulations specify the maximum permissible noise levels (termed Assigned Levels) at noise sensitive premises, caused by excessive nearby noise, during various times of the day.

The Assigned Levels have been calculated for all properties using the method shown in Appendix B. The resultant Assigned Levels are presented below in Table 1 for the most affected properties and are applicable at all adjoining neighbouring residential sites within a 450m buffer of Nicholson Road (to the west). For neighbouring residences more than 450m from Nicholson Road, e.g. #17 to #21 Monticello Pwy, Assigned Levels 2 dB lower than presented in the table are applicable.

Table 1: Environmental noise emission criteria (Assigned Levels) – 15 Monticello Pwy

Receiving Premises	Time of Day	Assigned Lev el (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise Sensitive Premises - Highly Sensitive	0700 to 1900 hours Monday to Saturday	47	57	67
	0900 to 1900 hours Sunday and public holidays	42	52	67
	1900 to 2200 hours all days	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	37	47	57

These criteria are applicable to the dominant noises as follows:

- child noise (daytime L_{A10} assigned level 47 dB),
- mechanical services noise (night-time L_{A10} assigned level of 37 dB) and
- carpark activity such as vehicle door closing (night-time L_{Amax} assigned level of 57 dB).

Note that adjustments are applied to the noise sources for a variety of characteristics. Where tonality, impulsiveness or modulation is present at the nearest neighbours then these noises are additionally adjusted where the characteristics cannot be removed from the noise signature.

It is expected that the sound of the vehicle door closing would be perceived as impulsive at the nearest neighbours and so would attract a 10 dB adjustment. Likewise, the sound of the mechanical services plant could be perceived as tonal and would attract a 5 dB adjustment during potentially quiet, pre-7am periods.

4. Noise Assessment

4.1 Noise sources modelled

Noise emission sources and ground contours were used to develop a 3-D SoundPLAN noise model as shown below in Figure 2. This figure shows the locations of the modelled noise sources, noise barriers, and site & surrounding buildings.

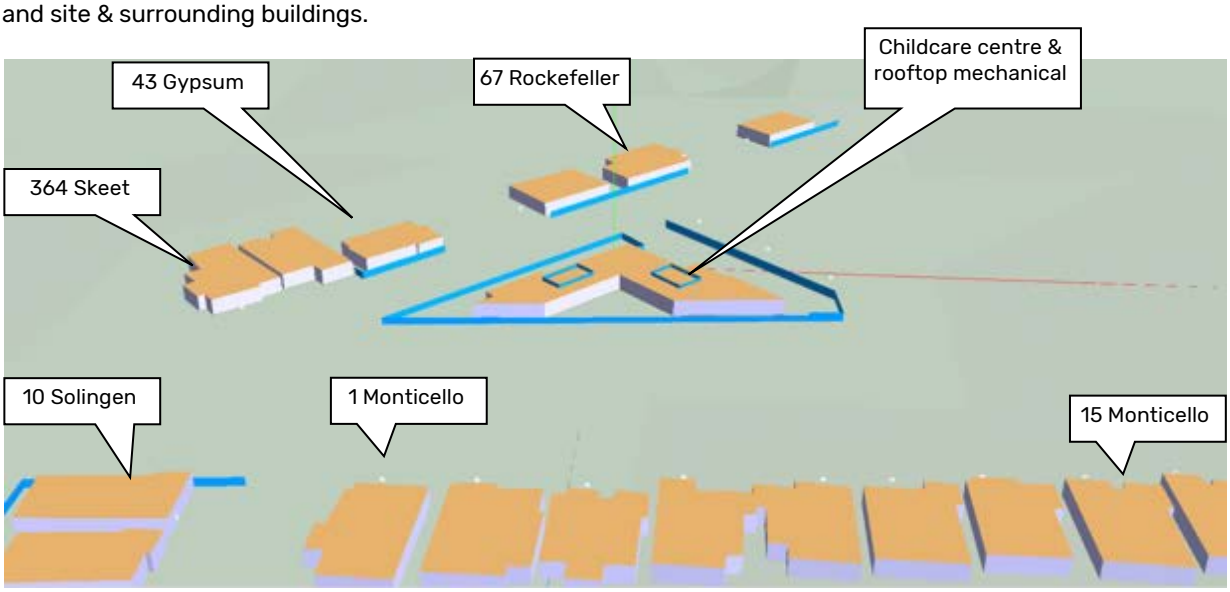


Figure 2 – 3-D SoundPLAN model of Childcare centre

The Childcare Centre has been modelled with the following noise sources:

- Outdoor play area:
  - 24 x 0-2 year olds
  - 12 x 2-3 year olds
  - 275 x 3-5 year olds
- Outdoor mechanical plant
- Car park noise (controlled by door close noise)

The noise emissions per group of children are based on our previous experience, and that of the Association of Australasian Acoustical Consultants [AAAC][1], and are summarised in Table 2 below.

Table 2 – L_{A10} Sound Power Levels – children outside

Per Group of children	Sound Power Level (dB) Reverberate
10 children (3-5 yo)	86
10 children (2-3 yo)	84
10 children (0-2 yo)	77

[1] *Guideline for Childcare Centre Acoustic Assessment*, Version 3.0, dated September 2020

The total L_{A10} sound power noise emission from all outdoor rooftop air-conditioning units was 77 dB. This was for operation prior to 7am and may require the units to engage a quieter 'night-mode' of operation. This is equivalent to four AC units each generating 71 dB.

The noise emission from carparking was characterized with the sound power level of car door closing being L_{wAmax} = 84 dB. Other vehicular sounds such as engine starting noises and maneuvering within the carpark are quieter than that for door closing. Where car door noise is shown to meet the Regulations, these other noises will also be compliant.

4.2 Noise Forecast and Impact

Computer noise modelling was used to forecast the noise impacts to locations around the site. The software used was SoundPLAN Version 9.0, with the ISO9613 algorithms selected. These algorithms have been used as they allow for the influence of wind, atmospheric stability, barriers, building shielding and ground absorption. It is appropriate for the current configuration of noise sources and receiver locations.

The Input data used in modelling includes

- Meteorological Information;
- Topographical data;
- Buildings, barriers, fences, and other features which may shield noise
- Ground Absorption; and
- Source sound levels.

The following parameters were used, as necessary, in modelling for night-time and evening operations i.e., between 7 pm and 7 am.

- Pasquil Stability Factor F
- Temperature 15 ^{0}C (pre-7am)
- Temperature 20 ^{0}C (post-7am)
- Wind Speed 3 m/s
- Wind Direction Worst case – i.e., all directions
- Relative Humidity 50%
- Ground Absorption 0.60 in grassed areas
- 0.10 for paved areas such as roads and carparks

Adjustments were applied for the forecast noise reaching receptor locations. Where evident at the receiving locations, the following adjustments were applied:

- +10 dB where the received noise was determined to have impulsive characteristics
- +5 dB where the received noise was determined to have tonal characteristics

The forecast noise levels at sensitive receivers are summarised in Table 3 to Table 5 below. These forecasts are based on the maximum Sound Power Levels in Section 4.1 above, as well as the successful implementation of the Noise Management Plan in Appendix A.

The corresponding forecast noise levels at sensitive receivers are also shown in noise contour plots Figure 3 and Figure 4 below.

Table 3 - Forecast $L_{A10,\,adj}$ daytime noise emission levels

	Receiver										
Noise Source	Eastern Area Grnd Fl	42 Gypsum Grnd Fl	43 Gypsum Grnd Fl	1 Monticello Grnd Fl	5 Monticello Grnd Fl	9 Monticello Grnd Fl	52 Rockefeller Grnd Fl	67 Rockefeller Grnd Fl	362 Skeet Grnd Fl	364 Skeet Grnd Fl	10 Solingen Grnd Fl
Child Noise	38	45	45	45	46	45	41	38	47	47	40
AC Package A*	28	33	31	27	29	27	28	29	31	30	23
AC Package B*	27	31	32	29	31	28	26	27	33	32	23
AC Package C*	31	29	25	28	31	29	28	27	24	26	23
AC Package D*	32	29	27	27	28	27	30	29	26	28	24
Overall*	**39**	**46**	**45**	**46**	**46**	**45**	**41**	**39**	**47**	**47**	**40**
Assigned Level	47	47	47	47	47	47	47	47	47	47	47
Compliance	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**

Note * Tonality adjustment applied

Table 4 - Forecast $L_{A10,adj}$ night time noise emission levels

	Receiver										
Noise Source	Eastern Area Grnd Fl	42 Gypsum Grnd Fl	43 Gypsum Grnd Fl	1 Monticello Grnd Fl	5 Monticello Grnd Fl	9 Monticello Grnd Fl	52 Rockefeller Grnd Fl	67 Rockefeller Grnd Fl	362 Skeet Grnd Fl	364 Skeet Grnd Fl	10 Solingen Grnd Fl
AC Package A*	28	33	31	27	29	27	28	29	31	30	23
AC Package B*	27	31	32	29	31	28	26	27	33	32	23
AC Package C*	31	29	25	28	31	29	28	27	24	26	23
AC Package D*	32	29	27	27	28	27	30	29	26	28	24
Overall*	**36**	**37**	**36**	**34**	**36**	**34**	**34**	**34**	**36**	**35**	**29**
Assigned Level	37	37	37	37	37	37	37	37	37	37	37
Compliance	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**

Note * Tonality adjustment applied

REVERBERATE
CONSULTING

Table 5 - Forecast $L_{Amax, adj}$ night-time noise emission levels

	Receiver										
Noise Source	Eastern Area Grnd Fl	42 Gypsum Grnd Fl	43 Gypsum Grnd Fl	1 Monticello Grnd Fl	5 Monticello Grnd Fl	9 Monticello Grnd Fl	52 Rockefeller Grnd Fl	67 Rockefeller Grnd Fl	362 Skeet Grnd Fl	364 Skeet Grnd Fl	10 Solingen Grnd Fl
Car 1**	51	46	29	28	25	29	44	48	28	30	21
Car 3**	51	46	32	25	26	29	44	47	30	30	21
Car 5**	51	45	35	24	27	27	45	46	28	29	23
Car 6**	54	50	43	33	33	35	50	50	42	47	29
Car 8**	53	51	41	33	33	35	39	40	40	41	29
Car Staff 1**	52	52	40	33	32	35	39	40	40	41	30
Car Staff 4**	51	52	41	31	33	35	43	39	38	33	30
Car Staff 7**	53	51	35	31	34	35	43	40	33	33	28
Car Staff 10**	53	50	35	33	33	36	44	42	34	34	28
Car Staff 13**	53	46	33	36	35	45	43	41	31	32	28
Car Staff 15**	54	45	32	36	38	45	42	40	30	32	32
Car Staff 17**	54	45	32	39	44	43	42	39	29	32	35
Assigned Level	57	57	57	57	57	57	57	57	57	57	57
Compliance	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**	**Achieved**

Note ** Impulse adjustment applied



Figure 3: Daytime environmental noise emission prediction (L_{A10}) at 1.4 m above ground level
(Assigned Level = 47 & 45 dB)



Figure 4: Environmental noise emission prediction night-time (L_{Amax}) at 1.4 m above ground level
(Assigned Level = 57 & 55 dB)

5. Discussion

The results in Section 4.2 show that the overall noise emission levels comply with the Assigned Levels as developed from the Environmental Protection (Noise) Regulations 1997.

These conclusions can be drawn using the conservative assumptions that

- all mechanical plant, and all children together, are simultaneously making noise, and at full noise emission as noted
- Noise Regulation adjustments are needed for all items as proposed

We consider that these assumptions are conservative, and that it unlikely that these will actually occur. Where the assumptions do not hold, the overall noise emission from the site will reduce to levels below that shown in Section 4.2.

It is noted that the noise control measures recommended in this report will produce sufficient noise control to meet the Environmental Protection (Noise) Regulations 1997 requirements, for the noise sources as outlined. Where it is proposed to install plant or equipment with different noise emission to that identified in this report, we recommend that a detailed noise assessment is conducted at that stage.

Based on the noise sources, arrangement, and the conservative assumptions outlined in this report, the overall noise emission from the site is considered acceptable throughout the night-time operating period (i.e., before 6:30 am) and throughout the day.

6. Conclusion

An assessment of environmental noise emission from the proposed Childcare Centre development has been undertaken.

The forecast noise emission levels have been presented. The recommended treatments to control noise emissions are outlined in the Noise Management Plan (Appendix A) and these treatments have been shown to control environmental noise emission from the site so that compliance is achieved with the Environmental Protection Act (1986) and Environmental Protection (Noise) Regulations 1997.

On this basis, the environmental noise emission from the site is considered acceptable and we recommend approval for the proposed Childcare Centre.

Appendix A: Noise Management Plan

XXX The elements outlined below are recommended as part of a comprehensive Noise Management Plan. They are recommended for compliance with the Environmental Protection Act 1986 and its subsidiary legislation: The Environmental Protection (Noise) Regulations 1997.

Noise Source or Activity	Requirement/Treatments[2]
Barriers	• Noise control barriers are recommended with the minimum heights shown in Appendix C. • These barriers are to be gap free along their lengths unless otherwise indicated • The minimum construction of barriers up to 1.8m high to be 0.42 mm BMT Colorbond, (or masonry), and taller barriers to be a minimum of 90 mm masonry, or other material with a minimum mass 8.5 kg/m2
Refuse Collection	• Refuse collection is to be carried out in the quietest reasonable and practicable manner • Equipment used for refuse collection is the quietest reasonably available • Collection to occur between 7 am and 7 pm Mon-Saturday, unless the contractor has a Noise Management Plan approved by Council.
Child Noise	• Children not permitted in the outdoor play areas before 7 am • Noisy activities such as musical instruments, parties, singing, etc to be conducted indoors with the doors and windows closed. • Crying children should be taken inside to comfort them • A contact phone number for the Centre's director should be made available to neighbours to facilitate communication and to resolve any neighbourhood issues that may arise due to operation of the Centre.
Outdoor Building Services plant	• The total L_{wA10} noise emission from all outdoor plant not to exceed that outlined in Section 4.1 above, without additional treatment. • Units may be fitted with night-mode operation producing a minimum of 5 dB noise control, if requried. Night-mode may be needed prior to 7am. • A full review is to be conducted of plant noise after final selections and locations have been finalised

[2] The treatments outlined in this report are the minimum requirements for noise control. Increased thicknesses, heights, strengthened elements, or alternative treatments, may be required for other non-acoustic reasons including wind loading, weather proofing, buildability, structural stability, safety, or fire-rating

Carpark	• All new grilles or storm water grates in the carpark are to be installed so as to be tight fitting. Where there is a potential for vehicles to drive over such grates/covers, noise from loose fitting grates is to be avoided. Where there is the potential for such noise source, hard rubber or other durable materials are to be used for cushioning such grates/covers • Parents and guardians should be informed of the importance of noise minimisation when entering the site, dropping off or picking up children
Outdoor Play equipment	• Outdoor climbing frames to be positioned away from the southern or northern neighbours

Appendix B: Determination of Assigned Level

The Environmental Protection (Noise) Regulations 1997 (EPR) provide limits for acceptable noise from operations generating excessive noise. The Regulations specify the maximum permissible noise levels (termed assigned levels) at noise sensitive premises, caused by surrounding noises, during various times of the day. Time of day affects the assigned levels for noise-sensitive premises, as follows –

- Lowest levels at night (10 pm to 7 am any day, or to 9 am Sundays and Public Holidays);
- Higher levels during the evenings (7 pm to 10 pm) and on Sundays and Public Holidays (9 am to 10 pm); and
- Highest levels during the day (7 am to 7 pm Monday to Saturday).

The baseline assigned levels from the Regulations are shown below in Table 6.

Table 6 – Baseline Assigned Levels

Receiving Premises	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise Sensitive Premises - Highly Sensitive	0700 to 1900 hours Monday to Saturday	45+IF	55+IF	65+IF
	0900 to 1900 hours Sunday and public holidays	40+IF	50+IF	65+IF
	1900 to 2200 hours all days	40+IF	50+IF	55+IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35+IF	45+IF	55+IF
Noise Sensitive Premises – any area other than highly sensitive area	All hours	60	75	80
Commercial	All hours	60	75	80
Industrial	All hours	65	80	90

The Assigned Levels above are then increased using an Influencing Factor (IF) as defined in the Regulations. The Influencing Factor is greater than zero where there are significant areas of land uses, within 100 m and 450 m radii of the receptor, including:

- industrial land use zonings;
- commercial zonings; and
- the presence of roads carrying significant traffic.

The Influencing Factor IF has been calculated for the applicable noise sensitive receptors in the current study. The percentage of industrial and commercial land within the prescribed circles centred on the noise sensitive premises, and the presence of roads with more than 6000 vehicles per day have been assessed for the properties.

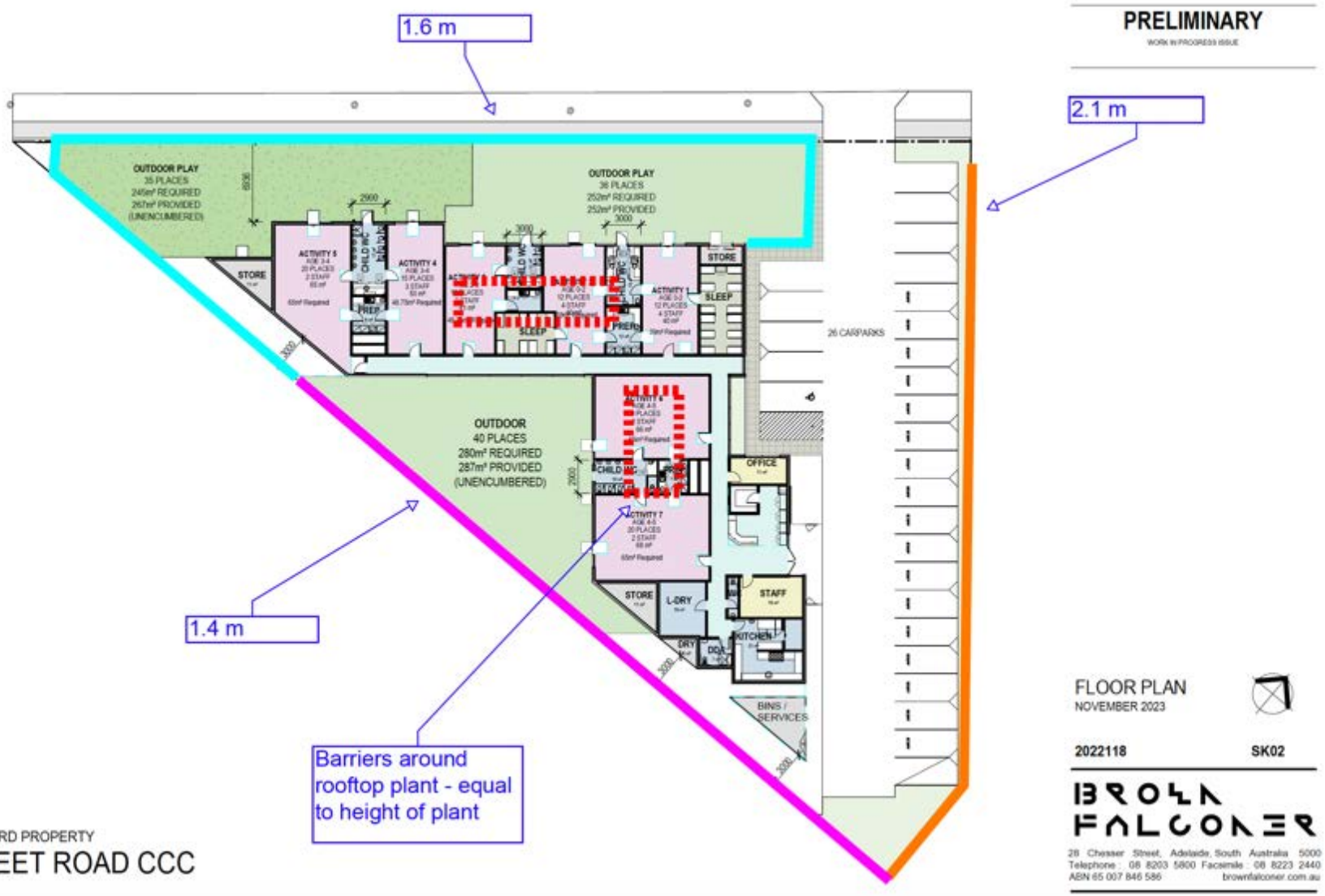
Example Influencing Factor calculations are shown below. These factors are based on the land zonings established for the surrounding areas and have been added to the baseline Assigned Levels to produce the final Assigned Levels in Section 3.2 above.

Property = #15 Monticello Pwy.

Type of Land	450m Radius	100m radius	Total	
Industrial Land	0.0%	0.0%	0.0	dB
Commercial Land	0.0%	0.0%	0.0	dB
Transportation Factor			2	dB
TOTAL Influencing Factor			**2**	**dB**

Appendix C: Site Layout & treatments

REVERBERATE
CONSULTING



urbii

Sustainable Transport. Safe Solutions

Lot 800 Skeet Road, Piara Waters

Proposed Child Care Centre

TRANSPORT IMPACT STATEMENT



Prepared for:

Accord Property

December 2023

Lot 800 Skeet Road, Piara Waters

Prepared for: Accord Property
Prepared by: Paul Ghantous
Date: 13 December 2023
Project number: U23.025

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U23.025.r01	09/12/23	Paul Ghantous	DRAFT	Planning Solutions
U23.025.r01a	13/12/23	Paul Ghantous	FINAL	Planning Solutions

Scan me

Urbii Consulting Pty Ltd
ABN 34 630 529 476
PO BOX 4315
BALDIVIS WA 6171
T: + 61 433 858 164
E: customer@urbii.com.au
W: www.urbii.com.au

© Urbii 2023. Copyright in the whole and every part of this document belongs to Urbii and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person other than by agreement with Urbii. This document is produced by Urbii solely for the benefit and use by the client in accordance with the terms of the engagement. Urbii does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by any third party on the content of this document.

Contents

1 INTRODUCTION 5

2 PROPOSED DEVELOPMENT 6

3 VEHICLE ACCESS AND PARKING 7

3.1 Existing vehicle access 7

3.2 Proposed vehicle access 7

3.3 Car parking layout 8

3.4 Parking supply and allocation 8

3.5 Parking demand for staff 8

3.6 Pick-up / drop-off parking 9

3.7 Total parking demand 9

3.8 Supplementary parking analysis based on RTA research 11

3.9 Parking demand management 12

4 PROVISION FOR SERVICE VEHICLES 13

5 HOURS OF OPERATION 14

6 DAILY TRAFFIC VOLUMES AND VEHICLE TYPES 15

6.1 Traffic generation 15

6.2 Impact on surrounding roads 16

7 TRAFFIC MANAGEMENT ON THE FRONTAGE ROADS 17

8 PUBLIC TRANSPORT ACCESS 20

9 PEDESTRIAN ACCESS 22

10 BICYCLE ACCESS 23

10.1 Bicycle network 23

10.2 Bicycle parking and end of trip facilities 24

10.3 Sustainable transport catchment 25

11 SITE SPECIFIC ISSUES 26

12 SAFETY ISSUES 27

13 CONCLUSION 29

APPENDICES 30

Figures

Figure 1: Subject site location 5
Figure 2: Proposed development vehicle access 7
Figure 3: City of Armadale – Method of travel to work data (2021) 9
Figure 4: Probability analysis for children's drop-off/pick-up 10
Figure 5: Sustainable transport hierarchy 12
Figure 6: Level of traffic impact for subdivisions and individual developments 16
Figure 7: Main Roads WA road hierarchy plan 18
Figure 8: Main Roads WA road speed zoning plan 18
Figure 9: Road types and criteria for Western Australia 19
Figure 10: Closest bus stops serving the proposed development 20
Figure 11: Transperth public transport plan 21
Figure 12: Perth bicycle network plan 23
Figure 13: Strava cycling heatmap 24
Figure 14: Cycling and micro-mobility catchment 25
Figure 15: 5-year crash map in the locality (2018-2022) 27

Tables

Table 1: RTA summary of surveyed trip and parking rates for child care centres 11
Table 2: Adopted trip rates for traffic generation 15
Table 3: Development traffic generation – Weekday AM and PM peak hour 15
Table 4: Traffic volume thresholds for pedestrian crossings 22
Table 5: 5-year crash history in the locality (2018-2022) 28

Appendices

Appendix A: Proposed development plans 30

1 Introduction

This Transport Impact Statement has been prepared by Urbii on behalf of Accord Property with regards to the proposed child care centre, located at Lot 800 Skeet Road, Piara Waters.

The subject site is situated on the south-east side of Skeet Road, as shown in Figure 1. The site is presently vacant and is surrounded by mostly residential land uses.

It is proposed to develop the site into a child care centre catering for up to 111 children and 20 staff.

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



Figure 1: Subject site location

2 Proposed development

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

- Child care rooms allocated to different age groups;
- Outdoor play area;
- 26 onsite car parking bays, including one ACROD bay;
- Bicycle parking for four bicycles; and
- Bin store.

Vehicle access to the site is proposed via one crossover on Skeet Road. People walking and cycling will access the development from the external path network abutting the site.

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

3 Vehicle access and parking

3.1 Existing vehicle access

The subject site is presently vacant with no vehicle access or parking.

3.2 Proposed vehicle access

Vehicle access for the child care centre is proposed via one crossover on Skeet Road (Figure 2). There is a raised median constructed on this section of Skeet Road which means the proposed crossover will operate as left-in/left-out.

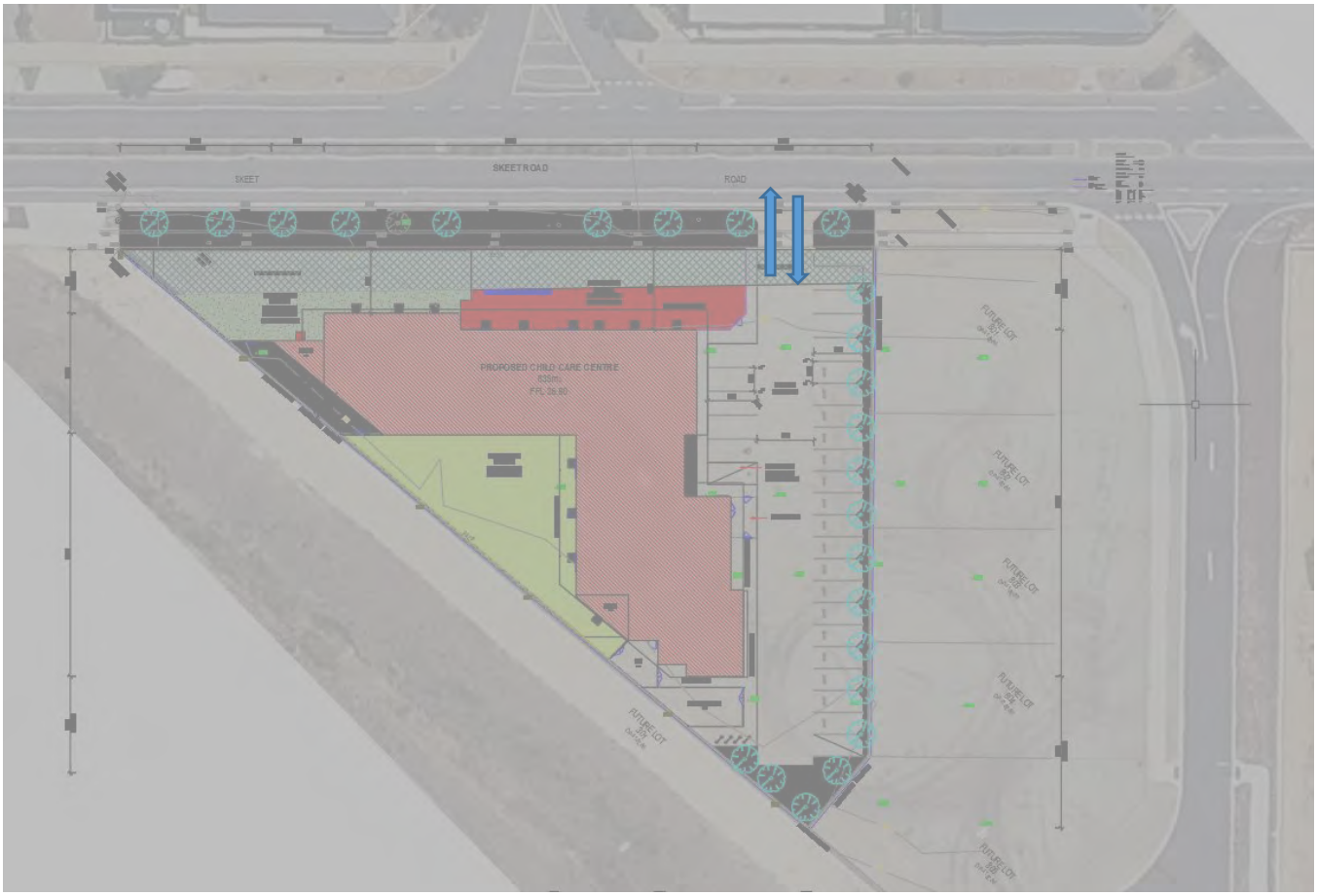


Figure 2: Proposed development vehicle access

3.3 Car parking layout

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

3.4 Parking supply and allocation

It is proposed to provide a total of 26 car parking bays for the child care centre. This includes one ACROD bay. The following allocation is recommended, based on the parking analysis undertaken in this section of the TIS:

- 17 car bays reserved for staff onsite; and,
- 9 visitor car parking bays reserved for pick-up and drop-off onsite.

It is recommended that the onsite visitor car parking bays have time restriction signage installed “P5min” parking (5 minutes) applicable Monday to Friday between 6:30am to 9:30am and 3:00pm to 6:00pm.

3.5 Parking demand for staff

As detailed in Figure 3, 2021 ABS census data indicates that 82.2% of education and training workers in the City of Armadale travelled to work by driving a car.

An 85% car driver mode share is considered to be a conservative assumption for estimating staff parking requirements.

This results in an anticipated peak parking demand of **17 bays for 20 staff**.

Local workers method of travel to work

reset export

City of Armadale - Education and Training	2021			2016			Change
Main method of travel	Number	%	Western Australia%	Number	%	Western Australia%	2016 - 2021
Car, as driver	2,628	82.2	75.5	1,835	81.4	75.0	+793
Car, as passenger	102	3.2	3.1	75	3.3	3.1	+27
Train	24	0.8	1.7	20	0.9	2.4	+4
Bus	17	0.5	1.4	7	0.3	1.6	+10
Ferry	0	0	0.0	0	0	0	--
Tram	0	0	0.0	0	0	0.0	--
Truck	0	0	0.0	0	0	0.0	--
Motorbike/Motor scooter	6	0.2	0.2	7	0.3	0.4	-1
Bicycle	10	0.3	0.9	6	0.3	1.4	+4
Taxi/Other	3	0.1	0.2	0	0	0.1	+3
Other - multiple methods	3	0.1	0.2	20	0.9	0.7	-17
Walked only	35	1.1	2.6	36	1.6	3.4	-1
Worked at home	56	1.8	4.1	37	1.6	2.1	+19
Did not go to work	314	9.8	10.1	205	9.1	9.4	+109
Not stated	0	0	0.1	6	0.3	0.4	-6
Total	3,198	100.0	100.0	2,254	100.0	100.0	+944

Figure 3: City of Armadale – Method of travel to work data (2021)

Source: Forecast ID for City of Armadale (filtered by the Education and Training employment sector)

3.6 Pick-up / drop-off parking

Modelling was undertaken to estimate the demand for children's pick-up/drop-off parking. As detailed in Section 6 of this report, the peak inbound traffic for children's drop-off is estimated to be 45 cars in a 60-minute period. The RTA NSW *Guide to Traffic Generating Developments*, surveyed the average length of stay for drop-offs to be 6.8 minutes.

For conservative analysis, it was assumed that the average length of stay would be 7 minutes. The Poisson Distribution modelling presented in Figure 4 shows that in any 7-minute period during the peak hour, the 95th percentile number of pick-ups/drop-offs will be **9 vehicles or less**. Outside of peak hours the demand for visitor parking will be much lower.

3.7 Total parking demand

The total estimated parking demand during the peak hours is **26 bays** (including 17 bays for staff and 9 bays for pick-up/drop-off).

Traffic volume	45	**(vph)**	0.0125	**(vps)**
Time period	7	**(min)**	420	**(sec)**
Mean number of vehicles	5.25			

Probability distribution table **95th percentile:** 9 **vehicles**

(x)	p(x)	P(x)
1	0.02755	0.0328
2	0.07232	0.10511
3	0.12656	0.23167
4	0.1661	0.39777
5	0.17441	0.57218
6	0.15261	0.72479
7	0.11446	0.83925
8	0.07511	0.91436
9	0.04382	0.95817
10	0.023	0.98118
11	0.01098	0.99216
12	0.0048	0.99696
13	0.00194	0.9989
14	0.00073	0.99963
15	0.00025	0.99988
16	8.4E-05	0.99996
17	2.6E-05	0.99999
18	7.5E-06	1
19	2.1E-06	1
20	5.5E-07	1

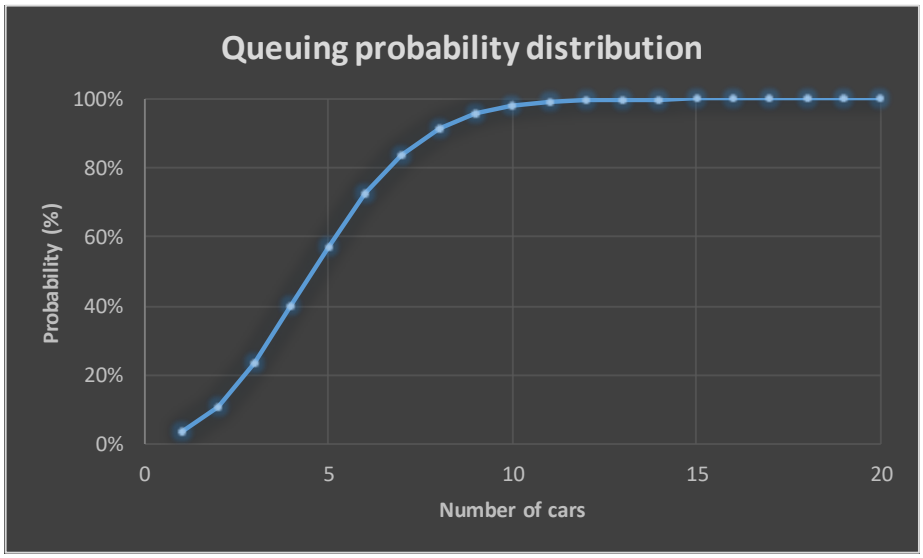


Figure 4: Probability analysis for children's drop-off/pick-up

3.8 Supplementary parking analysis based on RTA research

The *Roads and Maritime Services validation trip generation surveys child care centres analysis report* documents updated trip and parking generation surveys undertaken by TEF Consulting for the RTA in 2015.

A summary of the trip and parking generation rates is set out in Table 1. The rates adopted exclude Outside School Hours Care, which was found to have greater variation in parking demand, not correlating with the capacity of these facilities.

Out of all the child care centres surveyed, the largest onsite car park provided 18 car bays. The peak car parking accumulation for any of the surveyed centres was 16 bays. The surveyed average rate for the peak parking accumulation was 0.22 bays per licensed place.

If this rate was applied to the proposed child care centre, then it would equate to an anticipated peak parking accumulation of 25 bays. There are 26 bays provided as part of the proposed development.

Table 1: RTA summary of surveyed trip and parking rates for child care centres

All sites without OSHC	Min	Max	Avg	St Dev
Development details:				
Total site area (m^2)	317	3014	1348	799
Total GFA (m^2)	165	1041	473	288
No. of licenced places for children	20	90	46	25
No. of employees	3	15	8	4
Vehicle trips:				
Centre peak hour vehicle trips (in+out) AM	8	93	37	28
Centre peak hour vehicle trips per licensed place (AM)	0.22	1.25	0.77	0.32
Centre peak hour vehicle trips per 100m^2 of total GFA (AM)	1.04	15.15	8.58	4.41
Centre peak hour vehicle trips (in+out) PM	6	77	36	24
Centre peak hour vehicle trips per licensed place (PM)	0.24	1.38	0.78	0.32
Centre peak hour vehicle trips per 100m^2 of total GFA (PM)	1.89	15.23	8.47	4.53
Centre vehicle trips during adjacent road's peak hour (AM)	6	72	31	21
Centre vehicle trips per licensed place during adjacent road's peak hour (AM)	0.17	1.20	0.69	0.33
Centre vehicle trips per 100m^2 of GFA during adjacent road's peak hour (AM)	0.78	14.55	7.63	4.33
Centre vehicle trips during adjacent road's peak hour (PM)	0	50	16	16
Centre vehicle trips per licensed place during adjacent road's peak hour (PM)	0	1	0	0
Centre vehicle trips per 100m^2 of GFA during adjacent road's peak hour (PM)	0	8	4	3
Parking:				
No of public car spaces	0	18	7	7
Peak parking accumulation	3	16	9	4
Peak parking accumulation per number of licensed places	0.08	0.34	0.22	0.08
Peak parking accumulation per 100m^2 of total GFA	0.39	3.64	2.34	0.98

Source: Roads and maritime services validation trip generation surveys child care centres analysis report, TEF Consulting 2015

3.9 Parking demand management

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

A sustainable transport network should prioritise active and sustainable modes of transport, with walking, cycling, public transport, car sharing, and then single occupancy cars ranked in order of priority (Figure 5).

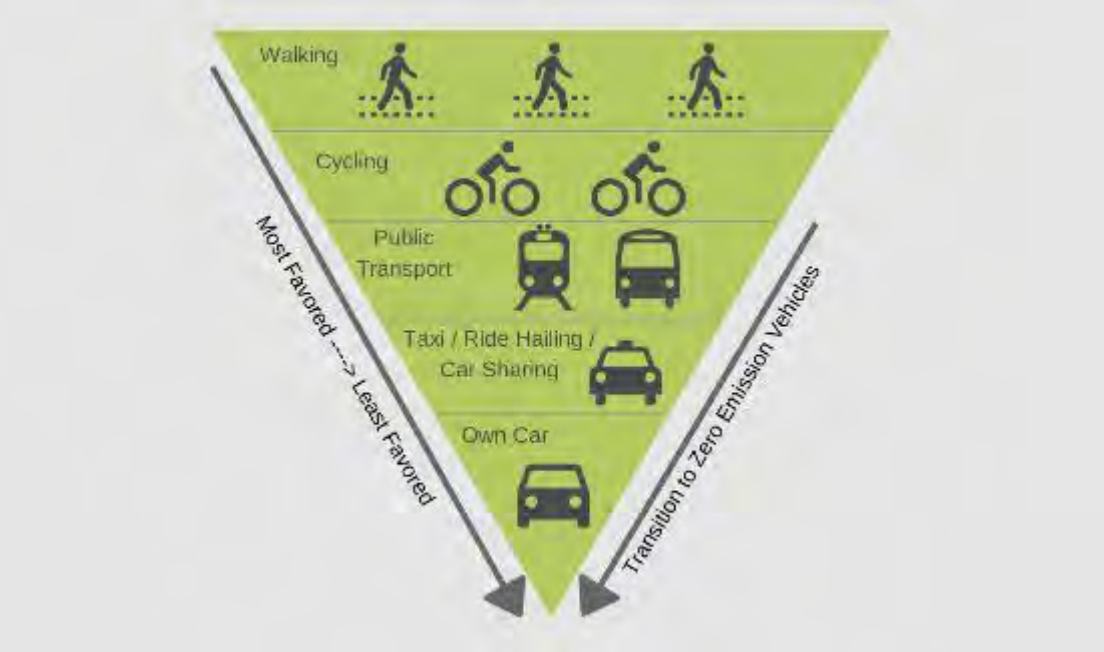


Figure 5: Sustainable transport hierarchy

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

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

4 Provision for service vehicles

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

Waste collection will be facilitated via kerbside collection on Skeet Road.

5 Hours of operation

The hours of operation for the child care centre are Monday-Friday 6:30am to 6:30pm. The RTA NSW *Guide to Traffic Generating Developments* indicates that pre-school centres typically have peaks in the periods 8:00am to 9:00am and 2:30pm to 4:00pm.

The proposed operating hours of the centre are 6:30am to 6:30pm, Monday to Friday.

6 Daily traffic volumes and vehicle types

6.1 Traffic generation

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

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

The trip generation rates adopted are detailed in Table 2.

Table 2: Adopted trip rates for traffic generation

Land use	Trip rate source	Daily rate	AM rate	PM rate	AM-in	AM-out	PM-in	PM-out
Child Care	RTA NSW	4	0.8	0.8	50%	50%	50%	50%

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

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

The estimated traffic generation of the proposed development is detailed in Table 3. The proposed development is estimated to generate 444 vehicles per day (vpd), with 90 vehicles per hour (vph) generated during the AM and PM peak hours, respectively.

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

Table 3: Development traffic generation – Weekday AM and PM peak hour

Land use	Quantity	Daily Trips	AM Trips	PM Trips	AM Peak Trips		PM Peak Trips	
					IN	OUT	IN	OUT
Child Care	111	444	90	90	45	45	45	45

6.2 Impact on surrounding roads

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

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

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact on the surrounding road network is moderate (Figure 6).

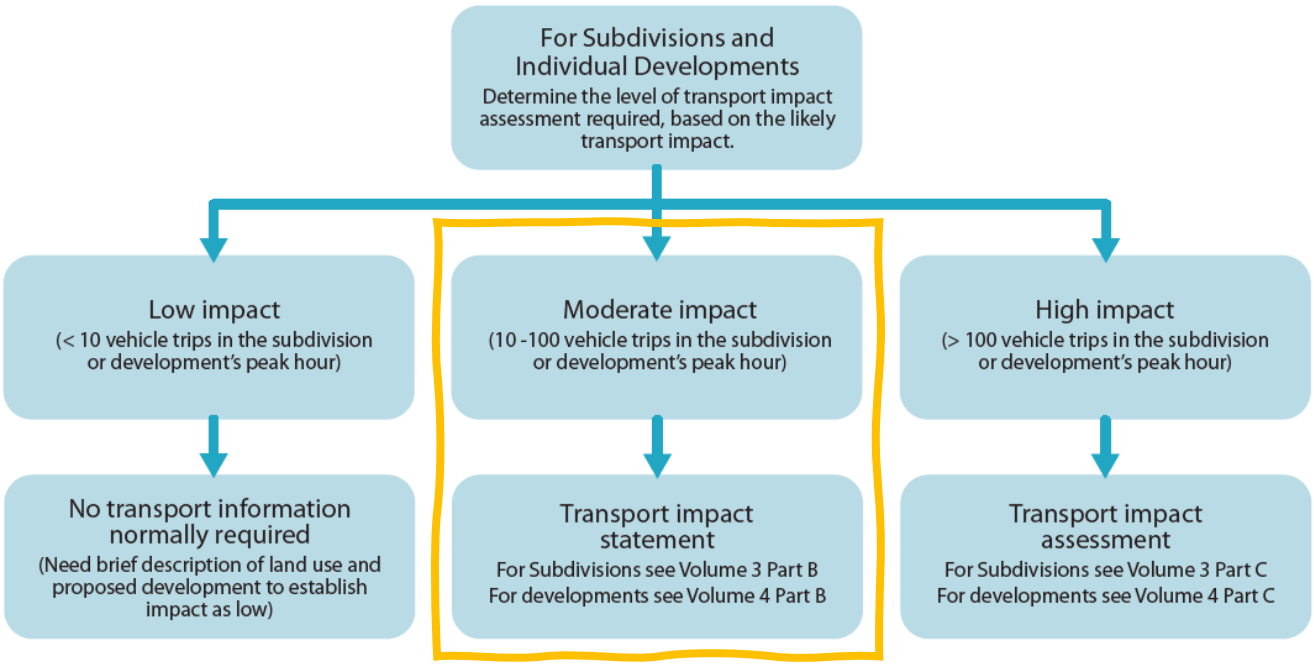


Figure 6: Level of traffic impact for subdivisions and individual developments

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

7 Traffic management on the frontage roads

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

7.1.1 Skeet Road

Skeet Road near the subject site is an approximately 12m wide, two-lane divided road. A raised median is provided adjacent to the subject site. Footpaths and on-street cycle lanes are provided on both sides of the road. A walk crossing is provided on Skeet Road, adjacent to Syracuse Cove, which includes kerb ramps and an island refuge.

Skeet Road is classified as an *Access Road* in the Main Roads WA road hierarchy (Figure 7) and operates under a built-up area speed limit of 50km/h (Figure 8). Access roads are the responsibility of Local Government and are typically for the provision of vehicle access to abutting properties (Figure 9).

No traffic data was available for Skeet Road at the time of preparation of this report.

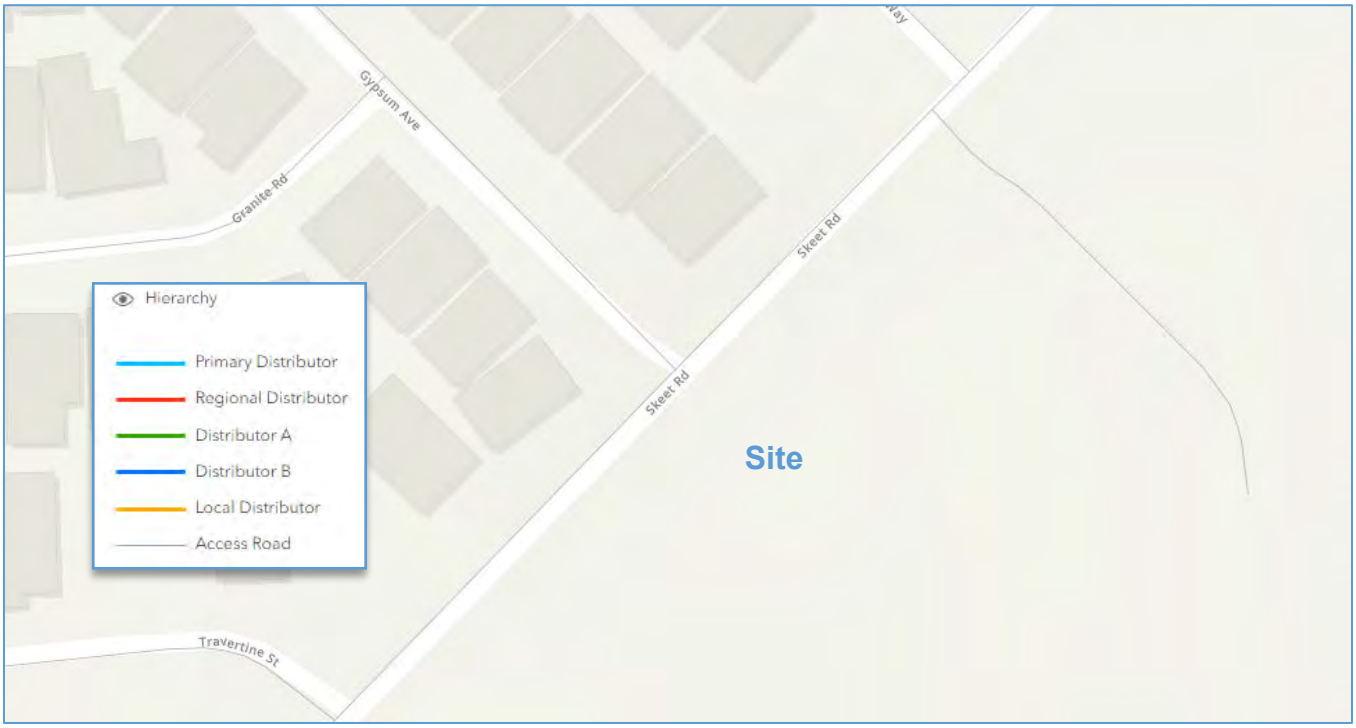


Figure 7: Main Roads WA road hierarchy plan

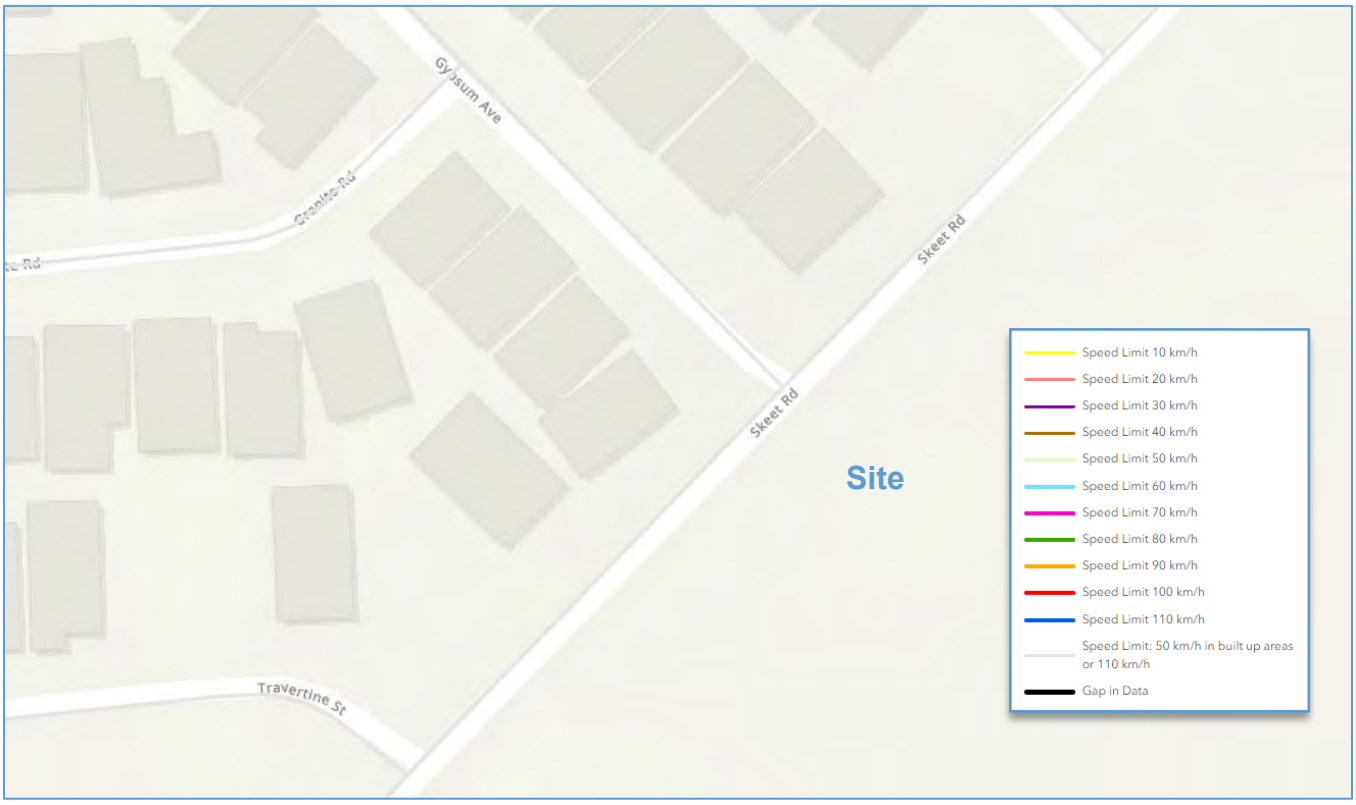


Figure 8: Main Roads WA road speed zoning plan

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

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

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

Figure 9: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

8 Public transport access

Information was collected from Transperth, PTA and site visits to assess the existing public transport access to and from the site.

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

- Bus Route 233: Gosnells Stn – Cockburn Central Stn via Southern River, Harrisdale & Piara Waters.
- Bus Route 519: Murdoch TAFE – Armadale Stn via Murdoch Stn & Piara Waters.

The existing public transport network plan is shown in Figure 11. Public transport services provide a viable alternative mode of transport for staff and visitors of the proposed development. The closest bus stop is located within 500m walking distance to the west on Nicholson Road (Figure 10).

Bus services provide excellent coverage and connectivity to the rail network.

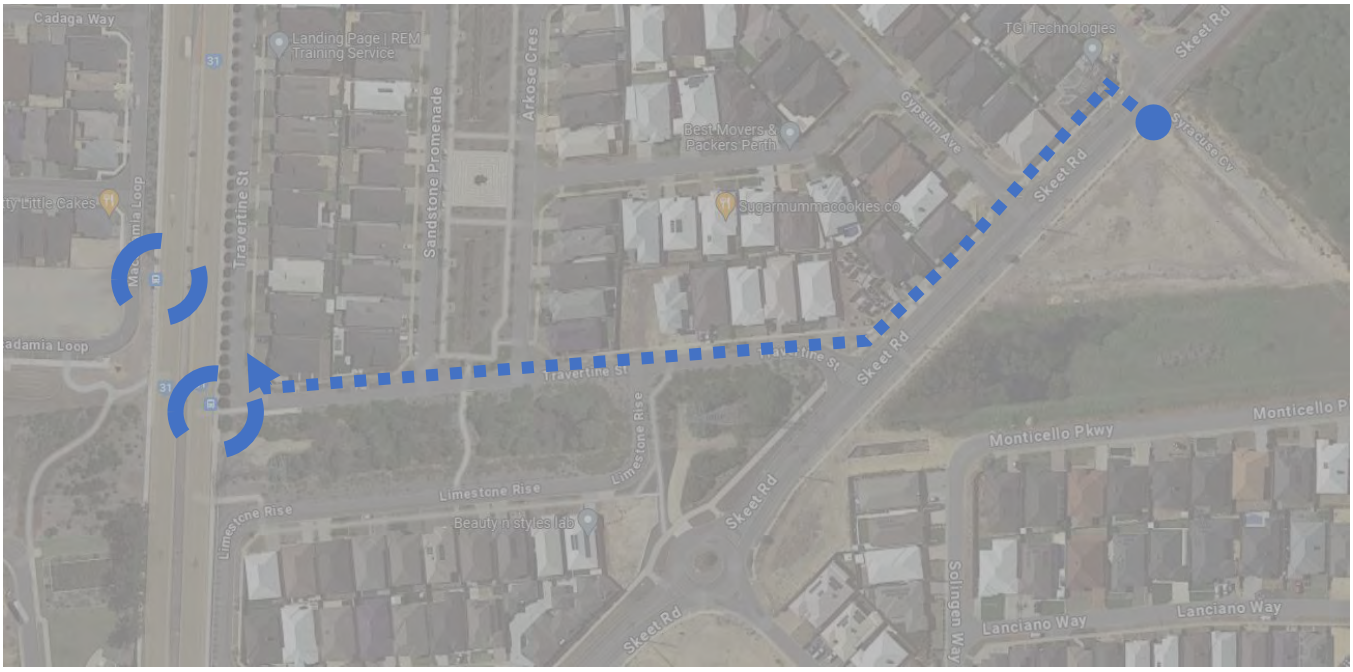


Figure 10: Closest bus stops serving the proposed development

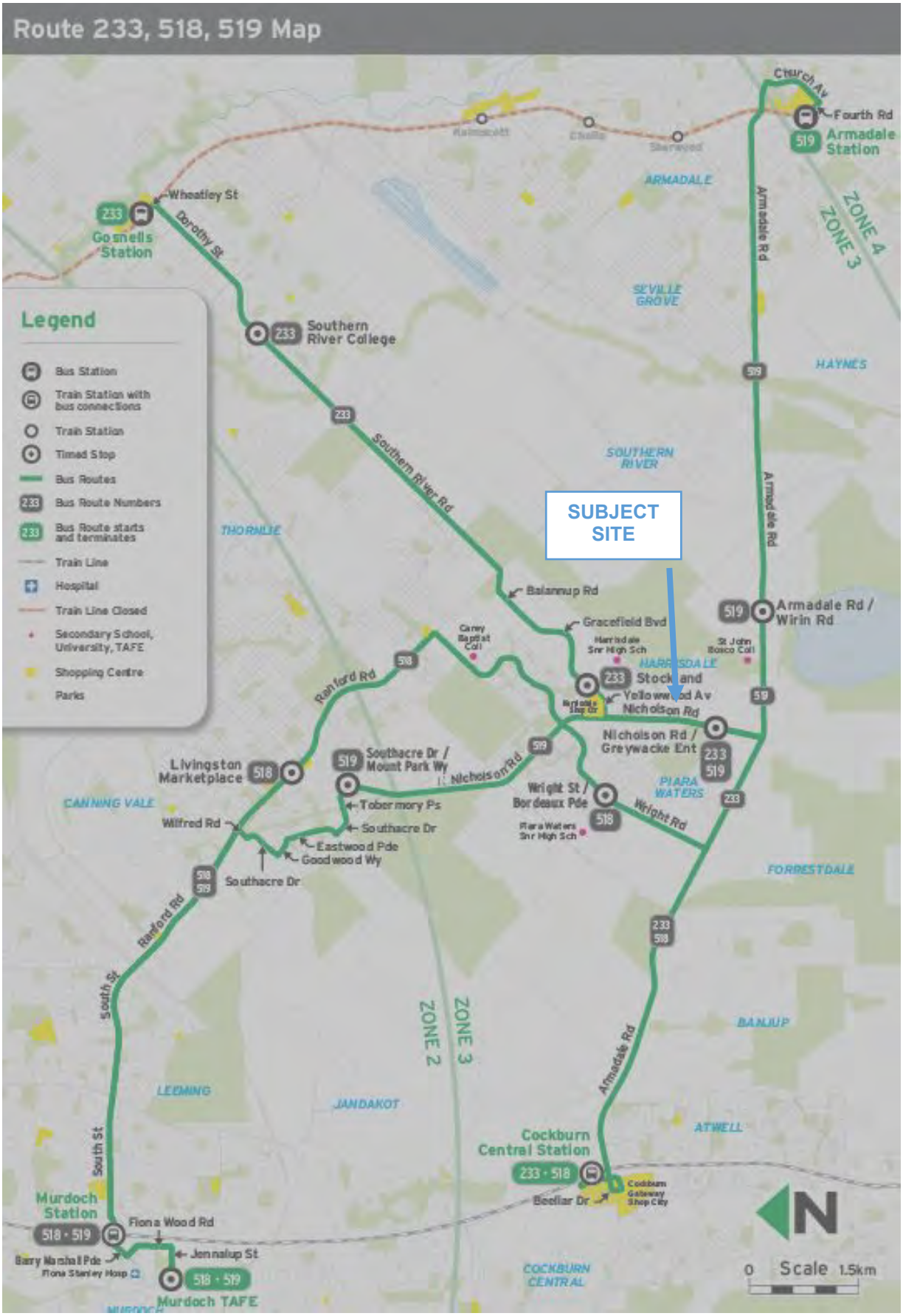


Figure 11: Transperth public transport plan

Source: Transperth

9 Pedestrian access

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

9.1.1 Pedestrian facilities and level of service

Footpaths are provided on both sides of Skeet Road. Pedestrian crossing facilities including kerb ramps and refuge island are provided on surrounding roads, which promote improved access for bicycles, wheelchairs and prams.

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provide warrants for installing pedestrian priority crossing facilities. This is based on the volume of traffic as the key factor determining if pedestrians can safely cross a road. The guidelines recommend pedestrian priority crossing facilities be considered once the peak hour traffic exceeds the volumes detailed in Table 4.

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

Table 4: Traffic volume thresholds for pedestrian crossings

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

10 Bicycle access

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

10.1 Bicycle network

The Department of Transport Perth Bicycle Network Map (see Figure 12) shows the existing cycling connectivity to the subject site. The map is outdated. However, based on observations from aerial imagery, Skeet Road provides on-street cycling lanes in each direction.

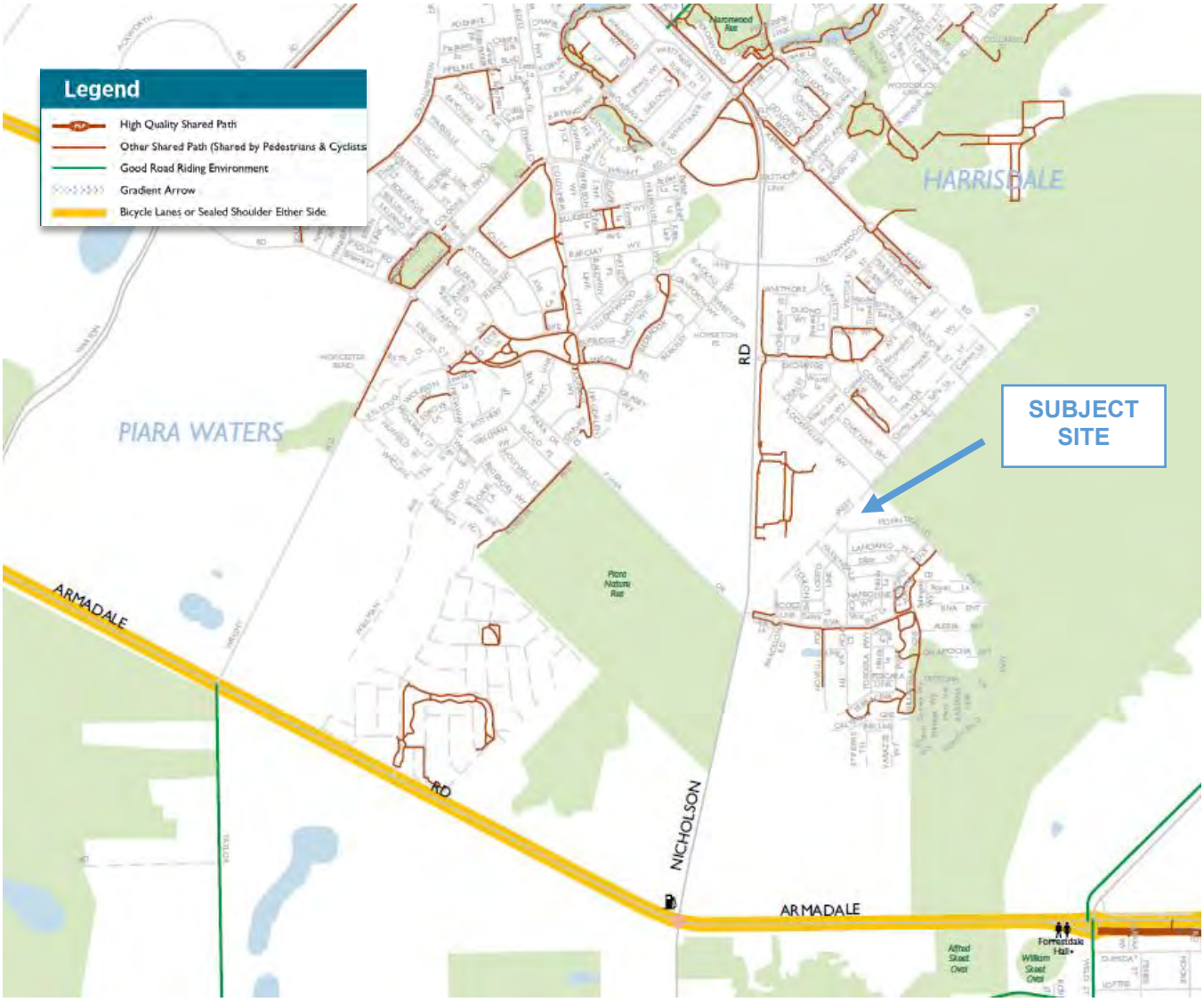


Figure 12: Perth bicycle network plan

10.2 Bicycle parking and end of trip facilities

Four bicycle parking spaces are provided in the car park. This promotes sustainable transport options for staff and visitors to the development.

The Strava cycling heatmap tool shows that Skeet Road and Nicholson Road are relatively popular cycling routes in the area (Figure 13).

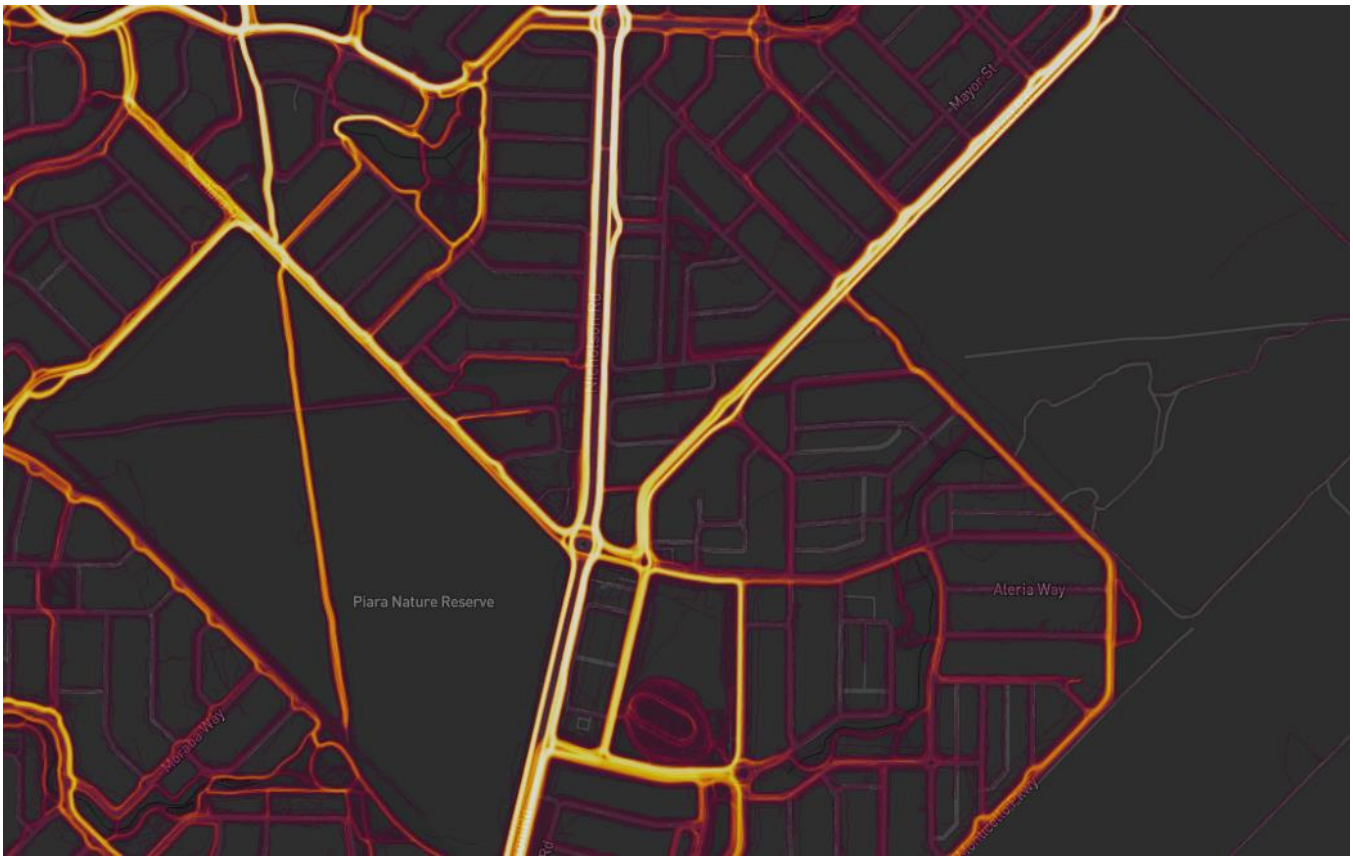


Figure 13: Strava cycling heatmap

10.3 Sustainable transport catchment

As detailed in Figure 14, the subject site is well placed for staff and visitors to travel by sustainable modes of transport. A large catchment of people exists within a comfortable 8km or 20-25min cycling or micromobility journey to the site.

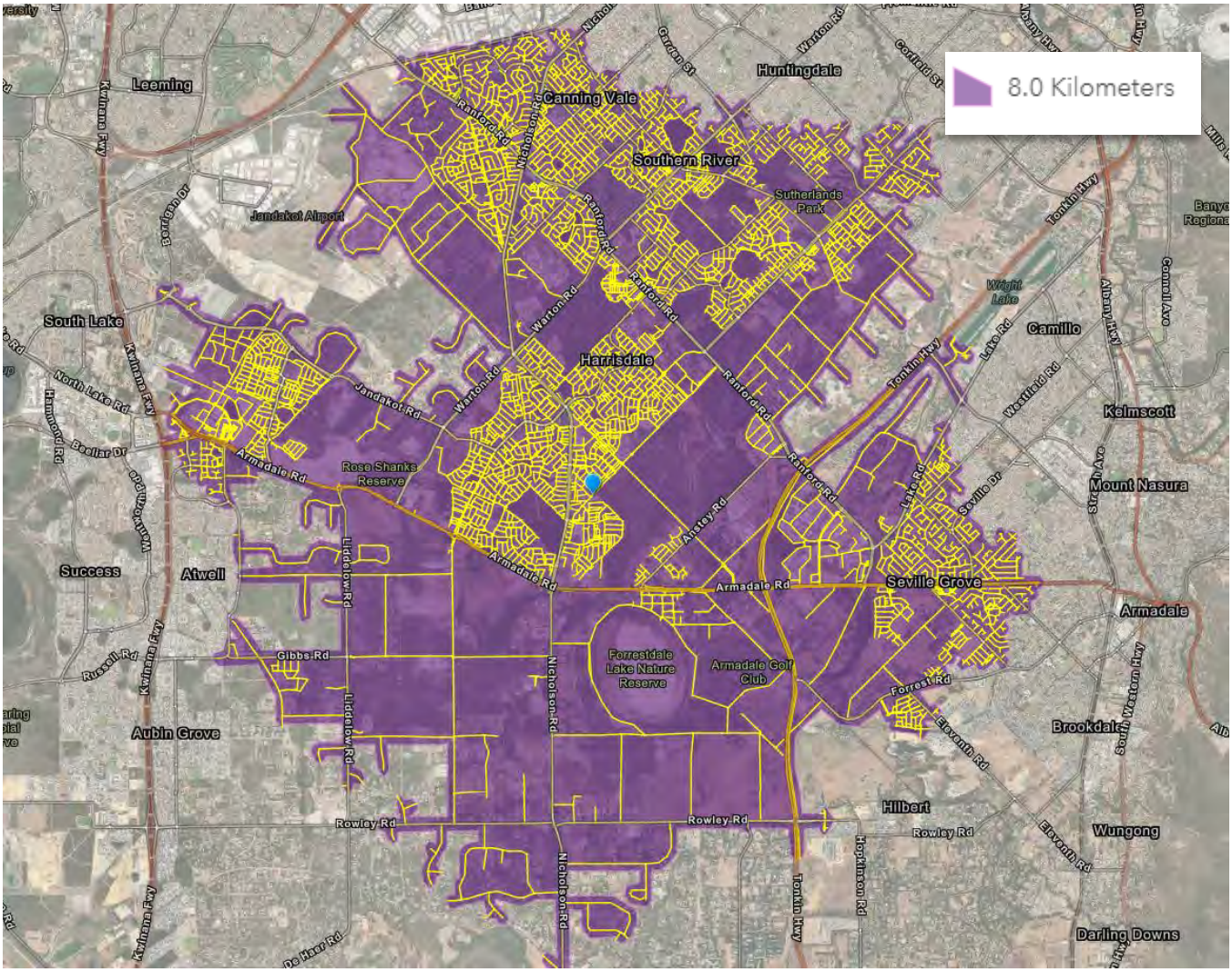


Figure 14: Cycling and micro-mobility catchment

11 Site specific issues

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

12 Safety issues

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 15, 1 crash was recorded in the immediate locality in the last five years. The detailed crash history is presented in Table 5.

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



Figure 15: 5-year crash map in the locality (2018-2022)

Source: MRWA crash mapping tool

Table 5: 5-year crash history in the locality (2018-2022)

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

Year	No.	%
2020	1	100.00

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

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

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

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

Total	1

13 Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of Accord Property with regards to the proposed child care centre, located at Lot 800 Skeet Road, Piara Waters.

The subject site is situated on the south-east side of Skeet Road. The site is presently vacant and is surrounded by mostly residential land uses.

It is proposed to develop the site into a child care centre catering for up to 111 children and 20 staff.

The site features good connectivity with the existing road network. There is good public transport coverage through nearby bus and connecting train services. Connectivity for walking and cycling is also good.

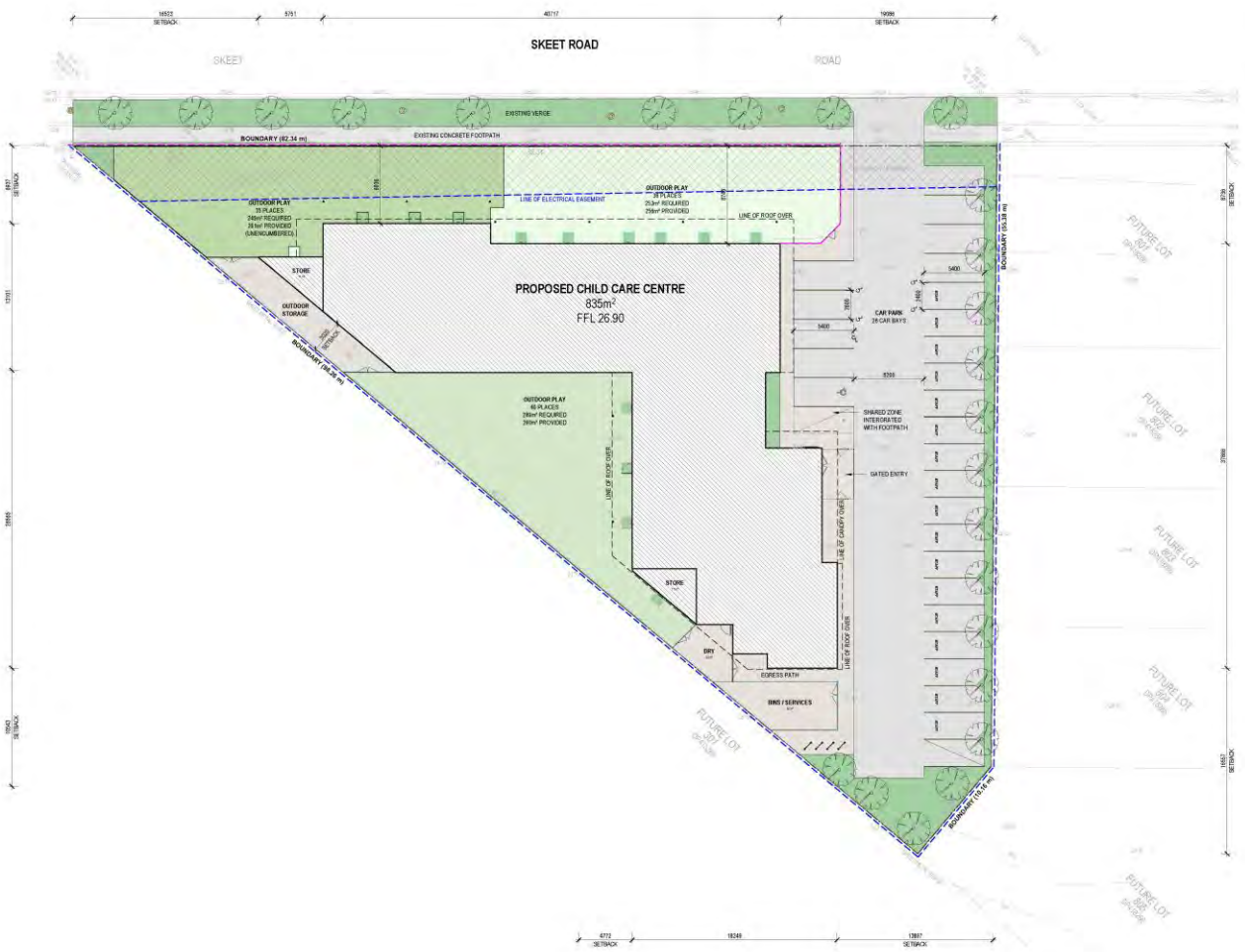
The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is moderate (less than 100vph on any lane) and as such would have moderate impact on the surrounding road network.

The proposed car parking provision can accommodate the needs of the child care centre.

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

Appendices

Appendix A: Proposed development plans



SITE PLAN
1 : 200

PRELIMINARY

Rev	Amendment	Date
C	FOR REVIEW	05/12/2023
B	FOR REVIEW AND APPROVAL	28/11/2023
A	FOR INFORMATION	09/10/23

PROJECT SUMMARY

SKEET ROAD CHILD CARE CENTRE

NUMBER OF PLACES	111
TOTAL SITE AREA	2778m²
BUILDING AREA	835m²
BUILDING AREA PER PLACE	7.5m²
OUTDOOR PLAY AREA REQ	777m²
OUTDOOR PLAY AREA PROVIDED	**937m²**
REQUIRED CAR BAYS	
1 BAY PER 6 PLACES	18.67
1 BAY PER STAFF MEMBER	20
TOTAL BAYS REQUIRED	**34**
BAYS PROVIDED	
PLACE BAYS	9
STAFF BAYS	17
TOTAL BAYS PROVIDED	**26**
PARKING BAY SHORTFALL	8

ROOM	PLACES	AREA	AREA REQ	STAFF REQ
ACTIVITY 1	12	49m²	36m²	4
ACTIVITY 2	12	49m²	36m²	4
ACTIVITY 3	12	41m²	36m²	3
ACTIVITY 4	15	59m²	48.15m²	3
ACTIVITY 5	20	85m²	65m²	2
ACTIVITY 6	20	99m²	65m²	2
ACTIVITY 7	20	88m²	65m²	2
TOTAL	**111**			**20**

FENCE TYPE 1
COLORBOND METAL FENCE
1800 MINIMUM HEIGHT
COLOUR: MONUMENT

FENCE TYPE 2
PAINTED SMOOTH TIMBER LAP FENCE WITH
TRELLISE (IF FULL HEIGHT) ON TOP(PICK)
1800 MINIMUM HEIGHT
COLOUR: BLACK (PAINTED)
LAP & TRELLIS, TIMBER LOOK

DISCLAIMER The drawing(s) provided herewith shall be used for the purpose for which they are intended only. Any dimensions scaled from the drawing are approximate measurements and their accuracy cannot be guaranteed. Any use of electronic data files are at the recipient's own risk and Brown Falconer shall not be liable for any claims or damages. Data shall not be used for any contract purposes. The use of these files implies that the electronic data files is free from any virus or defect.

BROWN FALCONER
28 Chesser Street, Adelaide, South Australia 5000
9/300 Rokeby Road, Subiaco, Western Australia 6008
Telephone : 08 8203 5800 ABN 65 007 846 586
brownfalconer.com.au

ACCORD PROPERTY

SKEET ROAD CCC

SITE PLAN

Scale As indicated
Date 05/12/2023
BF Job/Site No 2022116
Dwg No. **DA04** Rev. **C** A1 SHEET

Bushfire Management Plan

Development Application:
Childcare Centre, Lot 800 Skeet Road, Piara Waters

Western Environmental Pty Ltd
(08) 6162 8980
PO Box 437, Leederville, WA 6903
enquiries@westenv.com.au
westenv.com.au

Bushfire Management Plan

Childcare Centre, Lot 800 Skeet Road, Piara Waters

Report No:
A23.102-RPT-BMP_0_FINAL
Issue Date:
9-Aug-2023
Status
FINAL

Prepared for:
Planning Solutions
Level 1, 251 St Georges Tce
Perth WA 6000

Prepared by
Western Environmental Pty Ltd
Unit 5, 162 Colin Street
West Perth WA 6005
westenv.com.au

Internal Review

Author	Reviewed by	Approved by
		
Julia Burr Environmental Consultant	**Daniel Panickar** Senior Principal and Partner	**Daniel Panickar** Senior Principal and Partner
12-Dec-2023	**15-Dec-2023**	**15-Dec-2023**

Distribution Record

Copies	Document ID / Version	Date	Received by
1	A23.102-RPT-BMP_0_FINAL	15-Dec-2023	Josh Watson

BPAD Bushfire Planning & Design Accredited Practitioner Level 3

Statement of Limitations

Copyright Statement

© Western Environmental Pty Ltd (WEPL). All rights reserved. No part of this work may be produced in any material form or communicated by any means without the permission of the copyright owner. The unauthorised copying or reproduction of this report or any of its contents is prohibited.

Scope of Services

This environmental report ("this report") has been prepared for the sole benefit and exclusive use of the Client for the purpose for which it was prepared in accordance with the agreement between the Client and WEPL ("the Agreement").

WEPL disclaims any and all liability with respect to any use of or reliance upon this report for any other purpose whatsoever.

In particular, it should be noted that this report is based on a scope of services defined by the Client, and is limited by budgetary and time constraints, the information supplied by the Client (and its agents) and, in some circumstances, access and/or site disturbance constraints.

The scope of services did not include any assessment of the title to or ownership of the properties, buildings and structures referred to in this report, or the application or interpretation of laws in the jurisdiction in which those properties, buildings and structures are located.

Reliance on Data

In preparing this report, WEPL has relied on data, surveys, analyses, designs, plans and other information provided by the Client (or its agents), other individuals and organisations ("the data").

Except as otherwise stated in this report, WEPL has not verified the accuracy or completeness of the data. WEPL does not represent or warrant that the data is true or accurate, and disclaims any and all responsibility or liability with respect to the use of the data.

To the extent that the statements, opinions, facts, information, conclusions and/or recommendations in this report ("conclusions") are based in whole or part on the data, those conclusions are contingent upon the accuracy and completeness of the data.

WEPL does not accept any responsibility or liability for any incorrect or inaccurate conclusions should any data be incorrect, inaccurate or incomplete or have been concealed, withheld, misrepresented or otherwise not fully disclosed to WEPL.

The conclusions must also be considered in light of the agreed scope of services (including any constraints or limitation therein) and the methods used to carry out those services, both of which are as stated or referred to in this report.

Bushfire Protection

The bushfire management measures and risk treatments proposed in this document do not guarantee that buildings or infrastructure will not be damaged in a bushfire, nor that there will be no injuries or fatalities either on the site or offsite while evacuating. Primarily, this is due to the unpredictable nature and behaviour of fire and fire weather conditions. In addition, implementation of the required bushfire management measures (including construction standards, maintenance etc.) and any other required or recommended measures, will depend upon, among other things, the ongoing actions of landowners and/or operators over which WEPL has no control.

Report for Benefit of Client

This report is confidential. Neither the whole nor any part of this report, or any copy or extract thereof, may be disclosed or otherwise made available to any third party without the prior written approval of WEPL.

WEPL accepts no liability or responsibility whatsoever in respect of any use of or reliance upon this report, by any person or organisation who is not a party to the Agreement. Reliance on this report by any person who is not a party to the Agreement is expressly prohibited. Any representation in this report is made only to the parties to the Agreement.

WEPL assumes no responsibility and disclaims any and all liability to any other person or organisation for or in relation to any matter dealt with or conclusions expressed in this report, or for any loss or damage suffered by any other person or organisation arising from matters dealt with or conclusions expressed in this report (including without limitation matters arising from any negligent act or omission of WEPL or for any loss or damage suffered by any other party using or relying on the matters dealt with or conclusions expressed in this report, even if WEPL has been advised of the possibility of such use or reliance).

Other parties should not rely on this report or the accuracy or completeness of any conclusions contained in this report, and should make their own enquiries and obtain independent advice in relation to such matters.

Other Limitations

This report is intended to be read in its entirety, and sections or parts of this report should therefore not be read and relied on out of context.

WEPL will not be liable to update or revise this report to take into account any events or circumstances or facts becoming apparent after the date of this report.

Table of Contents

1. Introduction 1

1.1 Proposal Details 1

1.1.1 Site context 1

1.2 Purpose and Application of the BMP 1

1.3 Environmental Considerations 2

2. Bushfire Assessment Results 6

2.1 Bushfire Assessment Inputs 6

2.1.1 Fire Danger Index 6

2.1.2 Vegetation Classification and Slope under Vegetation 6

2.2 Bushfire Assessment Outputs 8

2.2.1 BAL Assessment 8

2.2.2 Method 1 BAL Assessment 8

2.3 Identification of Issues Arising from the BAL Assessment 8

3. Assessment Against the Bushfire Protection Criteria 11

3.1 Compliance 11

4. Responsibilities for Implementation and Management of Bushfire Management Measures 14

5. Conclusion 15

6. References 16

Tables

Table 1: Classified Vegetation as per AS 3959: 2018 6

Table 2: Method 1 BAL Calculation (BAL Contours) 8

Table 3: Assessment Against the Bushfire Protection Criteria 11

Table 4: Proposed Works Program....14

Figures

Figure 1: Site Overview....3
Figure 2: Site Plan....4
Figure 3: Bushfire Prone Areas....5
Figure 4: Vegetation Classification....7
Figure 5: Bushfire Attack Level (BAL) Contours....10
Figure 6: Spatial Representation of Bushfire Management Measures....13
Figure 7: Illustrated tree canopy cover projection (WAPC, 2021)....24

Appendices

Appendix A Classified vegetation photos
Appendix B Standards for Asset Protection Zones
Appendix C Vehicular access technical requirements (WAPC, 2021)

1. Introduction

1.1 Proposal Details

Planning Solutions, on behalf of Accord Property is seeking to progress a Development Application (DA) for a childcare centre at Lot 800 Skeet Road, Piara Waters (hereafter referred to as the subject site, Figure 1). The proposed development will result in an intensification of land use and involves the construction of a childcare facility, an outside playground, car parks and associated landscaping (Figure 2).

The subject site is within a designated bushfire prone area as per the *Western Australia State Map of Bush Fire Prone Areas* (DFES 2021; Figure 3), which triggers bushfire planning requirements under *State Planning Policy 3.7 Planning in Bushfire Prone Areas* (SPP 3.7; WAPC, 2015) and reporting to accompany submission of the DA in accordance with the associated *Guidelines for Planning in Bushfire Prone Areas v 1.4* (the Guidelines; WAPC, 2021).

Western Environmental Approvals Pty Ltd (WEPL) was commissioned to prepare a Bushfire Management Plan (BMP) to support the DA. This BMP has been prepared by Julia Burr and Senior Principal Bushfire Consultant Daniel Panickar (FPAA BPAD Level 3 Certified Practitioner No. BPAD37802).

1.1.1 Site context

The subject site is located within the City of Armadale and is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'Urban Development' under the City of Armadale Town Planning Scheme No. 4. The subject site is completely cleared and fenced off from an adjacent drainage reserve in the south. The subject site is bound by Skeet Road along the western boundary and Syracuse Cove followed by Bush Forever Site 342 to the east.

1.2 Purpose and Application of the BMP

This BMP has been prepared in accordance with SPP 3.7 and the Guidelines to support the assessment of the DA for the subject site submitted to the City of Armadale.

In addition, this BMP provides strategies and guidance to reduce the level of bushfire risk exposure for the subject site through implementation of a range of bushfire management measures in accordance with the Guidelines.

The proposed land use is categorised as a vulnerable land use as young children may be less able to respond in the event of a bushfire emergency. A Bushfire Emergency Evacuation Plan (BEEP) is required to be submitted with the DA and will be required to be updated and maintained prior to the occupancy of the childcare centre. This BMP and BEEP are to be used in conjunction with one another to ensure that the intent of SPP 3.7 is achieved.

1.3 Environmental Considerations

SPP 3.7 policy objective 5.4 recognises the need to consider bushfire risk management measures alongside environmental, biodiversity and conservation values.

The subject site is completely cleared and does not require the removal of any vegetation.

Bush Forever Site 342 is located to the east of the subject site, separated by Syracuse Cove. No modification of vegetation within this Bush Forever site is required for development to proceed.

A drain runs along the southern boundary of the subject site. It constitutes an ecological linkage between the Bush Forever Site 342 and Bush Forever Site 262, known as Piara Nature Reserve, 800 m to the west. The buffer zone of the drain has been revegetated with sedges and rushes, forming grassland. The vegetation is separated from the subject site by an emergency access path and a corrugated metal fence. Development of the subject site is not considered likely to have any significant impact on surrounding environmental assets.

No revegetation is proposed within the subject site and landscaping will be maintained in a low-threat state.

WEPL is not aware of any outstanding environmental approvals required for development to proceed.





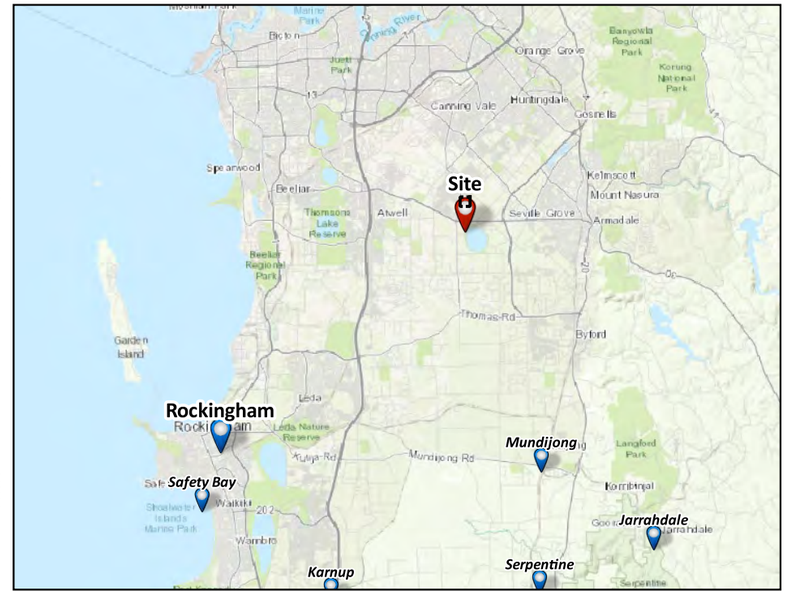


Figure 1: Site Overview

N

0 28 56 84 112 m

PROJECT/REPORT NAME	Bushfire Management Plan Lot 800 Skeet Road, Piara Waters
SCALE	1:1,931
SHEET SIZE	A3 COLOUR
CLIENT	Planning Solutions
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A23.102
VERSION	0
DATA SOURCE	LANDGATE AERIAL IMAGERY Summer 2023
DRAWN BY / REVIEWED BY	MD/JB
DATE	14/12/2023

Legend

- Subject Site
- Buffer 100m
- Buffer 150m

No	Description	Drawn	Approved	Date
A	Original issue	MD	JB	14/12/2023

NOTES:

Cadastral boundary (LGATE-002). Base map ESRI Topo. Townsites (LGATE-248).

WESTERN ENVIRONMENTAL

Western Environmental Pty Ltd
08 6244 2310 | enquiries@westenv.com.au
Level 3/25 Prowse St, West Perth WA 6005
westenv.com.au

G:\GIS\Project Data\A23.102\BMP_20231214\A23.102.qgz

COPYRIGHT: This document is and shall remain the property of The Client. This document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement. The Client does not hold any responsibility for the misuse of this document

Designed and Automated by AC



Figure 2: Site Plan

N

0 24 48 72 96 m

PROJECT/REPORT NAME	Bushfire Management Plan Lot 800 Skeet Road, Piara Waters
SCALE	1:1,654
SHEET SIZE	A3 COLOUR
CLIENT	Planning Solutions
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A23.102
VERSION	0
DATA SOURCE	LANDGATE AERIAL IMAGERY Summer 2023
DRAWN BY / REVIEWED BY	MD/JB
DATE	14/12/2023

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Car Parking
- Outdoor Storage
- Proposed Child Care Centre
- Store

No	Description	Drawn	Approved	Date
A	Original issue	MD	JB	14/12/2023

NOTES:

Cadastral boundary from LANDGATE 2022. Label corresponds to the vegetation association number.

WESTERN ENVIRONMENTAL

Western Environmental Pty Ltd
08 6244 2310 | enquiries@westenv.com.au
Level 3/25 Prowse St, West Perth WA 6005
westenv.com.au

G:\GIS\Project Data\A23.102\BMP_20231214\A23.102.qgz

COPYRIGHT: This document is and shall remain the property of The Client. This document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement. The Client does not hold any responsibility for the misuse of this document

Designed and Automated by AC

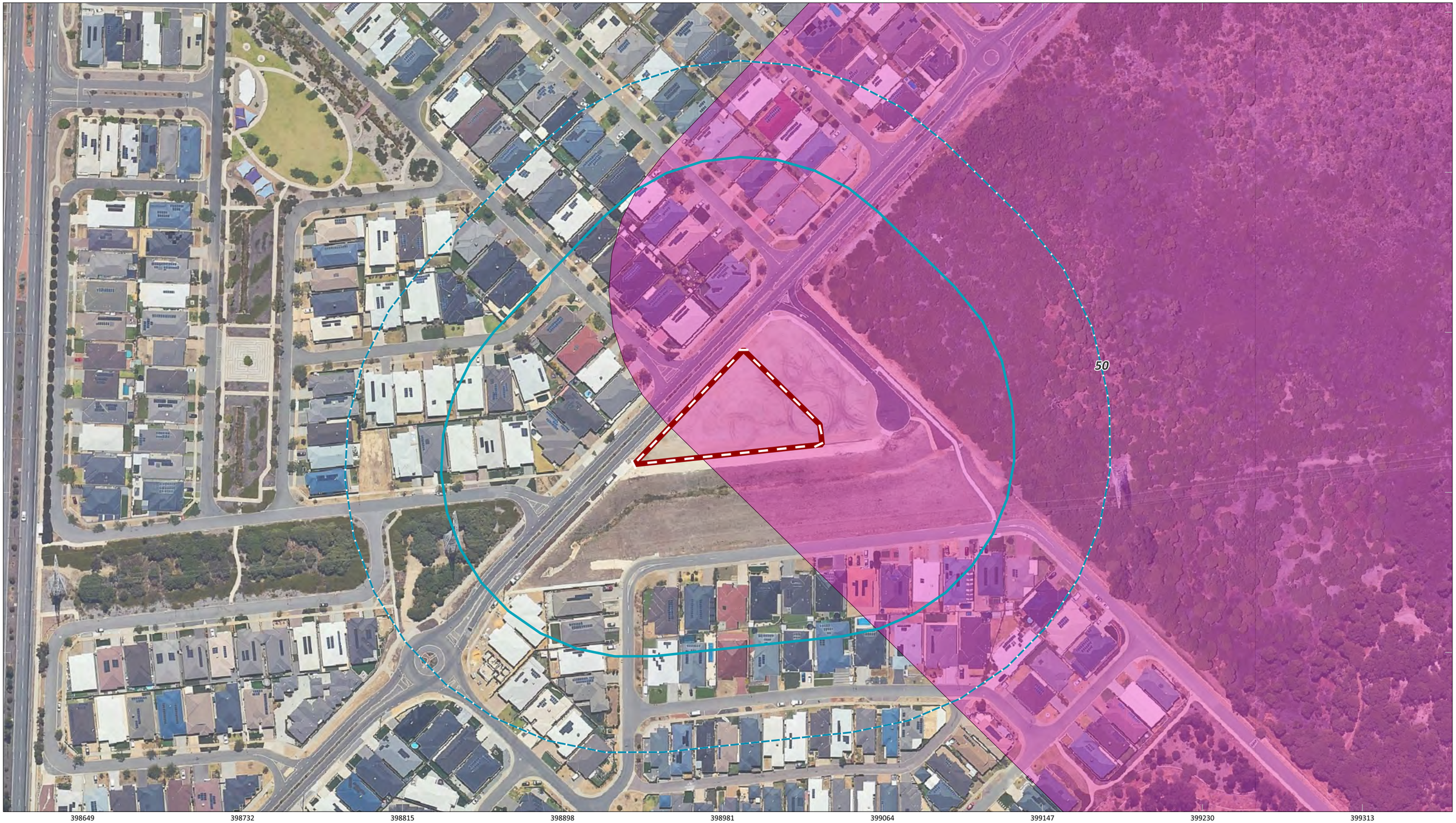


Figure 3: Bushfire Prone Areas

N

0 28 56 84 112 m

PROJECT/REPORT NAME	Bushfire Management Plan Lot 800 Skeet Road, Piara Waters
SCALE	1:1,931
SHEET SIZE	A3 COLOUR
CLIENT	Planning Solutions
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A23.102
VERSION	0
DATA SOURCE	LANDGATE AERIAL IMAGERY Summer 2023
DRAWN BY / REVIEWED BY	MD/JB
DATE	14/12/2023

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Bush Fire Prone Areas 2021 (OBRM-019)

No	Description	Drawn	Approved	Date
A	Original issue	MD	JB	14/12/2023

NOTES:

Cadastral boundary from LANDGATE 2022. Label corresponds to the vegetation association number.

WESTERN ENVIRONMENTAL

Western Environmental Pty Ltd
08 6244 2310 | enquiries@westenv.com.au
Level 3/25 Prowse St, West Perth WA 6005
westenv.com.au

G:\GIS\Project Data\A23.102\BMP_20231214\A23.102.qgz

COPYRIGHT: This document is and shall remain the property of The Client. This document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement. The Client does not hold any responsibility for the misuse of this document

Designed and Automated by AC

2. Bushfire Assessment Results

2.1 Bushfire Assessment Inputs

A bushfire assessment has been undertaken for the proposed DA in accordance with the Guidelines. Inputs to this assessment are detailed below.

2.1.1 Fire Danger Index

A blanket Fire Danger Index (FDI) 80 is adopted for Western Australia, as outlined in *Australian Standard AS 3959: 2018 Construction of Buildings in Bushfire Prone Areas* (SA, 2018).

2.1.2 Vegetation Classification and Slope under Vegetation

Vegetation and effective slope (i.e. slope under vegetation) within the subject site and surrounding 150 m (the assessment area) were assessed on 8/08/2023 in accordance with the Guidelines and AS 3959: 2018.

The classified vegetation and effective slope for the site from each of the identified vegetation plots are identified below in Table 1 and Figure 4.

Table 1: Classified Vegetation as per AS 3959: 2018

Plot	Vegetation classification	Effective slope
1	Class D Scrub	All upslopes and flat land (0 degrees)
2	Class D Scrub	All upslopes and flat land (0 degrees)
3	Class G Grassland	Downslope >0 to 5 degrees
4	Excluded - clause 2.2.3.2 (e) & (f)	-

Photographs relating to each area and vegetation type are included in Appendix A.

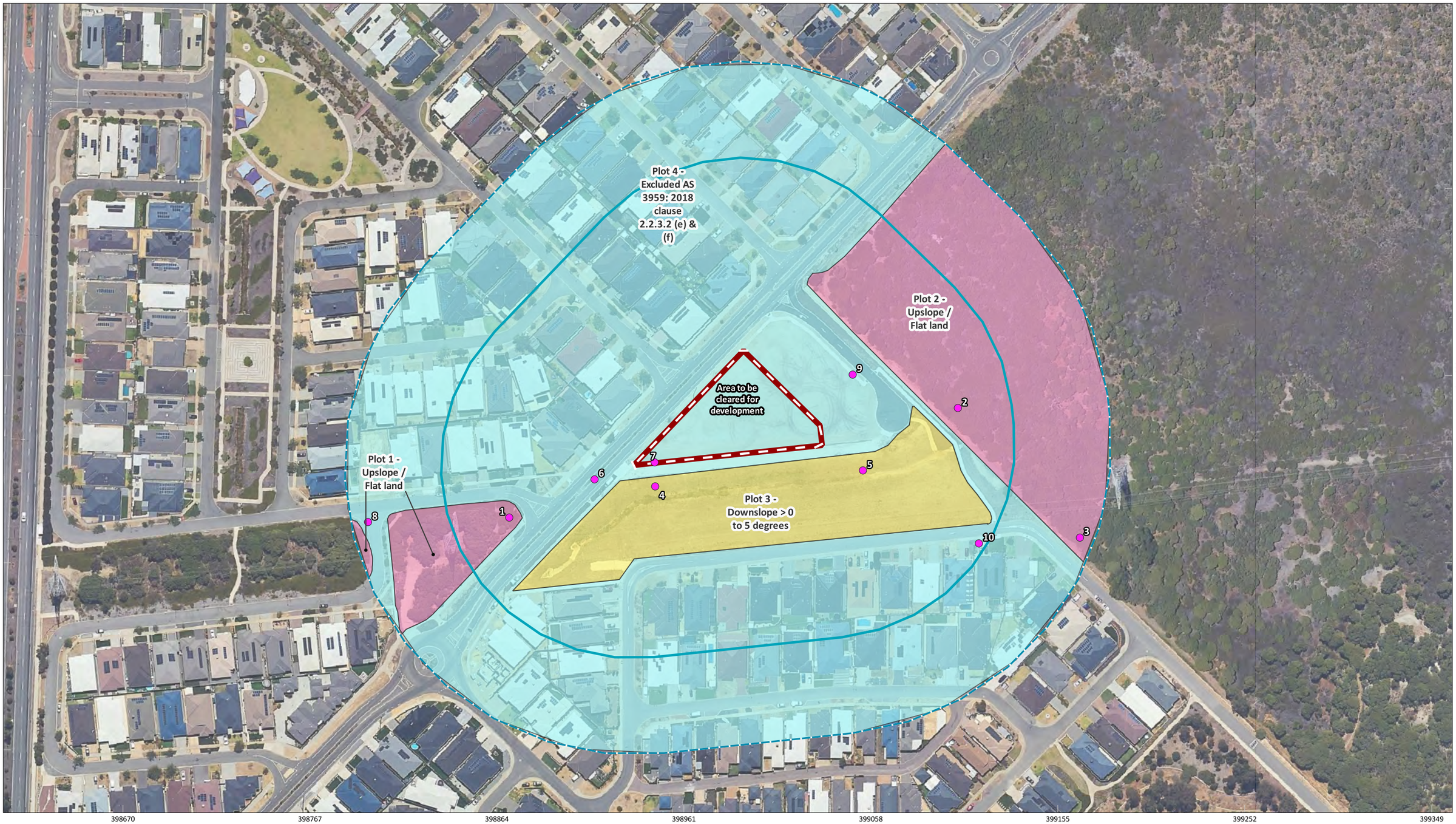


Figure 4: Vegetation Classification

N

0 28 56 84 112 m

PROJECT/REPORT NAME	Bushfire Management Plan Lot 800 Skeet Road, Piara Waters
SCALE	1:1,931
SHEET SIZE	A3 COLOUR
CLIENT	Planning Solutions
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A23.102
VERSION	0
DATA SOURCE	LANDGATE AERIAL IMAGERY Summer 2023
DRAWN BY / REVIEWED BY	MD/JB
DATE	14/12/2023

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Class D - Scrub
- Class G - Grassland
- Excluded AS 3959: 2018 2.2.3.2

2m Contours (DPIRD-072)

- 5m
- Each 2m
- Photos

No	Description	Drawn	Approved	Date
A	Original issue	MD	JB	14/12/2023

NOTES:

Cadastral boundary from LANDGATE 2022. Label corresponds to the vegetation association number.

WESTERN ENVIRONMENTAL

Western Environmental Pty Ltd
08 6244 2310 | enquiries@westenv.com.au
Level 3/25 Prowse St, West Perth WA 6005
westenv.com.au

G:\GIS\Project Data\A23.102\BMP_20231214\A23.102.qgz

COPYRIGHT: This document is and shall remain the property of The Client. This document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement. The Client does not hold any responsibility for the misuse of this document

Designed and Automated by AC

2.2 Bushfire Assessment Outputs

A Bushfire Attack Level (BAL) assessment has been undertaken in accordance with SPP 3.7, the Guidelines, AS 3959: 2018 and the bushfire assessment inputs in Section 2.1.

2.2.1 BAL Assessment

A Method 1 BAL assessment (as outlined in AS 3959: 2018) has been completed for the proposed development and incorporates the following factors:

- Fire Danger Index (FDI) rating.
- Vegetation class.
- Slope under classified vegetation.
- Distance between proposed subdivision area and the classified vegetation.

Based on the identified BAL, construction requirements for relevant buildings/structures can then be assigned. The BAL rating gives an indication of the expected level of bushfire attack (i.e. radiant heat flux, flame contact and ember penetration) that may be received by proposed buildings and subsequently informs the standard of construction required to increase building survivability.

2.2.2 Method 1 BAL Assessment

Table 2 and Figure 5 display the Method 1 BAL assessment (in the form of BAL contours) that has been completed for the proposed subdivision in accordance with AS 3959: 2018 methodology.

Table 2: Bushfire Attack Level (BAL) Contour Assessment

Plot	Vegetation classification	Effective slope	Separation distances required				
			BAL-FZ	BAL-40	BAL-29	BAL-19	BAL-12.5
1	Class D Scrub	All upslopes and flat land (0 degrees)	<10	10-<13	13-<19	19-<27	27-<100
2	Class D Scrub	All upslopes and flat land (0 degrees)	<10	10-<13	13-<19	19-<27	27-<100
3	Class G Grassland	Downslope >0 to 5 degrees	<7	7-<9	9-<14	14-<20	20-<50
4	Excluded - clause 2.2.3.2 (e) & (f)	-	No separation distances required - BAL-LOW				

Based on the site assessment inputs and BAL assessment, the proposed childcare centre building is exposed to a BAL rating of BAL-29 (Table 3).

Table 3: BAL Ratings for Assets Within the Subject Site

Proposed Building/Asset	Plot Most Affecting BAL Rating	Separation Distance	BAL Rating
Childcare Centre building	Plot 3	10.1 m	BAL-29

The Guidelines state:

> *The bushfire construction requirements of the Building Code of Australia only apply to certain types of residential buildings (being Class 1, 2 or 3 buildings and/or Class 10a buildings or decks associated with a Class 1, 2 or 3 building) in designated bushfire prone areas. As such, AS 3959 does not apply to all buildings. Only vulnerable or high-risk land uses that fall within the relevant classes of buildings as set out in the Building Code of Australia will be required to comply with the bushfire construction requirements of the Building Code of Australia. As such, the planning process focuses on the location and siting of vulnerable and high-risk land uses rather than the application of bushfire construction requirements.*

The proposed building is not a Class 1, 2 or 3 building or Class 10a building or deck associated with a Class 1, 2 or 3 building. However, the proposed land use is considered vulnerable and therefore, construction to AS 3959: 2018 is required for this proposal.

2.3 Identification of Issues Arising from the BAL Assessment

A reassessment of BAL ratings, through either a BMP addendum or revised BMP will be undertaken if changes to development design or classified vegetation within the assessment area which require a modified bushfire management response occur.

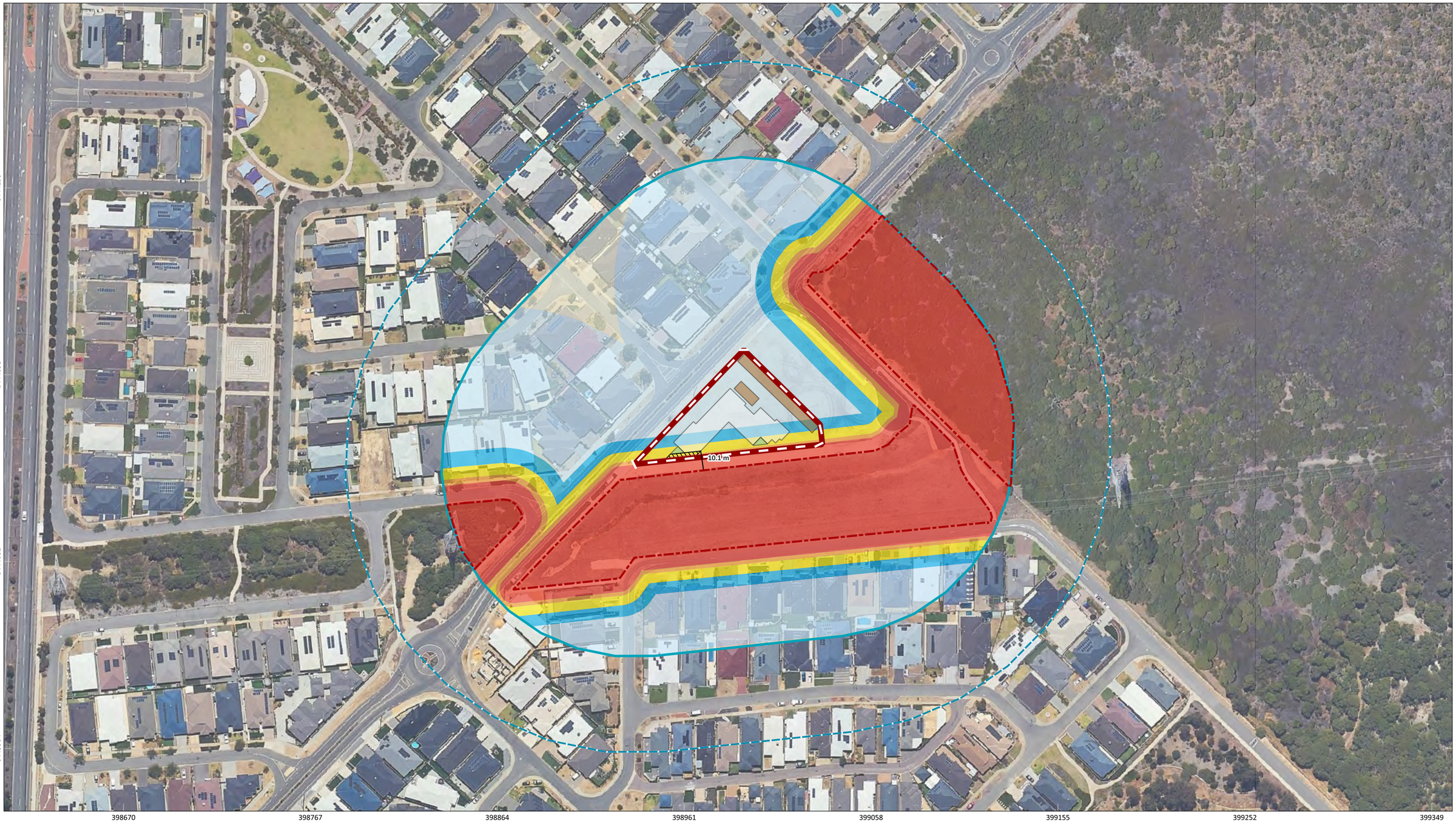


Figure 5: Bushfire Attack Level (BAL) contours

N

0 28 56 84 112 m

SCALE: 1:1,931	SHEET SIZE: A3 COLOUR
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50	PROJECT NUMBER: A23.102 / VERSION: 0
DATA SOURCE: LANDGATE AERIAL IMAGERY Summer 2023	DRAWN BY / REVIEWED BY: MD/JB / DATE: 14/12/2023

PROJECT/REPORT NAME: Bushfire Management Plan
Lot 800 Skeet Road, Piara Waters

CLIENT: Planning Solutions

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Bushfire hazard Interface
- Distance Marker

Bushfire Attack Level (BAL)

- BAL-FZ
- BAL-40
- BAL-29
- BAL-19
- BAL-12.5
- BAL-LOW
- Car Parking
- Outdoor Storage
- Proposed Child Care Centre
- Store

No	Description	Drawn	Approved	Date
A	Original issue	MD	JB	14/12/2023

NOTES:

Cadastral boundary from LANDGATE 2022. Label corresponds to the vegetation association number.

WESTERN ENVIRONMENTAL
Western Environmental Pty Ltd
08 6244 2310 | enquiries@westenv.com.au
Level 3/25 Prowse St, West Perth WA 6005
westenv.com.au

G:\GIS\Project Data\A23.102\BMP_20231214\A23.102.qgz

COPYRIGHT: This document is and shall remain the property of The Client. This document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement. The Client does not hold any responsibility for the misuse of this document

Designed and Automated by AC

3. Assessment Against the Bushfire Protection Criteria

3.1 Compliance

The proposed DA is required to comply with policy measures 6.2, 6.5 and 6.6 of SPP 3.7 and the Guidelines.

Table 4 outlines the Acceptable Solutions (AS) that are relevant to the proposal and summarises how the intent of each Bushfire Protection Criteria has been achieved through the application of bushfire risk management measures. No Performance Solutions (PS) have been proposed for this DA. These management measures are depicted in Figure 6 where relevant.

Implementation of this BMP is expected to meet objectives 5.1-5.4 of SPP 3.7.

Table 4: Assessment Against the Bushfire Protection Criteria

Bushfire Protection Criteria	AS	PS	N/A
Element 1: Location **A1.1 Development location**	✓	☐	☐
Post-development, the proposed childcare centre building will be subject to **a** BAL rating of BAL-29. (**Figure 5**, **Figure 6**). The proposed childcare centre is considered to be compliant with A1.1.			
Element 2: Siting and design of development **A2.1 Asset Protection Zone (APZ)**	✓	☐	☐
The proposed development has an APZ sufficient for the potential radiant heat flux to not exceed 29kW/m2 and will be managed in accordance with the requirements of '*Standards for Asset Protection Zones*' (WAPC 2021; Appendix B). The APZ can be contained within the boundaries of the lot or managed in perpetuity in a low fuel state. The proposed childcare centre is considered to be compliant with A2.1.			
Element 3: Vehicular access **A3.1 Public roads**	✓	☐	☐
The subject site is accessed via existing public roads. The Guidelines do not prescribe values for the trafficable (carriageway/pavement) width of public roads as they should be in accordance with the class of road as specified in the IPWEA Subdivision Guidelines, Liveable Neighbourhoods, Austroad Standards and/or any applicable standard in the local government area. WEPL's assessment, however, has identified that the roads surrounding the development are bitumen with estimated width of the sealed surface achieving a minimum width of 6 m and therefore consider the existing road network would provide suitable access and egress for the community and emergency services personnel in the event of a bushfire. Vehicular access technical requirements in accordance with the Guidelines are detailed in Appendix C. The proposed childcare centre is considered to be compliant with A3.1.			
A3.2a Multiple access routes	✓	☐	☐
Multiple access routes from the subject sites to more than two suitable destinations area available are available via the existing public network (**Figure 6**). Access to the site is available via one access point, however this access point connects to Skeet Road which allows for travel in two directions.			

Bushfire Protection Criteria	AS	PS	N/A
Refer to A3.1 above for details regarding vehicular access technical requirements for public roads. The proposed childcare centre is considered to be compliant with A3.2a.			
A3.2b Emergency access way	☐	☐	✓
No emergency access ways are required.			
A3.3 Through-roads	☐	☐	✓
This Acceptable Solution only applies to strategic planning and subdivision proposals.			
A3.4a Perimeter roads	☐	☐	✓
This Acceptable Solution only applies to strategic planning and subdivision proposals.			
A3.4b Fire service access route	☐	☐	✓
This Acceptable Solution only applies to strategic planning and subdivision proposals.			
A3.5 Battle-axe access legs	☐	☐	✓
This Acceptable Solution only applies to strategic planning and subdivision proposals.			
A3.6 Private driveways	✓	☐	☐
Internal roads within the subject site will comply with the requirements for private driveways in the Guidelines. A hammerhead turning configuration is available for fire appliances by using the car par (including bays). Vehicular access technical requirements in accordance with the Guidelines are detailed in Appendix C. The proposed development is considered to be compliant with A3.6.			
Element 4: Water **A4.2 Provision of water for firefighting purposes**	✓	☐	☐
Existing reticulated water is present within the area and the subject site will be connected to this water supply. The nearest existing hydrants is located to the east of the subject site on Syracuse Cove (**Figure 6**). WEPL assumes the surrounding network of hydrants meet Water Corporation specifications given they are established and within the Perth metropolitan area. The proposed development is considered to be compliant with A4.2.			
Element 5: Vulnerable tourism land uses	☐	☐	✓
This development is not considered a vulnerable tourism land use.			

Note: AS - Acceptable solution, PS - Performance solution, N/A - Not applicable.

3.2 Bushfire Emergency Evacuation Plan

A BEEP has been prepared for the educational establishment in accordance with Policy Measure 6.6 of SPP 3.7 and *'A Guide to developing a Bushfire Emergency Evacuation Plan'* (WAPC 2019). This BEEP (WEPL, 2023) details evacuation procedures in the event of a bushfire.

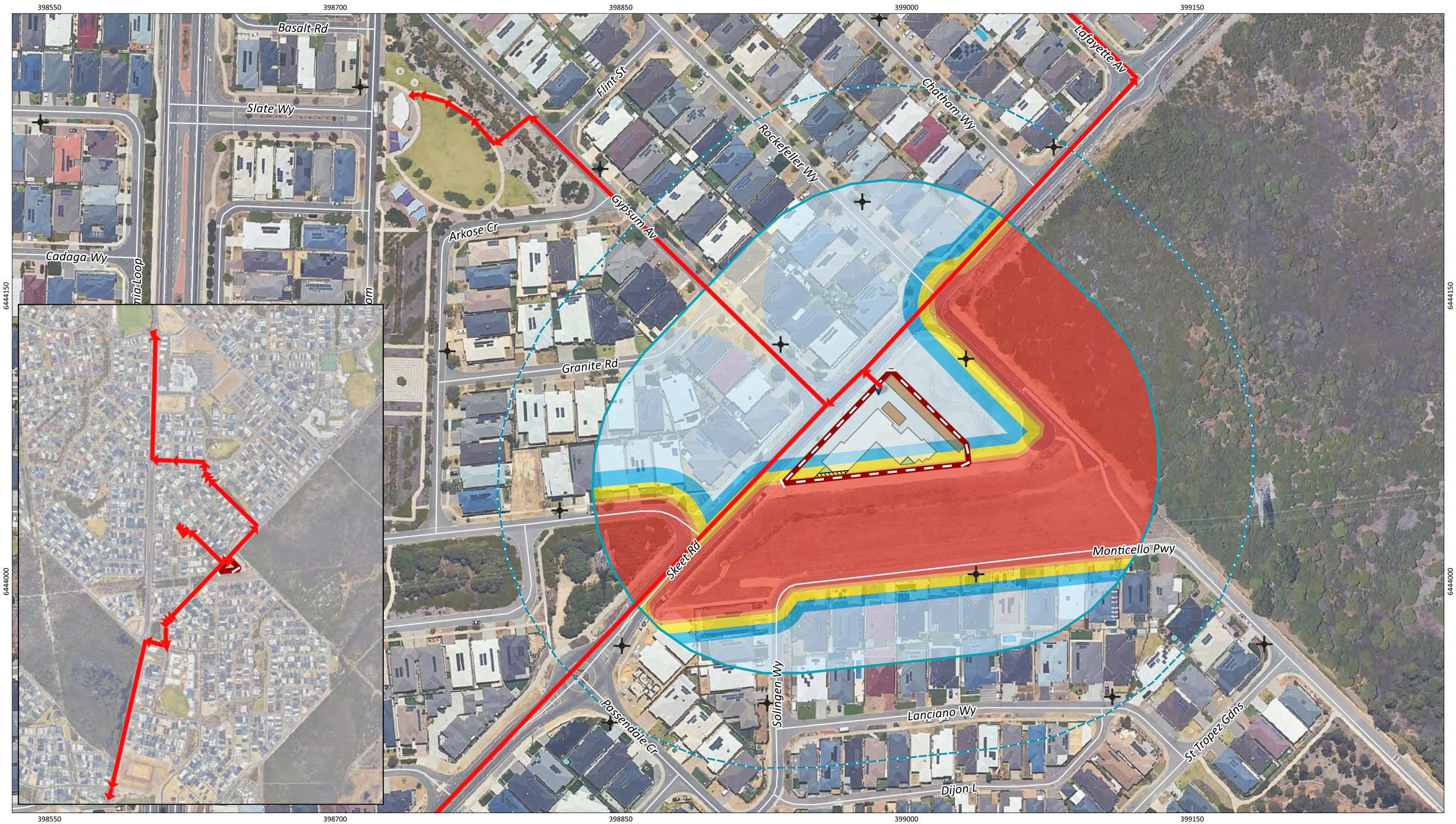


Figure 6: Spatial representation of the bushfire management strategies

N

0 28 56 84 112 m

SCALE: 1:1,931	SHEET SIZE: A3 COLOUR
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50	
DATA SOURCE: LANDGATE AERIAL IMAGERY Summer 2023	

PROJECT/REPORT NAME: Bushfire Management Plan
Lot 800 Skeet Road, Piara Waters

CLIENT: Planning Solutions

PROJECT NUMBER	VERSION
A23.102	0
DRAWN BY / REVIEWED BY	DATE
MD/JB	14/12/2023

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Access point
- Water Hydrant (WCORP-070)
- Access / egress route

Bushfire Attack Level (BAL)

- BAL-FZ
- BAL-40
- BAL-29
- BAL-19
- BAL-12.5
- BAL-LOW
- Car Parking
- Outdoor Storage
- Proposed Child Care Centre
- Store

No	Description	Drawn	Approved	Date
A	Original issue	MD	JB	14/12/2023

NOTES:

Cadastral boundary from LANDGATE 2022. Label corresponds to the vegetation association number.

WESTERN ENVIRONMENTAL
Western Environmental Pty Ltd
08 6244 2310 | enquiries@westenv.com.au
Level 3/25 Prowse St, West Perth WA 6005
westenv.com.au

G:\GIS\Project Data\A23.102\BMP_20231214\A23.102.qgz

COPYRIGHT: This document is and shall remain the property of The Client. This document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement. The Client does not hold any responsibility for the misuse of this document

Designed and Automated by AC

4. Responsibilities for Implementation and Management of Bushfire Management Measures

Responsibility for implementation of the bushfire risk management measures outlined in Section 3 of this BMP applies to the developer, future owners/builders within the subject site and the local government. Table 5 provides a works program detailing these measures, timing of implementation and responsibility.

Table 5: Proposed Works Program

No.	Bushfire management measure
Developer responsibilities - Prior to occupancy	
1	Ensure that Asset Protection Zones (APZs) are established and maintained as per the design in Figure 6.
2	Place Section 165 Notification on Title for all lots within Bushfire Prone Areas.
3	Construct internal driveways and access points as per the plan in Figure 6 to the specifications in the Guidelines (where applicable).
4	Construct the childcare centre building to BAL-29 construction standards.
5	Connect the childcare centre to a reticulated water supply with hydrants provided as per the local water authority specifications.
6	Implement and update Bushfire Emergency Evacuation Plan (BEEP) prior to occupancy of development (if required).
Landowner/Builder responsibilities - Ongoing	
7	Maintain APZs to the standard in the Guidelines.
8	Review the BEEP on an annual basis and update details/procedures as required.

5. Conclusion

In the professional opinion of the author, the proposed childcare centre satisfies the intent, aim and objectives of SPP 3.7 and the Guidelines and is recommended for approval.

6. References

Department of Fire and Emergency Services (DFES). (2021). *Map of Bush Fire Prone Areas*. Retrieved on 12 December 2023 from: http://www.dfes.wa.gov.au/regulationandcompliance/bushfireproneareas/Pages/default.aspx.

Standards Australia (SA). (2018). *Construction of buildings in bushfire-prone areas* (AS 3959: 2018).

Western Australian Planning Commission (WAPC). (2015). *State Planning Policy 3.7 Planning in Bushfire Prone Areas*. Government of Western Australia.

Western Australian Planning Commission (WAPC). (2021). *Guidelines for Planning in Bushfire Prone Areas Version 1.4 (including appendices)*. Government of Western Australia.

Western Australian Planning Commission (WAPC). (2019). *A guide to developing a Bushfire Emergency Evacuation Plan, October 2019*. Government of Western Australia.

Western Environmental (WEPL). (2023). *Bushfire Emergency Evacuation Plan: Childcare Centre, Lot 800 Skeet Road, Piara Waters*. Final. December 2023.

Appendix A
Classified vegetation photos

Plot 1	Class D Scrub
Photo 1 Vegetation along drainage line at Skeet Rd / Travertine St south-west to the childcare centre. The vegetation is comprised by closed scrub with shrubs > 2 m high but below 6 m, located under powerline and therefore limited in height. The slope under the vegetation was assessed as upslope / flat land.	
Photo 8 Vegetation along drainage line at Skeet Rd / Travertine St south-west to the childcare centre. The vegetation is comprised by closed scrub with shrubs > 2 m high but below 6 m, located under powerline and therefore limited in height. The slope under the vegetation was assessed as upslope / flat land.	

Plot 2	Class D Scrub
Photo 2 Bush Forever site 342 adjacent to the east of the site. The vegetation is comprised by closed scrub with shrubs > 2 m high but below 6 m. Dominated by Melaleuca sp. Slope under vegetation was assessed as upslope / flat land (0 degrees).	

Plot 2	Class D Scrub

Photo 3

Bush Forever site 342 adjacent to the east of the site. The vegetation is comprised by closed scrub with shrubs > 2 m high but below 6 m. Dominated by Melaleuca sp.

Slope under vegetation was assessed as upslope / flat land (0 degrees).



Plot 3	Class G Grassland

Photo 5

Vegetation south of the site is comprised by grasses, sedges and prostrate low shrubs along a drainage line.

Vegetation has been assessed in its mature state based on the species present at the time of assessment.

Slope under vegetation was assessed as downslope >0 to 5°.



Photo 4

Vegetation south of the site is comprised by grasses, sedges and prostrate low shrubs along a drainage line.

Vegetation has been assessed in its mature state based on the species present at the time of assessment.

Slope under vegetation was assessed as downslope >0 to 5°.



Plot 4	Excluded - clause 2.2.3.2 (e) & (f)
Photo 6 Low threat vegetation - Landscaping on Skeet Road along the northwestern boundary of the subject site.	
Photo 7 Non-vegetated area - Fire access road directly adjacent to the south of the childcare centre between the site and the drainage basin. This area is cleared.	
Photo 9 Vegetation on the site of the childcare centre west of Syracuse Cv. The site is cleared.	

Plot 4	Excluded - clause 2.2.3.2 (e) & (f)

Photo 10

Vegetation on Monticello Pkwy south of the site is comprised of isolated planted garden trees and turf in a minimal fuel condition.



Appendix B
Standards for Asset Protection Zones

The following standards have been extracted from the *Guidelines for Planning in Bushfire Prone Areas v 1.4* (WAPC, 2021).

Every habitable building is to be surrounded by, and every proposed lot can achieve, an APZ depicted on submitted plans, which meets the following requirements:

a. Width: Measured from any external wall or supporting post or column of the proposed building, and of sufficient size to ensure the potential radiant heat impact of a fire does not exceed 29kW/m² (BAL-29) in all circumstances.
b. Location: the APZ should be contained solely within the boundaries of the lot on which a building is situated, except in instances where the neighbouring lot or lots will be managed in a low-fuel state on an ongoing basis, in perpetuity (see explanatory notes).
c. Management: the APZ is managed in accordance with the requirements of '*Standards for Asset Protection Zones*' (below):

• Fences within the APZ:

  - Should be constructed from non-combustible materials or bushfire-resisting timber referenced in Appendix F of AS 3959.

- Fine fuel load (Combustible, dead vegetation matter <6 millimetres in thickness):

  - Should be managed and removed on a regular basis to maintain a low threat state.

  - Should be maintained at <2 tonnes per hectare (on average).

  - Mulches should be non-combustible (e.g. stone, gravel or crushed mineral earth) or wood mulch >6 millimetres in thickness.

- Trees (>6 metres in height): o Trunks at maturity should be a minimum distance of six metres from all elevations of the building;

  - Branches at maturity should not touch or overhand a building or powerline.

  - Lower branches and loose bark should be removed to a height of two metres above the ground and/or surface vegetation.

  - Canopy cover within the APZ should be <15 per cent of the total APZ area.

  - Tree canopies at maturity should be at least five metres apart to avoid forming a continuous canopy. Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided that the total canopy cover within the APZ will not exceed 15 per cent and are not connected to the tree canopy outside the APZ.

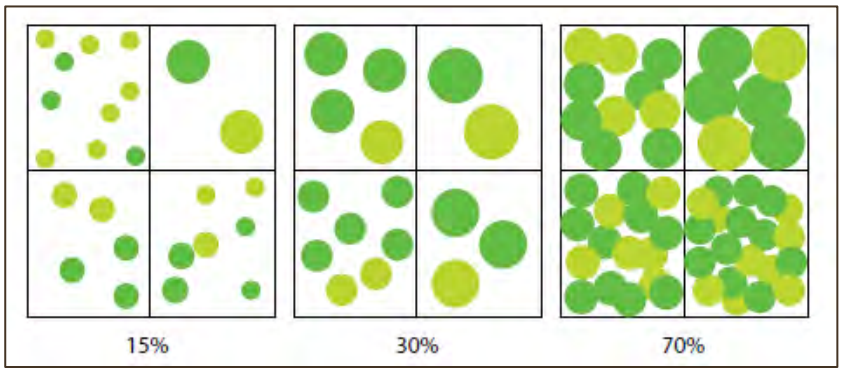


Figure 7: Illustrated tree canopy cover projection (WAPC, 2021)

- Shrub and scrub 0.5 metres to six metres in height (shrub or scrub >6 metres in height are to be treated as trees):
    - Should not be located under trees or within three metres of buildings.
    - Should not be planted in clumps >5 square metres in area.
    - Clumps should be separated from each other and any exposed window or door by at least 10 metres.
- Ground covers <0.5 metres in height (ground covers >0.5 metres in height are to be treated as shrubs):
    - Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above.
    - Can be located within two metres of a structure, but three metres from windows or doors if >100 millimetres in height.
- Grass:
    - Grass should be maintained at a height of 100 millimetres or less, at all times.
    - Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation.
- Defendable space:
    - Within three metres of each wall or supporting post of a habitable building, the area is kept free from vegetation, but can include ground covers, grass and non-combustible mulches as prescribed above.

- LP Gas Cylinders:
    - Should be located on the side of a building furthest from the likely direction of a bushfire or on the side of a building where surrounding classified vegetation is upslope, at least one metre from vulnerable parts of a building.
    - The pressure relief valve should point away from the house.
    - No flammable material within six metres from the front of the valve.
    - Must site on a firm, level and non-combustible base and be secured to a solid structure.

Additional notes

The Asset Protection Zone (APZ) is an area surrounding a building that is managed to reduce the bushfire hazard to an acceptable level. Hazard separation in the form of using subdivision design elements or excluded and low threat vegetation adjacent to the lot may be used to reduce the dimensions of the APZ within the lot.

The APZ should be contained solely within the boundaries of the lot on which the building is situated, except in instances where the neighbouring lot or lots will be managed in a low-fuel state on an ongoing basis, in perpetuity. The APZ may include public roads, waterways, footpaths, buildings, rocky outcrops, golf courses, maintained parkland as well as cultivated gardens in an urban context, but does not include grassland or vegetation on a neighbouring rural lot, farmland, wetland reserves and unmanaged public reserves.

Plant flammability, landscaping design and maintenance should also be considered for trees, shrub, scrub and ground covers with the APZ. Please refer to explanatory notes '*E2 Managing an Asset Protection Zone (APZ) to a low threat state*,' '*E2 Landscaping and design of an asset protection zone*,' and '*E2 Plant flammability*' in the Guidelines for further information relating to APZ standards.

Appendix C
Vehicular access technical requirements (WAPC, 2021)

Technical requirements	Public road	Emergency access way[1]	Fire service access route[1]	Battle-axe and private driveways[2]
Minimum trafficable surface (m)	In accordance with A3.1	6	6	4
Minimum horizontal clearance (m)	N/A	6	6	6
Minimum vertical clearance (m)	4.5			
Minimum weight capacity (t)	15			
Maximum grade unsealed road3	As outlined in the IPWEA Subdivision Guidelines	1:10 (10%)		
Maximum grade sealed road3	As outlined in the IPWEA Subdivision Guidelines	1:7 (14.3%)		
Maximum average grade sealed road	As outlined in the IPWEA Subdivision Guidelines	1:10 (10%)		
Minimum inner radius of road curves (m)	As outlined in the IPWEA Subdivision Guidelines	8.5		

1To have crossfalls between 3 and 6%

2Where driveways and battle-axe legs are not required to comply with the widths in A3.5 or A3.6, they are to comply with Residential Design Codes and Development Control Policy 2.2 Residential Subdivision.

3Dips must have no more than a 1 in 8 (12.5% - 7.1 degree) entry and exit angle.

Bushfire Emergency Evacuation Plan

Childcare Centre: Lot 800 Skeet Road, Piara Waters

Western Environmental Pty Ltd
(08) 6162 8980
PO Box 437, Leederville, WA 6903
enquiries@westenv.com.au
westenv.com.au

Bushfire Emergency Evacuation Plan

Childcare Centre: Lot 800 Skeet Road, Piara Waters

Report No:
A23.102_RPT-BEEP_0_FINAL
Issue Date:
15-Dec-2023
Status
FINAL

Prepared for:
Planning Solutions
Level 1, 251 St Georges Tce
Perth WA 6000

Prepared by
Western Environmental Pty Ltd
Unit 5, 162 Colin Street
West Perth WA 6005
westenv.com.au

Internal Review

Author	Reviewed by	Approved by
		
Julia Burr Environmental Consultant	**Daniel Panickar** Senior Principal BPAD L3 - 37802	**Daniel Panickar** Senior Principal BPAD L3 - 37802
15-Dec-2023	**15-Dec-2023**	**15-Dec-2023**

Distribution Record

Copies	Document ID / Version	Date	Received by
1	A23.102-RPT-BEEP_0_FINAL	15-Dec-2023	Josh Watson

Statement of Limitations

Copyright Statement

© Western Environmental Pty Ltd (WEPL). All rights reserved. No part of this work may be produced in any material form or communicated by any means without the permission of the copyright owner. The unauthorised copying or reproduction of this report or any of its contents is prohibited.

Scope of Services

This environmental report ("this report") has been prepared for the sole benefit and exclusive use of the Client for the purpose for which it was prepared in accordance with the agreement between the Client and WEPL ("the Agreement").

WEPL disclaims any and all liability with respect to any use of or reliance upon this report for any other purpose whatsoever.

In particular, it should be noted that this report is based on a scope of services defined by the Client, and is limited by budgetary and time constraints, the information supplied by the Client (and its agents) and, in some circumstances, access and/or site disturbance constraints.

The scope of services did not include any assessment of the title to or ownership of the properties, buildings and structures referred to in this report, or the application or interpretation of laws in the jurisdiction in which those properties, buildings and structures are located.

Reliance on Data

In preparing this report, WEPL has relied on data, surveys, analyses, designs, plans and other information provided by the Client (or its agents), other individuals and organisations ("the data").

Except as otherwise stated in this report, WEPL has not verified the accuracy or completeness of the data. WEPL does not represent or warrant that the data is true or accurate, and disclaims any and all responsibility or liability with respect to the use of the data.

To the extent that the statements, opinions, facts, information, conclusions and/or recommendations in this report ("conclusions") are based in whole or part on the data, those conclusions are contingent upon the accuracy and completeness of the data.

WEPL does not accept any responsibility or liability for any incorrect or inaccurate conclusions should any data be incorrect, inaccurate or incomplete or have been concealed, withheld, misrepresented or otherwise not fully disclosed to WEPL.

The conclusions must also be considered in light of the agreed scope of services (including any constraints or limitation therein) and the methods used to carry out those services, both of which are as stated or referred to in this report.

Bushfire Protection

The bushfire management measures and risk treatments proposed in this document do not guarantee that buildings or infrastructure will not be damaged in a bushfire, nor that there will be no injuries or fatalities either on the site or offsite while evacuating. Primarily, this is due to the unpredictable nature and behaviour of fire and fire weather conditions. In addition, implementation of the required bushfire management measures (including construction standards, maintenance etc.) and any other required or recommended measures, will depend upon, among other things, the ongoing actions of landowners and/or operators over which WEPL has no control.

Report for Benefit of Client

This report is confidential. Neither the whole nor any part of this report, or any copy or extract thereof, may be disclosed or otherwise made available to any third party without the prior written approval of WEPL.

WEPL accepts no liability or responsibility whatsoever in respect of any use of or reliance upon this report, by any person or organisation who is not a party to the Agreement. Reliance on this report by any person who is not a party to the Agreement is expressly prohibited. Any representation in this report is made only to the parties to the Agreement.

WEPL assumes no responsibility and disclaims any and all liability to any other person or organisation for or in relation to any matter dealt with or conclusions expressed in this report, or for any loss or damage suffered by any other person or organisation arising from matters dealt with or conclusions expressed in this report (including without limitation matters arising from any negligent act or omission of WEPL or for any loss or damage suffered by any other party using or relying on the matters dealt with or conclusions expressed in this report, even if WEPL has been advised of the possibility of such use or reliance).

Other parties should not rely on this report or the accuracy or completeness of any conclusions contained in this report, and should make their own enquiries and obtain independent advice in relation to such matters.

Other Limitations

This report is intended to be read in its entirety, and sections or parts of this report should therefore not be read and relied on out of context.

WEPL will not be liable to update or revise this report to take into account any events or circumstances or facts becoming apparent after the date of this report.

Table of Contents

1. Using this Bushfire Emergency Evacuation Plan 1

2. Primary Bushfire Management and Bushfire Emergency Procedures 2

3. Facility Details 3

4. Responsibilities and Emergency Contacts..... 4

5. Bushfire Awareness and Management Procedures 5

6. Emergency Procedures..... 7

6.1 Evacuation 10

6.2 Shelter-in-place 10

7. Recovery 12

8. References 13

Figures

Figure 1: Bushfire Emergency Evacuation Plan 11

Appendices

Appendix A: Analysis: Bushfire Management and Emergency Procedures

Appendix B: Information: Fire Danger Ratings, Behaviour Indices and Warnings

Appendix C: Bushfire Preparedness

1. Using this Bushfire Emergency Evacuation Plan

This Bushfire Emergency Evacuation Plan (BEEP) is for the proposed childcare centre at lot 800 Skeet Road, Piara Waters and has been designed to assist management to protect life and property in the event of a bushfire.

This plan was developed in line with '*A Guide to developing a Bushfire Emergency Evacuation Plan'* (WAPC, 2019). Some items are listed as To Be Confirmed (TBC) as the required information was not available during the time this plan was developed. It is critical that this plan be updated with all required information prior to the occupation of the proposed childcare centre.

This plan assumes that the Bushfire Management Plan prepared for the development will be implemented, including recommendations to construct the childcare centre building to BAL-29.

This plan outlines procedures for both EVACUATION and SHELTER-IN-PLACE to enhance the protection of occupants from the threat of a bushfire. It is critical that all persons within the childcare centre understand:

- The PRIMARY BUSHFIRE MANAGEMENT PROCEDURE.
- The PRIMARY BUSHFIRE EMERGENCY PROCEDURE.
- Relevant TRIGGERS and associated BUSHFIRE MANAGEMENT/EMERGENCY PROCEDURES and ACTIONS to be undertaken.
- The designated EVACUATION ROUTES and DESTINATIONS.
- EMERGENCY CONTACTS and INFORMATION SOURCES.
- That **any direct and specific evacuation messages regarding this site from DFES or other emergency personnel will override this BEEP**.

2. Primary Bushfire Management and Bushfire Emergency Procedures

The PRIMARY BUSHFIRE MANAGEMENT PROCEDURE is

EARLY CLOSURE OF THE CHILDCARE CENTRE UNDER A CATASTROPHIC FIRE DANGER RATING.

The PRIMARY BUSHFIRE EMERGENCY PROCEDURE is

EVACUATE OFF SITE (ONLY IF TIME TO BUSHFIRE ARRIVAL IS GREATER THAN 45 MINUTES OR AS OTHERWISE ADVISED BY EMERGENCY SERVICES).

Justification for these procedures is provided in Appendix A.

Early, safe evacuation is the preferred course of action. However, bushfires are unpredictable by nature and in the event of a bushfire impacting the childcare centre before there is sufficient time to safely evacuate the children, staff and any visitors, all occupants will be required to SHELTER-IN-PLACE due to the vulnerable nature of the patrons of the facility and the potential time to evacuate.

Where possible, parents/guardians should be notified to pick up their children from either the childcare centre or the chosen evacuation location, dependent on the course of action. If SHELTER-IN-PLACE is enacted, no parents/guardians should attend the site for pick up.

3. Facility Details

Name of on-site contact person:	Amanda Mawer
Phone number:	0404 595 097
Type of facility:	Childcare centre
Number of buildings:	1
Number of employees:	20 carers
Number of occupants:	111 children
Number of vulnerable occupants/with support needs:	111 children (under 5 years)
Estimated maximum number of visitors:	TBC (56)

4. Responsibilities and Emergency Contacts

RESPONSIBILITIES				
Position	**Name**	**Building / area of responsibility**	**Responsibility**	**Phone number**
Chief Fire Warden	TBC	Whole of facility	Ensure all doors and windows closed. Notify all occupants on activities and tasks in accordance with this BEEP. Account for location of all children, staff and visitors.	TBC
Secondary Fire Warden	TBC	Whole of facility	Ensure all doors and windows closed. Notify all occupants on activities and tasks in accordance with this BEEP. Account for location of all children, staff and visitors.	TBC
Facility Manager	TBC	Whole of facility	Overall responsibility for implementing this BEEP	TBC

EMERGENCY CONTACTS		
Name or organisation	**Office / Contact**	**Contact details**
	EXTERNAL CONTACTS	
Fire, Police, Ambulance	Fire or Emergency	000
Department of Fire & Emergency Services	Emergency information	13 33 37 (13 DFES)
Bureau of Meteorology	Fire Danger Ratings	http://www.bom.gov.au/wa/forecasts/fire-danger-ratings.shtml
Emergency WA	Warnings and Incidents	www.emergency.wa.gov.au
SES	Emergency Assistance	132 500
Albany Police Station	Local Police Office	(08) 9892 9300
Albany Heath Campus	Local Hospital	(08) 9892 2222
Bureau of Meteorology (BoM)	Recorded Information	1300 659 213
ABC Radio	Warnings and Incidents	630 AM
	INTERNAL CONTACTS	
TBC	Chief Fire Warden	TBC
TBC	Secondary Fire Warden	TBC
TBC	Facility Manager	TBC

5. Bushfire Awareness and Management Procedures

Bushfire Awareness and Management Procedures have been developed with reference to Fire Danger Ratings (FDRs) and the Fire Behaviour Index (FBI). Information about FDRs and the FBI is provided in Appendix B.

It is imperative that the Facility Manager monitors FDRs daily (after 4pm) on the DFES and BoM websites to determine the FDR for the following day and weekly prediction. Staff, parents/guardians, contractors and other visitors are to be updated if there is a likelihood of the facility being closed due to a Catastrophic Fire Danger Rating. Bushfire Management Procedures for each FDR are provided below.

In addition, DFES has the ability to put in place Total Fire Bans (TFB) for Local Government Areas based on the predicted extreme fire weather for any part of a day. The TFB is announced by DFES and with information to be found on their website or call the TFB hotline on 1800 709 355. Additional bushfire awareness measures are applicable when a TFB is issued over the area where the facility is located, as detailed below.

In addition to these bushfire awareness measures, bushfire preparedness measures are provided in Appendix C which are to be undertaken at specified times of year. Some of these bushfire preparedness measures are referred to below.

BUSHFIRE AWARENESS AND MANAGEMENT PROCEDURES		
Actions	**Frequency**	**Responsible Person**
Days forecast with No Rating		
No actions required		
Days forecast as Moderate FDR		
Monitor Emergency WA / or DFES website or ABC Radio for fire incidents	Once daily (1pm)	Facility Manager
Days forecast as High FDR		
Monitor Emergency WA / or DFES website or ABC Radio for fire incidents	Twice daily (1pm and 3pm)	Facility Manager
Complete building preparedness checks (refer to Appendix C)	Once daily (prior to 10am)	Facility Manager
Days forecast as Extreme FDR		
Monitor Emergency WA / or DFES website or ABC Radio for fire incidents	Four times daily (9am, 11am, 1pm and 3pm) or more frequently if fire event in locality	Facility Manager
Complete building preparedness checks (refer to Appendix C)	Once daily (prior to 8am)	Facility Manager
Days forecast as Catastrophic FDR		
FACILITY CLOSED		
Additional Controls - Total Fire Ban in area where Facility is located		
Monitor Emergency WA / or DFES website or ABC Radio for fire incidents	Four times daily (9am, 11am, 1pm and 3pm) or more frequently if fire event in locality	Facility Manager

FIRE WEATHER FORECAST AREA: Swan Coastal South

6. Emergency Procedures

The PRIMARY BUSHFIRE EMERGENCY PROCEDURE is

SHELTER IN PLACE (EVACUATE TO OFF-SITE EVACUATION DESTINATION ONLY IF TIME TO BUSHFIRE ARRIVAL IS GREATER THAN 45 MINUTES OR AS OTHERWISE ADVISED BY EMERGENCY SERVICES).

Off site evacuation is only safer if adequate time is available to complete evacuation safely. The reserve located to the east was identified as the highest risk for bushfire threat to the development. Given the potential fast pace of bushfire travelling through the reserve, off-site evacuation would potentially take longer than the time required for the fire to arrive at the childcare centre.

The BAL rating of BAL-29 results from the distance of the childcare centre to the vegetation in the south, which poses a significantly lower risk to the development than the reserve. The distance to the reserve results in a BAL rating of BAL-19. With the building being constructed to comply with BAL-29 requirements, it has been designed to withstand a higher level of bushfire attack than is expected from a bushfire occurring within the reserve.

Confirm with Lead Agency (DFES or other Emergency Service) prior to sheltering in place or evacuating and follow all directions.

Procedures for evacuation and shelter-in place are below. Any direct and specific evacuation messages regarding this site from DFES or other emergency personnel will override these procedures.

Triggers for the BUSHFIRE EMERGENCY PROCEDURES in this BEEP are detailed below. These triggers are aligned to the DFES Bushfire Warning Levels.

Specific details for the Off site evacuation and Selter-in-Place locations are provided in sections 6.1 and 6.2.

TRIGGERS: BUSHFIRE EMERGENCY PROCEDURES			
Trigger	**Safe, early, off site EVACUATION**	**SHELTER-IN-PLACE**	**Procedure**
1. DFES issue an ADVICE bushfire warning	☐	☐	If a fire is spotted, report immediately to 000 and then Facility Manager. Request information from DFES regarding bushfire time to arrival and if OFF SITE EVACUATION should be undertaken. If OFF SITE EVACUATION is to occur, undertake actions in Row 2 below. Establish regular communication between the Facility Manager or delegate for the facility and all staff, children and visitors to provide awareness of potential bushfire threat. Facility Manager / Chief Fire Warden to account for location of all children, staff and visitors. Facility Manager or delegate to inform parents/guardians of the bushfire threat and advise them whether to attend the childcare centre for pickup (based on DFES advice) and to keep updated with the DFES advice via Emergency WA website. Continually monitor DFES alerts for change in conditions and advice and prepare for evacuation.
2. DFES issue a WATCH AND ACT bushfire warning and there is NO FIRE in vegetation within the Bush Forever reserve to the east	✓	☐	If a fire is spotted, report immediately to 000 and then Facility Manager. Request information from DFES regarding bushfire time to arrival and if OFF SITE EVACUATION to **Piara Central Estate Park** should be undertaken. If DFES and/or the Facility Manager confirm OFF SITE EVACUATION is to be undertaken, all staff, children and visitors are to be informed and instructed to move to the On-site assembly area (with the exception of those with specific bushfire responsibilities). Facility Manager / Chief Fire Warden or delegate to advise on evacuation to **Piara Central Estate Park**. All visitors and other non-essential personnel to be asked to leave the facility if safe to do so. Facility Manager / Chief Fire Warden to account for location of all children, staff and visitors and organise transport. Evacuate to **Piara Central Estate Park**. If SHELTER-IN-PLACE is to occur, undertake actions in Row 3 below.

TRIGGERS: BUSHFIRE EMERGENCY PROCEDURES			
3. DFES issue a WATCH AND ACT bushfire warning and there is A FIRE in vegetation within the Bush Forever reserve to the east	☐	✓	Facility Manager/ Chief Fire Warden to account for location of all children, staff and visitors. Facility Manager / Chief Fire Warden or delegate to supervise and ensure that all children, staff and visitors are located indoors, onsite within the SHELTER-IN-PLACE building, in a room with an exit from the building on the northern or western side (if possible). Ensure all windows/doors are closed. Soak towels and rugs in water and lay them along the inside of external doorways. All flammable material and equipment are removed away from windows, doors and air-conditioner units. Facility Manager or delegate to nominate a sole liaison officer to contact DFES immediately to determine appropriate course of action and inform all staff, children, visitors and parents/guardians.
4. DFES issue an EMERGENCY WARNING bushfire warning	☐	✓	Facility Manager / Chief Fire Warden to account for location of all children, staff and visitors. Facility Manager / Chief Fire Warden or delegate to supervise and ensure that all children, staff and visitors are located indoors, onsite within the SHELTER-IN-PLACE building, in a room with an exit from the building on the northern or western side (if possible). Ensure all windows/doors are closed. All flammable material and equipment are removed away from windows, doors and air-conditioner units. Facility Manager or delegate to nominate a sole liaison officer to contact DFES immediately to determine appropriate course of action and inform all staff, children, visitors and parents/guardians.

6.1 Evacuation

OFF-SITE EVACUATION ROUTES and DESTINATIONS	
On-site assembly area (prior to off site evacuation)	
Name/Description	Childcare centre (Figure 1)
Off site evacuation Destination	
Destination	**Piara Central Estate Park** Nearest intersection: Gypsum Ave/Arkose Cres
Evacuation route	Cross Skeet Road and travel north-west on Gypsum Ave for approx. 150 m, and turn left into Piara Central Estate Park (refer to Figure 1).

EVACUATION VEHICLE REQUIREMENTS			
OCCUPANT CHARACTERISTICS			
Category	**Using own vehicles**	**Require alternative transport**	**Details**
Children	-	111	Children will have to evacuate by foot.
Visitors	All	-	All visitors are expected to arrive by private vehicles
Staff	-	20	Staff is expected to evacuate by foot, accompanying children
FACILITY VEHICLE(S) - N/A			

6.2 Shelter-in-place

SHELTER-IN-PLACE DETAILS	
Building / Area	**Location**
Childcare centre	Refer to Figure 1

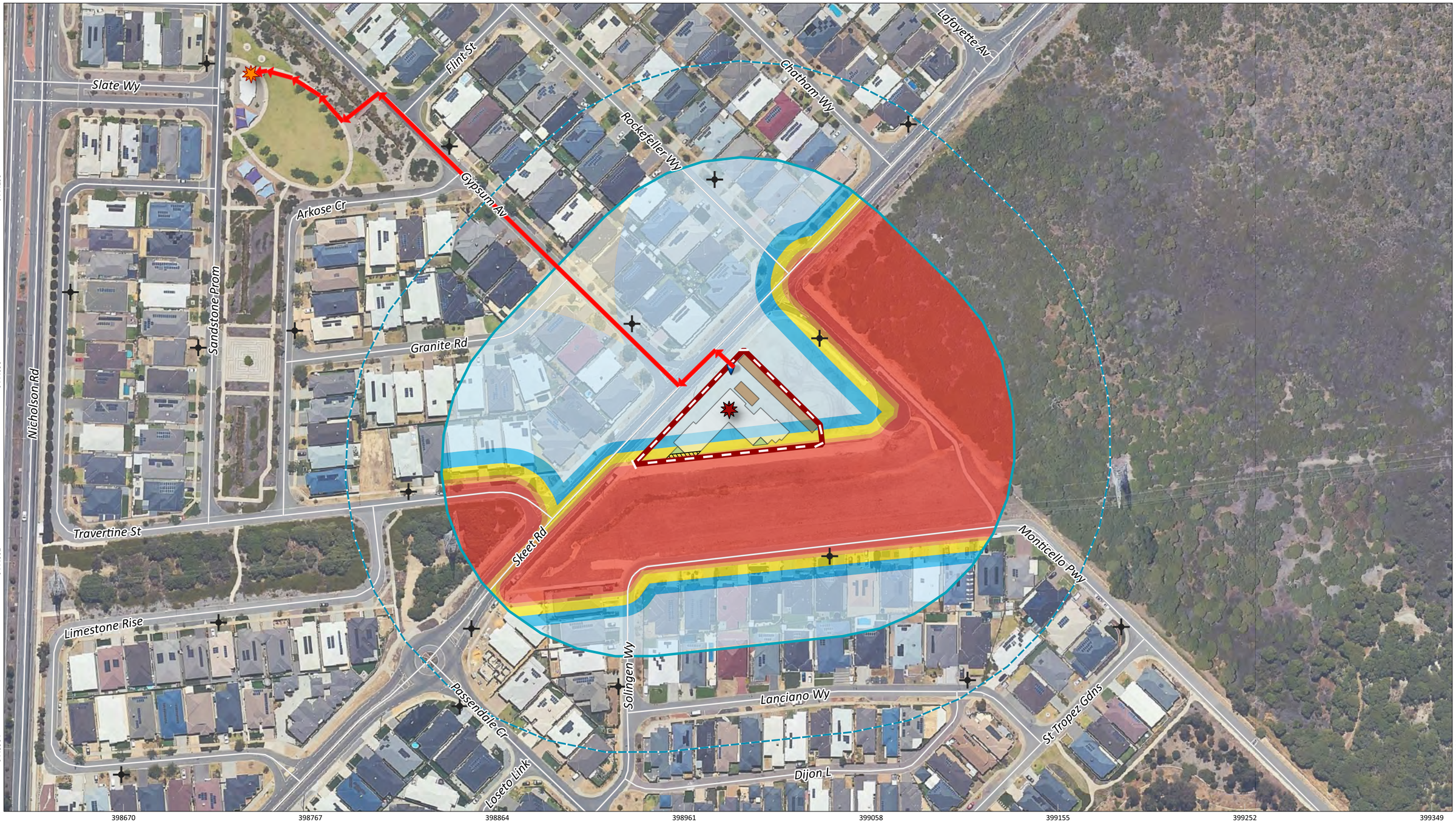


Figure 1: Bushfire Emergency Evacuation Plan

N

0 28 56 84 112 m

PROJECT/REPORT NAME	Bushfire Management Plan Lot 800 Skeet Road, Piara Waters
SCALE	1:1,931
SHEET SIZE	A3 COLOUR
CLIENT	Planning Solutions
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A23.102
VERSION	0
DATA SOURCE	LANDGATE AERIAL IMAGERY Summer 2023
DRAWN BY / REVIEWED BY	MD/JB
DATE	14/12/2023

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Car Parking
- Outdoor Storage
- Proposed Child Care Centre
- Store

Bushfire Attack Level (BAL)

- BAL-FZ
- BAL-40
- BAL-29
- BAL-19
- BAL-12.5
- BAL-LOW
- Access / egress route
- Access point
- On-site assembly area and SHELTER-IN-PLACE building
- Off-site evacuation destination – Piara Central Estate Park

No	Description	Drawn	Approved	Date
A	Original issue	MD	JB	14/12/2023

NOTES:

Cadastral boundary from LANDGATE 2022. Label corresponds to the vegetation association number.

WESTERN ENVIRONMENTAL

Western Environmental Pty Ltd
08 6244 2310 | enquiries@westenv.com.au
Level 3/25 Prowse St, West Perth WA 6005
westenv.com.au

G:\GIS\Project Data\A23.102\BMP_20231214\A23.102.qgz

COPYRIGHT: This document is and shall remain the property of The Client. This document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement. The Client does not hold any responsibility for the misuse of this document

Designed and Automated by AC

7. Recovery

Following a bushfire emergency event impacting on the childcare centre, the following actions should be undertaken:

- Account for all children, staff and visitors, ensure their safety and seek medical assistance for those requiring it.
- Follow the directions of emergency services personnel at all times.
- If OFF SITE EVACUATION occurred:
    - No person should re-enter the childcare centre until it is deemed safe to do so (this may be advised by emergency services and power/gas supply technicians).
    - The fire warden (or person responsible) to arrange the movement of occupants back to the childcare centre.
    - All occupants are to be accounted for on their return.
    - Inform the police/emergency service of the return of persons to the childcare centre.
- If SHELTER-IN-PLACE occurred:
    - Remain in the shelter-in-place location until advised to leave by emergency services (unless there is an imminent threat to life).
- Review this Bushfire Emergency Evacuation Plan for effectiveness, make note of weaknesses and amend as necessary.
- In the event of the childcare centre being impacted by a bushfire, critical incident stress support should be provided to all staff, children and parents/guardians.

8. References

Australian Building Codes Board (ABCB). (2014). *Design and Construction of Community bushfire Refuges*. Australian Government and States and Territories of Australia.

Department of Fire and Emergency Services (DFES). (2021). Map of Bush Fire Prone Areas. Retrieved on 6 December 2023 from: http://www.dfes.wa.gov.au/regulationandcompliance/bushfireproneareas/Pages/default.aspx.

Standards Australia (SA). (2018). *Construction of buildings in bushfire-prone areas* (AS 3959: 2018).

Western Australian Planning Commission (WAPC). (2015). *State Planning Policy 3.7 Planning in Bushfire Prone Areas*. Government of Western Australia.

Western Australian Planning Commission (WAPC). (2021). *Guidelines for Planning in Bushfire Prone Areas Version 1.4 (including appendices)*. Government of Western Australia.

Western Australian Planning Commission (WAPC). (2019). *A guide to developing a Bushfire Emergency Evacuation Plan, October 2019*. Government of Western Australia.

Western Environmental (WEPL). (2023). *Bushfire Management Plan*. *Development Application: Childcare Centre, Lot 800 Skeet Road, Piara Waters*. Final. December 2023.

Appendix A:
Analysis: Bushfire Management and Emergency Procedures

In consideration of the risk to the site and occupants' characteristics, the following points were considered in determining the evacuation requirements of the childcare centre:

- Site risk:
    - Vegetation that poses the greatest bushfire threat to the childcare centre is Bush Forever site 342, located to the east of the site and comprising Class D Scrub vegetation.
    - The vegetation surrounding the drainage line south of the childcare centre is Class G Grassland and also has the potential to facilitate a bushfire which could impact the facility.
    - The surrounding vegetation results in a BAL-29 rating for the childcare centre.
    - Bushfire hazards are separated from the buildings by an Asset Protection Zone (APZ) and low threat landscaped areas.
    - Potential ignition sources are from nearby vehicles using major roads, people accessing the nearby bushland areas, or lightning strike.
    - Potential bushfire time to arrival is less than 15 minutes from reporting of a bushfire before it impacts the site, however it is possible that impacts could be experienced earlier in the event of rapid-onset bushfire (i.e. bushfire scenarios which occur with limited warning and result in insufficient time to evacuate before bushfire attack is experienced).
- Occupant characteristics:
    - 111 children and 20 staff.
    - Up to 56 visitors for short-duration events. This number has been calculated based on the assumption that the number of visitors equals 50% of the number of children.
- Available transport (as advised by Planning Solutions): None
    - All staff arrive in private vehicles. A conservative approach has been taken for this analysis where none of these vehicles is available to be used in an evacuation scenario.

- Evacuation timing:
    - Time for notification of an approaching bushfire and that evacuation is required – 10 minutes.
    - Time for assembly and mobilisation of all children and staff – 10 minutes;
    - Off site evacuation location is Piara Central Estate Park, an approximately 400 m walk north-west.
    - Time to travel to off site evacuation location – 10 minutes by foot.
    - Total time to be notified, assemble and travel – 30 minutes;
    - Adding a safety factor of 1.5 results in total evacuation time of 45 minutes;
    - In a rapid onset bushfire scenario, the safest option is to remain on site;
    - These timings are to be reassessed in an update to the BEEP prior to occupancy.
    - A personal evacuation plan should be prepared for all staff and children who have permanent or temporary (e.g. following injury etc.) mobility limitations detailing how evacuation for that person will be managed in accordance with this BEEP. Updates to the BEEP should be made if required.
- Limitations:
    - In times of stressful situations such as evacuation and fire, children's behaviour can be erratic.
    - Traffic conditions within the carpark in a bushfire emergency may impact on the time required (and safety) of the on-foot evacuation to Piara Central Estate Park.
    - Smoke and heat from a bushfire (particularly in a rapid-onset event) may limit the ability for evacuation to Piara Central Estate Park.
- Given the possibility for multiple bushfire scenarios to affect the proposed childcare centre, multiple bushfire risk management measures are proposed, which include:
    - BAL-29 construction for the childcare centre building, with BAL-29 exposure.
    - APZ that limits building exposure to BAL-29.
    - Closure on site based on the highest FDR rating.
    - An evacuation plan that identifies clear triggers and actions.

Based on the above analysis, the following actions are recommended:

1. The primary bushfire management action is EARLY CLOSURE OF THE CHILDCARE CENTRE UNDER A CATASTROPHIC FIRE DANGER RATING.
2. The primary action to follow in a bushfire emergency is EVACUATE OFF SITE (ONLY IF TIME TO BUSHFIRE ARRIVAL IS GREATER THAN 45 MINUTES OR AS OTHERWISE ADVISED BY EMERGENCY SERVICES).
3. The secondary action to follow in a bushfire emergency is SHELTER-IN-PLACE.

If shelter-in-place is required, the proposed childcare centre has been determined to be a suitable on-site safer location based on the following inputs:

- The proposed childcare centre is large enough to provide floor space for the maximum 187 users on site (111 children, 20 staff and up to 56 visitors). Minimum recommended floor space is 0.75 m^2 per person (ABCB, 2014) which equals 140.25 m^2. The total useable floor space of the proposed childcare centre building is approximately 747 m^2.

- The proposed childcare centre will have an APZ sufficient to ensure the maximum radiant heat flux exposure of the building will be ≤29 kW/m^2.

- The proposed childcare centre will be built to a BAL-29 construction standard in line with AS 3959: 2018.

- The proposed childcare centre is easily accessible by emergency services through use of the proposed carpark and driveway and direct access to Skeet Road.

Any direct and specific evacuation messages regarding this site from DFES or other emergency personnel will override the above actions.

Appendix B:
Information: Fire Danger Ratings, Behaviour Indices and Warnings



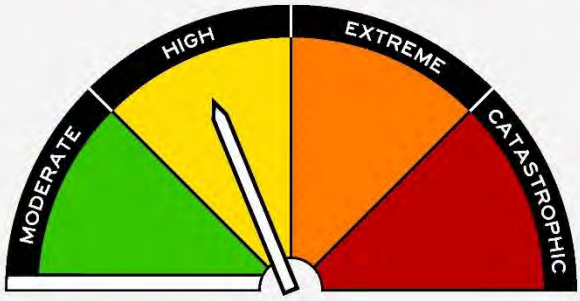
Introducing the new Australian Fire Danger Rating System

Fire Danger Ratings describe the potential level of danger should a bushfire start.

They are important because they provide people with information so that they can take action to protect themselves and others from the potentially dangerous impacts of bushfires.

Launched on 1 September 2022, the new Australian Fire Danger Rating System is a simplified, action-oriented Fire Danger Rating System.

The new Australian Fire Danger Rating System (AFDRS) levels are:



Moderate
Plan and prepare

High
Be ready to act

Extreme
Take action now to protect life and property

Catastrophic
For your survival, leave bushfire risk areas

- The AFDRS also introduces **'No Rating'** for days where bushfires are unlikely to spread in a dangerous or life-threatening way. On these days you still need to remain alert and abide by local seasonal laws and regulations.
- The AFDRS is informed by one of Australia's largest social research projects which found that most Australians did not understand the old system and would prefer a simpler, action-oriented set of Fire Danger Ratings.
- The AFDRS has been implemented consistently across Australia and means that wherever you are across the country, you will be able to understand the threat posed on any given day and make appropriate decisions to keep you and your family safe.

This publication is intended as a guide only. While every effort is made to ensure accuracy at the time of publication, DFES makes no representation about the content, or suitability of the information provided. DFES expressly disclaims liability for any act or omission done or not done in reliance on the information and for any consequences whether direct or indirect arising from such act or omission.
UNCLASSIFIED

GOVERNMENT OF WESTERN AUSTRALIA
DFES Department of Fire & Emergency Services
HOW FIREPROOF IS YOUR PLAN?
AFDRS



Understanding the Fire Behaviour Index

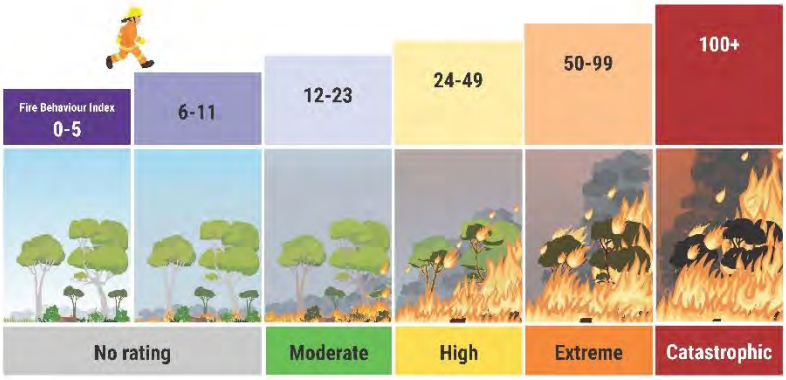
While the AFDRS Fire Danger Ratings are primarily intended for community messaging, the Fire Behaviour Index is intended to support operational fire management decision making.

Features of the Fire Behaviour Index (FBI):

A Fine Scale of Fire Behaviour	The FBI is expressed in whole numbers from 0 to100+. As the FBI rises, the more dangerous a fire that starts will become.	Takes advantage of decades of improved understanding of fire behaviour, fuels and fire weather.
Stepped Categories	Links transitions in fire behaviour to implications for operational decision making.	Turns the FBI into a powerful operational tool and takes advantage of improved understanding of the relationship between fire behaviour, fire spread, suppression and impacts.
Fuel Type Specific	Eight different Fire Behaviour Indexes based on eight different fire behaviour models.	Takes advantage of decades of improved knowledge of fire behaviour in different fuels to produce more specific results.
Nationally Consistent	The index is the same anywhere in Australia.	Supports cross border operations and resource sharing.

The Stepped categories are controlled by tables that define FBI thresholds. The thresholds represent changes in the underlying fire behaviour that have consequences for operational decision making, including:

- Indicative fire behaviour and fire weather.
- Implications for prescribed burning.
- Fire suppression and containment strategies that are appropriate.
- Potential for impact on life, property and infrastructure.



For more information visit dfes.wa.gov.au/prepare or email AFDRS@dfes.wa.gov.au





BUSHFIRE WARNING SYSTEM

EMERGENCY WARNING

An out of control fire is approaching fast and you need to take immediate action to survive. If you haven't prepared your home it is too late.

You must seek shelter or leave now if it is safe to do so.

WATCH AND ACT

A fire is approaching and there is a possible threat to lives or homes. Put your plan into action. If your plan is to leave, make sure you leave early. If your plan is to stay, check all your equipment is ready.

Only stay and defend if you are mentally and physically prepared.

ADVICE

A fire has started but there is no immediate danger. Stay alert and watch for signs of a fire.

Be aware and keep up to date.

Where can I get information during an emergency?

emergency.wa.gov.au 13 DFES (13 33 37)

@dfeswa @dfes_wa Local ABC Radio

GOVERNMENT OF WESTERN AUSTRALIA

DFES

Appendix C:
Bushfire Preparedness

The following actions are to be undertaken by the childcare centre operators at the specified times.

ONGOING ACTIONS (YEAR-ROUND)

Ensure the landscaped grounds are maintained to the requirements of *Standards for Asset Protection Zones* (WAPC, 2021) with the following items checked prior to 1 October each year:

- Objects: within 10 metres of a building, combustible objects must not be located close to the vulnerable parts of the building i.e. windows and doors.

- Fine Fuel load: combustible dead vegetation matter less than 6 millimetres (mm) in thickness reduced to and maintained at an average of two tonnes per hectare.

- Trees (> 5 metres in height): trunks at maturity should be a minimum distance of 6 metres from all elevations of the building, branches at maturity should not touch or overhang the building, lower branches should be removed to a height of 2 metres above the ground and or surface vegetation, canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy.

- Shrubs (0.5 metres to 5 metres in height): should not be located under trees or within 3 metres of buildings, should not be planted in clumps greater than 5m2 in area, clumps of shrubs should be separated from each other and any exposed window or door by at least 10 metres. Shrubs greater than 5 metres in height are to be treated as trees.

- Ground covers (<0.5 metres in height): can be planted under trees but must be properly maintained to remove dead plant material and any parts within 2 metres of a structure, but 3 metres from windows or doors if greater than 100 millimetres in height. Ground covers greater than 0.5 metres in height are to be treated as shrubs.

- Grass: should be managed to maintain a height of 100 millimetres or less.

Detailed information and checklists are available on the DFES website including 'Preparing Your Property'[1] and the 'My Bushfire Plan Toolkit'[2] published by DFES.

[1] https://publications.dfes.wa.gov.au/publications/preparing-your-property

[2] https://mybushfireplan.wa.gov.au/

ACTIONS IMMEDIATELY PRIOR TO THE BUSHFIRE SEASON

- Review this Emergency Evacuation Plan to ensure details, procedures and contact phone numbers are correct and up to date.
- Ensure staff and children are informed and familiar with the procedures laid out in this Emergency Evacuation Plan.
- Place current version of the Bushfire Emergency Map (Figure 1) in facility in visible location(s).
- Ensure adequate levels of drinking water are available in the facility in case of emergency.
- Ensure any firefighting equipment (hoses etc.) are serviceable and available.
- Ensure no hazards are present around buildings (for example, rubbish piles) that could contribute to increased fire intensity.
- Ensure property access is kept clear and easily trafficable.
- Ensure first aid kits, fire extinguishers, emergency lighting and other emergency resources are current, serviceable and accessible.
- Ensure roof and gutters are free from leaf litter and debris.
- Ensure an emergency evacuation kit containing a copy of this Emergency Evacuation Plan has been prepared and is easily accessible by staff. Refer to https://www.dfes.wa.gov.au/hazard-information/emergency-kits for examples of potentially relevant items to include in the kit.
- Conduct evacuation drills and update this Emergency Evacuation Plan as required.
- Brief all staff on the bushfire evacuation procedures with updated advice provided when fire warnings are issued by Emergency Services (currently DFES) for the locality.

ONGOING ACTIONS DURING THE BUSHFIRE SEASON

- Maintain the landscaped grounds and APZs in accordance with *Standards for Asset Protection Zones*.
- Maintain compliance with the local government's annual firebreak and fuel load notice issued under s33 of the *Bush Fires Act 1954*.
- Ensure defendable spaces around buildings and assembly points are maintained.
- Update contact details of the emergency management team and employees.
- Ensure that attendance and visitor registers are updated and accurate at least twice daily.

Our Ref: D32779
Your Ref: 10.2023.306.1

Christopher Valentine
City of Armadale
CValentine@armadale.wa.gov.au

Dear Mr Valentine

RE: VULNERABLE LAND USE - LOT 800 SKEET ROAD HARRISDALE – CHILD CARE PREMISES – DAP APPLICATION

I refer to your email dated 1 March 2024 regarding the submission of a response to DFES' initial response dated 26 February 2024. The response was prepared by Western Environmental and dated 28 February 2024.

This advice relates only to *State Planning Policy 3.7: Planning in Bushfire Prone Areas* (SPP 3.7) and the *Guidelines for Planning in Bushfire Prone Areas* (Guidelines). It is the responsibility of the proponent to ensure the proposal complies with relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws.

Assessment

- The decision maker has confirmed this to be a vulnerable land use and the application of SPP 3.7 is triggered.
- It is noted that compliance of the setback proposed is reliant on both management of the area between the subject site and Plot 3 remaining as grassland. If the decision maker has evidence to confirm that both of these matters are addressed, it is noted that the proposed development would be compliant with requirements of SPP 3.7 and the Guidelines.
- Further clarification is required within the BMP of the requirements of SPP 3.7, and the supporting Guidelines as outlined in our assessment below.

1. Policy Measure 6.5 a) (ii) Preparation of a BAL contour map

Issue	Assessment	Action
Vegetation classification	**DFES previous comment** Evidence to support the exclusion of Plot 4 (road reserve) and the firebreak within the drainage reserve to the south as managed to low threat in accordance with AS3959 is required. In addition, the Landscape Plan (Appendix 3) dated 13 December 2023 submitted with this application shows that the road verge abutting the subject site will be landscaped.	Decision maker to be satisfied with the exclusions proposed.

	Evidence has not been provided to validate management of the road reserve and the firebreak to low threat in perpetuity by the responsible authorities. The firebreak is described as a 'Fire Access Road' in Photo ID 7. The firebreak is not considered to meet the standard of a Fire Service Access route and this statement should be removed from the BMP unless the firebreak is formalised as an FSAR. In addition, the BMP states in Table 4 that A3.4b for FSAR is not applicable. An enforceable mechanism is required to provide certainty that the proposed management measures can be achieved in perpetuity and that they are enforceable. Alternatively, the vegetation should be classified as per AS3959, or the resultant BAL ratings may be inaccurate. **DFES updated comment** The bush fire practitioner's comments note that landscaping within the road verge abutting the subject site will be planted such that it resembles low threat vegetation. The decision maker should be satisfied that there is an appropriate and legally binding mechanism to ensure that the vegetation is retained in a low threat condition in perpetuity. The area along the southern boundary of the site covered by the BMP is not under the control of the proponent. No evidence has been provided to demonstrate that this area will be maintained in this condition in perpetuity. Noting that this is relied upon to provide a setback to the building, the decision maker should be satisfied that this can be achieved, noting that DFES does not consider compliance with a firebreak notice to be a mechanism that can be relied upon for such compliance.	
Vegetation classification	**DFES previous comment** Vegetation in Plot 3 cannot be substantiated as Class G Grassland. The BMP notes that the drainage reserve has been revegetated with sedges and rushes. It is anticipated that this vegetation will present as Class D Scrub at maturity, consistent with the existing vegetation in Plot 1 further to the west of the subject site. The BMP should detail specifically how the Class G Grassland classification was derived as opposed to Class D Scrub. If unsubstantiated, the vegetation classification should be revised to consider the vegetation at maturity as per AS3959, or the resultant BAL ratings may be inaccurate. **DFES updated comment**	Modification to the BMP is required.

	Given the proximity of the scrub vegetation in Plots 1 and 2, in the absence of management it is considered reasonable to assume that the drainage area would mature into an area of scrub in the absence of any maintenance. If the decision maker is able to identify a mechanism by which this area will not mature into scrub, then the classification would be accurate. Otherwise, the original comments remain unchanged.	
Vegetation Management	**DFES previous comment** DFES does not accept fire break notices on adjoining land as part of the vegetation management required to achieve an APZ or low-threat classification. Fire break notices may only apply for part of the year and may be varied from year to year by the responsible local government. The proponent is to provide a performance principle-based solution to achieve the required APZ should the APZ rely on the management of vegetation on adjoining land. **DFES updated comment** Updated comments as outlined above.	Modification to the BMP is required.

2. Policy Measure 6.5 c) Compliance with the Bushfire Protection Criteria

Element	Assessment	Action
Location	**A1.1 – not demonstrated** **DFES previous comment** The BAL ratings cannot be validated, as the vegetation classification inputs require modification as per the above table. Furthermore, if Plot 3 cannot be substantiated as Class G Grassland the building may be impacted by BAL40/FZ. DFES does not support a vulnerable land use within BAL-40 / BAL-FZ. DFES considers that 'use' in this case includes the Child Care Premises building. SPP 3.7 appropriately focuses on the location and siting of vulnerable land uses rather than the application of bushfire construction requirements. Re-design of the proposal is recommended so that Child Care Premises building and other activities associated with the functions of the Child Care Premises are sited outside of BAL-40 / BAL-FZ areas. **DFES updated comment** As above, Decision Maker to be satisfied with vegetation classifications and exclusions. .	Modification to the BMP is required.

Siting & Design	**A2.1 - not demonstrated** **DFES previous comment** The development has not been designed appropriately to ensure bushfire protection measures can be achieved and to minimise the level of bushfire impact to people that are considered vulnerable. **DFES updated comment** As above, the Decision Maker to be satisfied with vegetation classifications and exclusions.	Modification to the BMP is required.

3. AS3959 construction standards

Issue	Assessment	Action
Building Construction Standards	Class 9 buildings should be afforded significant protection from the impacts of a bushfire due to being occupied by people who may need assistance, or be unable, to evacuate the building in the event of a bushfire. In response, revised provisions in the National Construction Code will apply in May 2025. The proposed changes include but are not limited to; minimum separation between buildings, and separation from allotment boundaries, carparking areas and hazards. It is suggested the decision maker consider applying the proposed higher construction and design standards to the proposed development. Further information regarding the proposed changes can be found here: https://consultation.abcb.gov.au/engagement/ncc-2022-public-comment-draft/supporting_documents/NCC2022VolumeOnePCD.pdf	Comment only.

4. Policy Measure 6.6.2 Vulnerable and High-Risk land uses in areas where BAL-40 or BAL-FZ applies

Issue	Assessment	Action
Extreme bushfire hazard and/or BAL-40/ BAL-FZ applies	Subdivision and development applications for vulnerable or high-risk land uses in areas of BAL-40/BAL-FZ will not be supported unless they comply with policy measure 6.7, clause 6.7.1 / 6.7.2 of SPP3.7. The proposal is not considered to meet the definition of minor or unavoidable development. Notwithstanding the above, should the City be of a mind to approve the proposal it is suggested that the decision maker consider the building be constructed to utilise all practical elements of AS3959 that apply to the appropriate bushfire Attack Level (BAL). This is consistent with Clause 6.7.2(b) of	Comment only.

	SPP3.7 and Clause 78E(i) of the LPS Regulations that requires the local government to have regard to the bushfire resistant construction requirements of the Building Code of Australia. This advice is further supported by Section 5.8.3 of the Guidelines which reads as follows: *The bushfire construction provisions of the Building Code of Australia do not apply to Class 4 to Class 9 buildings. In these instances the applicant has the discretion to utilise any or all of the elements of AS3959 in the construction of the building that they deem appropriate.* Although BAL construction standards do not guarantee the survival of the occupants or building, DFES does support the improved bushfire resilience provided by AS 3959-2018 construction standards.	
Bushfire Emergency Evacuation Plan (BEEP)	The referral has included a *'Bushfire Emergency Evacuation Plan'* for the purposes of addressing the policy requirements. Consideration should be given to the Guidelines Section 5.5.4 'Developing a Bushfire Emergency Evacuation Plan'. This contains detail regarding what should be included in a BEEP and will ensure the appropriate content is detailed when finalising the BEEP to the satisfaction of the City.	Comment only.

Recommendation – compliance with acceptable solutions not demonstrated – modifications required

It is critical the bushfire management measures within the BMP are refined to ensure they are accurate and can be implemented to reduce the vulnerability of the development to bushfire. The proposed development has not demonstrated compliance to the following:

1. Element 1: Location, and
   Element 2: Siting and Design

As this planning decision is to be made by a Joint Development Assessment Panel please forward notification of the decision to DFES for our records.

If you require further information, please contact Felicitas Dhliwayo - Land Use Planning Officer on telephone number 9395 9561.

Yours sincerely



Naomi Mynott
DIRECTOR LAND USE PLANNING

28 March 2024

CC CValentine@armadale.wa.gov.au

PART C – CITY OF ROCKINGHAM

1. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

2. Disclosure of Interests

Nil.

3. Form 1 DAP Applications

3.1 Lot 100 (No.434) Safety Bay Road, Safety Bay – Proposed Mixed Commercial Development – DAP/23/02551

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

LOT 100 (No.434) SAFETY BAY ROAD, SAFETY BAY – PROPOSED MIXED COMMERCIAL DEVELOPMENT

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer Development Assessment Panel	
Local Government Area:	City of Rockingham	
Applicant:	Planning Solutions	
Owner:	Braykell Two Pty Ltd	
Value of Development:	$12 million	
Responsible Authority:	City of Rockingham	
Authorising Officer:	Mr Peter Ricci, Director Planning and Development Services	
LG Reference:	DD020.2023.00000193	
DAP File No:	DAP/23/02551	
Application Received Date:	23 August 2023	
Report Due Date:	29 March 2024	
Application Statutory Process Timeframe:	90 + days (with Applicant consent and DAP Deferral 9 January 2024)	
Attachment(s):	1. Additional Supporting Information 2. Modified Development Plans 3. MODAP Minutes Dated 9 January 2024 4. MODAP Agenda Dated 9 January 2024	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes ☐ N/A	Complete Responsible Authority Recommendation section
	☒ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

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

Approve DAP Application reference DAP/23/02551 and modified development plans received on 13 February 2024 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Rockingham Town Planning Scheme No.2 (TPS2), subject to the following conditions:

Conditions

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

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

3. Prior to applying for a Building Permit, a Construction Management Plan is to be submitted to and approved by the City of Rockingham addressing but not limited to:

   (i) Hours of construction;

   (ii) Traffic Management including, a Traffic Management Plan addressing site access, egress and parking arrangement for staff and contractors;

   (iii) Management of vibration and dust;

   (iv) Management of construction noise and other site generated noise; and

   (v) A complaints resolution procedure, including the requirement to maintain a complaints log which shall be provided to the City if required in writing within one (1) business day.

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

4. Prior to commencement of works, engineering drawings for a pedestrian crossing between the development site and the Foreshore Reserve must be submitted by a suitably qualified person to the City of Rockingham for approval. These works must be constructed, in accordance with the approved plans, prior to occupation of the Tavern.

5. Engineering drawings for all other works within the development site and along the existing road reserves must be submitted to the City of Rockingham for approval prior to commencing of works on and off site.
   All works must be completed to the satisfaction of the City of Rockingham.

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

7. Prior to the occupation of the development, any damage to existing City infrastructure within the road reservation or Foreshore Reserve including kerb, road pavement and footpaths is to be repaired to the satisfaction of the City of Rockingham, at the cost of the Applicant.

8. Prior to occupation of the development, the car parking area must:

   (i) provide a minimum of 159 car parking spaces;

(ii) be designed, constructed, sealed, kerbed, drained and marked in accordance with User Class 1A for Staff Bays, User Class 3A for visitors of Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off-street car parking prior to applying for a Building Permit;

(iii) provide three (3) car parking space(s) dedicated to people with disabilities, which are designed, constructed, sealed, kerbed, drained and marked in accordance with User Class 4 of Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off-street parking for people with disabilities and which are linked to the main entrance of the development by a continuous accessible path of travel designed and constructed in accordance with Australian Standard AS 1428.1—2009, Design for access and mobility, Part 1: General Requirements for access—New building work;

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

(v) comply with the above requirements for the duration of the development.

9. Seventeen on-street car parking spaces must be provided along Malibu Road and Safety Bay Road. The car parking spaces must:

(i) be designed, constructed, sealed, kerbed, drained and marked in accordance with Australian Standard AS 2890.5—1993, Parking facilities, Part 5: On-street parking;

(ii) be approved by the City of Rockingham prior to applying for a Building Permit; and

(iii) be constructed, sealed, kerbed, drained and maintained thereafter; and comply with the above requirements for the duration of the development.

10. In accordance with City of Rockingham *Local Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities*, short-term and long-term bicycle parking spaces must be provided across the development. The bicycle parking spaces must be designed in accordance with AS2890.3—1993, Parking facilities, Part 3: Bicycle parking facilities and must be approved by the City of Rockingham prior to applying for a Building Permit and constructed prior to occupancy of the development. The bicycle parking spaces must be retained and maintained in good and safe condition for the duration of the development.

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

12. Prior to applying for a Building Permit, an Acoustic Report which demonstrates that all mechanical services associated with the proposed development and any other noise source, including noise emanating from the Tavern, will comply with the *Environmental Protection (Noise) Regulations 1997*, must be submitted to and approved by the City of Rockingham.

13. Prior to the occupation of the development, a Final Acoustic Assessment must be prepared and provided to the City of Rockingham which demonstrates to City's satisfaction, that the completed development complies with the *Environmental Protection (Noise) Regulations 1997*.

    The Final Acoustic Assessment must include the following information:

    (i) noise sources compared with the assigned noise levels as stated in the *Environmental Protection (Noise) Regulations 1997*, when the noise is received at the nearest 'noise sensitive premises' and surrounding residential area;

    (ii) tonality, modulation and impulsiveness of noise sources; and

    (iii) confirmation of the implementation of noise attenuation measures including perimeter wall requirements, and management controls for car parking areas, loading, servicing and delivery.

    Any further works must be carried out in accordance with the Acoustic Report and implemented as such for the duration of the development.

14. An operational Noise Management Plan (NMP) shall be prepared to the satisfaction of the City of Rockingham prior to the Occupation Permit being lodged demonstrating how all noise from the Tavern will be controlled to comply with the *Environmental Protection (Noise) Regulations 1997*. The approved NMP shall thereafter be implemented for the duration of the development.

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

16. Prior to applying for a Building Permit, a revised Landscaping Plan must be submitted and approved to the satisfaction of the City of Rockingham and shall include the following detail:

    (i) the location, number and type of existing and proposed trees and shrubs, including calculations for the landscaping area inclusive of the verge to Malibu Road and Safety Bay Road;

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

    (iii) those areas to be reticulated or irrigated;

    (iv) the provision of a minimum 12 trees to be planted in the adjoining street verges and road reserve and a minimum 40 shade trees throughout the development site;

(v) proposed upgrading to landscaping, paving and reticulation of all verge areas;

(vi) Detailed landscape, irrigation, lighting and street furniture plans; and

(vii) The paving material used for the footpaths shall be carried across driveways in order to maintain the visual continuity of the pedestrian network and aid pedestrian legibility.

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

17. Prior to occupation of the development, the existing Easement 'A' over Lot 100 granted in favour of the City of Rockingham shall be formally relocated to align with the approved Site Plan, Rev R, dated 12/2/24 (Hindley & Associates).

18. In accordance with *Local Planning Policy 3.3.25 - Percent for Public Art - Private Developer Contribution*, prior to occupation of the development, the developer shall either:

(i) Submit to the City of Rockingham for approval an artwork designed by a professional artist at a cost of 1% of the total project cost (being $120,000), to be located within the subject site in an area which must be publicly visible for the duration of the development;

(ii) Enter into a contract with a professional artist/s to design and install the artwork approved by the City of Rockingham;

(iii) The artwork shall then be installed prior to occupation of the development and maintained thereafter to the satisfaction of the City of Rockingham; or

(iv) Make a contribution to the City of Rockingham equal to 1% of the total construction value for the provision of public art, being $120,000 in value.

19. Entries and window frontages of the building elevations facing Malibu Road, Safety Bay Road and the internal carpark must contain clear, transparent glass, and not be covered, closed or screened off (including by means of dark or other tinting, shutters, curtains, blinds, posters, paint, roller doors or similar), to ensure that visibility and a commercial, interactive frontage is available between the development and the public domain at all times.

20. Prior to applying for a Building Permit, a Sign Strategy must be prepared which must include the information required by *Local Planning Policy 3.3.1 - Control of Advertisements*, to the satisfaction of the City of Rockingham, and it must thereafter be implemented for the duration of the development.

21. Prior to applying for a Building Permit, a schedule of the colours and textures of the building materials, must be provided to the satisfaction of the City of Rockingham. The development must be finished in accordance with the schedule provided and approved by the City of Rockingham, prior to occupation of the development and maintained for the duration of the use.

22. Prior to applying for a Building Permit, all service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, must be designed to be located away from public view and/or screened, and this design must be provided to, and approved by the City of Rockingham.

23. Prior to applying for a Building Permit, written confirmation from a suitably qualified HVAC mechanical engineer must be received confirming that the proposed mechanical ventilation systems will comply with relevant indoor air quality standards (AS 1668.2) and that the ventilation capacity and flow has been designed to accommodate the patron loading and activities within the building with doors and windows closed. Detailed requirements for the system are to be provided to the Acoustic Consultant to ensure suitable acoustic treatments for the system are considered and indicated on the Building Permit application or clearance of Condition 12, whichever occurs first.

24. With regard to the proposed Child Care Premises on Parcel 1:

    (i) No more than 82 children are to be accommodated at the Child Care Premises;
    (ii) Operations are restricted to between 6.30am and 6.30pm Mondays to Fridays, with up to four (4) days open in the weekends for open days; and
    (iii) The car parking for the Child Care Centre must be made available for customer and staff parking for the overall commercial development, outside of the operating hours of the Child Care Centre.

Advice Notes

1. In regards to Condition 12, in order to reduce the sense of enclosure for residents at the adjoining residential properties, the Acoustic Report shall consider the following options:

    - Construct the top 600mm of the required 2.4m high noise barrier from acoustic rated clear Perspex material if constructed on the north-eastern property boundary; or

    - Set back the 2.4m high acoustic barrier onto the subject site away from the common property boundary.

2. The development must comply with the *Food Act 2008*, the *Food Safety Standards* and Chapter 3 of the *Australian New Zealand Food Standards Code (Australia Only)*; the Applicant and owner should liaise with the City's Health Services in this regard.

3. A Building Permit must be obtained for the proposed works prior to commencement of site works. The Applicant and owner should liaise with the City's Building Services in this regard.

4. The Tavern is to comply with the *Liquor Control Act 1988*. All relevant approvals and licenses are to be sought prior to the occupation of the development in conjunction with the Department of Local Government, Sport and Cultural Industries (DLGSC).

5. The development must comply with the *Health (Public Building) Regulations 1992*; the Applicant and owner should liaise with the City's Health Services in this regard.

6. The Applicant is responsible for protecting any existing City streetscape assets along Safety Bay Road and Malibu Road during the course of the project. This includes any existing streetscape lighting, grated gully pits, side entry pits, kerbing, footpaths, trees, turf etc. If any damage is caused to the existing assets (identified to be retained), they must be rectified to the satisfaction of the City of Rockingham. It is recommended that a photographic dilapidation report is undertaken by the Applicant, to record the current condition of these assets.

7. The proposed development has been approved on the basis of the following land uses:

   Parcel 1 - Child Care Premises;

   Parcel 2:

   - Unit 1 - Shop (Pharmacy);
   - Units 2 and 3 - Medical Centre;
   - Units 4 and 5 - Restaurant
   - Unit 6 - Cafe;
   - Unit 7 - Consulting Rooms (Physiotherapists);
   - Unit 8 - Recreation Private (Medical gymnasium); and

   Parcel 3 - Tavern.

   A separate Development Approval may be required for the occupation of any tenancy not specified in this approval, prior to the occupation of the tenancy. The City's Planning Services should be contacted to determine whether development approval is required.

Background:

The matter was previously considered by Council in December 2023 (PD-039/23) when it resolved to adopt a Responsible Authority Report (RAR) recommending deferral of the proposal for the following five (5) reasons:

"1. Revised plans should be provided and robust justification to demonstrate the provision of an appropriate level of car parking for the development.

2. The Application should be amended to demonstrate how the Child Care Premises and Tavern will comply with the Environmental Protection (Noise) Regulations 1997, in the context of the existing and future residential development.

3. The Application should be amended to provide an active 'main street' frontage along Malibu Road in accordance with Local Planning Policy No.3.3.23 Waikiki Hotel Site - Urban Design Guidelines.

4. The Transport Impact Assessment should be amended to address outstanding matters as raised throughout the Report.

5. *The Application should be amended to consider a pedestrian crossing between the development and the Foreshore Reserve."*

At the 9 January 2024 meeting of the MODAP, determination of the Development Application was deferred for up to 90 days (until 8 April 2024), for the reasons outlined within the Council adopted RAR, subject to modification of Reason No.1, as follows:

"1. Revised plans should be provided and robust justification to demonstrate the provision of an appropriate level of car parking for the development, ***including a Parking Management Plan, to be submitted to the satisfaction of the City of Rockingham*****.**

2. The Application should be amended to demonstrate how the Child Care Premises and Tavern will comply with the Environmental Protection (Noise) Regulations 1997, in the context of the existing and future residential development.

3. The Application should be amended to provide an active 'main street' frontage along Malibu Road in accordance with Local Planning Policy No.3.3.23 Waikiki Hotel Site - Urban Design Guidelines.

4. The Transport Impact Assessment should be amended to address outstanding matters as raised throughout the Report.

5. The Application should be amended to consider a pedestrian crossing between the development and the Foreshore Reserve."

While the MODAP considered that the proposal was appropriate from a land use point of view, it was not satisfied that sufficient justification had been submitted to justify the shortfall of parking being sought by the Proponent.

The MODAP also considered further discussion was required between the City and Proponent to address the issues of noise, traffic, 'main street' frontage along Malibu Road and the opportunity to investigate a pedestrian crossing on Safety Bay Road, between the proposed development and the Foreshore Reserve.

On 5 February 2024, City Officers met with the Proponent and its technical experts to discuss the reasons for deferral.

On 13 February 2024, additional supporting information and Amended Plans (Attachments 1 and 2) were submitted to the City, in response to the MODAP reasons for deferral.

The additional information received is discussed throughout the following sections of this Report. For reasons of conciseness, this RAR responds to the MODAP reasons for deferral and the prior RAR on the matter (Attachment 4) should be consulted with respect to the other assessment information.

Proposal:

The additional information received on 13 February 2024, includes the following:

- A cover letter addressing the MODAP reasons for deferral;
- Amended Development Plans;
- A supporting Traffic 'technical' note;

- A Parking and Control Management Plan;
- Updated Environmental Noise Assessment; and
- A Pedestrian Crossing Plan.

The Proponents justification is summarised below, as it pertains to the MODAP reasons for deferral.

1. Revised plans should be provided and robust justification to demonstrate the provision of an appropriate level of car parking for the development, including a Parking Management Plan, to be submitted to the satisfaction of the City of Rockingham.

Amended Plans

The Amended Plans propose 10 additional on-site car parking bays, resulting in a total of 159 on-site car parking spaces. The Plans also result in a reduction of one on-street parking bay adjacent to the Tavern building within the Safety Bay Road road reserve.

The site plan modifications are depicted on Figure 4 below.

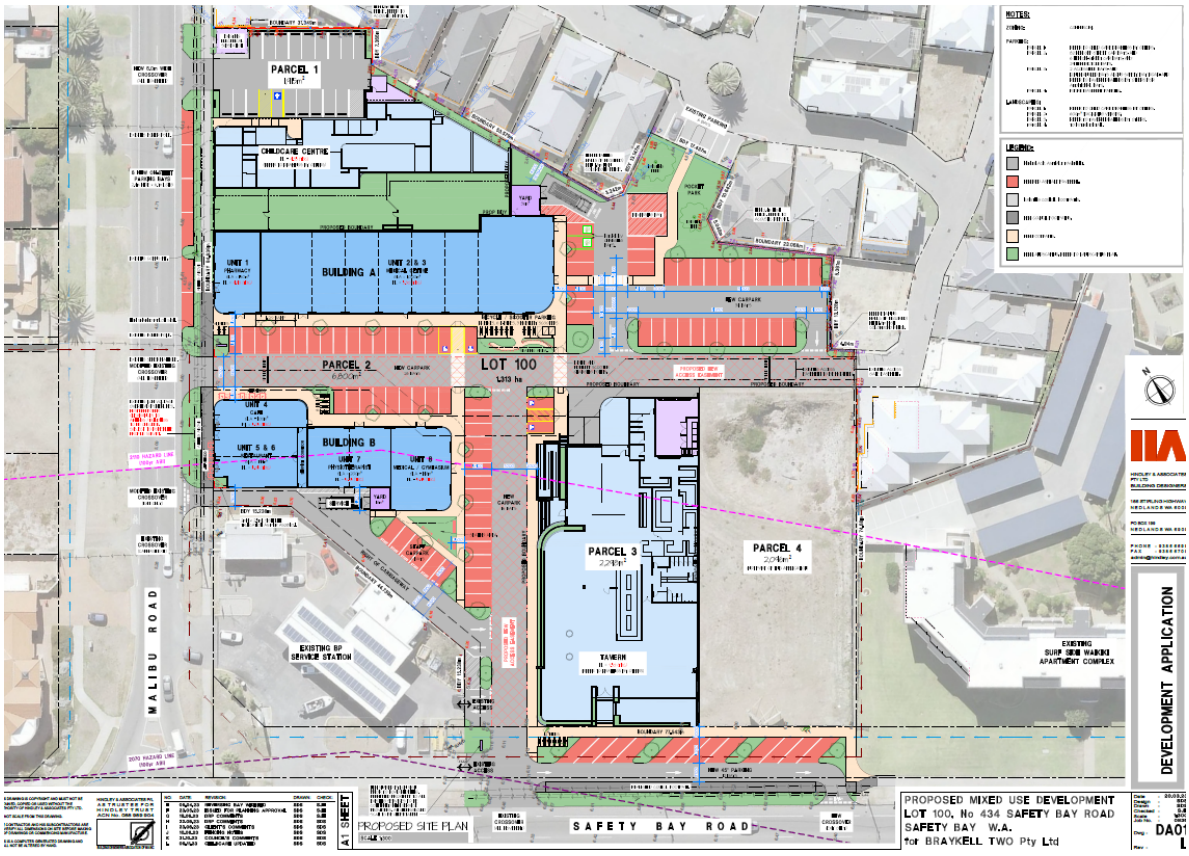
On-site car parking shortfall justification

In order to establish a more realistic parking requirement and demand for the proposed development, the Proponents Traffic Consultant prepared a Technical Note which included a detailed parking assessment of the development based on the anticipated peak operating times for the land uses and the anticipated parking demand during other times.

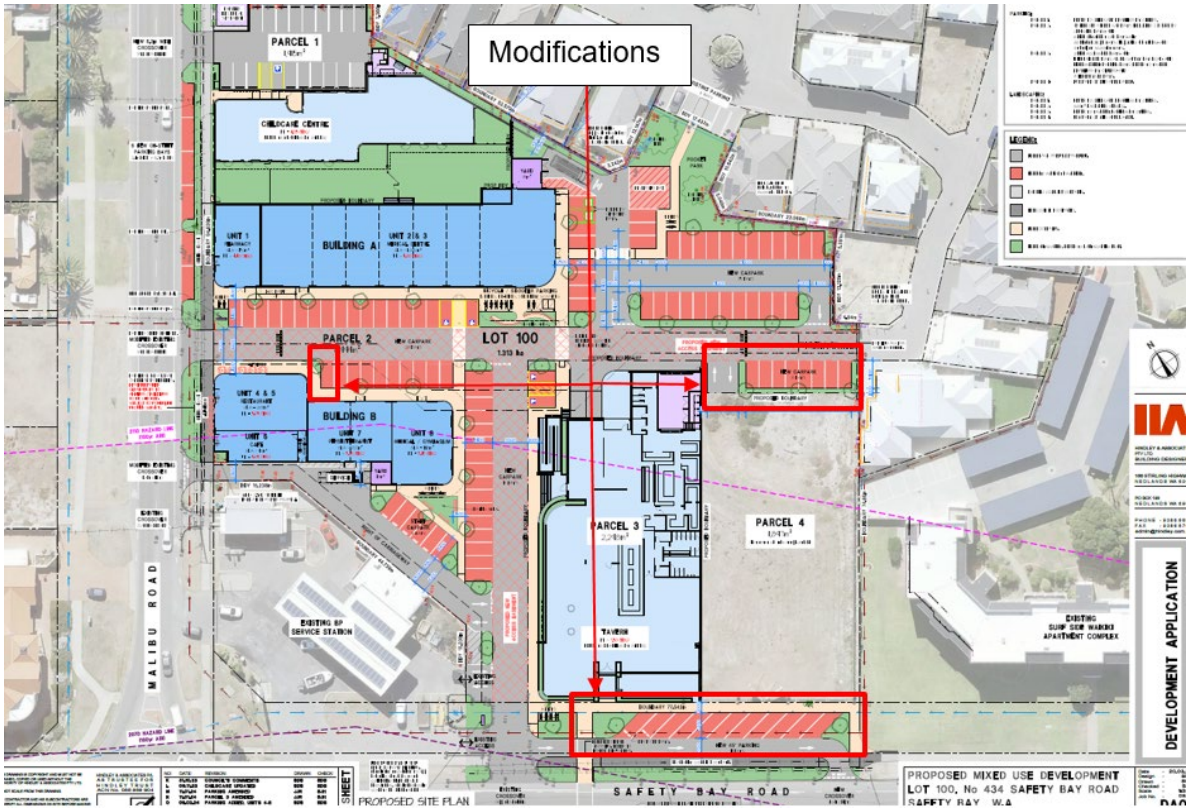
The assessment was undertaken for a typical Friday and Saturday when the parking demand for the proposed development is expected to peak.

Separately, a video survey was undertaken of the Waikiki Foreshore carpark, across Safety Bay Road, to establish its parking utilisation pattern during Friday 2 February 2024, from 6am to 11.30pm and on Saturday 3 February 2024.

With respect to the above, the Proponent's submitted Technical Note concludes that the parking provision of the proposed development and available parking within the Foreshore car park is sufficient to meet the anticipated parking demand of the development.



3. Deferred Site Plan - January 2024



4. Modified Site Plan - February 2024

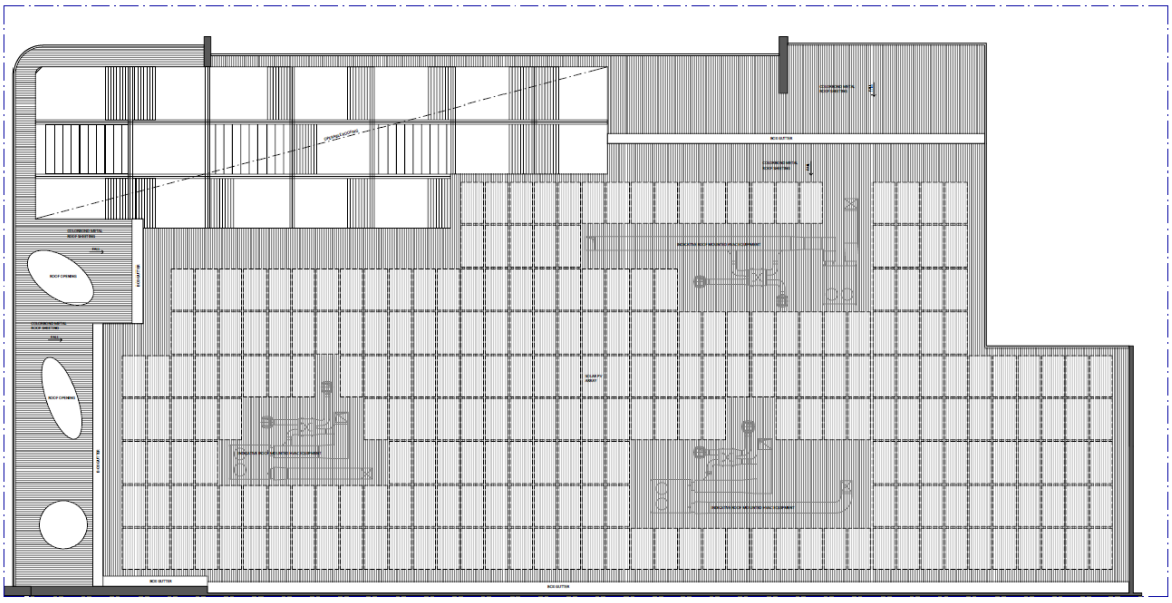
2. The Application should be amended to demonstrate how the Child Care Premises and Tavern will comply with the Environmental Protection (Noise) Regulations 1997, in the context of the existing and future residential development.

Environmental Noise Assessment

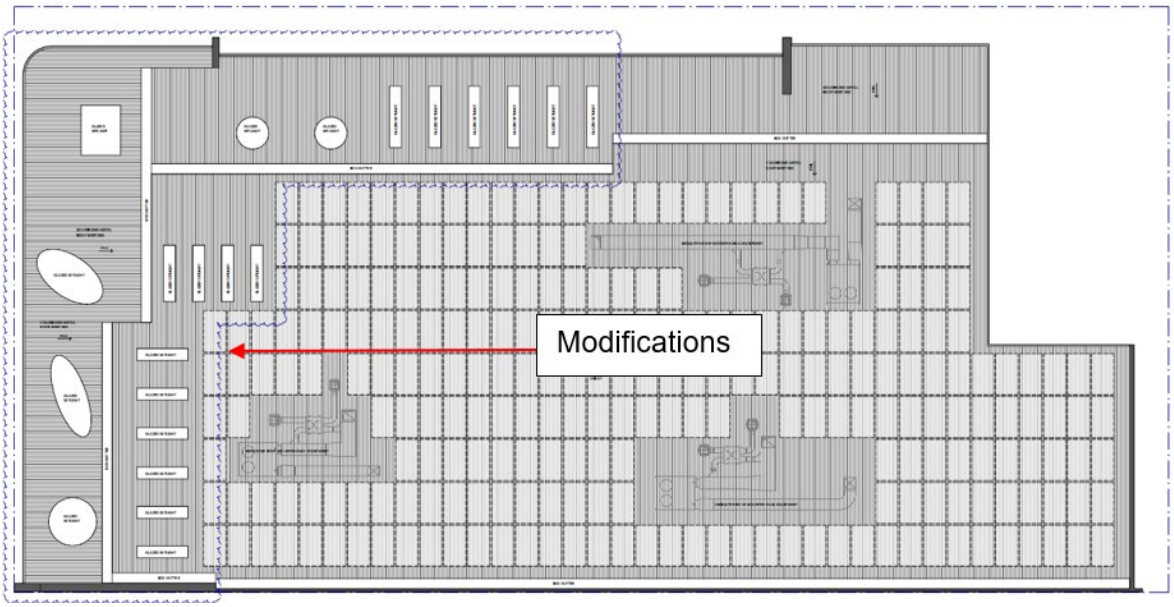
The main changes made by the Proponent to the Environmental Noise Assessment (ENA) include:

- The design of the Tavern being modified, by removing the operable roof, as depicted on Figure 6 below, and providing a solid backing for the breeze blocks along the western elevation of the building;
- Patron and music noise assessment was updated to include additional properties;
- Additional clarification on children within the Tavern play area;
- Likely construction materials for the adjacent Parcel 4 (which is not part of this Development Application); and
- Suggested locations and construction materials for the Tavern plant room.

The updated ENA concludes that development will comply with the *Environmental Protection (Noise) Regulations 1997* ('Noise Regulations'), subject to a number of recommendations which will need to be implemented for duration of the development with respect to mechanical plant equipment, children playing outside and noise generated by patrons and music from the Tavern.



5. Deferred Tavern Roof Plan - January 2024



6. Modified Tavern Roof Plan - February 2024

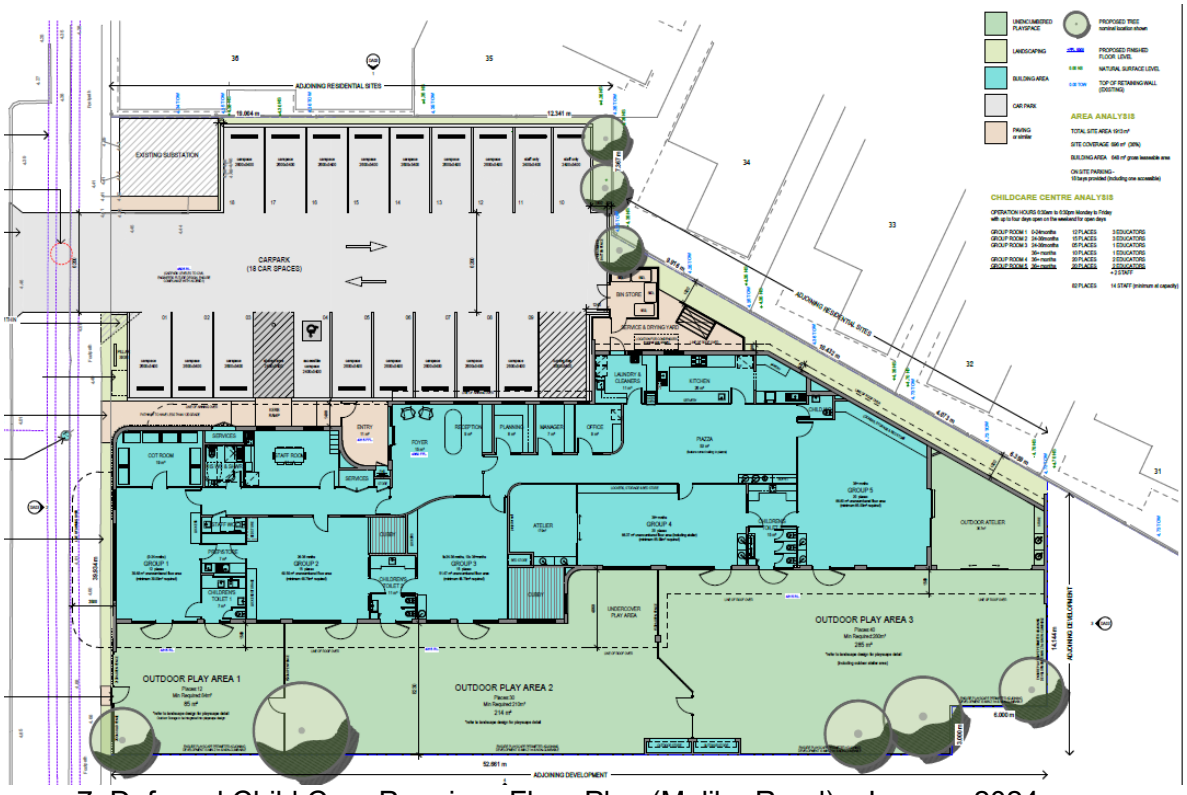
3. The Application should be amended to provide an active 'main street' frontage along Malibu Road in accordance with Local Planning Policy No.3.3.23 Waikiki Hotel Site - Urban Design Guidelines.

Amended Plans

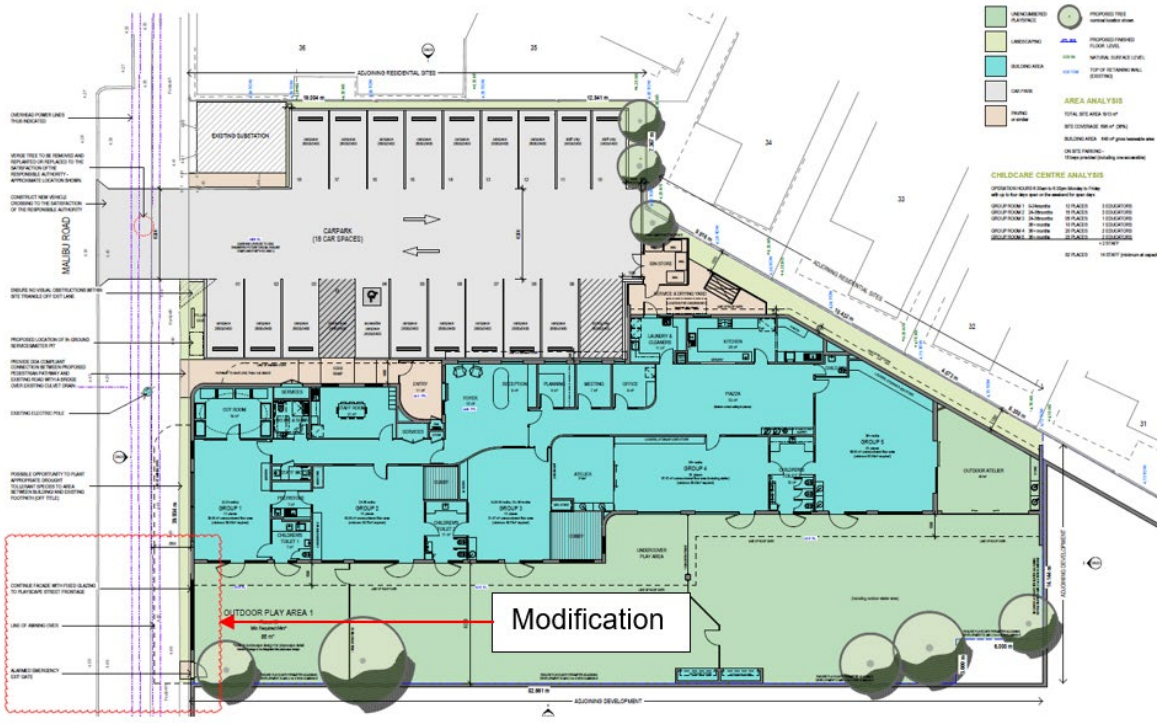
The Child Care Premises building was modified to extend its ‘building façade’ along Malibu Road, for the width of the outdoor play area, which represented the 'gap' in the ‘built form’.

The front facade wall height to Malibu Road for the Child Care Premises was also increased and matches the adjoining commercial building on 'Parcel 2'. Likewise, the street awning to Malibu Road has been extended (where the prior 'gap' existed) to match the height of the adjoining awning for the commercial building.

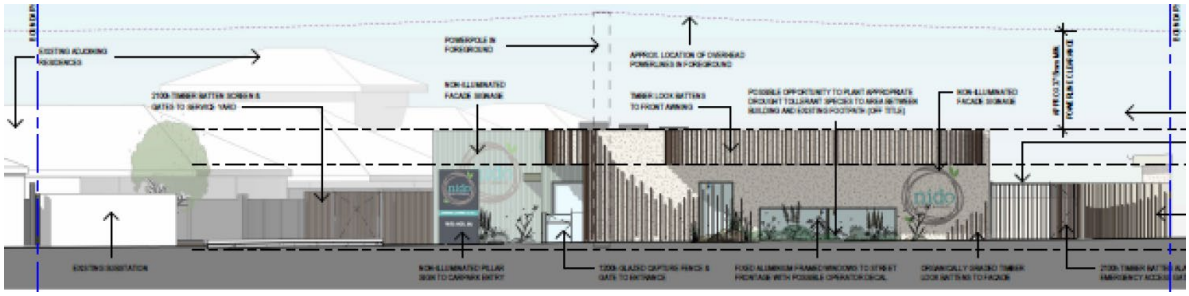
The modifications are depicted on Figures 8 and 10 below.



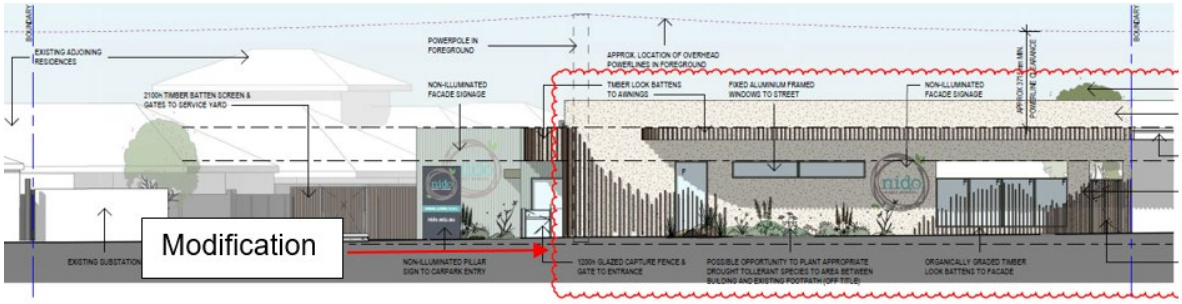
7. Deferred Child Care Premises Floor Plan (Malibu Road) - January 2024



8. Modified Child Care Premises Floor Plan (Malibu Road) - February 2024



9. Deferred Child Care Premises Elevation (Malibu Road) - January 2024



10. Modified Child Care Premises Floor Plan and Elevation (Malibu Road) - February 2024

4. The Transport Impact Assessment should be amended to address outstanding matters as raised throughout the Report.

Technical Note

The accompanying Technical Note includes additional traffic modelling and SIDRA analysis. The Technical Note takes into consideration a 'hypothetical' scenario of vacant Parcel 4 being proposed for a mixed use development, with 30 residential apartments and 300m^2 of commercial ground floor space. Among other matters, a revised intersection analysis was also undertaken for the access proposed onto Safety Bay Road from Parcel 2, in the longer term (relating to the traffic capacity which is described as 'level of service' anticipated in 2036).

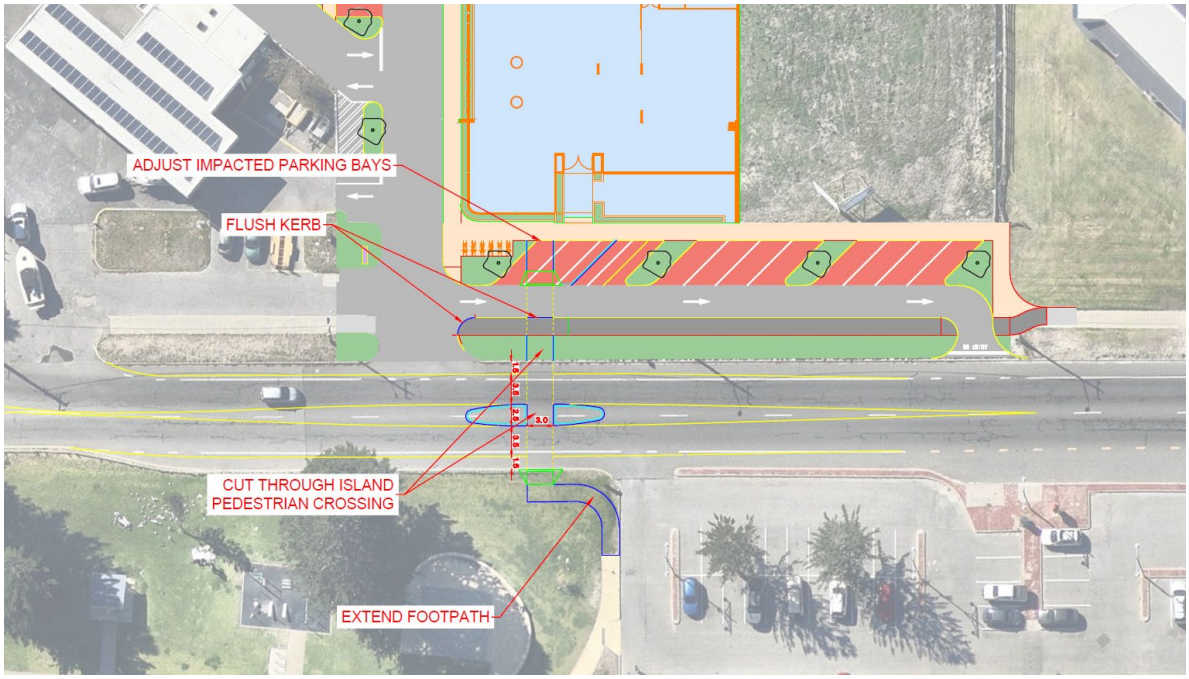
The Technical Note concludes as follows:

- The existing roundabout at the intersection of Malibu Road and Safety Bay Road would operate with good 'level of service' (B or better - which is satisfactory) during the 2026 and 2036 modelling scenarios;
- The proposed street access to Malibu Road and Safety Bay Road will generally operate satisfactorily during 2026 and 2036 assessed peak hours; and
- Right-turn movements from the proposed Safety Bay Road access will achieve a level-of-service 'E' with 95% of the queue being limited to one car ('E' points to an access which is near ultimate traffic capacity).

5. The Application should be amended to consider a pedestrian crossing between the development and the Foreshore Reserve.

Pedestrian Crossing Plan

A Pedestrian Crossing Plan was submitted by the Proponent which provides for a connection between the proposed Tavern and the Foreshore carpark, as depicted on Figure 11 below.



11. Proposed Pedestrian Crossing Plan - February 2024

The modified application now being considered, remains the same in all other aspects as previously presented to MODAP in January 2024.

Legislation and Policy:

Legislation

- Planning and Development Act 2005;
- Planning and Development (Local Planning Schemes) Regulations 2015;
- Environmental Protection (Noise) Regulations 1997;
- Metropolitan Region Scheme; and
- Town Planning Scheme No.2.

State Government Policies

- State Planning Policy 4.2 - Activity Centres (SPP4.2); and
- State Planning Policy 7.0 - Design of the Built Environment.

Local Policies

- Local Planning Policy 3.3.1 - Control of Advertisements;
- Local Planning Policy No.3.1.2- Local Commercial and Activity Centres Strategy (LPP3.1.2);
- Local Planning Policy No.3.3.5 - Child Care Premises (LPP3.3.5);
- Local Planning Policy 3.3.14 - Bicycle Parking and End of Trip Facilities (PP3.3.14);
- Local Planning Policy No.3.3.19 - Licensed Premises (LPP3.3.19);
- Local Planning Policy No.3.3.23 - Waikiki Hotel Site - Urban Design Guideline's (LPP3.3.23);
- Local Planning Policy No.3.3.25 - Percent for Public Art - Private Developer Contribution;

- Local Planning Policy No.3.3.27 - Community Consultation for Development Applications (LPP3.3.27); and
- Local Planning Policy No.7.4 - Design Review Panel (LPP7.4).

Other:

- Environmental Protection Authority (EPA) Guidance Statement No.3 (GS3);
- Safety Bay Shoalwater Foreshore Master Plan; and
- Austroads' *Guide to Traffic Management.*

Consultation:

Public Consultation

As part of the original public consultation, of the 146 public submissions received, 68 submissions objected to the proposal and 78 submissions were in favour of the proposal.

The public submissions objecting to the proposal at the time raised the following 'broad' concerns:

- Land use mix;
- Concerns with the interface to the adjoining 'Alumina Estate';
- Lack of on-site parking availability and traffic implications associated from operation of the development;
- Noise concerns primarily from the Tavern development and the content within the Environmental Noise Assessment; and
- The need for a pedestrian crossing between Safety Bay Road and the Foreshore Reserve.

The revised information from the Proponent received on 13 February 2024, has not been advertised for public comment, as the additional information provided does not materially change the application to warrant re-advertising.

Referrals/consultation with Government/Service Agencies

The revised proposal does not warrant further consultation with Government Agencies.

Planning Assessment:

Assessment of the revised proposal has been limited to areas relating to the MODAP reasons for deferral, dated 9 January 2024.

The outcomes of City's assessment are discussed below.

Car Parking - Deferral Reason No.1

The modified proposal still requires the provision of 391 car parking spaces. It is noted that the amended plans provide for an overall net increase of nine (9) car parking spaces, which reduces the shortfall (from 224) to 215 parking spaces under the City's TPS2.

The City has reviewed the Technical Note which attempts to explain the actual parking demand for the proposed development. A detailed parking assessment of the development was based on the anticipated *peak* operating times for each proposed land use and the anticipated *parking demand* during other times.

The Proponent's Traffic Consultant has suggested the maximum combined parking demand for typical Friday is anticipated to occur at 8:00pm when a surplus of three on-site bays would be available for customer parking. For a typical Saturday, the maximum combined parking demand is anticipated to occur at 12:00pm (noon), resulting in a shortfall of five (5) parking spaces. For earlier periods throughout the week, the assumed car parking demand is significantly less.

The 'sample size' of the video survey and the assumed *peak parking demands* for the proposed development and Foreshore carpark is fair. It is noted, however, that popular public events such as 'Dinner at Dusk', which occur once on a monthly basis during the summer period, at the Foreshore Reserve will generate additional parking demand on the Foreshore public car park area, when it will likely perform at or near capacity. Consequentially, there are likely to be infrequent periods on weekends when the Proponent's suggested parking shortfall may be greater than five (5) parking spaces for the development.

The City acknowledges that car parking will likely be 'split' between the Foreshore carpark and the subject (development) site when events occur at the Foreshore. For the purpose of City's assessment, however, the City needs to be generally satisfied that the degree of reliance upon the Foreshore public car park for the proposed development parking shortfall, will not result in a wider parking problem.

Travel to the Tavern or other on-site uses may also occur by other means of travel such as drop off, ride-sharing, cycling or walking. It is also unlikely that the Tavern would be operating at or near capacity, every day of the week and by virtue the actual on-site car parking demand would potentially be significantly less than when compared against the car parking requirements under TPS2. Additionally, it is noted that proposed Child Care Premises, Medical Centre and Pharmacy land uses would also not be operating for majority of the Tavern peak periods, with the exception of the Medical Centre on Saturday's mid-morning to afternoon, which will 'free up' a substantial number of parking bays on-site.

With respect to the Proponent's submitted *Parking Management Plan*, it was assessed by the City and was found to have significant shortcomings. The City is, however, generally satisfied that sufficient justification is now available within the Technical Note and as a result of the additional parking provided, to support the parking shortfall under TPS2.

Together, the City considers the additional information demonstrates that there is likely to be sufficient customer and staff car parking availability on-site to satisfy the parking demand, without causing a car parking problem or disruption to the locality.

Environmental Noise Assessment - Deferral Reason No.2

The updated ENA confirms that the structural changes to the Tavern (i.e. along its western facade and the roof), have reduced the noise to a compliant level at all adjoining residential properties.

Following assessment of the updated ENA, it is considered that the development can maintain compliance with the Noise Regulations. Compliance, however, is contingent on a number of recommended conditions of Development Approval, which need to be implemented at all times during operation of the development.

The City still has some noise related concerns regarding future development of vacant Parcel 4 should it be developed for a residential land use. This is because the modelled Tavern noise is likely to exceed the allowable noise levels along its south-eastern boundary. By virtue, this would likely require a higher standard of construction and noise attenuation measures, to ensure that residential development is not negatively impacted by operation of the adjoining Tavern.

Although the land use and design of the vacant Parcel 4 site is unknown, it is acknowledged that the matter can be considered upon a future Development Application or a Subdivision Application.

Malibu Road Frontage - Deferral Reason No.3

The modified building façade treatment to the Child Care Premises provides for a more appropriate urban design response, along the Malibu Road street edge, as illustrated on Figure 12 below.



12. Modified Malibu Road Elevation - February 2024

The main frontage of the Child Care Premises does not include a pedestrian entry into the building, however, the proposed level of activation along the frontage is supported, as the development provides for sufficient scale, interest and interaction opportunities between buildings and pedestrians at the street.

The modified Malibu Road frontage adequately addresses MODAP deferral reason No.3.

Traffic - Deferral Reason No.4

The Proponent's additional traffic modelling and analysis suggests that the traffic volumes generated from the assumed mixed use development (vacant Parcel 4) and the proposed development, is unlikely to significantly change the traffic operation of the proposed two crossovers (Safety Bay Road and Malibu Road) and nearby roundabout intersection.

The revised intersection analysis was also undertaken which suggests that the existing roundabout intersection would operate with good level of service (B or better) during the 2026 and 2036 modelling scenarios. The development crossovers are also reported to generally operate satisfactorily during 2026 and 2036 assessed peak hours.

While the right turn movement out of Safety Bay Road crossover is reported to operate with level-of-service 'E' during the PM peak hour in 2036, it is noted that 95% of this queue is associated with one car, which is marginal.

From the City's perspective, the Proponent assumed land use scenario is a reasonable representation of what may occur on Parcel 4, noting that the traffic impact will be further assessed upon a future Development Application being lodged.

For clarity, the Proponent's traffic assessment has concluded that the proposed development will generate a total of 4,063 trips per day, inclusive of the additional 146 daily trips resultant from the assumed mixed use development on Parcel 4.

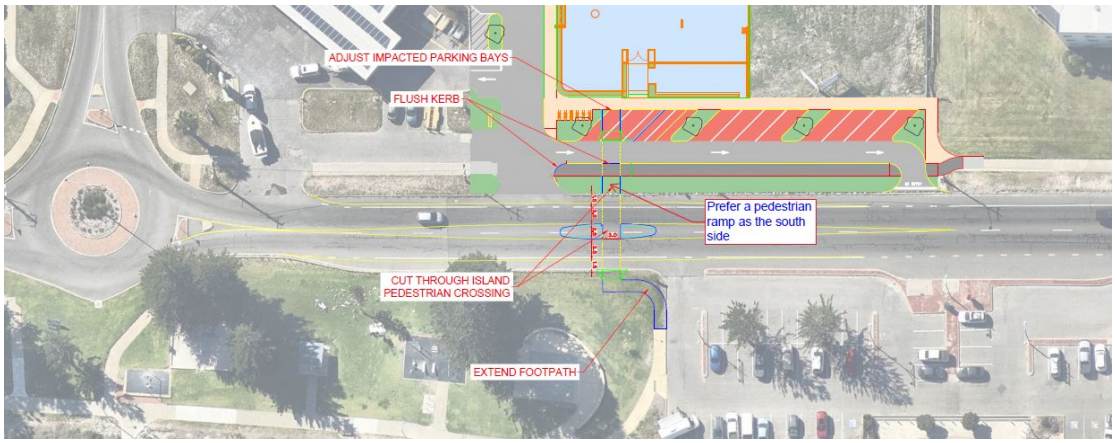
The above findings are supported and the City considers that the Proponent has sufficiently addressed MODAP deferral reason No.4.

Pedestrian Crossing Plan - Deferral Reason No.5

The Pedestrian Crossing Plan suggests that a pedestrian safe refuge crossing is feasible between the proposed Tavern and the Foreshore Reserve. The identified location and width provide for a convenient crossing location that is cognisant of the likely future re-design of the foreshore car park that is shown on the Safety Bay Shoalwater Foreshore Master Plan.

A central pedestrian refuge island is also identified within the Safety Bay Road carriageway, which will provide for a safer crossing experience.

The City supports the concept crossing, subject to inclusion of an additional pedestrian ramp on the northern side of the road carriageway, as illustrated in figure below. Nevertheless, a full set of detailed design drawings is recommended, in the event MODAP resolve to approve the proposed development. Detailed design drawings will confirm specifications and compliance with relevant construction standards that the Proponent will need to undertake.



13. Pedestrian Crossing Plan Recommendation - February 2024

Conclusion:

As acknowledged within the prior RAR on the proposal, the development includes a number of positive elements which are consistent with the local planning framework. Primarily, the proposal includes a licensed premises element, with the Tavern land use being the on-site anchor tenant, trading day and night time. The Tavern ensures the future use of the site will be consistent with its former status, as a social hub in the community.

Naturally, the Tavern will be inextricably linked to the Foreshore Reserve. The two areas will complement each other due to the direct proximity and connection. While there may be some car parking 'overlap' associated with this synergy, the pedestrian crossing profile will provide for a safer crossing experience.

Where discretion is being sought, the modified proposal generally achieves compliance with the relevant considerations and objectives.

The additional information received adequately responds to the MODAP reasons for deferral, dated 9 January 2024.

In light of the above, it is recommended that the modified application be conditionally approved.

Officer Recommendation

That the Metro Outer Development Assessment Panel resolves to:

Approve DAP Application reference DAP/23/02551 and modified development plans received on 13 February 2024 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Rockingham Town Planning Scheme No.2 (TPS2), subject to the following additional condition:

25. The Tavern shall be constructed in the first stage of development, should staged construction be proposed.

Reasons for Officer Recommendation

While the 'Commercial' zoning of the subject site permits a range of land uses, *Local Planning Policy No.3.3.23 Waikiki Hotel Site - Urban Design Guidelines* (LPP3.3.23) states that 'a licenced premises must be included in any development'. This requirement seeks to ensure that the future use of the site is consistent with its former status as a social hub in the community.

To ensure that the proposed licensed premises component is delivered in accordance with LPP3.3.23, the following condition has been recommended:

> *"The Tavern shall be constructed in the first stage of development, should staged construction be proposed."*

Through initial consultation with the Proponent it has been expressed that, should this condition be imposed, it may delay construction of the balance of the development for a period of potentially more than two years, due to other approval requirements which need to be obtained (i.e. Liquor Licensing and Western Power transformer approval/delivery).

It is also stated by the Proponent that there is a possibility that the development may not proceed if the recommended condition forms part of the Development Approval.

The City considers that without the delivery of the Tavern, the intent of the Policy cannot be achieved and the most desirable built form element within the Development Application will not be realised. The Proponent will have four (4) years to substantially commence development should approval be issued.

PS ref: 8489
CoR ref: 20.2023.193
DAP ref: DAP/23/02551

13 February 2024

David Banovic – Senior Projects Officer
City of Rockingham
Via email: customer@rockingham.wa.gov.au

Dear sir/madam

ADDITIONAL INFORMATION
PROPOSED MIXED COMMERCIAL DEVELOPMENT
LOT 100 SAFETY BAY ROAD, SAFETY BAY

We refer to the Metro outer Joint Development Assessment Panel's resolution of 9 January 2024 to defer the above application, and are pleased to provide the following response and additional information.

In support of this response please find enclosed:

- **Attachment 1** - Amended development plans, with modifications to:
  - car parking, landscaping, and pedestrian access;
  - modifications to the street frontage of the child care centre building;
  - modifications to the roof above the western section of the tavern and changes to the western elevation.
- **Attachment 2** – Transcore technical note.
- **Attachment 3** – Parking and Control Management Plan.
- **Attachment 4** – Updated Environmental Noise Assessment.
- **Attachment 5** – Pedestrian crossing plan.

We have responded to the five reasons stated in the Panel's deferral motion as follows.

1. CAR PARKING

> *Revised plans should be provided and robust justification to demonstrate the provision of an appropriate level of car parking for the development, including a Parking Management Plan, to be submitted to the satisfaction of the City of Rockingham.*

In response to this reason the project team has closely examined car parking supply and demand with the following investigations and changes being undertaken:

- The development plans have been reviewed to identify opportunities for more on-site car parking to be provided. As a result, an additional 10 on-site car parking bays have now been included bringing the total of on-site bays to 159.
- A video survey of the foreshore carpark was undertaken to establish hourly parking demand across the peak days of Friday and Saturday.

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS
Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

- A survey was undertaken of a metropolitan outer suburban tavern to establish patron travel modes at peak times.

The results of these investigations and further demand analysis have been documented in a technical note prepared by Transcore included at **Attachment 2**. It concludes the parking provision of the proposed development and available parking within the Foreshore meets the anticipated actual parking demand of the development.

The investigations and outcomes have assumed all on-site car parking is available to all users on a reciprocal basis. This is documented and included in a Parking Control and Management Plan included at **Attachment 3**.

2. ACOUSTIC CONSIDERATIONS

> *The Application should be amended to demonstrate how the Child Care Premises and Tavern will comply with the Environmental Protection (Noise) Regulations 1997, in the context of existing and future residential development.*

In response to this reason, modifications were made to the tavern roof and western elevation and the Environmental Noise Assessment was modified to include:

- Design of tavern updated including removing operable roof and backing for the breeze blocks;
- Tavern patron and music noise assessment updated including 428 Safety Bay Rd in Table 4-5;
- Provide commentary on children in the tavern play area;
- Potential construction materials for Parcel 4;
- Suggested locations and construction materials for the tavern plant room;
- 26/19 future receiver included in all assessments.

Refer **Attachment 4** for the updated Environmental Noise Assessment.

3. MAIN STREET FRONTAGE

> *The Application should be amended to provide an active 'main street' frontage along Malibu Road in accordance with Local Planning Policy No.3.3.23 Waikiki Hotel Site - Urban Design Guidelines.*

In response to the above reason, the child care centre frontage was modified to extend the building frontage across the Malibu Road frontage of the outdoor play area. Windows are included providing viewline between the street and the outdoor play area, with timber battens proposed in front of the window to provide some protection from glass breakage.

The height of the child care centre's façade and awning was also modified to match the height of the Parcel 2 façade and awning.

Refer amended development plans at **Attachment 1**.

The extension of the child care centre's façade is consistent with the requirement of the City's *Planning Policy No.3.3.23 Waikiki Hotel Site – Urban Design Guidelines* to provide a contiguous façade, and the view to the outdoor play area provides activation at the ground level.

4. TRAFFIC CONSIDERATIONS

> *The Transport Impact Assessment should be amended to address outstanding matters as raised throughout the Report.*

The report identifies six key matters to be addressed. The proposal has been updated to respond to the points as follows.

> *A 29% increase in daily traffic on Malibu Road is considered a significant increase, therefore, considering the existing road cross section the City is concerned whether Malibu Road has sufficient capacity to accommodate the additional traffic volumes generated by the development;*

This matter was discussed with the City's officers where it was agreed the road is existing and the development does not warrant reconfiguration of the road cross-section.

> *Additional information is required regarding how the trip distribution proportions were determined;*

This matter was discussed with the City's officers where it was agreed the Transcore assumed trip distributions are acceptable and meets the reporting requirements for transport impact assessments.

> *The trip generation volumes for Parcel 4, as well as the maximum capacity of the Tavern (ie 1,000 patrons), have not been considered in the traffic assessment. This, in combination with a different trip distribution may worsen the performance of the existing roundabout at the corner of Malibu Road and Safety Bay Road, such that it may exceed its practical capacity limit.;*

Refer **Attachment 2** for a technical note prepared by Transcore in response to this issue. It includes an analysis of the additional traffic generated by a hypothetical mixed use development on Parcel 4, and concludes future development of Parcel 4 would not change the traffic operation of the development crossovers and nearby roundabout intersection.

> *Concerns about the design in relation to vertical clearances to infrastructure; service vehicle sept paths diagrams and design of the car park not complying with AS2890;*

This matter was considered in the design and can be addressed as a condition of approval.

> *Concerns about SIDRA results regarding the intersection of the crossover proposed onto Safety Bay Road from Parcel 2 in the longer term (relating to the level of service anticipated in 2036);*

Refer **Attachment 2** for a technical note prepared by Transcore in response to this issue. It includes revised intersection analysis of the 2026 and 2036 scenarios of all intersections including Crossover 4 onto Safety Bay Road. The analysis concludes right-turn movements from Crossover 4 will achieve level-of-service (**LOS**) E, with a 95% queue of one car which is not problematic, and only exceeds the LOS D upper delay threshold by 8.2 seconds. The design also facilitates left-turn exit onto Malibu Road meaning patrons familiar with the site are likely to use Malibu Road to exit westwards as an alternative to queuing at Crossover 4.

> *Restricted sight distance in proximity to the proposed crossover for the CCP;*

This matter was discussed with the City's officers where it was agreed sightlines can be appropriately managed.

5. PEDESTRIAN CROSSING

> *The Application should be amended to consider a pedestrian crossing between the development and the Foreshore Reserve.*

Following further discussions with City asset and engineering officers, a suitable design has been identified that provides for a pedestrian refuge island directly opposite the tavern without requiring widening of the Safety Bay Road carriageway. Refer **Attachment 5** for the concept design.

This design promotes safe pedestrian movements between the foreshore carpark and the tavern.

Due to the location of the crossing point the proposed angled car parking bays along the Safety Bay Road are impacted, resulting in the loss of 1 car parking bays. Landscaping and proposed trees have been repositioned to minimise the loss of further car parking bays.

CONCLUSION

We trust the amended plans and further information satisfactorily respond to the City's concerns and the Metro Outer Joint Development Assessment Panel's reasons for deferring the application, and the application may now be represented to the Panel at the earliest opportunity.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,

ROSS UNDERWOOD
SENIOR ASSOCIATE

240213 8489 additional information cover letter.docx

ATTACHMENT 1
UPDATED DEVELOPMENT PLANS



N

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

THIS DRAWING IS COPYRIGHT AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.

DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	26.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SDS
-				
-				
-				
-				
-				
-				
-				

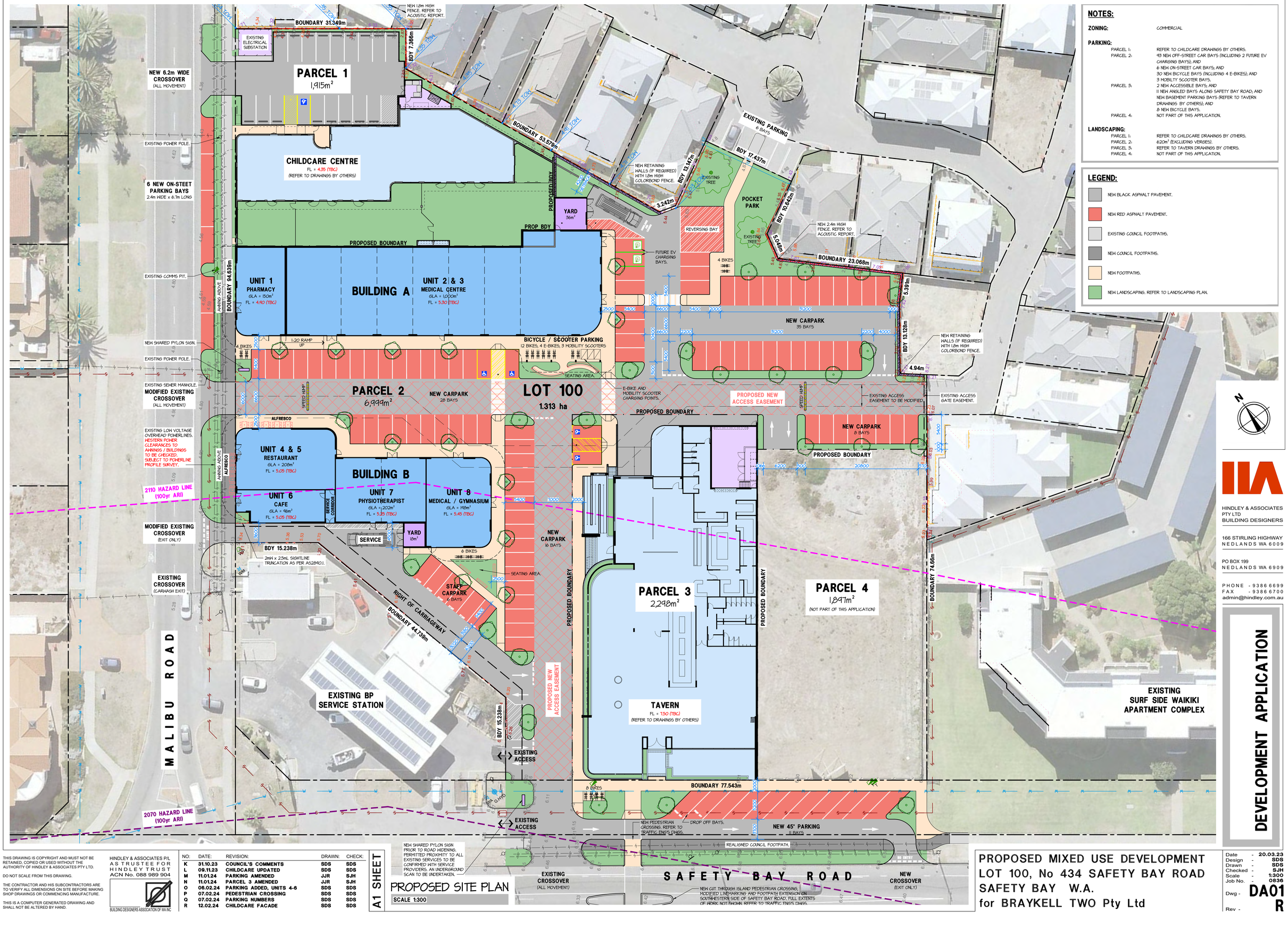
A1 SHEET

LOCATION PLAN

SCALE 1:10000

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date - 20.03.23
Design - SDS
Drawn - SDS
Checked - SDS
Scale - 1:10000
Job No. - 0836
Dwg - DA00
Rev - A



NOTES:

ZONING: COMMERCIAL

PARKING:

- PARCEL 1: REFER TO CHILDCARE DRAWINGS BY OTHERS.
- PARCEL 2: 43 NEW OFF-STREET CAR BAYS (INCLUDING 2 FUTURE EV CHARGING BAYS); AND
  6 NEW ON-STREET CAR BAYS; AND
  30 NEW BICYCLE BAYS (INCLUDING 4 E-BIKES); AND
  3 MOBILITY SCOOTER BAYS.
- PARCEL 3: 2 NEW ACCESSIBLE BAYS; AND
  11 NEW ANGLED BAYS ALONG SAFETY BAY ROAD, AND
  NEW BASEMENT PARKING BAYS (REFER TO TAVERN DRAWINGS BY OTHERS); AND
  8 NEW BICYCLE BAYS.
- PARCEL 4: NOT PART OF THIS APPLICATION.

LANDSCAPING:

- PARCEL 1: REFER TO CHILDCARE DRAWINGS BY OTHERS.
- PARCEL 2: 620m² (EXCLUDING VERGES).
- PARCEL 3: REFER TO TAVERN DRAWINGS BY OTHERS.
- PARCEL 4: NOT PART OF THIS APPLICATION.

LEGEND:

- NEW BLACK ASPHALT PAVEMENT.
- NEW RED ASPHALT PAVEMENT.
- EXISTING COUNCIL FOOTPATHS.
- NEW COUNCIL FOOTPATHS.
- NEW FOOTPATHS.
- NEW LANDSCAPING. REFER TO LANDSCAPING PLAN.

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

THIS DRAWING IS COPYRIGHT AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.

DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L AS TRUSTEE FOR HINDLEY TRUST ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
K	31.10.23	COUNCIL'S COMMENTS	SDS	SDS
L	09.11.23	CHILDCARE UPDATED	SDS	SDS
M	11.01.24	PARKING AMENDED	JJR	SJH
N	11.01.24	PARCEL 3 AMENDED	JJR	SJH
O	06.02.24	PARKING ADDED, UNITS 4-6	SDS	SDS
P	07.02.24	PEDESTRIAN CROSSING	SDS	SDS
Q	07.02.24	PARKING NUMBERS	SDS	SDS
R	12.02.24	CHILDCARE FACADE	SDS	SDS

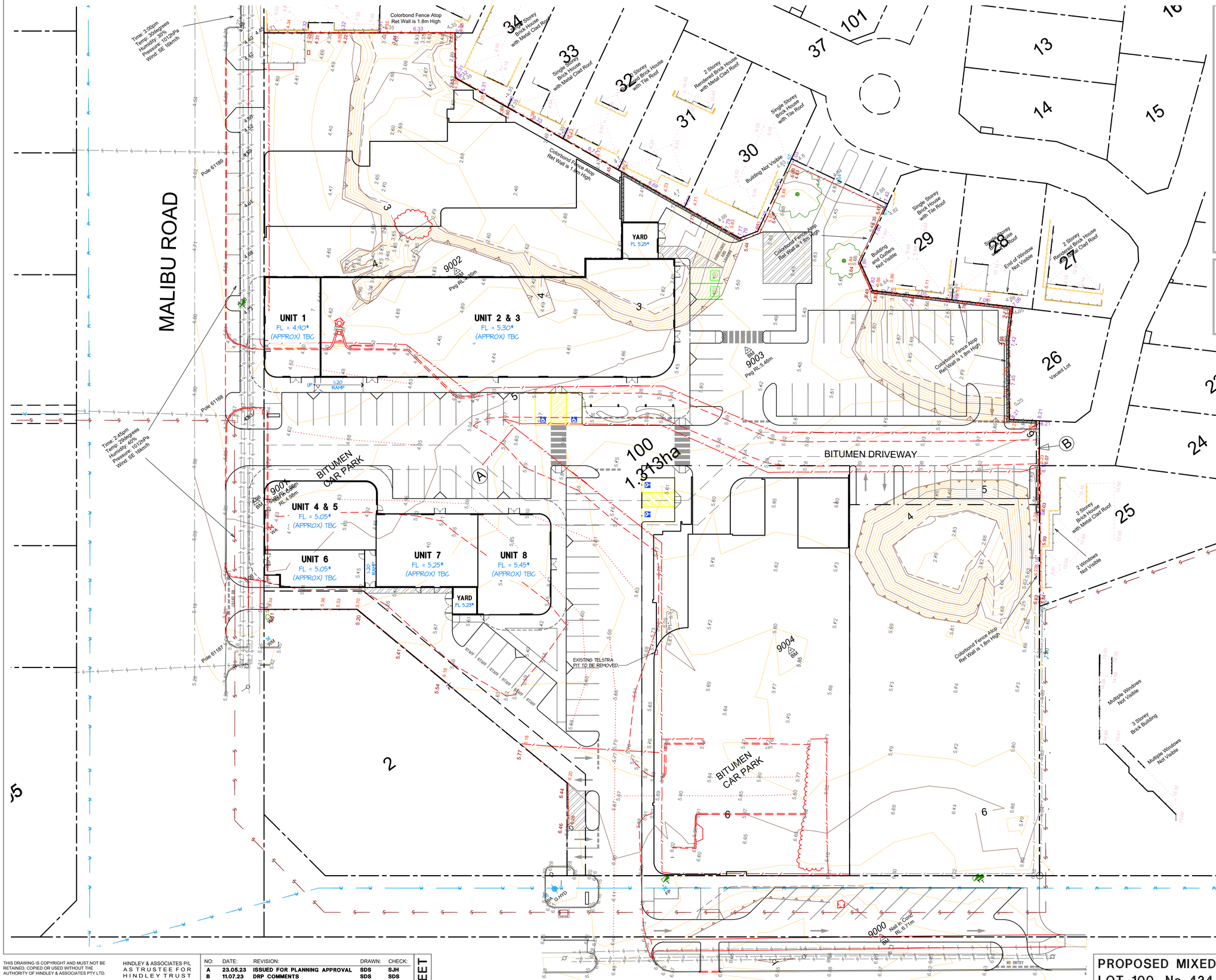
A1 SHEET

PROPOSED SITE PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT LOT 100, No 434 SAFETY BAY ROAD SAFETY BAY W.A. for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:300
Job No.	-	0336
Dwg -		DA01
Rev -		R



NOTES:

1. *DESIGN LEVELS, INCLUDING FLOOR LEVELS, ARE INDICATIVE ONLY. FINAL LEVELS AND TO BE DESIGNED BY A CIVIL ENGINEER AS PART OF DETAILED DESIGN.
2. SURVEY INFORMATION PROVIDED BY MCMULLEN NOLAN GROUP (MNG). REFER TO CONTOUR AND FEATURE SURVEY 104833-DS-001-A DATED 13/04/2022 FOR DETAILS.
3. CHECK CERTIFICATE OF TITLE FOR ANY ENCUMBRANCES E.G. EASEMENTS, RESTRICTIVE COVENANTS ETC.
4. THIS SURVEY HAS BEEN COMPLETED TO CLASS 2/3 ACCURACY
   HARD STAND AREAS ARE TO CLASS 2 ACCURACY
   HORIZONTAL ACCURACY ± 20MM
   VERTICAL ACCURACY ± 20MM
   ALL OTHER AREAS ARE TO CLASS 3 ACCURACY
   HORIZONTAL ACCURACY ± 30MM
   VERTICAL ACCURACY ± 50MM
5. EXISTING BOUNDARIES HAVE BEEN EXTRACTED FROM LANDGATE'S SPATIAL CADASTRAL DATABASE, WHICH IS ONLY A MODEL OF THE CADASTRE. THE DEPICTED BOUNDARY LOCATIONS ARE A GRAPHICAL REPRESENTATION ONLY AND AS THEY HAVE NOT BEEN RE-ESTABLISHED BY SURVEY, MNG DOES NOT GUARANTEED THE POSITION UNLESS STATED OTHERWISE. RE-ESTABLISHMENT OF LOT BOUNDARIES BY A LICENSED SURVEYOR IS RECOMMENDED FOR ANY WORKS ON OR ABOUT A BOUNDARY.
6. UNDERGROUND SERVICES HAVE BEEN COMPILED FROM INFORMATION OBTAINED FROM A DIAL-BEFORE-YOU-DIG SEARCH. SERVICE LOCATIONS HAVE NOT BEEN VERIFIED BY MNG. ALIGNMENTS ARE INDICATIVE ONLY. PRIOR TO DEMOLITION, EXCAVATION OR CONSTRUCTION USERS SHOULD SATISFY THEMSELVES TO THE CURRENCY OF SERVICES, WHICH MAY HAVE BEEN ALTERED OR NEW SERVICES INSTALLED ON OR NEAR THE SUBJECT SITE. REFER TO THE DATE AND METHOD OF ACQUISITION.
7. SURFACE FEATURES AND LEVELS HAVE BEEN SURVEYED TO MEET THE REQUESTED SCOPE OF WORKS ACCURACY, THE SURFACE MAY BE CONTOURED TO DEPICT TOPOGRAPHY OR DEFINED ONLY BY SPOT HEIGHTS. FOR CLARITY ON HARD COPY SOME LEVEL INFORMATION IS NOT SHOWN, REFER TO 3D DIGITAL FILE. ABOVE GROUND INDICATORS (MARKERS) OF UNDERGROUND SERVICES ARE LOCATED WHERE VISIBLE. THIRD PARTIES UTILISING THIS INFORMATION SHOULD CONFIRM THE CAPTURE ACCURACIES MEET REQUIREMENTS PRIOR TO USE.

LEGEND:

- ITEMS TO BE REMOVED / RELOCATED SHOWN IN RED.
- 10 — EXISTING CONTOURS.
- 10.00 — EXISTING SPOT LEVELS.

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

THIS DRAWING IS COPYRIGHT AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.

DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	21.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
E	06.02.24	UNITS 4-6	SDS	SDS
F	07.02.24	PEDESTRIAN CROSSING	SDS	SDS
-				
-				

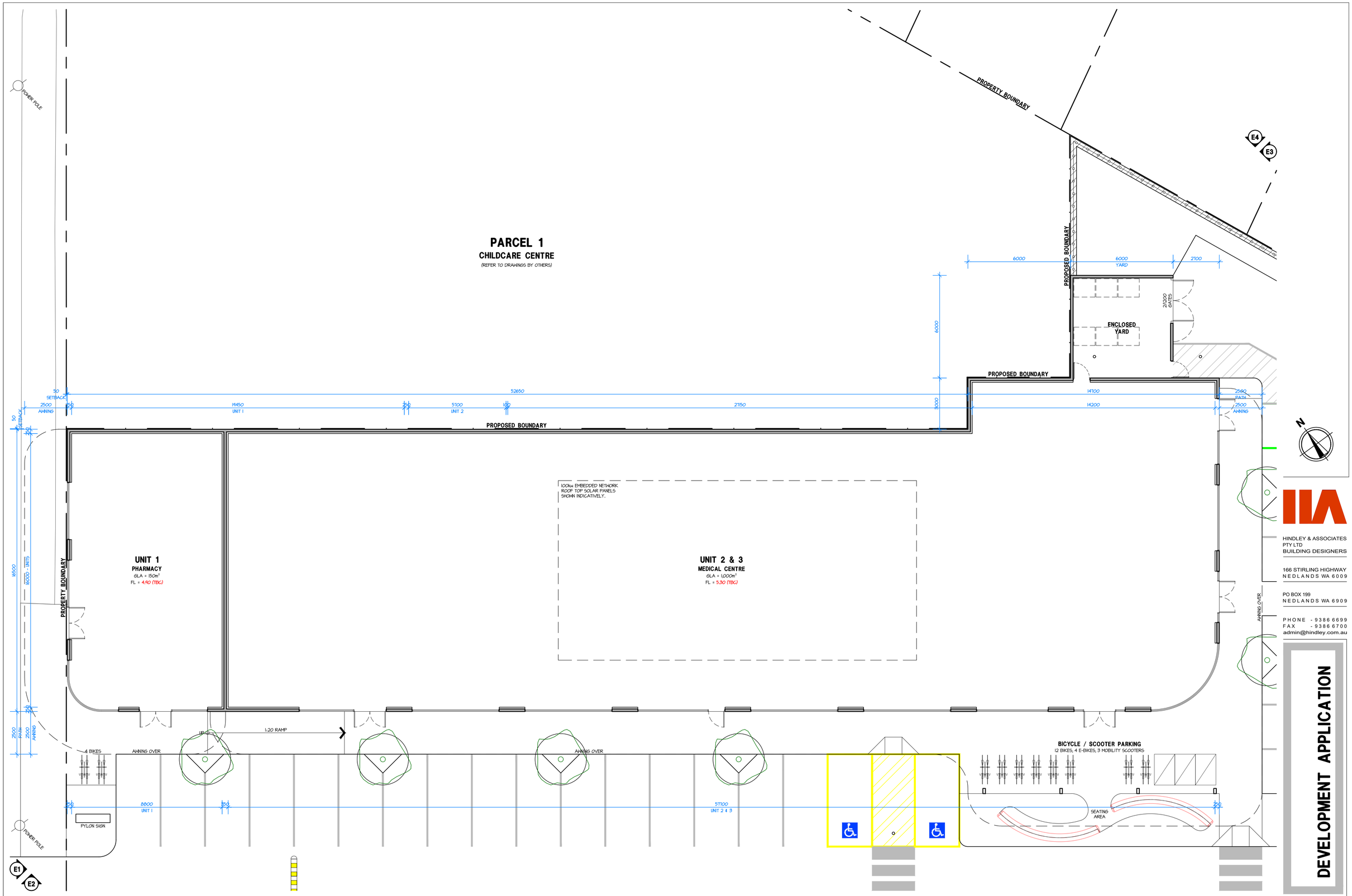
A1 SHEET

SURVEY OVERLAY, LEVELS & DEMOLITION PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:300
Job No.	-	0836
Dwg	-	DA02
Rev	-	F



HINDLEY & ASSOCIATES
PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

THIS DRAWING IS COPYRIGHT AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.

DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	10.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
E	06.02.24	BICYCLE BAYS	SDS	SDS
-				
-				
-				

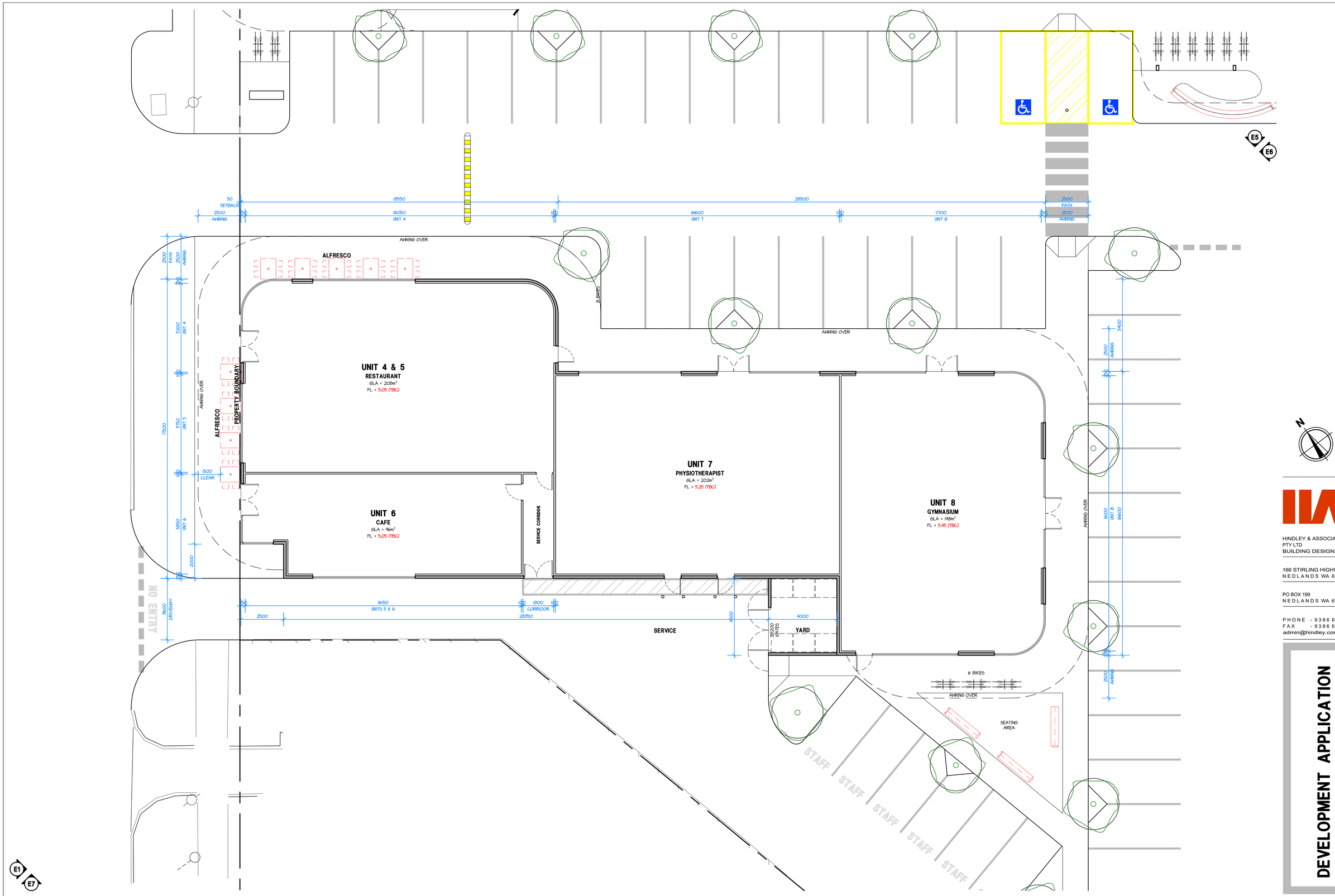
A1 SHEET

BUILDING A FLOOR PLAN

SCALE 1:100

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg	-	DA03
Rev	-	E



THIS DRAWING IS COPYRIGHT AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.

DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	10.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
E	06.02.24	UNITS 4-6	SDS	SDS
-				
-				
-				

A1 SHEET

BUILDING B FLOOR PLAN

SCALE 1:100

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

HINDLEY & ASSOCIATES
PTY LTD
BUILDING DESIGNERS

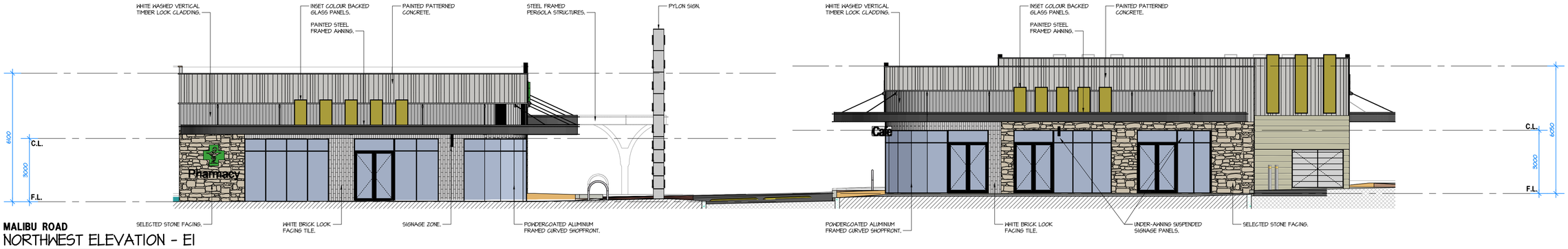
166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

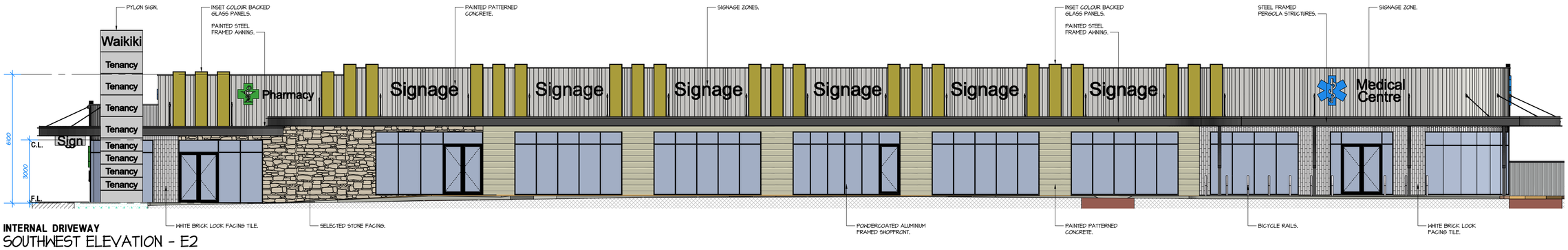
Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg	-	DA04
Rev	-	E



MALIBU ROAD

NORTHWEST ELEVATION - E1

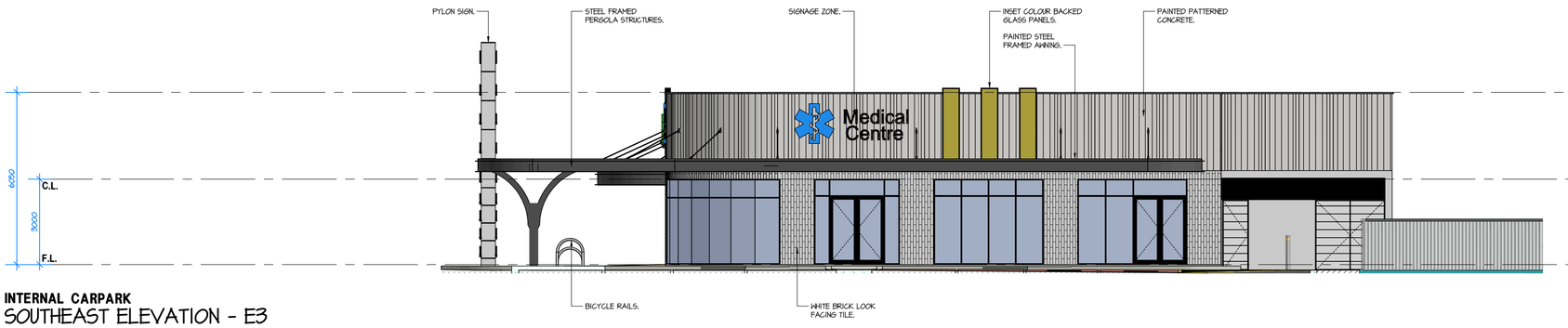
SCALE 1:100



INTERNAL DRIVEWAY

SOUTHWEST ELEVATION - E2

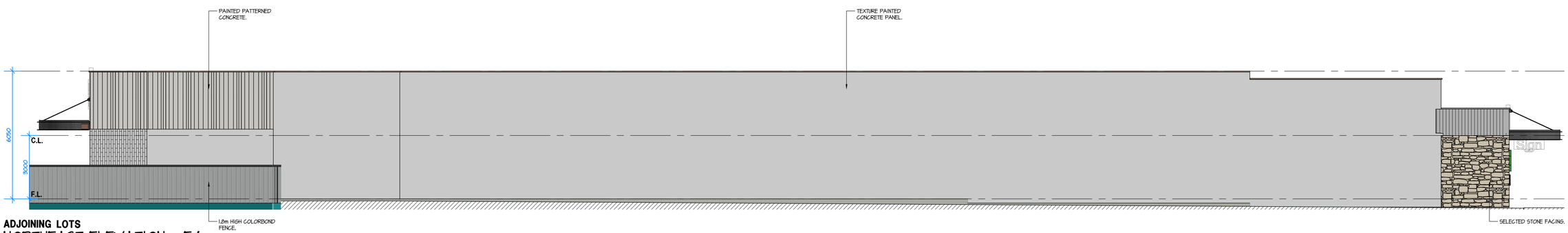
SCALE 1:100



INTERNAL CARPARK

SOUTHEAST ELEVATION - E3

SCALE 1:100



ADJOINING LOTS

NORTHEAST ELEVATION - E4

SCALE 1:100

THIS DRAWING IS COPYRIGHT AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.

DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	JJR	SDS
C	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
-				
-				
-				
-				
-				

A1 SHEET

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

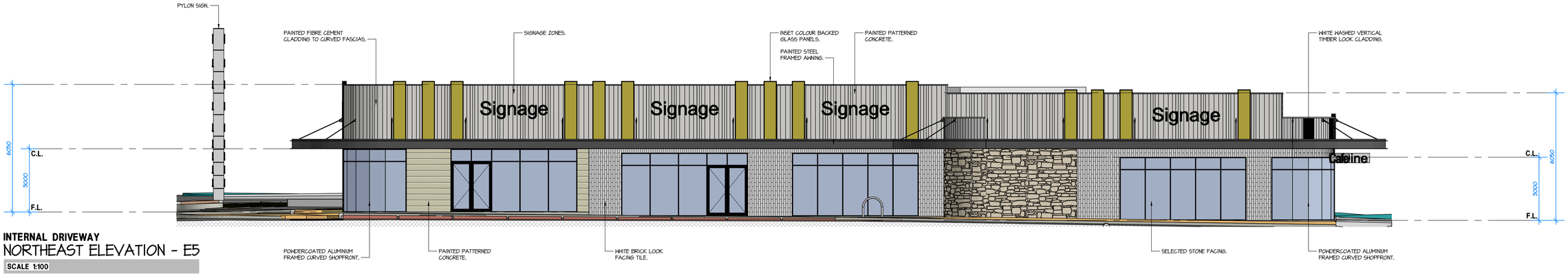
Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.		0836
Dwg -		DA05
Rev -		C



MALIBU ROAD (COMBINED ELEVATION)

NORTHWEST ELEVATION - E1

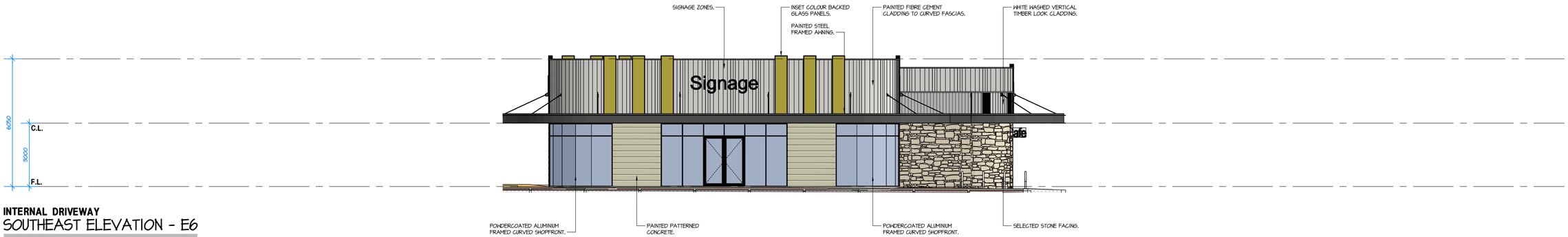
SCALE 1:100



INTERNAL DRIVEWAY

NORTHEAST ELEVATION - E5

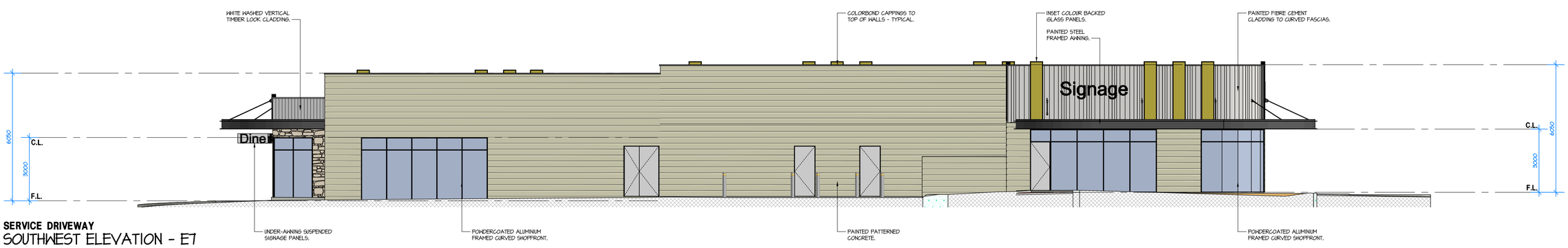
SCALE 1:100



INTERNAL DRIVEWAY

SOUTHEAST ELEVATION - E6

SCALE 1:100



SERVICE DRIVEWAY

SOUTHWEST ELEVATION - E7

SCALE 1:100

THIS DRAWING IS COPYRIGHT AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.

DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	JJR	SDS
C	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
D	25.01.24	OVERALL STREET VIEW ADDED	SDS	SDS
E	09.02.24	CCC STREET ELEVATION ALTERED	SDS	SDS
F	12.02.24	CCC STREET ELEVATION ALTERED	SDS	SDS
-				
-				

A1 SHEET

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg	-	DA06
Rev	-	F

PROPOSED CHILDCARE CENTRE
434 SAFETY BAY ROAD, SAFETY BAY, WA 6169



DRAWING REGISTER PLANNING

SHEET NUMBER	SHEET NAME	ISSUE	DESCRIPTION	DATE
DA00	COVER SHEET	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA01	FLOOR PLAN	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA02	ROOF PLAN	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA03	ELEVATIONS	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA04	SHADOW DIAGRAMS 1 - WINTER SOLSTICE	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA05	SHADOW DIAGRAMS 2 - WINTER SOLSTICE	F	PARAPET & FACADE ADJUSTMENT	08/02/2024

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: COVER SHEET

SCALE:

DATE: MAY 2023

DRAWN: CW/SS

PRINTED: 8/02/2024 12:26:47 PM

CHECKED: AH

JOB No.: J0000880

COPYRIGHT
COPYRIGHT INSITE ARCHITECTS ALL RIGHTS RESERVED. THIS DRAWING MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS IN PART OR IN WHOLE WITHOUT WRITTEN PERMISSION OF INSITE ARCHITECTS.

DA00/F

D/A ISSUE

LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar
- PROPOSED TREE nominal location shown
- +FFL 0000 — PROPOSED FINISHED FLOOR LEVEL
- 0.00 NS — NATURAL SURFACE LEVEL
- 0.00 TOW — TOP OF RETAINING WALL (EXISTING)

AREA ANALYSIS

TOTAL SITE AREA 1913 m²

SITE COVERAGE 696 m² (36%)

BUILDING AREA 648 m² gross leaseable area

ON SITE PARKING -
18 bays provided (including one accessible)

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days

GROUP ROOM 1	0-24months	12 PLACES	3 EDUCATORS
GROUP ROOM 2	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 3	24-36months	05 PLACES	1 EDUCATORS
	36+ months	10 PLACES	1 EDUCATORS
GROUP ROOM 4	36+ months	20 PLACES	2 EDUCATORS
GROUP ROOM 5	36+ months	20 PLACES	2 EDUCATORS
			+ 2 STAFF
		82 PLACES	14 STAFF (minimum at capacity)

OVERHEAD POWER LINES THUS INDICATED

VERGE TREE TO BE REMOVED AND REPLANTED OR REPLACED TO THE SATISFACTION OFTHE RESPONSIBLE AUTHORITY - APPROXIMATE LOCATION SHOWN.

CONSTRUCT NEW VEHICLE CROSSING TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY

ENSURE NO VISUAL OBSTRUCTIONS WITHIN SITE TRIANGLE OFF EXIT LANE

PROPOSED LOCATION OF IN-GROUND SERVICES/METER PIT

PROVIDE DDA COMPLIANT CONNECTION BETWEEN PROPOSED PEDESTRIAN PATHWAY AND EXISTING ROAD WITH A BRIDGE OVER EXISTING CULVET DRAIN

EXISTING ELECTRIC POLE

POSSIBLE OPPORTUNITY TO PLANT APPROPRIATE DROUGHT TOLLERANT SPECIES TO AREA BETWEEN BUILDING/ AND EXISTING FOOTPATH (OFF TITLE)

CONTINUE FACADE WITH FIXED GLAZING TO PLAYSCAPE STREET FRONTAGE

LINE OF AWNING OVER

ALARMED EMERGENCY EXIT GATE

ADJOINING RESIDENTIAL SITES

ADJOINING DEVELOPMENT

MALIBU ROAD

Footpath

EXISTING SUBSTATION

CARPARK (18 CAR SPACES)

4505 RL (CARPARK LEVELES TO CIVIL ENGINEERS FUTURE DESIGN. ENSURE COMPLIANCE WITH AS 2890.1)

carspace 2600x5400

staff only 2400x5400

shared area 2400x5400

accessible carspace 2400x5400

turning bay 3000x5400

PILLAR SIGN

LINE OF AWNING OVER

PATHWAY TO HAVE LESS THAN 1:20 GRADE

KERB RAMP

SERVICES

COT ROOM 19 m²

DIS WC & SHWR

STAFF ROOM 21 m²

ENTRY 11 m² 4315 FFL

FOYER 15 m² 4350 FFL

RECEPTION 9 m²

PLANNING 8 m²

MEETING 7 m²

OFFICE 9 m²

STORE

STAFF WC

LOCKERS

BED STORE

PREP/STORE 7 m²

LOCKERS/STORAGE

CHILDREN'S TOILET 1 7 m²

CHILDREN'S TOILET 2 11 m²

CUBBY

LOCKERS

(0-24 mnths) GROUP 1 12 places 39.48 m² unencumbered floor area (minimum 39.00m² required)

24-36 mnths GROUP 2 15 places 49.59 m² unencumbered floor area (minimum 48.75m² required)

5x24-36 mnths, 10x 36+mnths GROUP 3 15 places 51.47 m² unencumbered floor area (minimum 48.75m² required)

ATELIER 17.9m²

PHOTO WALL

LOCKERS, STORAGE & BED STORE

36+ mnths GROUP 4 20 places 67.47 m² unencumbered floor area (including atelier) (minimum 65.00m² required)

UNDERCOVER PLAY AREA

1500h OPEN FENCE

OUTDOOR PLAY AREA 1 Places:12 Min Required:84m² 86 m²

*refer to landscape design for playscape detail

Outdoor storage to be integrated into playscape design

ENSURE PLAYSCAPE PERIMETER ADJOINING DEVELOPMENT IS MIN 2.1m & NON-CLIMBABLE

BIN STORE

2100h TIMBER BATTEN FENCE

660L

SERVICE & DRYING YARD

LOCATION FOR CONDENSORS (nominal) size shown)

LINE OF ROOF OVER

LAUNDRY & CLEANERS 11 m²

KITCHEN 26 m²

SERVERY

KIDS OVEN

RF

PANTRY

SINK

CHILD WC

PIAZZA 53 m² (feature curved ceiling to piazza)

BUFFET

36+ mnths GROUP 5 20 places 66.60 m² unencumbered floor area (minimum 65.00m² required)

CHILDREN'S TOILET 15 m²

OUTDOOR ATELIER 35.7m²

STORE

OUTDOOR STORE

(including outdoor atelier area)

19.004 m

12.341 m

7.367 m

9.916 m

10.432 m

4.073 m

6.359 m

39.934 m

14.144 m

8230

6200

52.661 m

6.000 m

3.000 m

1 GROUND FLOOR PLAN
1 : 100

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA. BUILDING ACT 1975 AS AMENDED. STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: FLOOR PLAN

SCALE: As indicated@A1 **DATE:** MAY 2023

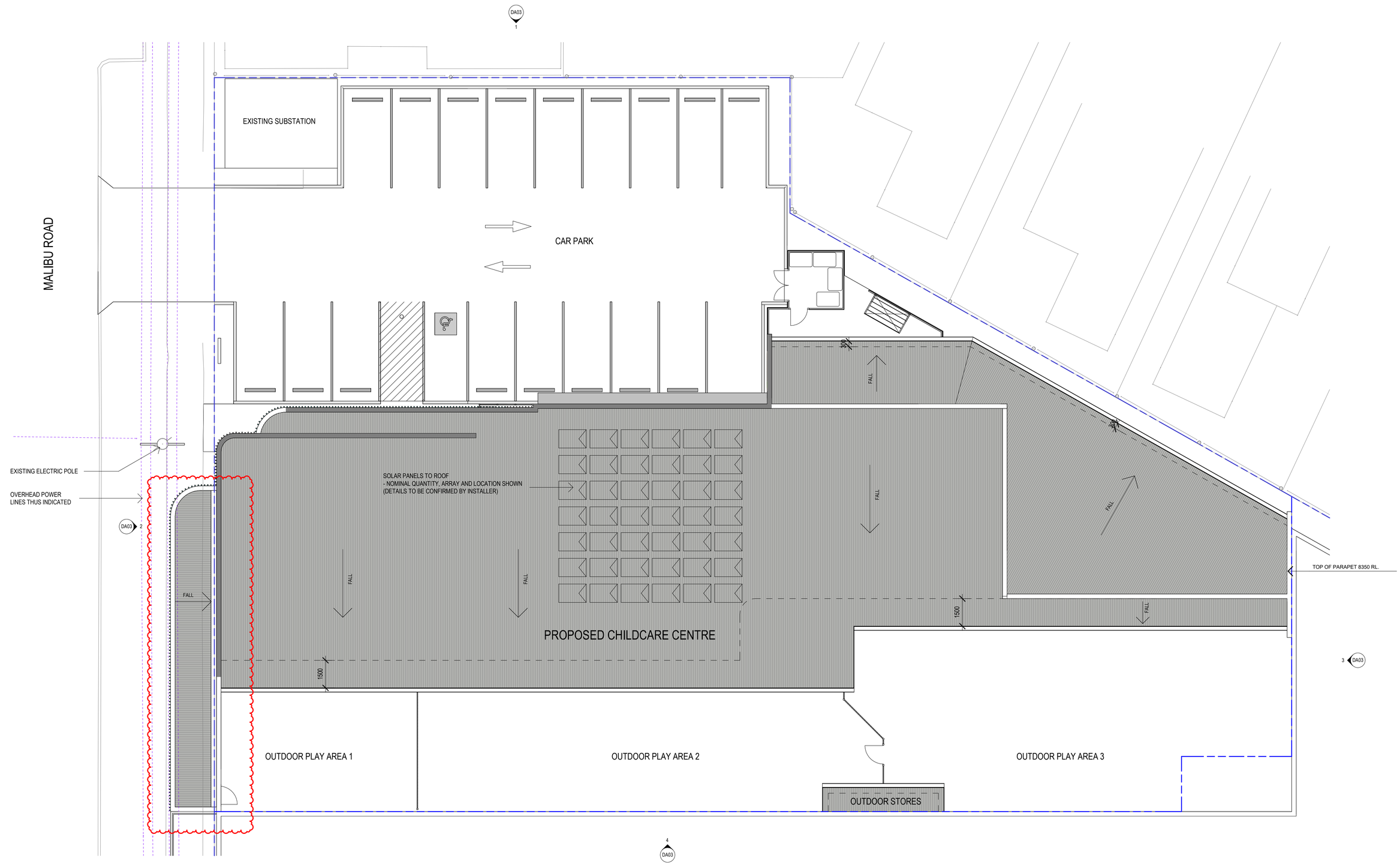
DRAWN: CW/SS **PRINTED:** 8/02/2024 12:26:49 PM

CHECKED: AH **JOB No.:** J0000880

COPYRIGHT
COPYRIGHT INSITE ARCHITECTS ALL RIGHTS RESERVED. THIS DRAWING MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS IN PART OR IN WHOLE WITHOUT WRITTEN PERMISSION OF INSITE ARCHITECTS.

DA01/F

D/A ISSUE



1 ROOF PLAN
1 : 100

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ROOF PLAN

SCALE: 1 : 100@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 8/02/2024 12:26:49 PM

CHECKED: AH **JOB No.:** J0000880

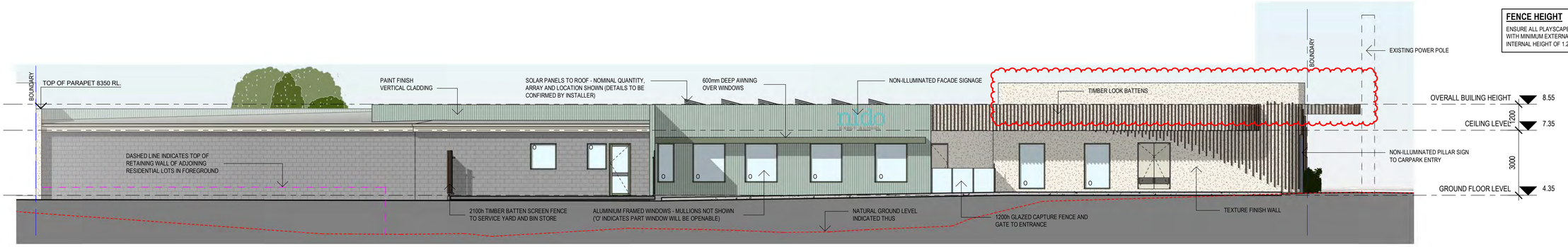
COPYRIGHT
COPYRIGHT INSITE ARCHITECTS ALL RIGHTS RESERVED. THIS DRAWING MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS IN PART OR IN WHOLE WITHOUT WRITTEN PERMISSION OF INSITE ARCHITECTS.

DA02/F

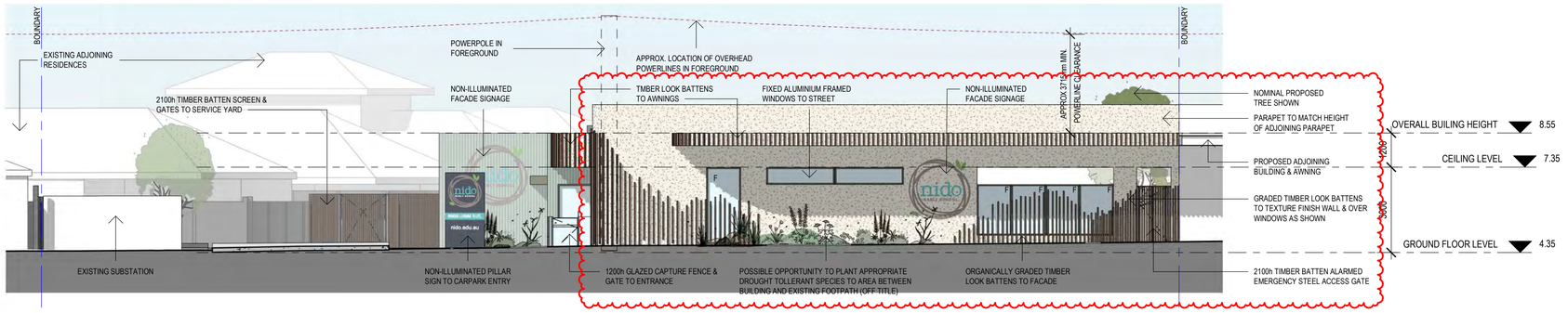
D/A ISSUE

FENCE HEIGHT

ENSURE ALL PLAYSCAPE FENCING COMPLIES WITH AS1926.1 WITH MINIMUM EXTERNAL HEIGHT OF 2.1m AND MINIMUM INTERNAL HEIGHT OF 1.2m.

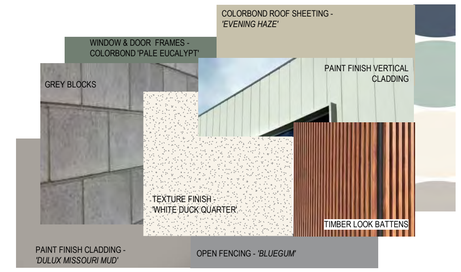


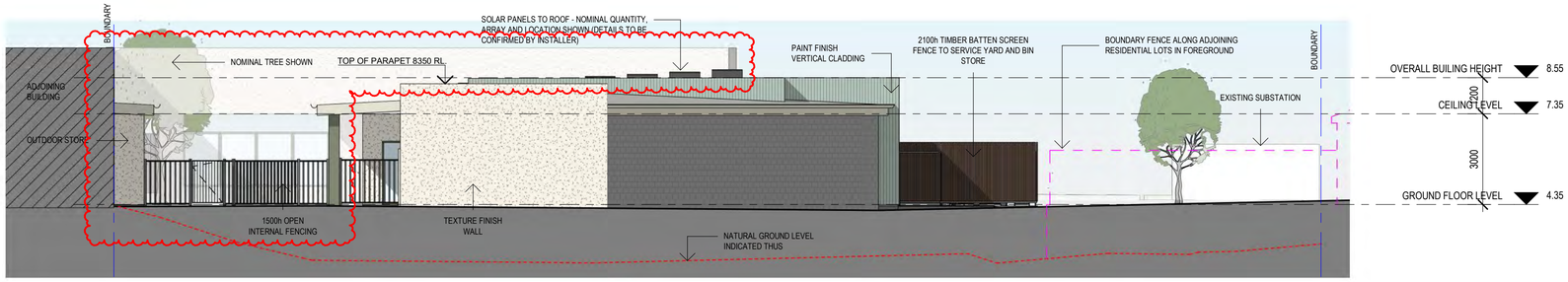
1 NORTH ELEVATION (CARPARK)
1 : 100



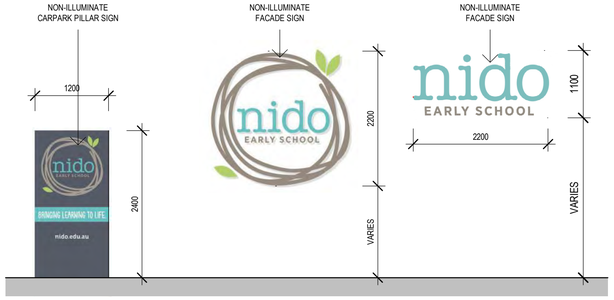
2 WEST ELEVATION (MALIBU ROAD)
1 : 100

MATERIAL/COLOUR PALETTE

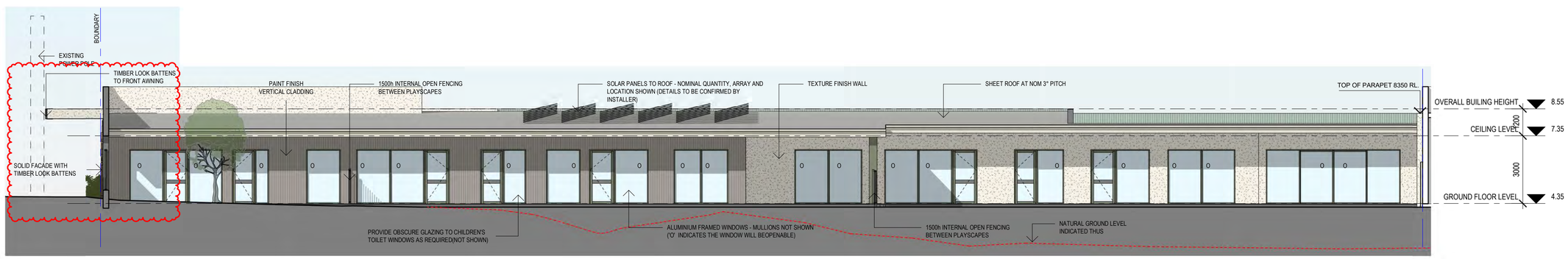




3 EAST ELEVATION
1 : 100



5 PROPOSED SIGNAGE
1 : 50



4 SOUTH ELEVATION
1 : 100

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ELEVATIONS

SCALE: As indicated@A1 **DATE:** MAY 2023

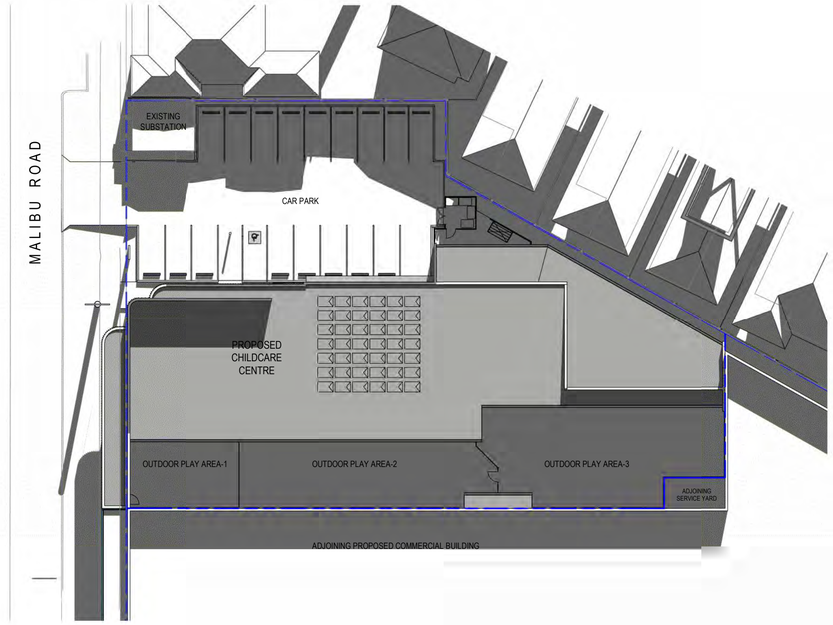
DRAWN: CW/SS **PRINTED:** 8/02/2024 12:26:54 PM

CHECKED: AH **JOB No.:** J0000880

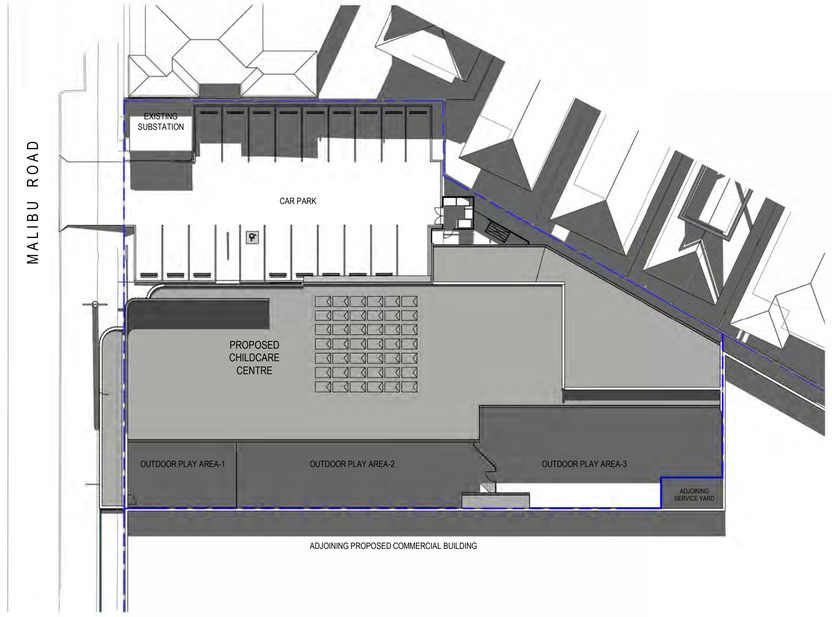
COPYRIGHT
COPYRIGHT INSITE ARCHITECTS ALL RIGHTS RESERVED. THIS DRAWING MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS IN PART OR IN WHOLE WITHOUT WRITTEN PERMISSION OF INSITE ARCHITECTS.

DA03/F

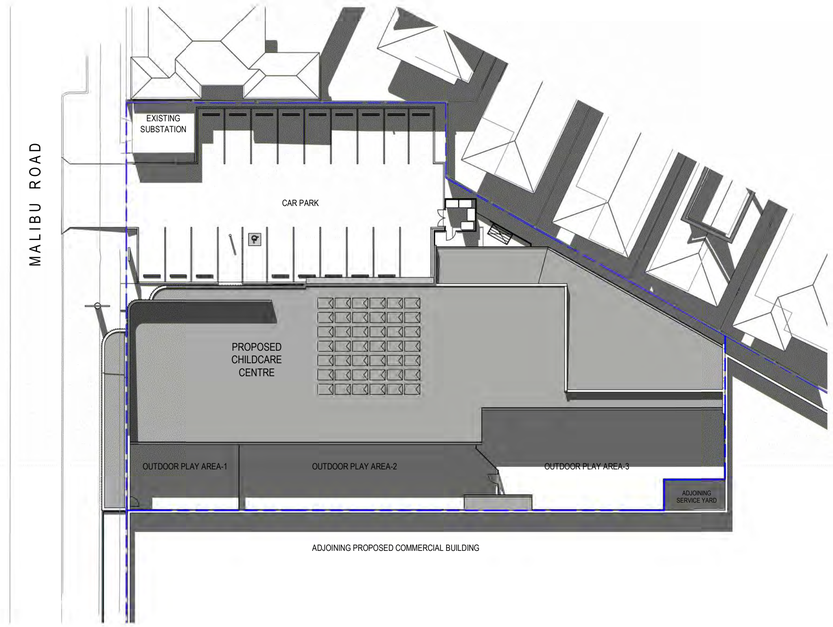
D/A ISSUE



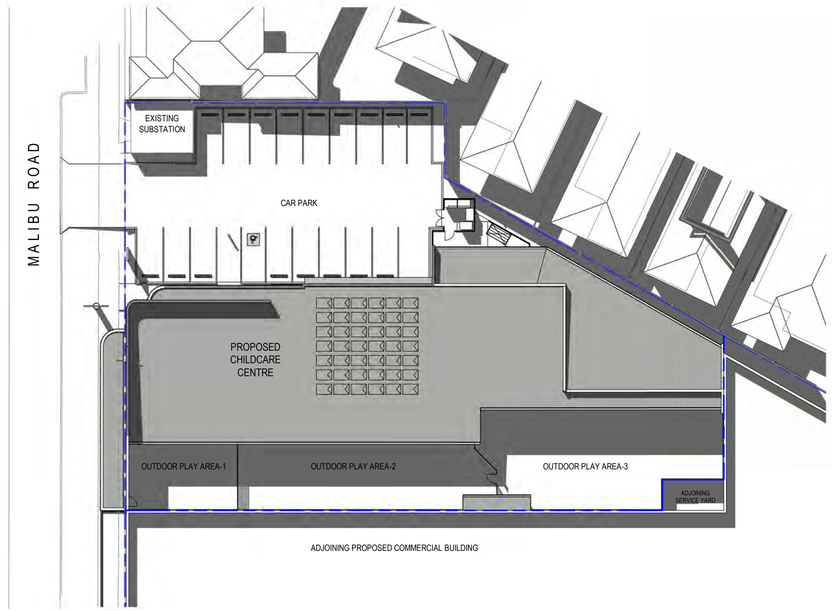
1 SHADOW DIAGRAM - 21st JUNE @ 9am
1 : 300



2 SHADOW DIAGRAM - 21st JUNE @ 10am
1 : 300



3 SHADOW DIAGRAM - 21st JUNE @ 11am
1 : 300



4 SHADOW DIAGRAM - 21st JUNE @ 12noon
1 : 300

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: SHADOW DIAGRAMS 1 - WINTER SOLSTICE

SCALE: 1 : 300@A1 **DATE:** MAY 2023

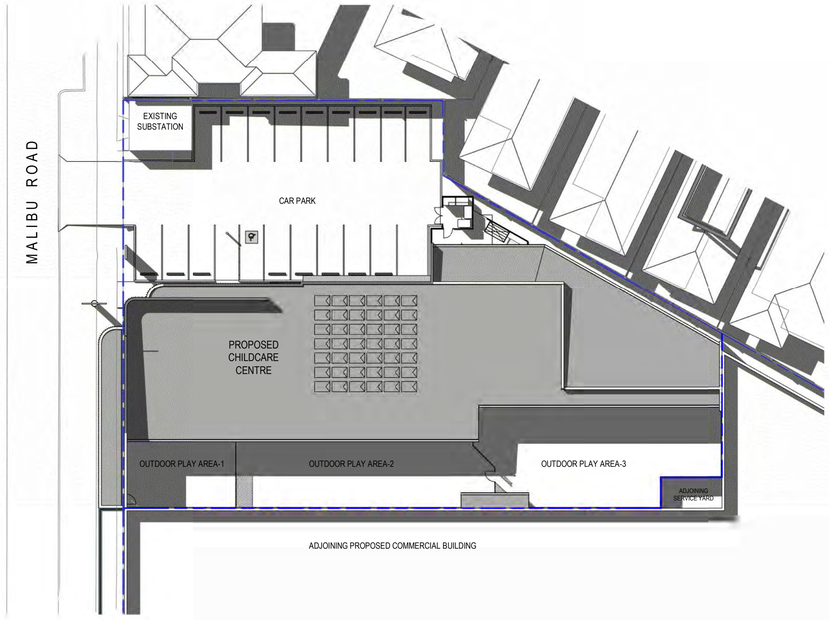
DRAWN: CW/SS **PRINTED:** 8/02/2024 12:26:58 PM

CHECKED: AH **JOB No.:** J0000880

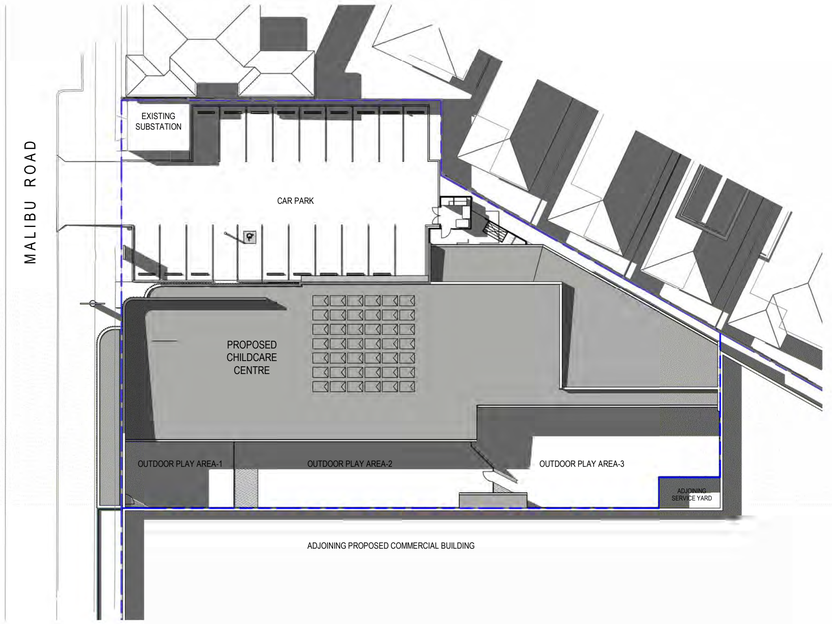
COPYRIGHT
COPYRIGHT INSITE ARCHITECTS ALL RIGHTS RESERVED. THIS DRAWING MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS IN PART OR IN WHOLE WITHOUT WRITTEN PERMISSION OF INSITE ARCHITECTS.

DA04/F

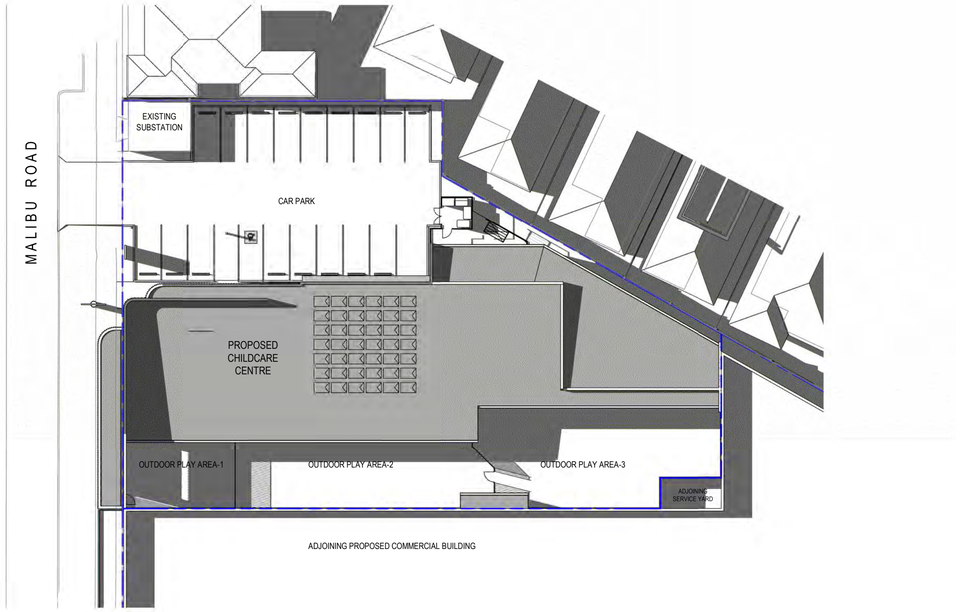
D/A ISSUE



1 SHADOW DIAGRAM - 21st JUNE @ 1pm
1 : 300



2 SHADOW DIAGRAM - 21st JUNE @ 2pm
1 : 300



3 SHADOW DIAGRAM - 21st JUNE @ 3pm
1 : 300

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: SHADOW DIAGRAMS 2 - WINTER SOLSTICE

SCALE: 1 : 300@A1 **DATE:** MAY 2023

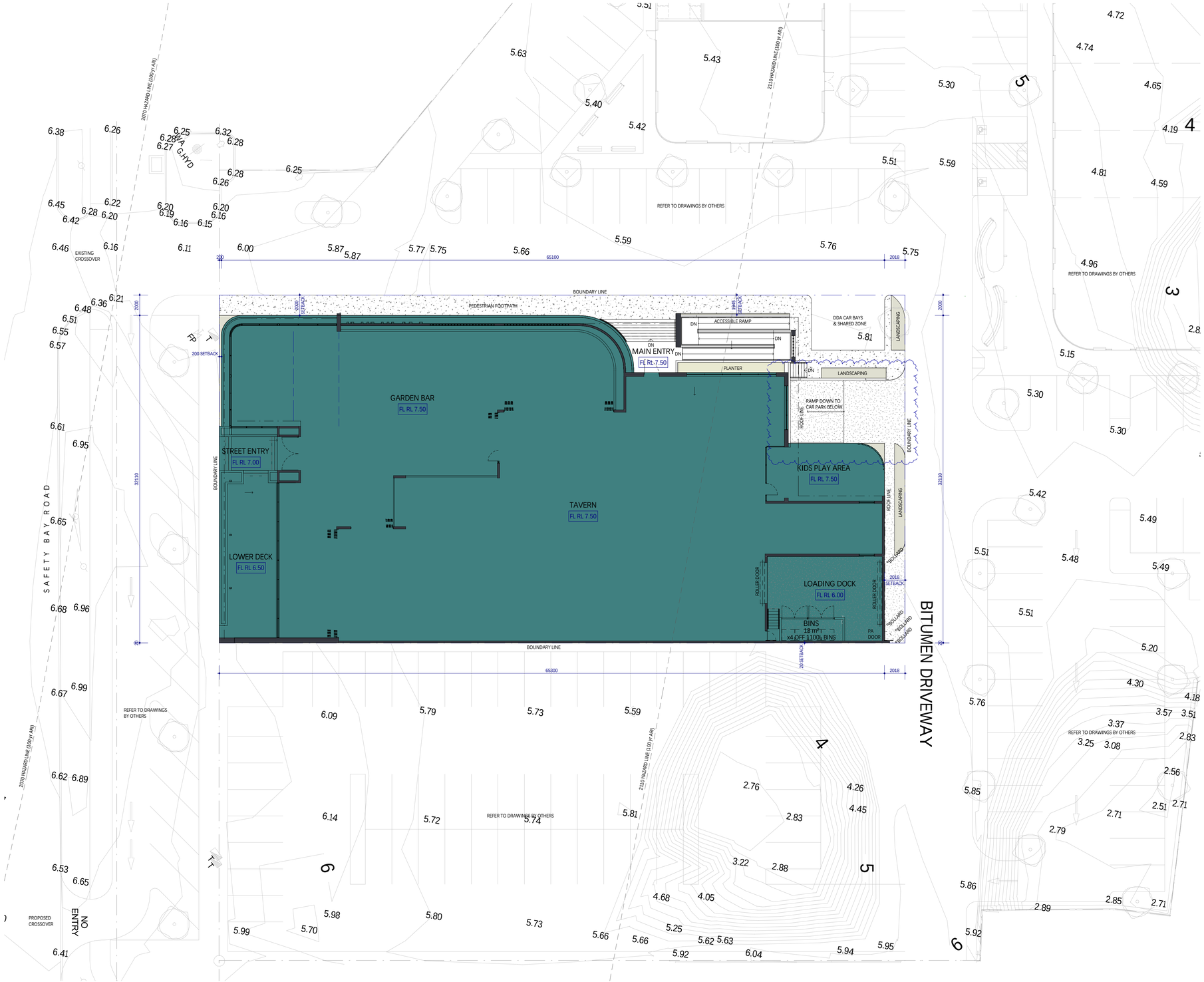
DRAWN: CW/SS **PRINTED:** 8/02/2024 12:27:02 PM

CHECKED: AH **JOB No.:** J0000880

COPYRIGHT
COPYRIGHT INSITE ARCHITECTS ALL RIGHTS RESERVED. THIS DRAWING MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS IN PART OR IN WHOLE WITHOUT WRITTEN PERMISSION OF INSITE ARCHITECTS.

DA05/F

D/A ISSUE



SITE PLAN
SCALE 1 : 200



LOCATION PLAN
SCALE 1 : 1000

LEGEND

- PROPOSED CONCRETE PAVEMENT EXPOSED AGGREGATE FINISH
- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDSCAPING

SITE INFO

2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO

1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
78m² = LOADING DOCK
13m² = BIN STORE

PARKING

46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG

2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS & SHARED ZONE IN ACCORDANCE WITH AS 2890.6

ALL DIMENSIONS TO BE VERIFIED / CHECKED ON SITE PRIOR TO COMMENCING ANY WORK OR SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE TO SCALED DIMENSIONS. DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANTS DOCUMENTS. ODD CLARIFICATION OF INCONSISTENCIES / CONFLICTS. IMAGES ARE DIAGRAMMATIC. HARDWARE AND ACCESSORIES DEPICTED IN THESE IMAGES MAY NOT RESEMBLE THE FINAL PRODUCT. COPYRIGHT OF DESIGNS, PLANS & IMAGES SHOWN HEREIN IS RETAINED BY MOTIVO. WRITTEN AUTHORITY IS REQUIRED FOR ANY REPRODUCTION. ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITY REQUIREMENTS. © COPYRIGHT MOTIVO DESIGN STUDIO PTY. LTD.

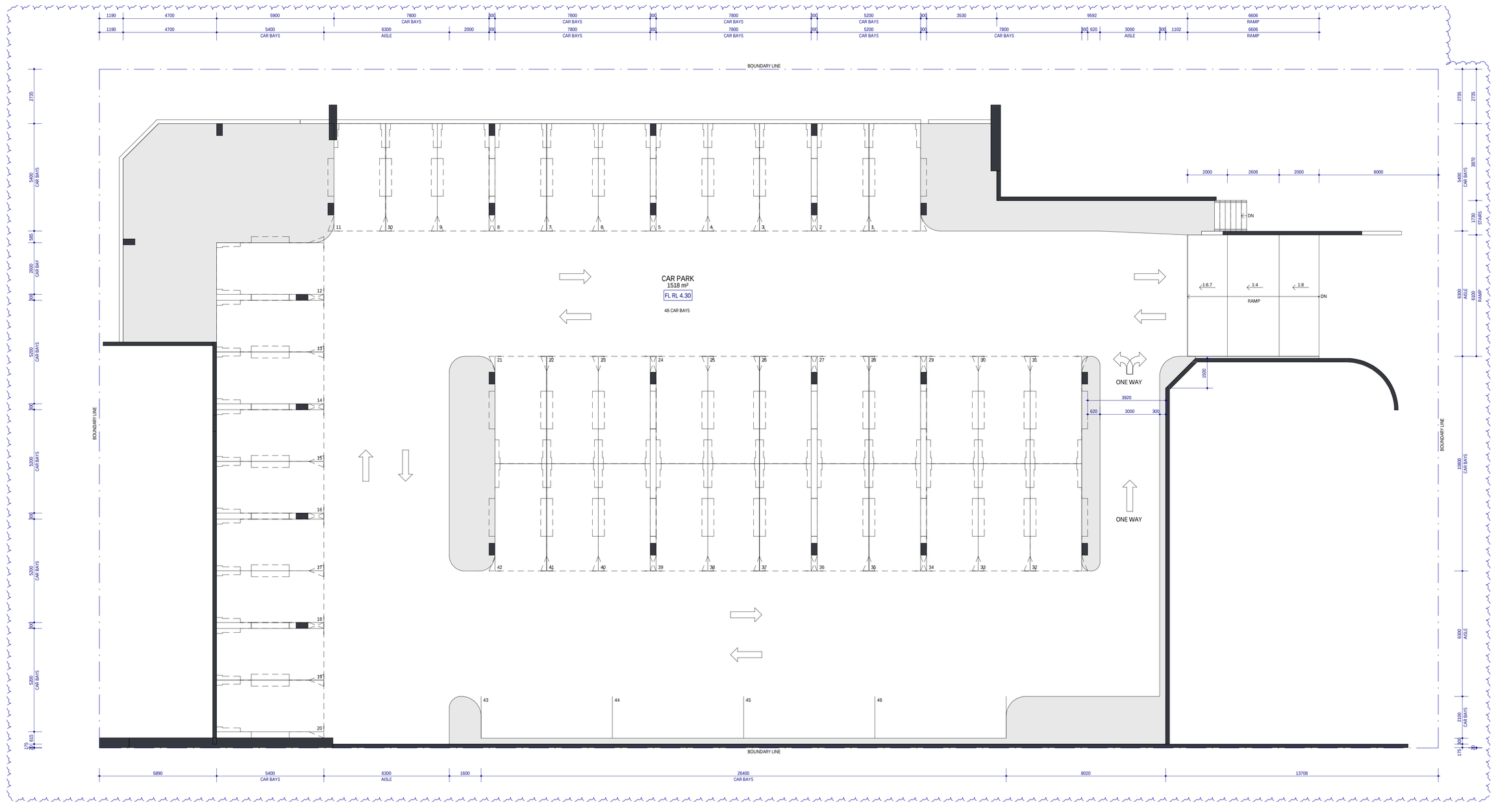
Project Name: WAIKIKI TAVERN
Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

MOTIVO
Co-Creative | Connect | Commit
[p] 08 9204 5090 [w] www.motivo.studio

Drawing Title: SITE PLAN

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	01/06/23	DT	BIN STORE AMENDED
C	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
D	30/10/23		ISSUED FOR REVIEW

Project No.: M2666
Revision: D
Drawing No.: DA01
Scale: As indicated
Drawn By: DT
Page Size: A1



CARPARK RL 4.30m

SCALE 1 : 100

ALL DIMENSIONS TO BE VERIFIED / CHECKED ON SITE PRIOR TO COMMENCING ANY WORK OR SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE TO SCALED DIMENSIONS. DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANTS DOCUMENTS. SEE CLARIFICATION OF INCONSISTENCIES / CONFLICTS. IMAGES ARE ENGINEERING, ARCHITECTURE AND ACCESSORIES DEPICTED IN THESE DRAWINGS ARE NOT PROVIDED. THE FINAL PRODUCT, COPYRIGHT OF DESIGN, PLANS, & IMAGES, SHOWN HEREIN IS RESERVED BY MOTIVO. WRITTEN AUTHORITY IS REQUIRED FOR ANY REPRODUCTION. ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITY REGULATIONS. EXECUTE ALL WORK TO THE SATISFACTION OF THE SUPERINTENDENT.
© COPYRIGHT MOTIVO DESIGN STUDIO PTY LTD.

Project Name: WAIKIKI TAVERN

Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

MOTIVO
Co-Create | Connect | Commit
[p] 08 9204 5090 [w] www.motivo.studio

Drawing Title: CAR PARK

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
C	30/10/23		ISSUED FOR REVIEW

Project No.: M2666

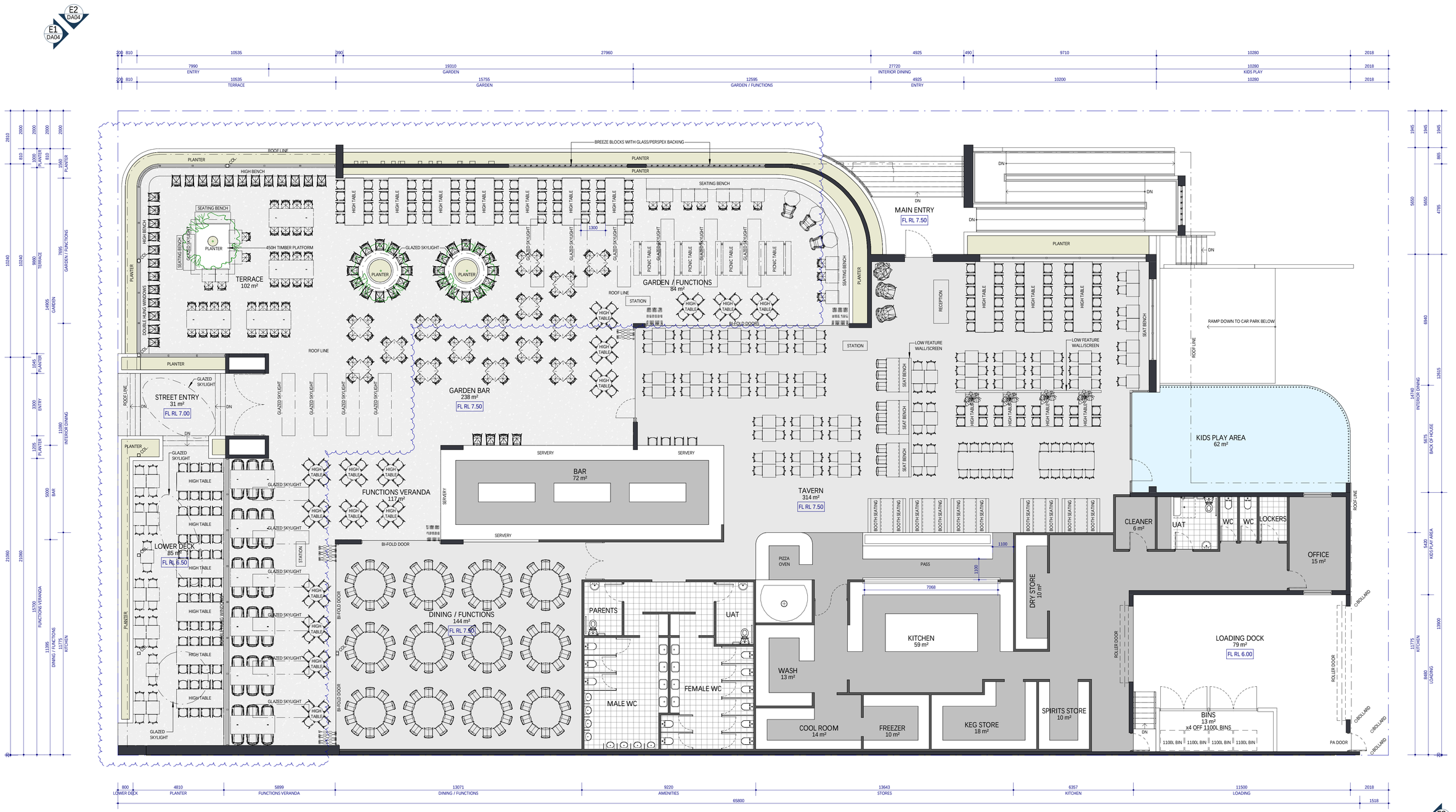
Revision: C

Drawing No.: DA02

Scale: 1 : 100

Drawn By: DT

Page Size: A1



FLOOR PLAN

SCALE 1 : 100

SITE INFO

2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO

1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
78m² = LOADING DOCK
13m² = BIN STORE

PARKING

46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG
+
2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS
& SHARED ZONE IN ACCORDANCE WITH AS 2890.6

ALL DIMENSIONS TO BE VERIFIED / CHECKED ON SITE PRIOR TO COMMENCING ANY WORK. OF SHOP DRAWINGS. FIGURED DIMENSIONS TAKE PREFERENCE TO SCALED DIMENSIONS. ANY DISCREPANCIES TO BE REPORTED TO THE SUPERINTENDENT BEFORE PROCEEDING WITH CLARIFICATION OF THE DISCREPANCIES. CONFLICTS, IMAGES, ARE DIAGRAMMATIC, HARDWARE AND ACCESSORIES, EXPOSED TO ALTERED IMAGE MAY NOT RESEMBLE THE FINAL PRODUCT. COPYRIGHT OF DESIGNS, PLANS & IMAGES SHOWN HEREIN IS RETAINED BY MOTIVO. WRITTEN AUTHORITY IS REQUIRED FOR ANY REPRODUCTION. ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITY REGULATIONS. EXECUTE ALL WORK TO THE SATISFACTION OF THE SUPERINTENDENT.
© COPYRIGHT MOTIVO DESIGN STUDIO PTY. LTD.

Project Name: WAIKIKI TAVERN

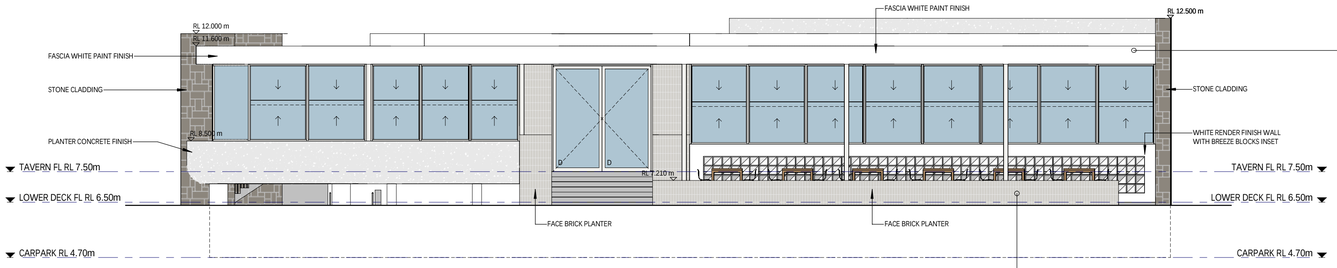
Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

MOTIVO
Co-Create | Connect | Consult
[p] 08 9204 5090 [w] www.motivo.studio

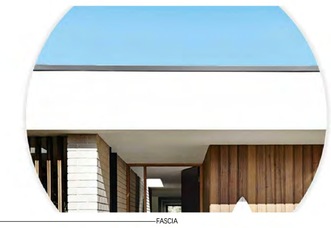
Drawing Title: FLOOR PLAN

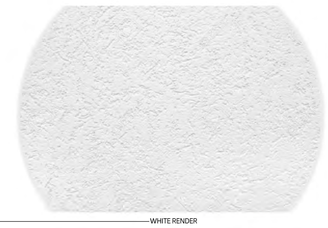
Rev	Date	By	Description
D	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
E	30/10/23	DT	ISSUED FOR REVIEW
F	06/11/23	DT	ISSUED FOR REVIEW
G	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

Project No.: M2666
Revision: G
Drawing No.: DA03
Scale: 1 : 100
Drawn By: DT
Page Size: A1



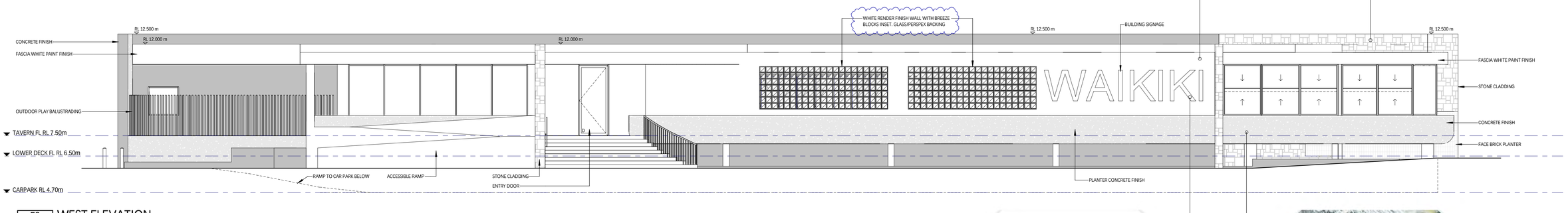
E1 DA03 **STREET ELEVATION (SOUTH)**
SCALE 1 : 100


FASCIA


WHITE RENDER


FACE BRICK


STONE CLADDING

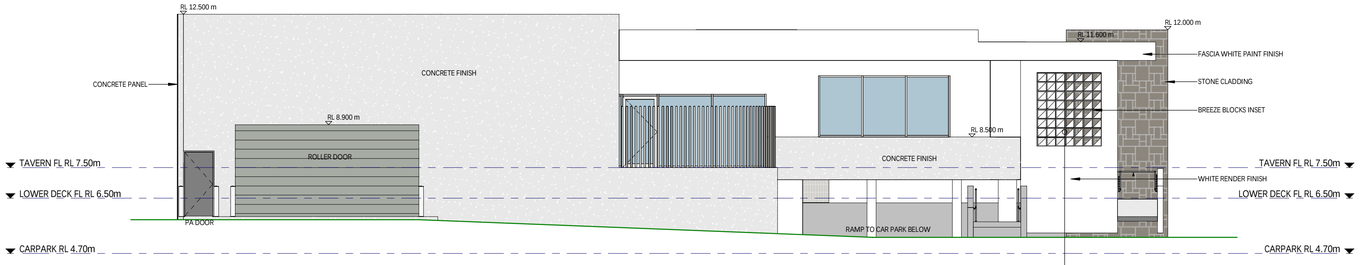


E2 DA03 **WEST ELEVATION**
SCALE 1 : 100



BUILDING SIGNAGE

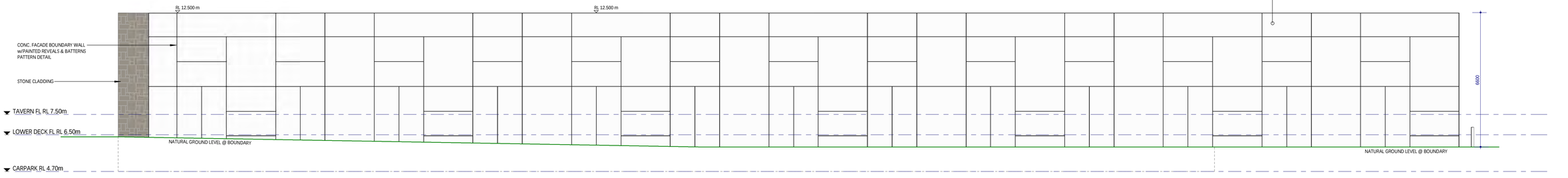

CONCRETE FINISH



E3 DA03 **REAR ELEVATION (NORTH)**
SCALE 1 : 100


BREEZE BLOCKS


CONCRETE FACADE



E4 DA03 **EAST ELEVATION**
SCALE 1 : 100

ALL DIMENSIONS TO BE VERIFIED / CHECKED ON SITE PRIOR TO COMMENCING ANY WORK OR SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE TO SCALED DIMENSIONS. DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANTS DOCUMENTS. ISSUE CLARIFICATION OF INCONSISTENCIES / CONFLICTS. IMAGES ARE DIAGRAMMATIC. HARDWARE AND ACCESSORIES DEPICTED IN THESE IMAGE MAY NOT RESEMBLE THE FINAL PRODUCT. COPYRIGHT OF DESIGNS, PLANS & IMAGES SHOWN HEREIN IS RETAINED BY MOTIVO. WRITTEN CONSENT IS REQUIRED FOR ANY REPRODUCTION. ALL WORK TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITY REGULATIONS. EXECUTE ALL WORK TO THE SATISFACTION OF THE SUPERINTENDENT.
© COPYRIGHT MOTIVO DESIGN STUDIO PTY. LTD.

Project Name: WAIKIKI TAVERN

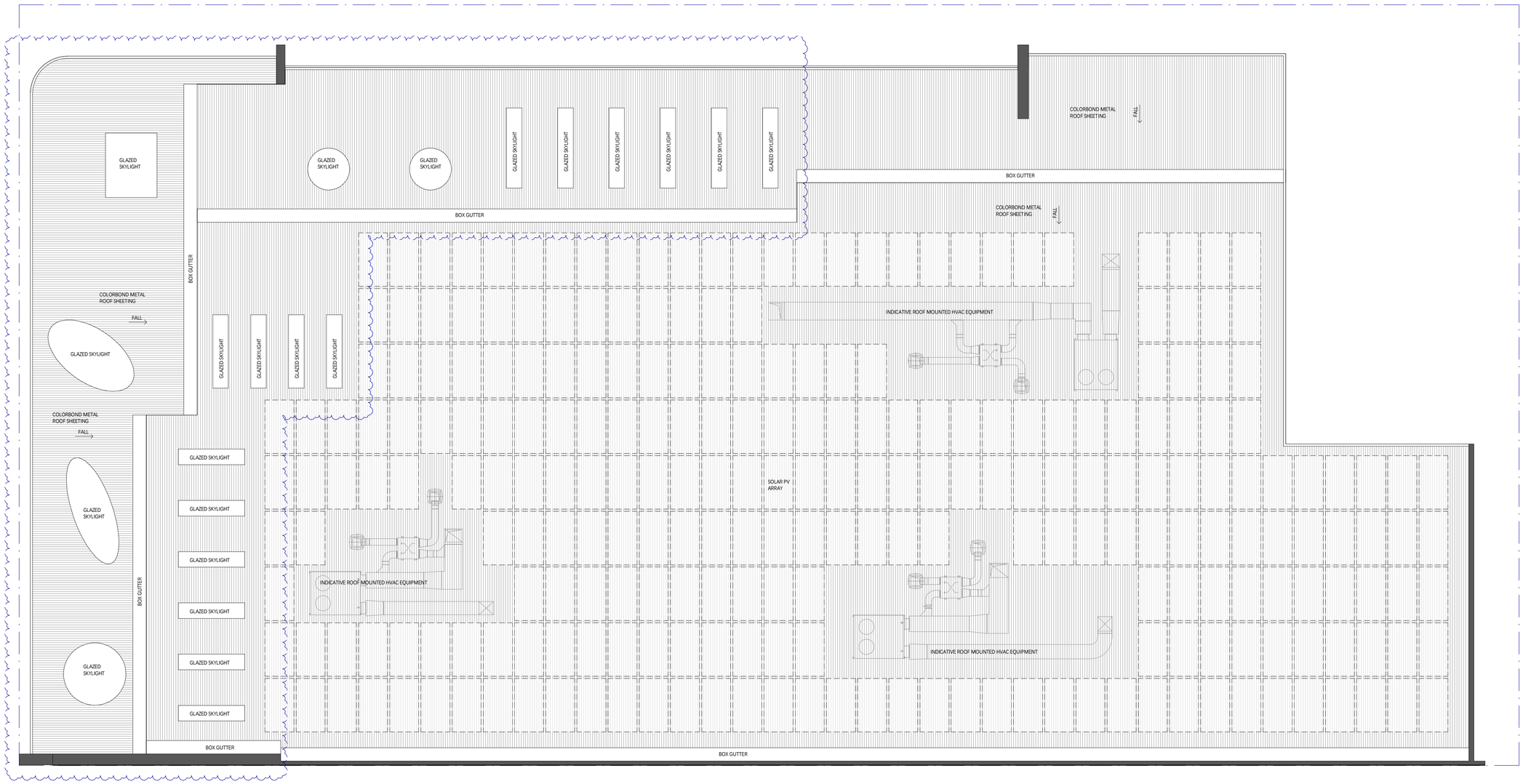
Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

MOTIVO
Co-Create | Connect | Connect
[p:] 08 9204 5090 [w:] www.motivo.studio

Drawing Title: ELEVATIONS

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
C	30/10/23	DT	ISSUED FOR REVIEW
D	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

Project No.: M2666
Revision: D
Drawing No.: DA04
Scale: 1 : 100
Drawn By: DT
Paper Size: A1



ROOF PLAN

SCALE 1 : 100

ALL DIMENSIONS TO BE VERIFIED / CHECKED ON SITE PRIOR TO COMMENCING ANY WORK OR SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE TO SCALED DIMENSIONS. DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANTS DOCUMENTS. SEEK CLARIFICATION OF INCONSISTENCIES / CONFLICTS. IMAGES ARE DIAGRAMMATIC. HARDWARE AND ACCESSORIES DEPICTED IN THESE IMAGE MAY NOT RESEMBLE THE FINAL PRODUCT. COPYRIGHT OF DESIGNS, PLANS & IMAGES SHOWN HEREIN IS RETAINED BY MOTIVO. MAKE GOOD ANY ITEMS DAMAGED DURING CONSTRUCTION. ALL WORKS SHALL COMPLY WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITY REGULATIONS. EXECUTE ALL WORK TO THE SATISFACTION OF THE SUPERINTENDENT.
© COPYRIGHT MOTIVO DESIGN STUDIO PTY. LTD.

Project Name
WAIKIKI TAVERN

Project Address
LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

MOTIVO
Co-Create | Connect | Commit
[p] 08 9204 5090 [w] www.motivo.studio

Drawing Title
ROOF PLAN

Rev	Date	By	Description
A	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
B	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

Project No.
M2666

Revision
B

Drawing No.
DA05

Scale
1 : 100

Drawn By
DT

Paper Size
A1

ATTACHMENT 2
TRANSCORE TECHNICAL NOTE

Technical Note: No 1b **Date:** 13/02/2024
Project No: t23.049
Project: Lot 100 Safety Bay Road, Safety Bay
Subject: Addressing the City of Rockingham and JDAP comments

1 Introduction

This technical note has been prepared by Transcore on behalf of Braykell Two Pty Ltd with respect to the proposed commercial development at the abovementioned site.

Following the consideration of the Development Application by Metro Outer Joint Development Assessment Panel (MOJDAP) in January 2024, the MOJDAP deterred the application based five reasons. There of the reasons were with respect to:

- Level of parking (Reason 1);
- Additional traffic information and assessment (Reason 4); and,
- Pedetrian crossing between the development and the Foreshore (Reason 5).

Following the JDAP meeting and resolution the project team has been liaising with City of Rockingham to clarify the reasons for deferral and to agree on a way forward. Transcore met with the City of Rockingham on 5th of February 2024 to confirm the methodology for addressing the parking demand of the proposed development and confirm other outstanding issues which need to be addressed prior to the next JDAP meeting.

Accordingly, this technical note has been prepared by Transcore to address the above outstanding matters based on the discussion and agreements with the city.

Copy of the latest development plan is included in **Appendix A**. The revised plan entails additional parking bays and the proposed pedestrian crossing across Safety Bay Road connecting the development to the Foreshore.

2 Parking requirement and supply

The parking requirement for the proposed development is established in line with Table No.4 of TPS2 and is summarised in **Table 1**. This table also includes the parking supply associated with the development and the theoretical parking shortfall in accordance with TPS2.

Table 1: Car parking assessment

Use	Requirement	Unit		Required
Shop/ Pharmacy (Unit 1)	6 bays per 100m² NLA	150	m²	9
Medical Centre (Unit 2 & 3)	5 bays per practitioner	15	practitioners	75
Restaurant/Café (Unit 4)	1 bay for every 4 persons the building is designed to accommodate	28	patrons	7
Restaurant/Café (Unit 5/6)	1 bay for every 4 persons the building is designed to accommodate	100	patrons	25
Consulting rooms (Unit 7)	5 bays per consultant	5	practitioners	25
Recreation Private (Unit 8)	1 bay for every 4 persons the building is designed to accommodate	30	clients	8
Tavern	1 Bay for every 5m² of bar and public areas	1089	m²	218
Child Care Centre	1 Bay per employee and 1 bay per eight children (82 children and 14 staff)	82	children	24
Total parking bays required				**391**
Total parking bays provided - On site				**159**
Total parking bays provided - On street				**17**
Total parking bays				**176**
Surplus (+)/ Shortfall (-)				**-215**

As evident based on TPS2, there would be a theoretical parking shortfall of about 215 bays for the proposed development. However, parking requirement calculation in accordance with TPS is simply establishes the sum of the parking requirement for each land use. This approach does not allow for the fact that patrons to the development may visit more than one land use and the fact that the peak operating times for each land use may be different.

For example, the majority of the businesses will be closed during peak times for the tavern (Friday and Saturday evenings).

In order to establish a more realistic parking requirement and demand for the proposed development, a temporal parking assessment was undertaken for the proposed development based on the anticipated peak operating times for each land use and the anticipated parking demand during other times. This assessment was undertaken for a typical Friday and typical Saturday when the peak parking demand for the proposed development is expected to occur. The assessments are provided in **Section 3** of the technical note.

It should be noted that the assumed anticipated parking demand for each land use during different times on a typical Friday and Saturday is based on the project team experience with similar developments and advice from the future operators.

Further, it should be noted that the parking rates in TPS2 are reasonably old and arguably due for review. Therefore, for comparison purposes the Department of Planning, Lands and Heritage (DPLH) Draft Interim Guidance for Non-Residential Car Parking within Activity Centres was also sourced and parking demand calculations were undertaken based on parking requirements from this document. The outcome of this calculation is also included in the parking assessment. The DPLH Guideline provides the minimum and maximum rates for establishing the parking requirements of the development. **Table 2** provides the comparison between the parking requirements under TPS2 and DPLH Guidelines (minimum and maximum).

It is noted that the biggest difference between TPS2 and DPLH parking requirements are for the tavern. It is contended that this difference is in acknowledgement of changes in lifestyle and patronage means in recent years.

Table 2: Car parking requirements based on TPS2 and DPLH

Use	TPS2	DPLH (Min)	DPLH (Max)
Shop/ Pharmacy (Unit 1)	9	3	8
Medical Centre (Unit 2 & 3)	75	30	60
Restaurant/Café (Unit 4)	7	3	9
Restaurant/Café (Unit 5/6)	25	10	33
Consulting rooms (Unit 7)	25	10	20
Recreation Private (Unit 8)	8	4	15
Tavern	218	11	109
Child Care Centre	24	11	23
Total parking bays required	391	82	278
Total parking bays provided - On site	159	159	159
Total parking bays provided - On street	17	17	17
Total parking bays	176	176	176
Surplus (+)/ Shortfall (-)	-215	94	-102

3 Parking Assessment

As the peak parking demand periods for the various land-uses within the proposed development does not completely overlap, a daily anticipated parking demand profile (for a typical Friday and a typical Saturday) was established for each of the proposed land-uses to estimate the anticipated actual combined parking demand throughout the day.

As outlined earlier, the percentage of parking demand assumptions outlined in **Table B1** and **Table B2** in **Appendix B** are based on the project team experience and operator's advice.

The anticipated demand for parking is then calculated by multiplying the anticipated percentage of parking demand for each land-use by its theoretical parking requirement in accordance with TPS2. The resulting estimated parking demands are summarised in **Table B3** (for a typical Friday) and **Table B4** (for a typical Saturday). The parking surplus (+)/ shortfall (-) for each land-use is calculated by subtracting the total anticipated parking demand from the proposed number of bays.

Similar analysis was also undertaken based on the parking requirements (Max and Min) in accordance with DPLH Guideline. The results of the assessments are documented in **Appendix C** and **D** for maximum and minimum parking requirements based on DPLH Guidelines respectively.

The total parking supply during the day is calculated by the total parking proposed on site (159 bays), the total number of proposed on-street bays along Safety Bay Road and Malibu Road (17 bays) and the available parking bays within Waikiki foreshore reserve.

In order to establish the parking utilisation pattern at the Waikiki Foreshore carpark, Transcore organised a video survey with two cameras from 6:00am on Friday 2nd of February 2024 to 23:30pm on Saturday 3rd of February 2024.

Table 3 outlines the parking utilisation of the Foreshore car park during the survey period and the anticipated total parking available for the proposed development (Total development on-site parking + total development on-street parking + available parking at Foreshore).

Table 3: Total parking available for the proposed development

Time	Foreshore Parking utilisation		Available bays Foreshore car park		Total parking available	
	Friday	Saturday	Friday	Saturday	Friday	Saturday
6:00	34%	29%	57	63	225	231
7:00	44%	47%	48	48	216	216
8:00	64%	53%	31	42	199	210
9:00	63%	52%	32	43	200	211
10:00	55%	49%	39	46	207	214
11:00	40%	40%	52	54	220	222
12:00	33%	22%	58	69	226	237
13:00	20%	15%	69	75	237	243
14:00	26%	16%	64	74	232	242
15:00	17%	12%	71	78	239	246
16:00	34%	15%	57	75	225	243
17:00	43%	14%	49	76	217	244
18:00	36%	16%	55	74	223	242
19:00	40%	15%	52	75	220	243
20:00	22%	5%	67	84	235	252
21:00	19%	3%	70	85	238	253

As shown in **Figure 1** , the maximum combined parking demand for a typical Friday is anticipated to occur at 20:00 under TPS2. During this period, it is estimated that a total of 3 bays would be unoccupied/available. There would be plenty of parking bays unoccupied/available under DPLH parking requirements at all times.

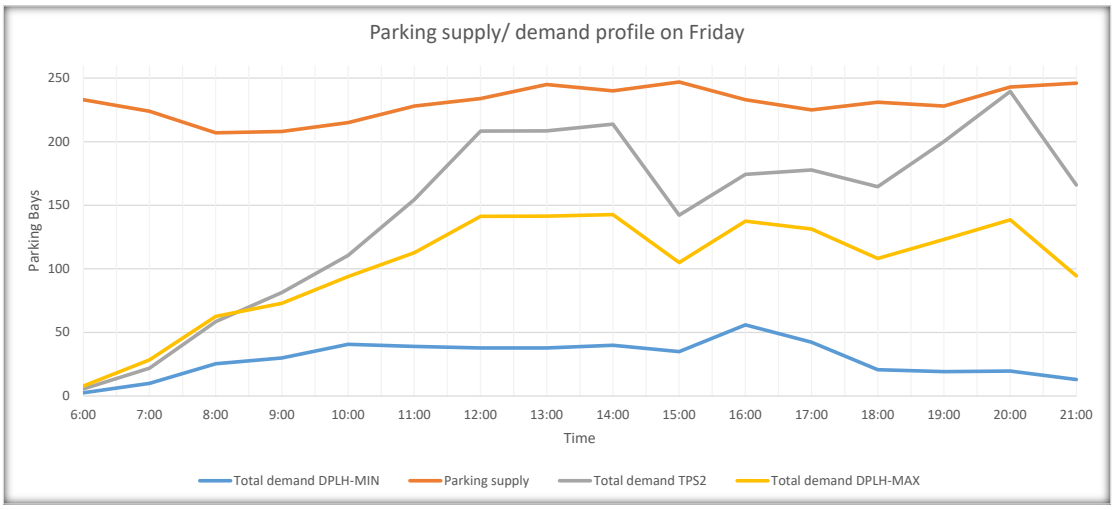


Figure 1: Parking supply/ demand on a typical Friday

Similarly, As detailed in **Table B4** and **Figure 2** , the maximum combined parking demand for a typical Saturday is anticipated to occur at 12:00 resulting in a shortfall of 5 parking spaces under TPS2. There would be plenty of parking bays unoccupied/available under DPLH parking requirements at all times.

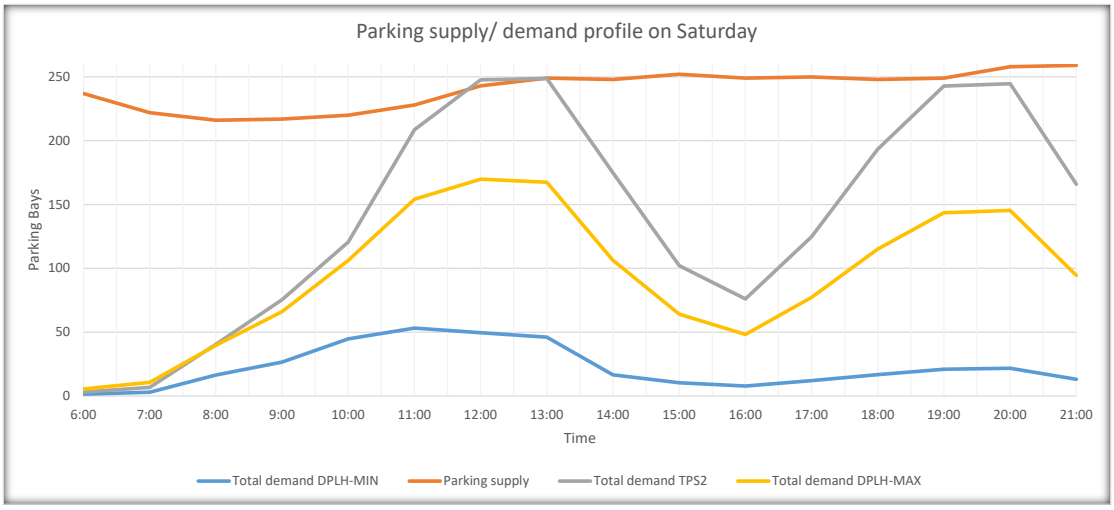


Figure 2: Parking supply/ demand on a typical Saturday

It should be noted the temporal parking assessment undertaken does not allow for cross trades between various land uses and patronage to the proposed tavern by ride sharing (Uber, Taxi, etc) and walking by nearby residents. Arguably the estimated parking demand will be less than that established in this assessment.

In order to develop an understanding for ride sharing (Uber, Taxi, etc) and walking to a tavern Transcore organised a parking utilisation and observation survey at a a tavern at Lot 1386 (2) Innesvale Way, Carramar. This particular tavern was chosen as Transcore was the traffic engineer of the project during the development application and had access to the development plans.

The results of Transcore's parking and observation survey at the tavern in Carramar (The Duke Bar and Bistro) is documented in **Section 3.1** of this technical note.

3.1 The Duke Bar and Bistro – Parking utilisation and observation survey

The Duke Bar and Bistro is located at Lot 1386 (2) Innesvale Way, Carramar and is bounded by Cheriton Drive to the west, Innesvale Way to the north, Joondalup Drive to the south and a drainage site to the east as shown in **Figure 3**. The Carramar Village shopping centre is located west of the tavern on the other side of Cheriton Drive.



Figure 3: The Duke bar and bistro and the Carramar Village

The parking utilisation and patronage observation survey at the tavern was conducted by Transcore during the Friday and Saturday 2nd and 3rd of February 2024 from 6:00PM to 8:00PM which are the peak parking demand of the tavern. The on-site parking at the tavern was broken down into 4 zones for the purpose of the survey.

Table 4 and **Table 5** summarise the parking utilisation survey results and **Figure 4** illustrates the parking utilisation of the tavern during the survey period. As evident during the survey period there were some bays available for parking and the tavern on-site parking was not 100% utilised.

Table 4: The Duke parking utilisation during a typical Friday

Friday 02/02/2024					
Zone	**Total On-Site Bays**	**6:00 PM to 6:30 PM**	**6:30 PM to 7:00 PM**	**7:00 PM to 7:30 PM**	**7:30 PM to 8:00 PM**
A	26	26	26	24	20
B	21	18	20	20	14
C	17	16	16	16	12
D	10	9	10	9	7
Total	**74**	**69**	**72**	**69**	**53**
Parking utilisation		**93%**	**97%**	**93%**	**72%**

Table 5: The Duke parking utilisation during a typical Saturday

Saturday 03/02/2024					
Zone	**Total On-Site Bays**	**6:00 PM to 6:30 PM**	**6:30 PM to 7:00 PM**	**7:00 PM to 7:30 PM**	**7:30 PM to 8:00 PM**
A	26	19	20	24	19
B	21	15	21	18	16
C	17	11	15	16	11
D	10	5	10	8	3
Total	**74**	**50**	**66**	**66**	**49**
Parking utilisation		**68%**	**89%**	**89%**	**66%**

As evident parking utilisation was higher on the Friday. This is because usually on Fridays there is live band at the tavern and as a result Fridays are generally busier than Saturdays.

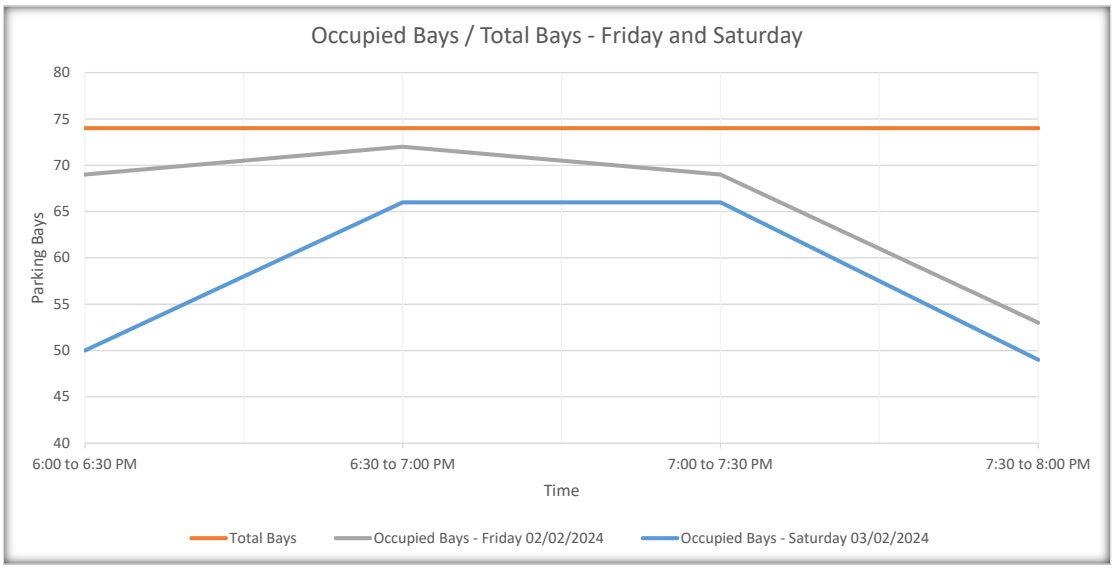


Figure 4: The Duke parking utilisation

Further, during the survey period, Transcore conducted patronage observations and counts to determine the number of patrons who walked to the tavern or used ride shares. The findings indicate that approximately 64 patrons walked to the tavern between 6:30 PM and 08:00 PM. Out of these, around 38 patrons in groups (approximately 60%) were observed to park their cars at the adjacent Carramar Village and walked to the tavern, while the remaining 40% walked from nearby surrounding residential area.

Furthermore, Transcore also observed and recorded the total number of pick-up/drop-off and ride-share activities that took place at the tavern during the survey period. In total, 23 pick-up/drop-off instances were recorded, with more than 50% of them involving more than two passengers.

In light of the patronage observation surveys at The Duke it is recommended that two of the proposed angled parking bays on Safety Bay Roads closest to the proposed tavern entry should be marked as “Drop off”.

3.2 Parking demand adjustment for the proposed tavern

Based on development plans available to Transcore, If the parking requirements outlined in City of Rockingham TPS2 were applied to the Carramar tavern, a total of 103 parking bays would be required, with 74 on-site parking provided as shown in **Table 6**.

The actual parking supply at the Carramar tavern equates to approximately 1 parking bay per 7 square meters of the bar and public area. Applying this ratio to the proposed tavern, which has a total bar and public area of 515 square meters, would result in a parking requirement of 156 bays as against 218 bays under TPS2.

Table 6: Parking requirement of the existing Carramar tavern in accordance with the TPS2

Use and rate	Required	Provided
Tavern *1 bay for every 5m² of bar and public areas, including lounges, beer gardens and restaurants.*	Total of 515m² of bar and public area. =103 bays required	74 bays on site.

As a sensitivity analysis, if the parking requirement of the proposed tavern is adjusted to 156 bays instead of the original 218 bays as specified in TPS2, it is established that the actual parking demand would meet the parking requirement of the proposed development during both weekday and weekends (refer **Figure 5** for the parking requirement during the critical Saturday).

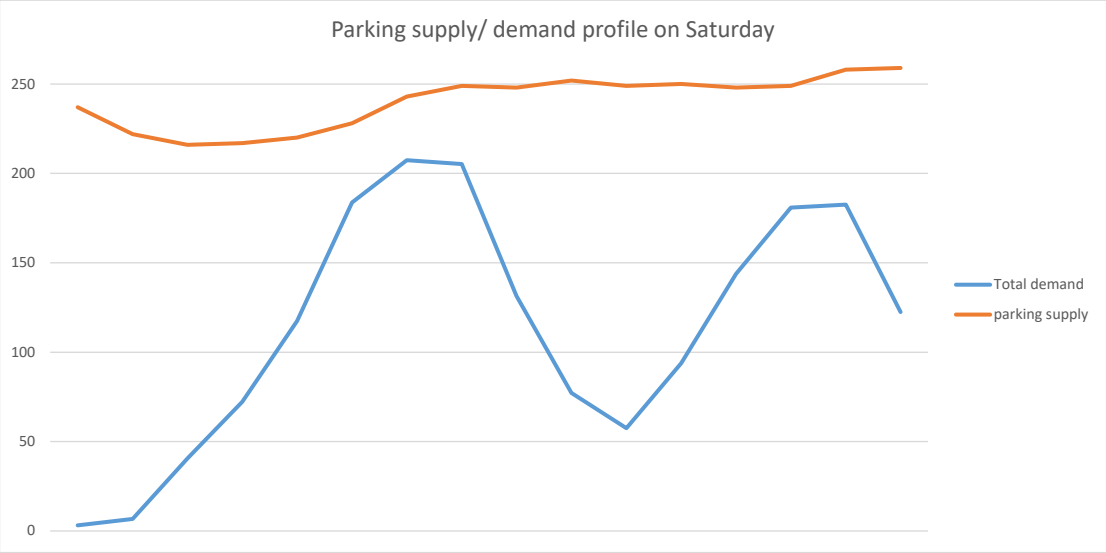


Figure 5: Anticipated actual parking demand for the proposed development based on adjusted parking ratio for the Tavern

4 Pedestrian crossing

Through liaison with the City of Rockingham, Transcore has prepared a concept plan for the proposed pedestrian crossing linking the development across Safety Bay Road to the Foreshore. A copy of the concept prepared by Transcore is provided in **Appendix E.** The pedestrian crossing concept is reflected in the revised development plan included in **Appendix A**.

5 Additional traffic modelling and analysis

As agreed with the City and as a sensitivity analysis, additional traffic modelling and SIDRA analysis was undertaken to allow for the traffic from the future development of Parcel 4. This assessment assumed (hypothetically) development of Parcel 4 would include 30 residential apartments and 300sqm commercial tenancies on the ground floor. Accordingly, trip generation of the proposed development were updated to include the Parcel 4 traffic. For consistency, the Institute of Transportation Engineers Trip Generation Manual (ITE) - *11th Edition* was sourced to establish the trip generation of the land uses within Parcel 4.

The rates are provided in **Table 7**, which also summarises the revised trip generation of the proposed development. **Table 8** shows the passing trade component of the development. The updated total development traffic is shown in **Figure 6**. The total projected traffic volumes for the year 2026 and 2036 are presented in **Figure 7** and **Figure 8**.

Table 7: Weekday daily, morning peak and afternoon peak revised trip generation for the proposed land uses – Sensitivity analysis

Land use	NLA/ GFA/ Child	Daily Rate	Weekd-AM Peak	Weekd-PM Peak	Cross Trade	Daily Trips	Weekd-AM trips	Weekd-PM trips	AM		PM	
									IN	OUT	IN	OUT
Pharmecy	150	0.97	0.032	0.09	0.20	116	5	11	2	2	5	5
Café	100	10.38	1.04	0.36	0.20	830	104	28	52	52	14	14
Child care	82	3.50	0.87	0.71		287	71	58	41	31	27	31
Restaurant	194	1.05	0.03	0.11	0.20	164	5	16	3	3	8	8
Gym	99	0.37	0.01	0.04	0.20	29	1	3	1	1	1	1
Medical	1299	0.40	0.03	0.04	0.20	421	38	41	19	19	21	21
Residential	30	4.54	0.27	0.32	0.20	109	8	8	2	6	5	3
Commercial	300	0.15	0.02	0.02	0.20	37	5	6	4	1	2	4
Tavern	2298	1.13	0.02	0.17	0.20	2069	38	307	19	19	154	154
Total traffic						**4063**	**277**	**479**	**143**	**134**	**238**	**241**

Table 8: Passing trade and primary trips components of the trip generation

Passing Trade	Passing Trade Component				Primary Trips Component			
	AM		PM		AM		PM	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
53%	1	1	3	3	1	1	3	3
0%	0	0	0	0	52	52	14	14
0%	0	0	0	0	41	31	27	31
43%	1	1	4	4	1	1	5	5
0%	0	0	0	0	1	1	1	1
0%	0	0	0	0	19	19	21	21
0%	0	0	0	0	2	6	5	3
0%	0	0	0	0	4	1	2	4
0%	0	0	0	0	19	19	154	154
	2	**2**	**6**	**6**	**141**	**131**	**231**	**235**

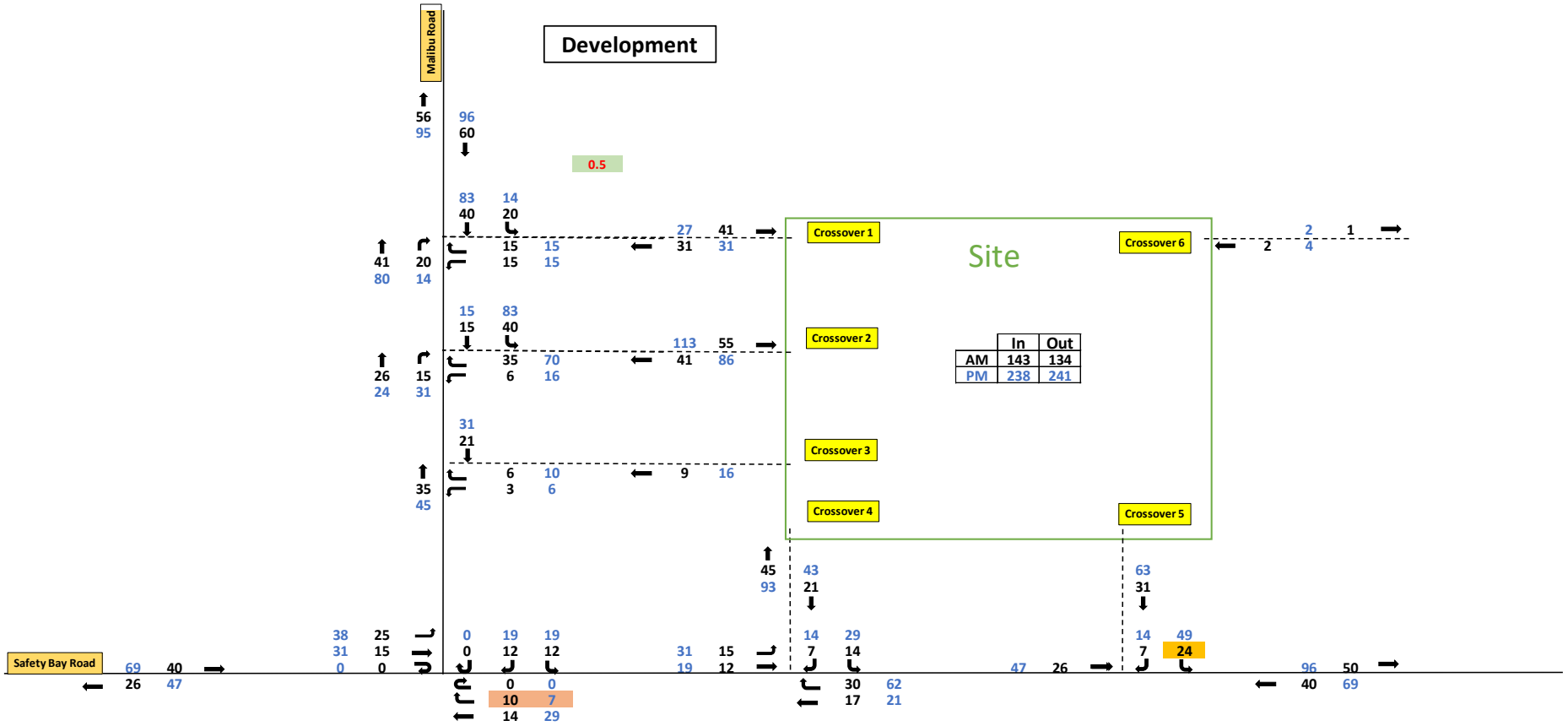


Figure 6: Proposed revised development traffic (sensitivity analysis) – AM Weekday and PM Weekday peak hours

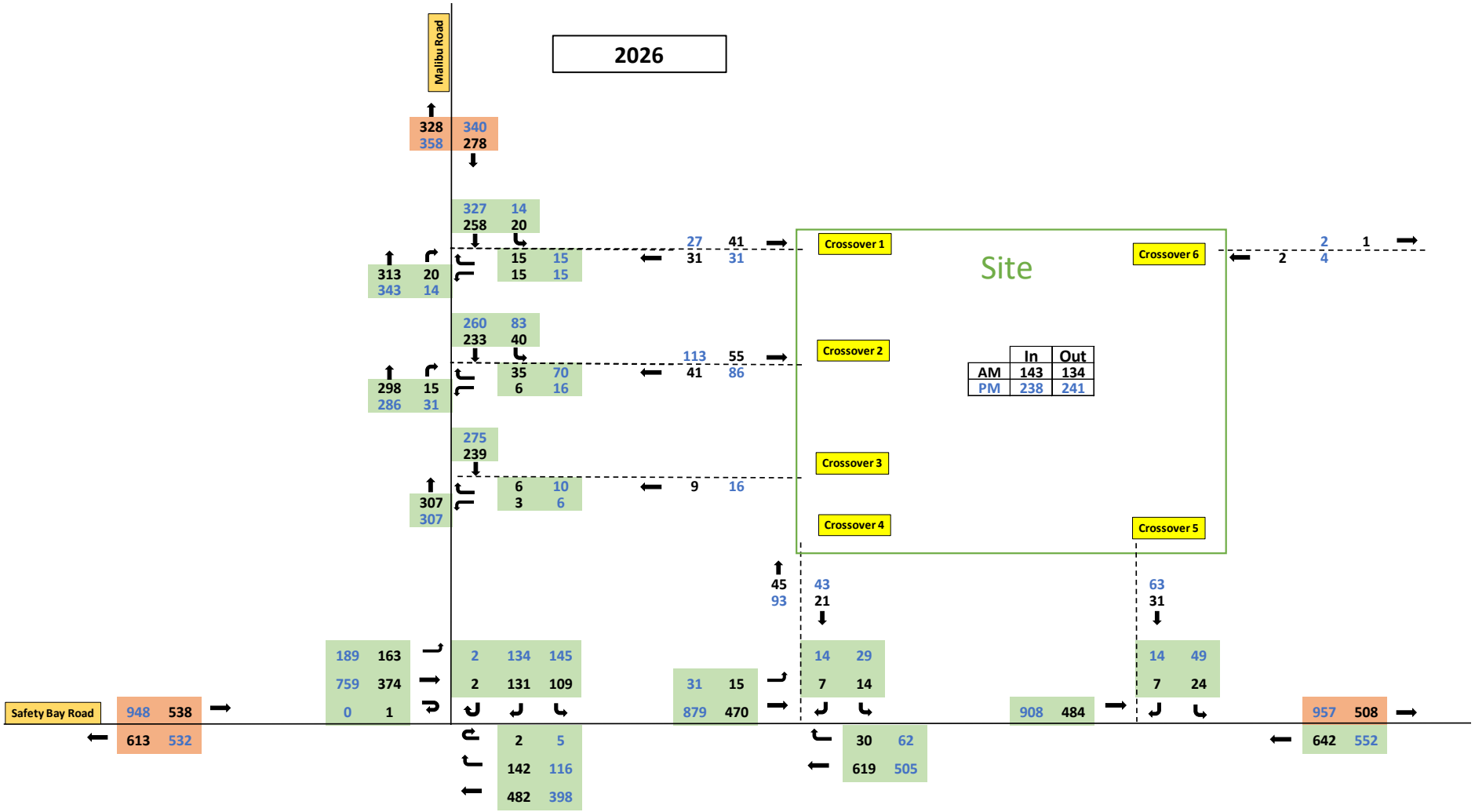


Figure 7: Total (2026) revised post development traffic (sensitivity analysis) – AM Weekday and PM Weekday peak hours

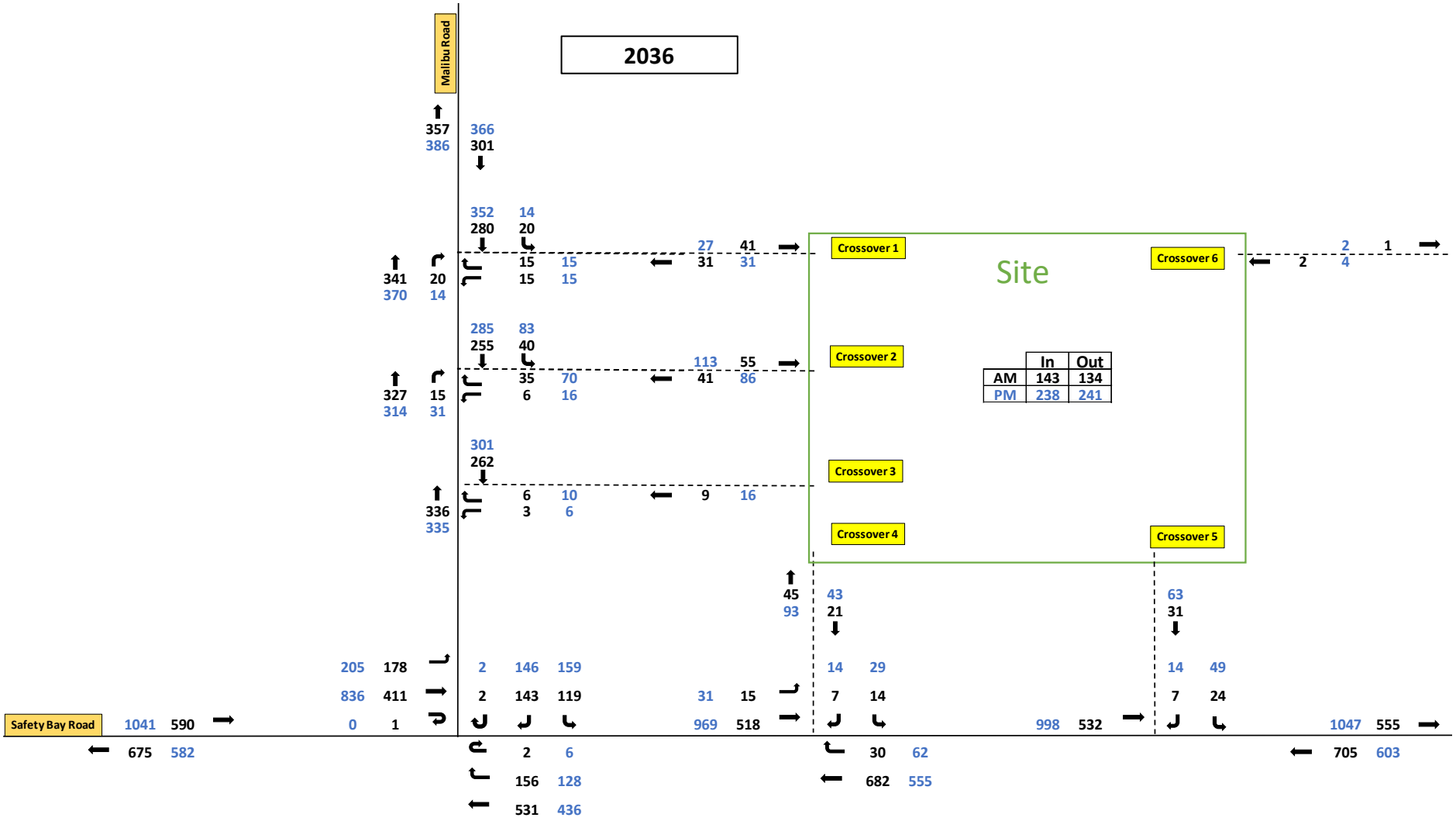


Figure 8: Total (2036) revised post development traffic (sensitivity analysis) – AM Weekday and PM Weekday peak hours

Revised intersection assessment was undertaken for the sensitivity analysis using the SIDRA computer software package for years 2026 and 2036. Network SIDRA models (refer **Appendix F**) were developed to evaluate the traffic operations of the existing roundabout intersection at Safety Bay Road/Malibu Road, as well as the development crossovers on Malibu Road and Safety Bay Road.

The sensitivity SIDRA analysis reports similar results to the original analysis documented in the original TIA for both 2026 and 2036 scenarios. Accordingly, the existing roundabout intersection at Safety Bay Road / Malibu Road would operate with good level of service (B or better) during the 2026 and 2036 modelling scenarios.

The development crossovers are reported to generally operate satisfactorily in 2026 and 2036 during assessed peak hours.

The right turn movement out of crossover 4 to Safety Bay Road is reported to operate with LoS E during the PM peak hour in 2036. However, the reported 95% queue is one car only which will not be problematic.

The reported delay for the right turn movement from crossover 4 is 43.2 seconds during the PM peak hours in the 2036 modelling scenario. According to the SIDRA Guidelines and Highway Capacity Manual, the upper delay threshold for LoS D is 35 seconds (refer to **Table 9**). Therefore, the reported delay for the right turn movement from crossover 4 exceeds the upper delay threshold for LoS D by only 8.2 seconds. Based on this analysis, the LoS E with a delay of 43.2 seconds and a 95% queue length of one car during the PM peak hour in 2036 is considered to be acceptable.

Table 9: LoS criteria based on average delay

Level of Service for v/c ≤ 1.0	Average delay per vehicle in seconds (d)			Level of Service for v/c > 1.0
	Signals	"SIDRA Roundabout LOS" method (1)	Sign Control (*HCM Default for Roundabouts*) (1)	All Intersection Types
A	d ≤ 10	d ≤ 10	d ≤ 10	F
B	10 < d ≤ 20	10 < d ≤ 20	10 < d ≤ 15	F
C	20 < d ≤ 35	20 < d ≤ 35	15 < d ≤ 25	F
D	35 < d ≤ 55	35 < d ≤ 50	25 < d ≤ 35	F
E	55 < d ≤ 80	50 < d ≤ 70	35 < d ≤ 50	F
F	80 < d	70 < d	50 < d	F

LOS Target

v/c (demand volume / capacity) ratio, or degree of saturation: v/c > 1.0 represents oversaturated conditions. **Level of Service Target = LOS D** is indicated by the table.

6 Conclusion

The parking investigations and assessments and the traffic modelling and analysis undertaken and documented in this technical note indicates that:

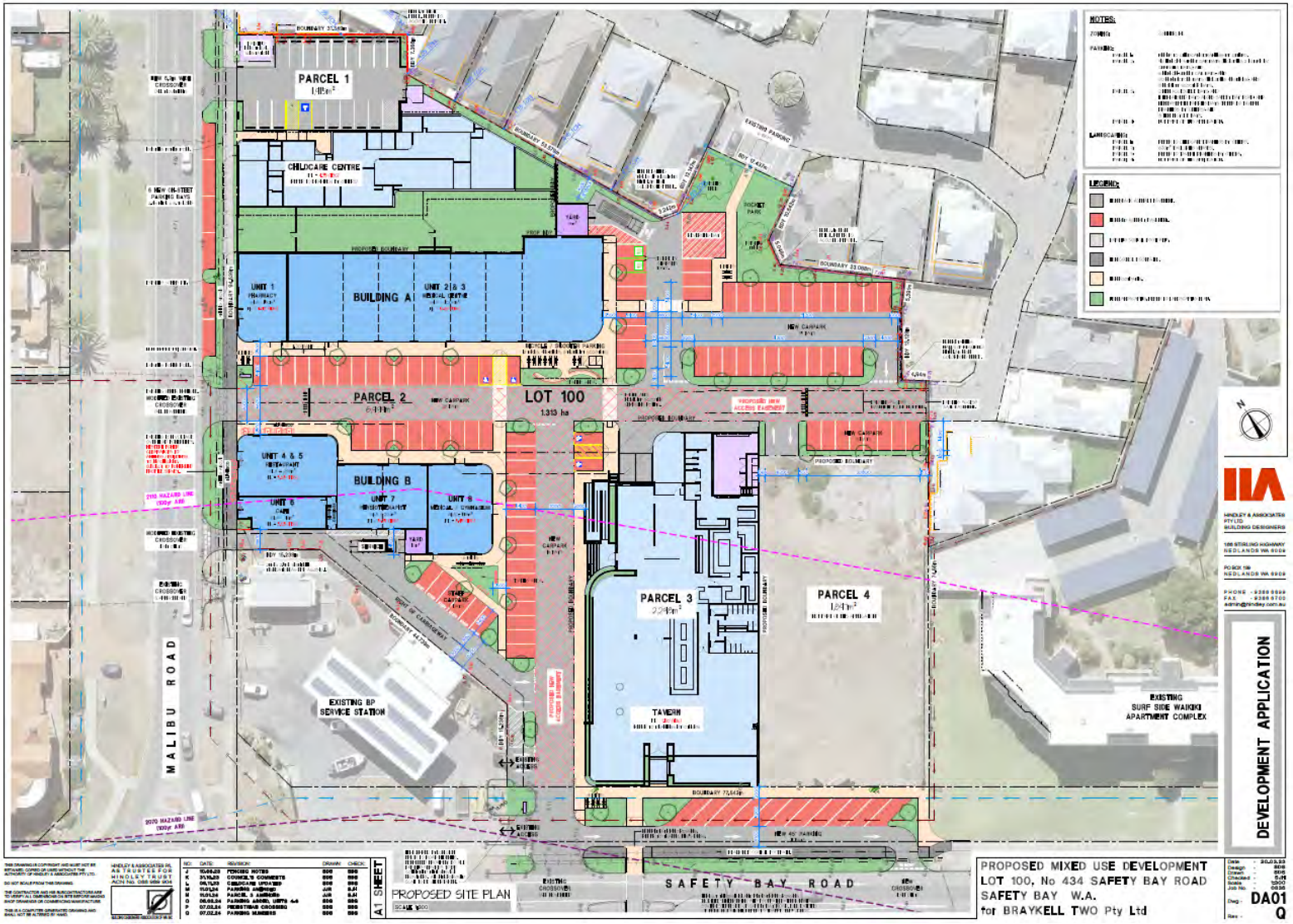
- The parking provision of the proposed development and available parking within the Foreshore meets the anticipated actual parking demand of the development. This had been investigated and demonstrated by:

    - Assessment of the daily parking demand profile (for a typical Friday and a typical Saturday) for each land-uses of the proposed development and estimating the anticipated actual combined parking demand throughout the day.
    - Survey of the parking utilisation of the Waikiki Foreshore Reserve during peak Friday and Saturday.
    - Survey of the parking utilisation and patronage observations at The Duke Bar and Bistro in Carramar during peak Friday and Saturday.
    - Provision of pedestrian crossing facility between the development and the parking within Foreshore Reserve.

- Future development of Parcel 4 would not change the traffic operation of the development crossovers and nearby roundabout intersection.

APPENDIX A

PROPOSED REVISED DEVELOPMENT SITE PLAN


PARCEL 1
CHILDCARE CENTRE
BUILDING A
UNIT 1
PHARMACY
UNIT 2 & 3
PARCEL 2
LOT 100
1.313 ha
UNIT 4 & 5
RESTAURANT
BUILDING B
UNIT 6
CAFE
UNIT 7
UNIT 8
PARCEL 3
TAVERN
PARCEL 4
MALIBU ROAD
EXISTING BP SERVICE STATION
EXISTING SURF SIDE WAIKIKI APARTMENT COMPLEX
SAFETY BAY ROAD
NOTES:
LEGEND:
DEVELOPMENT APPLICATION
PROPOSED SITE PLAN
PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd
DA01
Q

APPENDIX B

PARKING ASSESSMENT

(TPS2)

Table B1. Percentage of parking demand temporal analysis – Typical Friday

Time	Shop/ Pharmacy	Medical Centre	Café	Restaurant	Consulting rooms	Recreation Private	Tavern	Child Care Centre
6:00	0%	0%	10%	0%	0%	30%	0%	10%
7:00	0%	0%	50%	0%	0%	80%	0%	50%
8:00	10%	20%	80%	0%	20%	100%	0%	100%
9:00	30%	40%	100%	0%	40%	50%	5%	70%
10:00	40%	80%	80%	10%	80%	40%	5%	20%
11:00	40%	70%	80%	20%	70%	30%	30%	10%
12:00	50%	50%	60%	50%	50%	50%	60%	10%
13:00	40%	50%	50%	60%	50%	40%	60%	10%
14:00	40%	60%	30%	50%	60%	30%	60%	10%
15:00	40%	50%	20%	20%	50%	60%	30%	50%
16:00	30%	100%	10%	10%	100%	70%	20%	80%
17:00	30%	50%	0%	30%	50%	80%	40%	100%
18:00	10%	10%	0%	50%	10%	100%	60%	10%
19:00	0%	0%	0%	90%	0%	40%	80%	0%
20:00	0%	0%	0%	80%	0%	20%	100%	0%
21:00	0%	0%	0%	50%	0%	10%	70%	0%

Table B2. Percentage of parking demand temporal anal

Time	Shop/ Pharmacy	Medical Centre	Café	Restaurant	Consulting rooms	Recreation Private	Tavern	Child Care Centre
6:00	0%	0%	10%	0%	0%	30%	0%	0%
7:00	0%	0%	50%	0%	0%	40%	0%	0%
8:00	10%	0%	80%	0%	0%	50%	0%	0%
9:00	30%	0%	100%	0%	0%	60%	5%	0%
10:00	40%	0%	80%	10%	0%	100%	5%	0%
11:00	40%	0%	80%	20%	0%	90%	40%	0%
12:00	50%	0%	60%	50%	0%	60%	65%	0%
13:00	40%	0%	50%	60%	0%	50%	70%	0%
14:00	40%	0%	30%	50%	0%	50%	70%	0%
15:00	40%	0%	20%	20%	0%	60%	40%	0%
16:00	30%	0%	10%	10%	0%	60%	30%	0%
17:00	30%	0%	0%	30%	0%	70%	50%	0%
18:00	10%	0%	0%	50%	0%	70%	80%	0%
19:00	0%	0%	0%	90%	0%	30%	100%	0%
20:00	0%	0%	0%	100%	0%	20%	100%	0%
21:00	0%	0%	0%	50%	0%	10%	70%	0%

Table B3. Parking assessment – Typical Friday

Time	Shop/ Pharmacy	Medical Centre	Café	Restaurant	Consulting rooms	Recreation Private	Tavern	Child Care Centre	Total demand	Parking Surplus/Shortfall
6:00	0	0	1	0	0	2	0	2	6	223
7:00	0	0	4	0	0	6	0	12	22	198
8:00	1	15	6	0	5	8	0	24	59	153
9:00	3	30	7	0	10	4	11	17	81	130
10:00	4	60	6	3	20	3	11	5	111	109
11:00	4	53	6	5	18	2	65	2	154	65
12:00	5	38	4	13	13	4	131	2	208	11
13:00	4	38	4	15	13	3	131	2	209	20
14:00	4	45	2	13	15	2	131	2	214	15
15:00	4	38	1	5	13	5	65	12	142	86
16:00	3	75	1	3	25	6	44	19	174	37
17:00	3	38	0	8	13	6	87	24	178	24
18:00	1	8	0	13	3	8	131	2	165	46
19:00	0	0	0	23	0	3	174	0	200	29
20:00	0	0	0	20	0	2	218	0	240	7
21:00	0	0	0	13	0	1	153	0	166	80

Table B4. Parking assessment – Typical Saturday

Time	Shop/ Pharmacy	Medical Centre	Café	Restaurant	Consulting rooms	Recreation Private	Tavern	Child Care Centre	Total demand	Parking Surplus/Shortfall
6:00	0	0	1	0	0	2	0	0	3	234
7:00	0	0	4	0	0	3	0	0	7	215
8:00	1	23	6	0	8	4	0	0	41	176
9:00	3	38	7	0	13	5	11	0	75	142
10:00	4	68	6	3	23	8	11	0	121	99
11:00	4	75	6	5	25	7	87	0	209	19
12:00	5	60	4	13	20	5	142	0	248	-5
13:00	4	53	4	15	18	4	153	0	249	0
14:00	4	0	2	13	0	4	153	0	175	73
15:00	4	0	1	5	0	5	87	0	102	150
16:00	3	0	1	3	0	5	65	0	76	173
17:00	3	0	0	8	0	6	109	0	125	125
18:00	1	0	0	13	0	6	174	0	193	55
19:00	0	0	0	23	0	2	218	0	243	6
20:00	0	0	0	25	0	2	218	0	245	13
21:00	0	0	0	13	0	1	153	0	166	93

APPENDIX C

PARKING ASSESSMENT

(DPLH MAX)

Table C1. Parking assessment – Typical Friday

Time	Shop/ Pharmacy	Medical Centre	Café	Restaurant	Consulting rooms	Recreation Private	Tavern	Child Care Centre	Total demand	Parking Surplus/Shortfall
6:00	0	0	1	0	0	2	0	2	6	223
7:00	0	0	4	0	0	6	0	12	22	198
8:00	1	15	6	0	5	8	0	24	59	153
9:00	3	30	7	0	10	4	11	17	81	130
10:00	4	60	6	3	20	3	11	5	111	109
11:00	4	53	6	5	18	2	65	2	154	65
12:00	5	38	4	13	13	4	131	2	208	11
13:00	4	38	4	15	13	3	131	2	209	20
14:00	4	45	2	13	15	2	131	2	214	15
15:00	4	38	1	5	13	5	65	12	142	86
16:00	3	75	1	3	25	6	44	19	174	37
17:00	3	38	0	8	13	6	87	24	178	24
18:00	1	8	0	13	3	8	131	2	165	46
19:00	0	0	0	23	0	3	174	0	200	29
20:00	0	0	0	20	0	2	218	0	240	7
21:00	0	0	0	13	0	1	153	0	166	80

Table C2. Parking assessment – Typical Saturday

Time	Shop/ Pharmacy	Medical Centre	Café	Restaurant	Consulting rooms	Recreation Private	Tavern	Child Care Centre	Total demand	Parking Surplus/Shortfall
6:00	0	0	1	0	0	5	0	0	5	232
7:00	0	0	5	0	0	6	0	0	11	211
8:00	1	18	7	0	6	8	0	0	40	176
9:00	2	30	9	0	10	9	5	0	66	151
10:00	3	54	7	3	18	15	5	0	106	114
11:00	3	60	7	7	20	14	44	0	154	74
12:00	4	48	6	17	16	9	71	0	170	73
13:00	3	42	5	20	14	8	76	0	167	82
14:00	3	0	3	17	0	8	76	0	106	142
15:00	3	0	2	7	0	9	44	0	64	188
16:00	2	0	1	3	0	9	33	0	48	201
17:00	2	0	0	10	0	11	55	0	77	173
18:00	1	0	0	17	0	11	87	0	115	133
19:00	0	0	0	30	0	5	109	0	143	106
20:00	0	0	0	33	0	3	109	0	145	113
21:00	0	0	0	17	0	2	76	0	94	165

APPENDIX D

PARKING ASSESSMENT

(DPLH MIN)

Table D1. Parking assessment – Typical Friday

Time	Shop/ Pharmacy	Medical Centre	Café	Restaurant	Consulting rooms	Recreation Private	Tavern	Child Care Centre	Total demand	Parking Surplus/Shortfall
6:00	0	0	1	0	0	2	0	2	6	223
7:00	0	0	4	0	0	6	0	12	22	198
8:00	1	15	6	0	5	8	0	24	59	153
9:00	3	30	7	0	10	4	11	17	81	130
10:00	4	60	6	3	20	3	11	5	111	109
11:00	4	53	6	5	18	2	65	2	154	65
12:00	5	38	4	13	13	4	131	2	208	11
13:00	4	38	4	15	13	3	131	2	209	20
14:00	4	45	2	13	15	2	131	2	214	15
15:00	4	38	1	5	13	5	65	12	142	86
16:00	3	75	1	3	25	6	44	19	174	37
17:00	3	38	0	8	13	6	87	24	178	24
18:00	1	8	0	13	3	8	131	2	165	46
19:00	0	0	0	23	0	3	174	0	200	29
20:00	0	0	0	20	0	2	218	0	240	7
21:00	0	0	0	13	0	1	153	0	166	80

Table D2. Parking assessment – Typical Saturday

Time	Shop/ Pharmacy	Medical Centre	Café	Restaurant	Consulting rooms	Recreation Private	Tavern	Child Care Centre	Total demand	Parking Surplus/Shortfall
6:00	0	0	0	0	0	1	0	0	1	236
7:00	0	0	1	0	0	2	0	0	3	219
8:00	0	9	2	0	3	2	0	0	16	200
9:00	1	15	3	0	5	2	1	0	26	191
10:00	1	27	2	1	9	4	1	0	45	175
11:00	1	30	2	2	10	3	4	0	53	175
12:00	2	24	2	5	8	2	7	0	50	193
13:00	1	21	1	6	7	2	8	0	46	203
14:00	1	0	1	5	0	2	8	0	17	231
15:00	1	0	1	2	0	2	4	0	10	242
16:00	1	0	0	1	0	2	3	0	8	241
17:00	1	0	0	3	0	3	5	0	12	238
18:00	0	0	0	5	0	3	9	0	17	231
19:00	0	0	0	9	0	1	11	0	21	228
20:00	0	0	0	10	0	1	11	0	22	236
21:00	0	0	0	5	0	0	8	0	13	246

APPENDIX E

PEDESTRIAN CROSSING CONCEPT



Lot 100 Safety Bay Road, Safety Bay

Proposed Pedestrian Crossing Facility

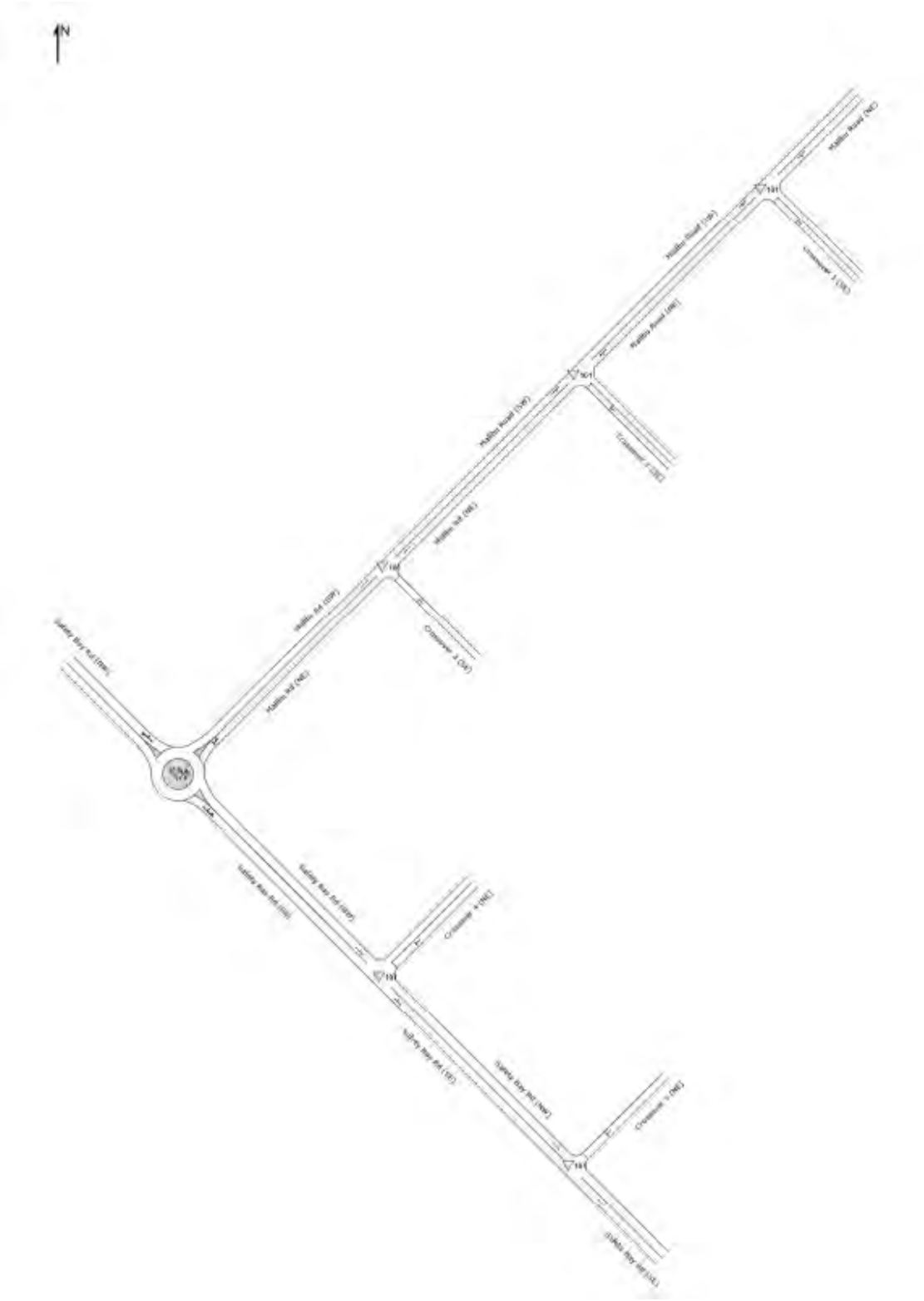
t23.049-sk34a

06/02/2024

Scale: 1:500 @ A3

APPENDIX F

SIDRA RESULTS



MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 1 AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV [ ] %	ARRIVAL FLOWS [Total veh/h]	HV [ ] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist [ ] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 1 (SE)														
4	L2	16	2.0	16	2.0	0.037	0.9	LOS A	0.1	0.9	0.40	0.34	0.40	12.3
6	R2	16	2.0	16	2.0	0.037	3.7	LOS A	0.1	0.9	0.40	0.34	0.40	47.7
Approach		32	2.0	32	2.0	0.037	2.3	LOS A	0.1	0.9	0.40	0.34	0.40	42.9
NorthEast: Malibu Road (NE)														
7	L2	21	2.0	21	2.0	0.162	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.7
8	T1	272	8.4	272	8.4	0.162	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.1
Approach		293	7.9	293	7.9	0.162	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.0
SouthWest: Malibu Road (SW)														
2	T1	329	8.6	329	8.6	0.199	0.1	LOS A	0.2	1.5	0.06	0.04	0.06	59.2
3	R2	21	2.0	21	2.0	0.199	5.2	LOS A	0.2	1.5	0.06	0.04	0.06	45.1
Approach		351	8.2	351	8.2	0.199	0.4	NA	0.2	1.5	0.06	0.04	0.06	59.1
All Vehicles		675	7.8	675	7.8	0.199	0.5	NA	0.2	1.5	0.05	0.05	0.05	58.5

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 2 AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV [ ] %	ARRIVAL FLOWS [Total veh/h]	HV [ ] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist [ ] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 2 (SE)														
4	L2	6	2.0	6	2.0	0.059	0.9	LOS A	0.2	1.4	0.46	0.46	0.46	10.6
6	R2	37	2.0	37	2.0	0.059	3.6	LOS A	0.2	1.4	0.46	0.46	0.46	10.6
Approach		43	2.0	43	2.0	0.059	3.2	LOS A	0.2	1.4	0.46	0.46	0.46	10.6
NorthEast: Malibu Road (NE)														
7	L2	42	2.0	42	2.0	0.168	4.1	LOS A	0.0	0.0	0.00	0.09	0.00	44.5
8	T1	245	12.0	245	12.0	0.168	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	51.2
Approach		287	10.5	287	10.5	0.168	0.6	NA	0.0	0.0	0.00	0.09	0.00	49.9
SouthWest: Malibu Road (SW)														
2	T1	314	8.6	314	8.6	0.186	0.1	LOS A	0.1	1.2	0.05	0.03	0.05	51.9
3	R2	16	2.0	16	2.0	0.186	3.7	LOS A	0.1	1.2	0.05	0.03	0.05	37.6
Approach		329	8.3	329	8.3	0.186	0.3	NA	0.1	1.2	0.05	0.03	0.05	50.7
All Vehicles		660	8.9	660	8.9	0.186	0.6	NA	0.2	1.4	0.06	0.08	0.06	45.2

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 3 AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 3 (SE)														
4	L2	3	2.0	3	2.0	0.011	0.8	LOS A	0.0	0.3	0.40	0.37	0.40	13.1
6	R2	6	2.0	6	2.0	0.011	3.7	LOS A	0.0	0.3	0.40	0.37	0.40	13.1
Approach		9	2.0	9	2.0	0.011	2.7	LOS A	0.0	0.3	0.40	0.37	0.40	13.1
NorthEast: Malibu Rd (NE)														
8	T1	252	8.4	252	8.4	0.140	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		252	8.4	252	8.4	0.140	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Malibu Rd (SW)														
2	T1	323	8.6	323	8.6	0.180	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		323	8.6	323	8.6	0.180	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		584	8.4	584	8.4	0.180	0.0	NA	0.0	0.3	0.01	0.01	0.01	57.7

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	652	9.4	652	9.4	0.383	0.3	LOS A	0.6	4.8	0.09	0.03	0.11	51.1
6	R2	32	2.0	32	2.0	0.383	7.9	LOS A	0.6	4.8	0.09	0.03	0.11	44.0
Approach		683	9.1	683	9.1	0.383	0.7	NA	0.6	4.8	0.09	0.03	0.11	50.6
NorthEast: Crossover 4 (NE)														
7	L2	15	2.0	15	2.0	0.042	2.1	LOS A	0.1	1.0	0.57	0.50	0.57	12.2
9	R2	7	2.0	7	2.0	0.042	11.4	LOS B	0.1	1.0	0.57	0.50	0.57	12.2
Approach		22	2.0	22	2.0	0.042	5.2	LOS A	0.1	1.0	0.57	0.50	0.57	12.2
NorthWest: Safety Bay Rd (NW)														
10	L2	16	2.0	16	2.0	0.275	4.1	LOS A	0.0	0.0	0.00	0.02	0.00	30.3
11	T1	495	10.0	495	10.0	0.275	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	57.8
Approach		511	9.8	511	9.8	0.275	0.1	NA	0.0	0.0	0.00	0.02	0.00	55.5
All Vehicles		1216	9.2	1216	9.2	0.383	0.5	NA	0.6	4.8	0.06	0.03	0.07	50.5

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 5 AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	676	9.4	676	9.4	0.365	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		676	9.4	676	9.4	0.365	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
NorthEast: Crossover 5 (NE)														
7	L2	25	2.0	25	2.0	0.053	2.2	LOS A	0.2	1.3	0.55	0.49	0.55	46.0
9	R2	7	2.0	7	2.0	0.053	11.8	LOS B	0.2	1.3	0.55	0.49	0.55	9.6
Approach		33	2.0	33	2.0	0.053	4.3	LOS A	0.2	1.3	0.55	0.49	0.55	44.0
NorthWest: Safety Bay Rd (NW)														
11	T1	509	10.0	509	10.0	0.277	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		509	10.0	509	10.0	0.277	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles		1218	9.5	1218	9.5	0.365	0.2	NA	0.2	1.3	0.01	0.01	0.01	59.4

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd AM 2026 (Site Folder: 2026)]

Network: N101 [AM (Network Folder: 2026)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	507	9.4	507	9.4	0.527	4.3	LOS A	4.7	38.0	0.53	0.56	0.53	47.3
6	R2	149	9.4	149	9.4	0.527	8.0	LOS A	4.7	38.0	0.53	0.56	0.53	27.1
6u	U	2	9.4	2	9.4	0.527	9.9	LOS A	4.7	38.0	0.53	0.56	0.53	27.1
Approach		659	9.4	659	9.4	0.527	5.2	LOS A	4.7	38.0	0.53	0.56	0.53	45.9
NorthEast: Malibu Rd (NE)														
7	L2	115	8.4	115	8.4	0.299	5.7	LOS A	2.0	15.9	0.67	0.75	0.67	21.4
9	R2	138	8.4	138	8.4	0.299	9.8	LOS A	2.0	15.9	0.67	0.75	0.67	44.9
9u	U	2	8.4	2	8.4	0.299	11.7	LOS B	2.0	15.9	0.67	0.75	0.67	21.4
Approach		255	8.4	255	8.4	0.299	8.0	LOS A	2.0	15.9	0.67	0.75	0.67	40.5
NorthWest: Safety Bay Rd (NW)														
10	L2	172	10.0	172	10.0	0.478	5.4	LOS A	3.6	29.0	0.48	0.55	0.48	49.4
11	T1	394	10.0	394	10.0	0.478	5.6	LOS A	3.6	29.0	0.48	0.55	0.48	49.4
12u	U	1	10.0	1	10.0	0.478	11.5	LOS B	3.6	29.0	0.48	0.55	0.48	51.6
Approach		566	10.0	566	10.0	0.478	5.5	LOS A	3.6	29.0	0.48	0.55	0.48	49.4
All Vehicles		1480	9.5	1480	9.5	0.527	5.8	LOS A	4.7	38.0	0.53	0.59	0.53	46.6

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 1 PM 2026 (Site Folder: 2026)] — **Network: N101 [PM (Network Folder: 2026)]**

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 1 (SE)														
4	L2	16	2.0	16	2.0	0.041	1.2	LOS A	0.1	1.0	0.46	0.40	0.46	11.3
6	R2	16	2.0	16	2.0	0.041	4.5	LOS A	0.1	1.0	0.46	0.40	0.46	47.0
Approach		32	2.0	32	2.0	0.041	2.9	LOS A	0.1	1.0	0.46	0.40	0.46	41.9
NorthEast: Malibu Road (NE)														
7	L2	15	2.0	15	2.0	0.199	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	58.0
8	T1	344	8.4	344	8.4	0.199	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.4
Approach		359	8.1	359	8.1	0.199	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.4
SouthWest: Malibu Road (SW)														
2	T1	361	8.6	361	8.6	0.212	0.1	LOS A	0.2	1.2	0.05	0.02	0.05	59.4
3	R2	15	2.0	15	2.0	0.212	5.6	LOS A	0.2	1.2	0.05	0.02	0.05	45.9
Approach		376	8.3	376	8.3	0.212	0.3	NA	0.2	1.2	0.05	0.02	0.05	59.3
All Vehicles		766	8.0	766	8.0	0.212	0.4	NA	0.2	1.2	0.04	0.04	0.04	58.8

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 2 PM 2026 (Site Folder: 2026)] — **Network: N101 [PM (Network Folder: 2026)]**

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 2 (SE)														
4	L2	17	2.0	17	2.0	0.129	1.1	LOS A	0.4	3.3	0.49	0.52	0.49	10.1
6	R2	74	2.0	74	2.0	0.129	4.2	LOS A	0.4	3.3	0.49	0.52	0.49	10.1
Approach		91	2.0	91	2.0	0.129	3.6	LOS A	0.4	3.3	0.49	0.52	0.49	10.1
NorthEast: Malibu Road (NE)														
7	L2	87	2.0	87	2.0	0.210	4.1	LOS A	0.0	0.0	0.00	0.14	0.00	41.6
8	T1	274	12.0	274	12.0	0.210	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	46.9
Approach		361	9.6	361	9.6	0.210	1.0	NA	0.0	0.0	0.00	0.14	0.00	45.4
SouthWest: Malibu Road (SW)														
2	T1	301	8.6	301	8.6	0.194	0.3	LOS A	0.3	2.5	0.12	0.06	0.12	43.5
3	R2	33	2.0	33	2.0	0.194	4.1	LOS A	0.3	2.5	0.12	0.06	0.12	34.0
Approach		334	8.0	334	8.0	0.194	0.6	NA	0.3	2.5	0.12	0.06	0.12	42.1
All Vehicles		785	8.0	785	8.0	0.210	1.1	NA	0.4	3.3	0.11	0.15	0.11	37.7

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 3 PM 2026 (Site Folder: 2026)] **Network: N101 [PM (Network Folder: 2026)]**

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 3 (SE)														
4	L2	6	2.0	6	2.0	0.021	1.0	LOS A	0.1	0.5	0.42	0.39	0.42	12.9
6	R2	11	2.0	11	2.0	0.021	4.0	LOS A	0.1	0.5	0.42	0.39	0.42	12.9
Approach		17	2.0	17	2.0	0.021	2.9	LOS A	0.1	0.5	0.42	0.39	0.42	12.9
NorthEast: Malibu Rd (NE)														
8	T1	289	8.4	289	8.4	0.171	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		289	8.4	289	8.4	0.171	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Malibu Rd (SW)														
2	T1	323	8.6	323	8.6	0.180	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		323	8.6	323	8.6	0.180	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		629	8.3	629	8.3	0.180	0.1	NA	0.1	0.5	0.01	0.01	0.01	56.2

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 PM 2026 (Site Folder: 2026)] **Network: N101 [PM (Network Folder: 2026)]**

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	532	9.4	532	9.4	0.432	4.0	LOS A	2.9	23.6	0.41	0.09	0.60	26.0
6	R2	65	2.0	65	2.0	0.432	16.5	LOS C	2.9	23.6	0.41	0.09	0.60	27.9
Approach		597	8.6	597	8.6	0.432	5.4	NA	2.9	23.6	0.41	0.09	0.60	26.2
NorthEast: Crossover 4 (NE)														
7	L2	31	2.0	31	2.0	0.185	7.3	LOS A	0.6	4.2	0.84	0.86	0.87	7.3
9	R2	15	2.0	15	2.0	0.185	27.9	LOS D	0.6	4.2	0.84	0.86	0.87	7.3
Approach		45	2.0	45	2.0	0.185	14.0	LOS B	0.6	4.2	0.84	0.86	0.87	7.3
NorthWest: Safety Bay Rd (NW)														
10	L2	33	2.0	33	2.0	0.515	4.1	LOS A	0.0	0.0	0.00	0.02	0.00	30.2
11	T1	925	10.0	925	10.0	0.515	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	57.3
Approach		958	9.7	958	9.7	0.515	0.2	NA	0.0	0.0	0.00	0.02	0.00	54.9
All Vehicles		1600	9.1	1600	9.1	0.515	2.5	NA	2.9	23.6	0.18	0.07	0.25	35.3

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 5 PM 2026 (Site Folder: 2026)] **Network: N101 [PM (Network Folder: 2026)]**

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	581	9.4	581	9.4	0.314	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		581	9.4	581	9.4	0.314	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
NorthEast: Crossover 5 (NE)														
7	L2	52	2.0	52	2.0	0.242	8.7	LOS A	0.8	5.9	0.84	0.90	0.92	37.7
9	R2	15	2.0	15	2.0	0.242	29.8	LOS D	0.8	5.9	0.84	0.90	0.92	4.6
Approach		66	2.0	66	2.0	0.242	13.4	LOS B	0.8	5.9	0.84	0.90	0.92	34.7
NorthWest: Safety Bay Rd (NW)														
11	T1	956	10.0	956	10.0	0.520	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach		956	10.0	956	10.0	0.520	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
All Vehicles		1603	9.5	1603	9.5	0.520	0.6	NA	0.8	5.9	0.03	0.04	0.04	58.3

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd PM 2026 (Site Folder: 2026)] **Network: N101 [PM (Network Folder: 2026)]**

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	419	9.4	419	9.4	0.451	4.2	LOS A	3.9	31.2	0.52	0.55	0.52	47.4
6	R2	122	9.4	122	9.4	0.451	7.9	LOS A	3.9	31.2	0.52	0.55	0.52	27.2
6u	U	5	9.4	5	9.4	0.451	9.8	LOS A	3.9	31.2	0.52	0.55	0.52	27.2
Approach		546	9.4	546	9.4	0.451	5.1	LOS A	3.9	31.2	0.52	0.55	0.52	45.9
NorthEast: Malibu Rd (NE)														
7	L2	153	8.4	153	8.4	0.601	16.7	LOS B	5.9	47.6	1.00	1.14	1.35	11.2
9	R2	141	8.4	141	8.4	0.601	20.8	LOS C	5.9	47.6	1.00	1.14	1.35	36.3
9u	U	2	8.4	2	8.4	0.601	22.7	LOS C	5.9	47.6	1.00	1.14	1.35	11.2
Approach		296	8.4	296	8.4	0.601	18.7	LOS B	5.9	47.6	1.00	1.14	1.35	28.6
NorthWest: Safety Bay Rd (NW)														
10	L2	199	10.0	199	10.0	0.792	6.0	LOS A	10.4	84.5	0.74	0.58	0.74	47.6
11	T1	799	10.0	799	10.0	0.792	6.2	LOS A	10.4	84.5	0.74	0.58	0.74	47.6
12u	U	1	10.0	1	10.0	0.792	12.1	LOS B	10.4	84.5	0.74	0.58	0.74	50.6
Approach		999	10.0	999	10.0	0.792	6.1	LOS A	10.4	84.5	0.74	0.58	0.74	47.7
All Vehicles		1841	9.6	1841	9.6	0.792	7.9	LOS A	10.4	84.5	0.72	0.66	0.77	44.1

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 1 AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 1 (SE)														
4	L2	16	2.0	16	2.0	0.039	1.0	LOS A	0.1	1.0	0.42	0.37	0.42	11.8
6	R2	16	2.0	16	2.0	0.039	4.2	LOS A	0.1	1.0	0.42	0.37	0.42	47.4
Approach		32	2.0	32	2.0	0.039	2.6	LOS A	0.1	1.0	0.42	0.37	0.42	42.4
NorthEast: Malibu Road (NE)														
7	L2	21	2.0	21	2.0	0.175	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.8
8	T1	295	8.4	295	8.4	0.175	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.1
Approach		316	8.0	316	8.0	0.175	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.0
SouthWest: Malibu Road (SW)														
2	T1	359	8.6	359	8.6	0.215	0.1	LOS A	0.2	1.6	0.06	0.03	0.06	59.2
3	R2	21	2.0	21	2.0	0.215	5.4	LOS A	0.2	1.6	0.06	0.03	0.06	45.2
Approach		380	8.2	380	8.2	0.215	0.4	NA	0.2	1.6	0.06	0.03	0.06	59.1
All Vehicles		727	7.9	727	7.9	0.215	0.5	NA	0.2	1.6	0.05	0.05	0.05	58.6

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 2 AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 2 (SE)														
4	L2	6	2.0	6	2.0	0.063	1.0	LOS A	0.2	1.5	0.48	0.50	0.48	10.1
6	R2	37	2.0	37	2.0	0.063	4.1	LOS A	0.2	1.5	0.48	0.50	0.48	10.1
Approach		43	2.0	43	2.0	0.063	3.6	LOS A	0.2	1.5	0.48	0.50	0.48	10.1
NorthEast: Malibu Road (NE)														
7	L2	42	2.0	42	2.0	0.182	4.1	LOS A	0.0	0.0	0.00	0.08	0.00	44.8
8	T1	268	12.0	268	12.0	0.182	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	51.7
Approach		311	10.6	311	10.6	0.182	0.6	NA	0.0	0.0	0.00	0.08	0.00	50.5
SouthWest: Malibu Road (SW)														
2	T1	344	8.6	344	8.6	0.203	0.1	LOS A	0.2	1.2	0.05	0.02	0.05	52.0
3	R2	16	2.0	16	2.0	0.203	3.8	LOS A	0.2	1.2	0.05	0.02	0.05	37.6
Approach		360	8.3	360	8.3	0.203	0.3	NA	0.2	1.2	0.05	0.02	0.05	50.9
All Vehicles		714	8.9	714	8.9	0.203	0.6	NA	0.2	1.5	0.05	0.08	0.05	45.6

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 3 AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 3 (SE)														
4	L2	3	2.0	3	2.0	0.012	0.9	LOS A	0.0	0.3	0.43	0.39	0.43	12.6
6	R2	6	2.0	6	2.0	0.012	4.1	LOS A	0.0	0.3	0.43	0.39	0.43	12.6
Approach		9	2.0	9	2.0	0.012	3.0	LOS A	0.0	0.3	0.43	0.39	0.43	12.6
NorthEast: Malibu Rd (NE)														
8	T1	276	8.4	276	8.4	0.154	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		276	8.4	276	8.4	0.154	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
SouthWest: Malibu Rd (SW)														
2	T1	354	8.6	354	8.6	0.197	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		354	8.6	354	8.6	0.197	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		639	8.4	639	8.4	0.197	0.0	NA	0.0	0.3	0.01	0.01	0.01	57.8

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	718	9.4	718	9.4	0.424	0.4	LOS A	0.7	5.7	0.09	0.03	0.13	50.4
6	R2	32	2.0	32	2.0	0.424	8.8	LOS A	0.7	5.7	0.09	0.03	0.13	43.6
Approach		749	9.1	749	9.1	0.424	0.8	NA	0.7	5.7	0.09	0.03	0.13	49.9
NorthEast: Crossover 4 (NE)														
7	L2	15	2.0	15	2.0	0.050	2.4	LOS A	0.2	1.2	0.63	0.57	0.63	11.1
9	R2	7	2.0	7	2.0	0.050	14.7	LOS B	0.2	1.2	0.63	0.57	0.63	11.1
Approach		22	2.0	22	2.0	0.050	6.5	LOS A	0.2	1.2	0.63	0.57	0.63	11.1
NorthWest: Safety Bay Rd (NW)														
10	L2	16	2.0	16	2.0	0.302	4.1	LOS A	0.0	0.0	0.00	0.02	0.00	30.4
11	T1	545	10.0	545	10.0	0.302	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	57.9
Approach		561	9.8	561	9.8	0.302	0.1	NA	0.0	0.0	0.00	0.02	0.00	55.9
All Vehicles		1333	9.3	1333	9.3	0.424	0.6	NA	0.7	5.7	0.06	0.03	0.08	50.2

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 5 AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	742	9.4	742	9.4	0.401	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		742	9.4	742	9.4	0.401	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
NorthEast: Crossover 5 (NE)														
7	L2	25	2.0	25	2.0	0.062	2.5	LOS A	0.2	1.5	0.60	0.54	0.60	44.9
9	R2	7	2.0	7	2.0	0.062	15.0	LOS C	0.2	1.5	0.60	0.54	0.60	8.6
Approach		33	2.0	33	2.0	0.062	5.4	LOS A	0.2	1.5	0.60	0.54	0.60	42.7
NorthWest: Safety Bay Rd (NW)														
11	T1	560	10.0	560	10.0	0.304	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		560	10.0	560	10.0	0.304	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles		1335	9.5	1335	9.5	0.401	0.2	NA	0.2	1.5	0.01	0.01	0.01	59.3

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd AM 2036 (Site Folder: 2036)]

Network: N101 [AM (Network Folder: 2036)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	559	9.4	559	9.4	0.588	4.6	LOS A	5.7	46.1	0.60	0.58	0.60	47.0
6	R2	164	9.4	164	9.4	0.588	8.2	LOS A	5.7	46.1	0.60	0.58	0.60	26.4
6u	U	2	9.4	2	9.4	0.588	10.1	LOS B	5.7	46.1	0.60	0.58	0.60	26.4
Approach		725	9.4	725	9.4	0.588	5.4	LOS A	5.7	46.1	0.60	0.58	0.60	45.6
NorthEast: Malibu Rd (NE)														
7	L2	125	8.4	125	8.4	0.340	6.2	LOS A	2.3	18.8	0.72	0.78	0.72	20.7
9	R2	151	8.4	151	8.4	0.340	10.2	LOS B	2.3	18.8	0.72	0.78	0.72	44.4
9u	U	2	8.4	2	8.4	0.340	12.1	LOS B	2.3	18.8	0.72	0.78	0.72	20.7
Approach		278	8.4	278	8.4	0.340	8.4	LOS A	2.3	18.8	0.72	0.78	0.72	39.9
NorthWest: Safety Bay Rd (NW)														
10	L2	187	10.0	187	10.0	0.532	5.6	LOS A	4.3	34.8	0.54	0.57	0.54	49.0
11	T1	433	10.0	433	10.0	0.532	5.8	LOS A	4.3	34.8	0.54	0.57	0.54	49.0
12u	U	1	10.0	1	10.0	0.532	11.7	LOS B	4.3	34.8	0.54	0.57	0.54	51.4
Approach		621	10.0	621	10.0	0.532	5.7	LOS A	4.3	34.8	0.54	0.57	0.54	49.1
All Vehicles		1624	9.5	1624	9.5	0.588	6.1	LOS A	5.7	46.1	0.60	0.61	0.60	46.2

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 1 PM 2036 (Site Folder: 2036)] — **Network: N101 [PM (Network Folder: 2036)]**

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 1 (SE)														
4	L2	16	2.0	16	2.0	0.043	1.4	LOS A	0.1	1.1	0.48	0.43	0.48	10.8
6	R2	16	2.0	16	2.0	0.043	5.0	LOS A	0.1	1.1	0.48	0.43	0.48	46.7
Approach		32	2.0	32	2.0	0.043	3.2	LOS A	0.1	1.1	0.48	0.43	0.48	41.4
NorthEast: Malibu Road (NE)														
7	L2	15	2.0	15	2.0	0.214	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	58.0
8	T1	371	8.4	371	8.4	0.214	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.4
Approach		385	8.2	385	8.2	0.214	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.4
SouthWest: Malibu Road (SW)														
2	T1	389	8.6	389	8.6	0.229	0.1	LOS A	0.2	1.3	0.05	0.02	0.05	59.4
3	R2	15	2.0	15	2.0	0.229	5.8	LOS A	0.2	1.3	0.05	0.02	0.05	46.0
Approach		404	8.4	404	8.4	0.229	0.3	NA	0.2	1.3	0.05	0.02	0.05	59.3
All Vehicles		821	8.0	821	8.0	0.229	0.4	NA	0.2	1.3	0.04	0.04	0.04	58.8

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 2 PM 2036 (Site Folder: 2036)] — **Network: N101 [PM (Network Folder: 2036)]**

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 2 (SE)														
4	L2	17	2.0	17	2.0	0.138	1.2	LOS A	0.5	3.5	0.51	0.55	0.51	9.5
6	R2	74	2.0	74	2.0	0.138	4.8	LOS A	0.5	3.5	0.51	0.55	0.51	9.5
Approach		91	2.0	91	2.0	0.138	4.1	LOS A	0.5	3.5	0.51	0.55	0.51	9.5
NorthEast: Malibu Road (NE)														
7	L2	87	2.0	87	2.0	0.226	4.1	LOS A	0.0	0.0	0.00	0.13	0.00	42.1
8	T1	300	12.0	300	12.0	0.226	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	47.6
Approach		387	9.7	387	9.7	0.226	0.9	NA	0.0	0.0	0.00	0.13	0.00	46.1
SouthWest: Malibu Road (SW)														
2	T1	331	8.6	331	8.6	0.211	0.3	LOS A	0.3	2.7	0.12	0.05	0.12	43.5
3	R2	33	2.0	33	2.0	0.211	4.3	LOS A	0.3	2.7	0.12	0.05	0.12	34.0
Approach		363	8.0	363	8.0	0.211	0.6	NA	0.3	2.7	0.12	0.05	0.12	42.2
All Vehicles		841	8.2	841	8.2	0.226	1.1	NA	0.5	3.5	0.11	0.14	0.11	38.0

MOVEMENT SUMMARY

Site: 101 [Malibu Rd / Crossover 3 PM 2036 (Site Folder: 2036)] **Network: N101 [PM (Network Folder: 2036)]**

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Crossover 3 (SE)														
4	L2	6	2.0	6	2.0	0.026	1.1	LOS A	0.1	0.5	0.45	0.43	0.45	12.4
6	R2	11	2.0	11	2.0	0.026	4.4	LOS A	0.1	0.5	0.45	0.43	0.45	12.4
Approach		17	2.0	17	2.0	0.026	3.2	LOS A	0.1	0.5	0.45	0.43	0.45	12.4
NorthEast: Malibu Rd (NE)														
8	T1	317	8.4	317	8.4	0.262	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		317	8.4	317	8.4	0.262	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
SouthWest: Malibu Rd (SW)														
2	T1	353	8.6	353	8.6	0.197	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		353	8.6	353	8.6	0.197	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		686	8.3	686	8.3	0.262	0.1	NA	0.1	0.5	0.01	0.01	0.01	56.3

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 4 PM 2036 (Site Folder: 2036)] **Network: N101 [PM (Network Folder: 2036)]**

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	584	9.4	584	9.4	0.499	5.9	LOS A	4.2	34.1	0.47	0.09	0.73	21.3
6	R2	65	2.0	65	2.0	0.499	21.3	LOS C	4.2	34.1	0.47	0.09	0.73	23.9
Approach		649	8.7	649	8.7	0.499	7.5	NA	4.2	34.1	0.47	0.09	0.73	21.6
NorthEast: Crossover 4 (NE)														
7	L2	31	2.0	31	2.0	0.261	11.3	LOS B	0.8	5.9	0.90	0.96	0.99	5.4
9	R2	15	2.0	15	2.0	0.261	43.2	LOS E	0.8	5.9	0.90	0.96	0.99	5.4
Approach		45	2.0	45	2.0	0.261	21.7	LOS C	0.8	5.9	0.90	0.96	0.99	5.4
NorthWest: Safety Bay Rd (NW)														
10	L2	33	2.0	33	2.0	0.566	4.1	LOS A	0.0	0.0	0.00	0.02	0.00	30.2
11	T1	1020	10.0	1020	10.0	0.566	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	57.4
Approach		1053	9.8	1053	9.8	0.566	0.2	NA	0.0	0.0	0.00	0.02	0.00	55.2
All Vehicles		1747	9.1	1747	9.1	0.566	3.4	NA	4.2	34.1	0.20	0.07	0.30	31.1

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Crossover 5 PM 2036 (Site Folder: 2036)] **Network: N101 [PM (Network Folder: 2036)]**

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

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	635	9.4	635	9.4	0.343	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		635	9.4	635	9.4	0.343	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
NorthEast: Crossover 5 (NE)														
7	L2	52	2.0	52	2.0	0.335	13.3	LOS B	1.1	8.1	0.90	1.00	1.06	32.9
9	R2	15	2.0	15	2.0	0.335	46.3	LOS E	1.1	8.1	0.90	1.00	1.06	3.3
Approach		66	2.0	66	2.0	0.335	20.6	LOS C	1.1	8.1	0.90	1.00	1.06	29.7
NorthWest: Safety Bay Rd (NW)														
11	T1	1051	10.0	1051	10.0	0.571	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.4
Approach		1051	10.0	1051	10.0	0.571	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.4
All Vehicles		1752	9.5	1752	9.5	0.571	0.8	NA	1.1	8.1	0.03	0.04	0.04	57.9

MOVEMENT SUMMARY

Site: 101 [Safety Bay Rd / Malibu Rd PM 2036 (Site Folder: 2036)] **Network: N101 [PM (Network Folder: 2036)]**

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Safety Bay Rd (SE)														
5	T1	459	9.4	459	9.4	0.502	4.4	LOS A	4.5	36.5	0.57	0.57	0.57	47.1
6	R2	135	9.4	135	9.4	0.502	8.1	LOS A	4.5	36.5	0.57	0.57	0.57	26.7
6u	U	6	9.4	6	9.4	0.502	10.0	LOS A	4.5	36.5	0.57	0.57	0.57	26.7
Approach		600	9.4	600	9.4	0.502	5.3	LOS A	4.5	36.5	0.57	0.57	0.57	45.7
NorthEast: Malibu Rd (NE)														
7	L2	167	8.4	167	8.4	0.829	38.2	LOS D	11.8	94.3	1.00	1.38	1.96	5.8
9	R2	154	8.4	154	8.4	0.829	42.3	LOS D	11.8	94.3	1.00	1.38	1.96	26.4
9u	U	2	8.4	2	8.4	0.829	44.1	LOS D	11.8	94.3	1.00	1.38	1.96	5.8
Approach		323	8.4	323	8.4	0.829	40.2	LOS D	11.8	94.3	1.00	1.38	1.96	18.4
NorthWest: Safety Bay Rd (NW)														
10	L2	216	10.0	216	10.0	0.883	8.6	LOS A	17.7	144.4	0.97	0.69	1.05	46.1
11	T1	880	10.0	880	10.0	0.883	8.8	LOS A	17.7	144.4	0.97	0.69	1.05	46.1
12u	U	1	10.0	1	10.0	0.883	14.6	LOS B	17.7	144.4	0.97	0.69	1.05	49.7
Approach		1097	10.0	1097	10.0	0.883	8.7	LOS A	17.7	144.4	0.97	0.69	1.05	46.1
All Vehicles		2020	9.6	2020	9.6	0.883	12.7	LOS B	17.7	144.4	0.85	0.76	1.05	39.7

ATTACHMENT 3:
PARKING AND CONTROL MANAGEMENT PLAN

Parking control and management plan

Prepared by:	Planning Solutions	**Job No:**	8489
		Date:	13 February 2024
Subject:	Mixed commercial development – Lot 100 (434) Safety Bay Road, Safety Bay (**subject site**)		

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING
PS
Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850
admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

PURPOSE

The purpose of this Parking Control and Management Plan (**PCMP**) is to demonstrate how proposed on-site and off-site car parking for the proposed mixed commercial development on the subject site will be managed.

BACKGROUND

A development application was submitted in August 2023 for a mixed commercial development on the subject site.

The Metro Outer Joint Development Assessment Panel (**DAP**) considered the application on 9 January 2024 when it resolved to defer the application to allow a parking management plan to be submitted, to enable the assessment of the operation of the parking within the proposed development given the current determined shortfall. The City of Rockingham also requested a parking control and management plan in order to demonstrate how the proposed on-site and off-site vehicle parking will be managed, including:

- how will access, both into and out of the development be controlled; and
- as reciprocal car parking is proposed, demonstrate how vehicle parking associated with the different proposed land uses within the development will be effectively managed and controlled.

PROPOSED DEVELOPMENT

The proposed development comprises four 'parcels' comprising:

- Parcel 1 – child care centre;
- Parcel 2 – gym, medical centre, pharmacy, specialist tenancies and reciprocal access, parking and open space;
- Parcel 3 – tavern;
- Parcel 4 – vacant site, not part of this application.

The proposed development includes 159 on-site car parking bays and the construction of 17 new on-street bays comprising:

- 18 bays in parcel 1 (child care centre), inclusive of 1 accessible bay, accessed from Malibu Road;
- 93 bays in Parcel 2, including 2 accessible bays and 2 future EV charging bays, with access to both Malibu Road and Safety Bay Road;
- 2 at-grade accessible bays in Parcel 3 (tavern);
- 46 basement parking bays in Parcel 3, accessed via Parcel 2;
- 11 new angled on-street bays in the Safety Bay Road reserve in front of Parcel 3, accessed via a new one-way service lane;
- 6 new parallel on-street bays along the Malibu Road in front of Parcel 2.

Refer the site plan at **Attachment 1** depicting the proposed development and location of car parking.

DEMAND ANALYSIS

Transport consultants Transcore prepared a technical note on 12 February 2024 providing a robust analysis of the car parking supply and demand. The technical note concludes the parking provision of the proposed development and available parking within the foreshore meets the anticipated actual parking demand of the development.

This analysis assumed all car parking would be available on a reciprocal basis i.e. car parking bays would not be assigned to any one use or tenant.

PARKING MANAGEMENT

The following parking management measures are proposed to ensure car parking bays are available on a reciprocal use basis.

On-site car parking bays

1. No person shall assign, mark, signpost, or otherwise limit the use of any on-site car parking bays for use by any one person or tenant to the exclusion of any other person working at or visiting the subject site. This does not apply to special purpose bays e.g. accessible bays, EV charging bays, and the like.
2. No gates, bollards, or other barriers shall be erected to prevent any of the car parking bays from being used at any time.
3. All on-site car parking bays shall be time limited to 2 hours (staff excluded), to promote the turnover of bays. The site owner will monitor parking and may issue infringements to vehicles for non-compliance in accordance with applicable State and local laws.
4. This PCMP does not apply to Parcel 4 (development of Parcel 4 will be subject to a future application).

On-street car parking bays

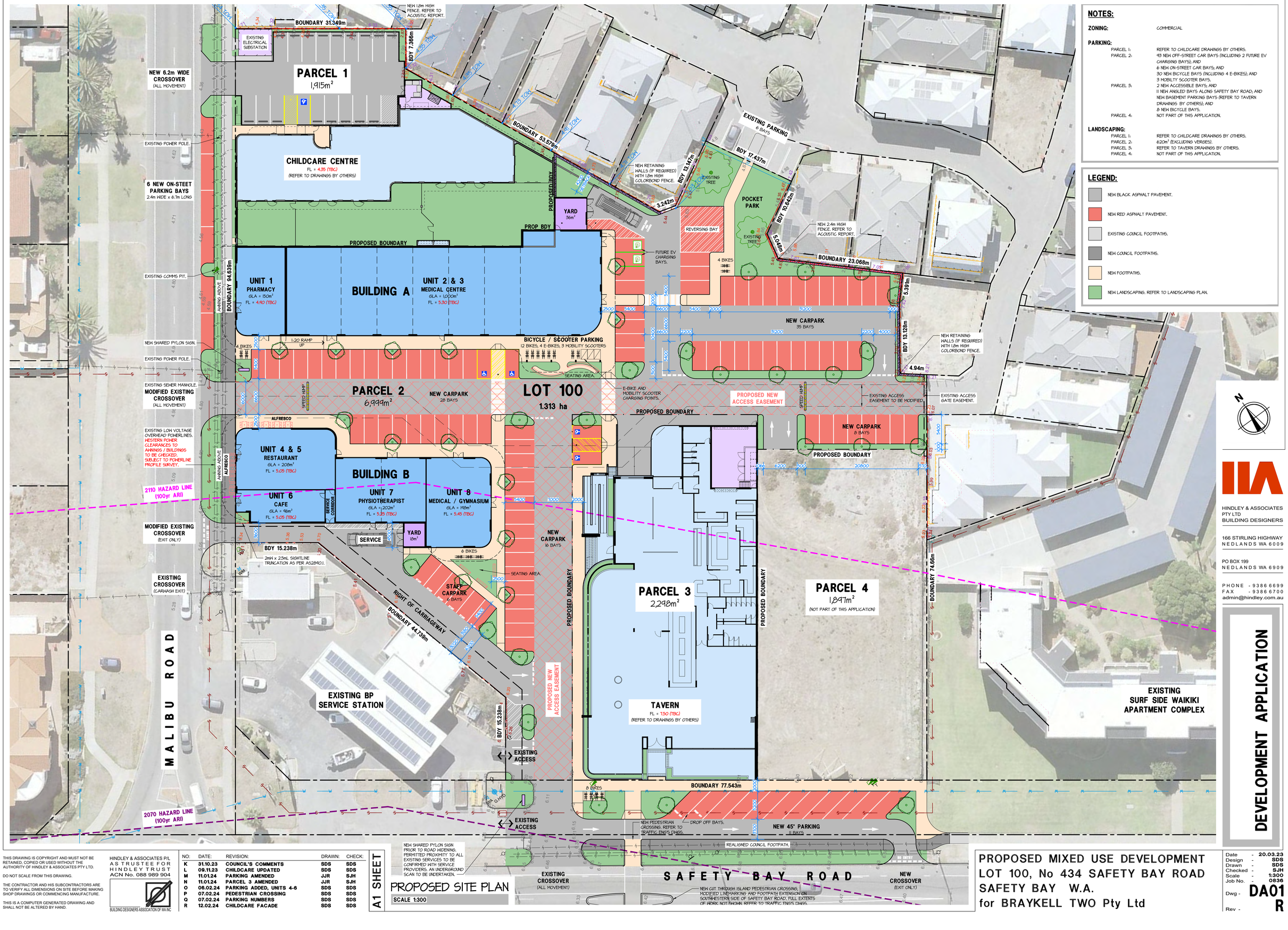
5. The development proponent/owner may advocate to the City of Rockingham, which has care and control of all parking in a road reserve and the Waikiki Beach foreshore reserve, for:
    a. Appropriate time limitations to be applied to on-street parking to promote turnover of parking bays;
    b. Short term (e.g. 5 minutes) time limitations to be applied to the proposed two 'drop-off' bays in the Safety Bay Road reserve, and regular monitoring of the time limitations;
    c. Monitoring of the Waikiki Beach foreshore carpark as required to prevent long-term use of car parking bays.
6. This PCMP does not bind the City of Rockingham.

CONCLUSION

This PCMP, if applied and implemented as a condition of development approval, will ensure car parking bays are able to be used on a reciprocal basis across the site and consistent with the Transcore technical note there is sufficient car parking on-site and in the locality to accommodate the anticipated demand for car parking.

ATTACHMENT 1

SITE PLAN



NOTES:

ZONING: COMMERCIAL

PARKING:

- PARCEL 1: REFER TO CHILDCARE DRAWINGS BY OTHERS.
- PARCEL 2: 43 NEW OFF-STREET CAR BAYS (INCLUDING 2 FUTURE EV CHARGING BAYS); AND 6 NEW ON-STREET CAR BAYS; AND 30 NEW BICYCLE BAYS (INCLUDING 4 E-BIKES); AND 3 MOBILITY SCOOTER BAYS.
- PARCEL 3: 2 NEW ACCESSIBLE BAYS; AND 11 NEW ANGLED BAYS ALONG SAFETY BAY ROAD, AND NEW BASEMENT PARKING BAYS (REFER TO TAVERN DRAWINGS BY OTHERS); AND 8 NEW BICYCLE BAYS.
- PARCEL 4: NOT PART OF THIS APPLICATION.

LANDSCAPING:

- PARCEL 1: REFER TO CHILDCARE DRAWINGS BY OTHERS.
- PARCEL 2: 620m² (EXCLUDING VERGES).
- PARCEL 3: REFER TO TAVERN DRAWINGS BY OTHERS.
- PARCEL 4: NOT PART OF THIS APPLICATION.

LEGEND:

- NEW BLACK ASPHALT PAVEMENT.
- NEW RED ASPHALT PAVEMENT.
- EXISTING COUNCIL FOOTPATHS.
- NEW COUNCIL FOOTPATHS.
- NEW FOOTPATHS.
- NEW LANDSCAPING. REFER TO LANDSCAPING PLAN.

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

THIS DRAWING IS COPYRIGHT AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.

DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L AS TRUSTEE FOR HINDLEY TRUST ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
K	31.10.23	COUNCIL'S COMMENTS	SDS	SDS
L	09.11.23	CHILDCARE UPDATED	SDS	SDS
M	11.01.24	PARKING AMENDED	JJR	SJH
N	11.01.24	PARCEL 3 AMENDED	JJR	SJH
O	06.02.24	PARKING ADDED, UNITS 4-6	SDS	SDS
P	07.02.24	PEDESTRIAN CROSSING	SDS	SDS
Q	07.02.24	PARKING NUMBERS	SDS	SDS
R	12.02.24	CHILDCARE FACADE	SDS	SDS

A1 SHEET

PROPOSED SITE PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT LOT 100, No 434 SAFETY BAY ROAD SAFETY BAY W.A. for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:300
Job No.	-	0336
Dwg -		DA01
Rev -		R

ATTACHMENT 4:
UPDATED ENVIRONMENTAL NOISE REPORT

Lloyd George Acoustics
PO Box 717
Hillarys WA 6923
T: 9401 7770
www.lgacoustics.com.au

Environmental Noise Assessment - Childcare Centre and Tavern

Lot 100 Safety Bay Road, Safety Bay

Reference: 23037938-01B

Prepared for:
Braykell Two Pty Ltd

Reference: 23037938-01B

Lloyd George Acoustics Pty Ltd
ABN: 79 125 812 544

PO Box 717
Hillarys WA 6923
www.lgacoustics.com.au

Contacts	General	Daniel Lloyd	Terry George	Matt Moyle
E:	info@lgacoustics.com.au	daniel@lgacoustics.com.au	terry@lgacoustics.com.au	matt@lgacoustics.com.au
P:	9401 7770	0439 032 844	0400 414 197	0412 611 330
Contacts	Rob Connolly	Daryl Thompson	Hao Tran	Matt Nolan
E:	rob@lgacoustics.com.au	daryl@lgacoustics.com.au	hao@lgacoustics.com.au	matt.nolan@lgacoustics.com.au
P:	0410 107 440	0420 364 650	0438 481 207	0448 912 604

This report has been prepared in accordance with the scope of services described in the contract or agreement between Lloyd George Acoustics Pty Ltd and the Client. The report relies upon data, surveys, measurements and results taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client, and Lloyd George Acoustics Pty Ltd accepts no responsibility for its use by other parties.

Date	Rev	Description	Author	Verified
11-Aug-23	0	Issued to Client	Matt Nolan	Matt Moyle
10-Nov-23	A	Updated drawings and receivers	Matt Nolan	Matt Moyle
8-Feb-24	B	Updated to address comments	Matt Nolan	Terry George

CONTENTS

EXECUTIVE SUMMARY i

1. INTRODUCTION 1

2. CRITERIA 3

2.1. Regulations 7, 8 & 9 3

2.2. Regulation 3 6

2.3. Regulation 14A 6

3. METHODOLOGY 7

3.1. Meteorological Conditions 7

3.2. Topographical Data 7

3.3. Ground Absorption 9

3.4. Source Sound Levels 9

3.5. Building Construction 11

4. RESULTS AND ASSESSMENT 12

4.1. Outdoor Child Play Noise 12

4.2. Indoor Child Play 15

4.3. Mechanical Plant Noise 15

4.4. Car Door Closing Noise 18

4.5. Tavern Delivery Noise 21

4.6. Tavern Patron and Music Noise 24

5. RECOMMENDATIONS 29

5.1. Child Play 29

5.2. Mechanical Plant 29

5.3. Car Doors 30

5.4. Tavern Patrons and Music 31

List of Tables

Table 2-1 Adjustments Where Characteristics Cannot Be Removed 3

Table 2-2 Baseline Assigned Levels 4

Table 2-3 Assigned Levels 5

Table 3-1: Modelling Meteorological Conditions 7

Table 3-2: Source Sound Power Levels, dB 10

Table 4-1: Child Play Noise Predicted Levels and Assessment, dB L_{A10} 12

Table 4-2: Mechanical Plant Noise Predicted Levels and Assessment, dB L_{A10} 15

Table 4-3: Car Door Closing Noise Predicted Levels and Assessment, dB L_{Amax} 18

Table 4-4: Tavern Delivery Noise Predicted Levels and Assessment, dB L_{A1} 21

Table 4-5: Tavern Patron and Music Noise Predicted Levels, dB L_{A10} 25

Table 5-1: Compliant Operation Modes 31

Table B-2: Percentage of Land Types within 100m and 450m Radii 35

Table B-3: Relevant Roads within 100m and 450m Radii 37

Table B-4: Influencing Factor Calculation, dB 38

List of Figures

Figure 1-1: Subject Site Location (Source: DPLH PlanWA) 1

Figure 1-2: Proposed Site Plan 2

Figure 3-1: Overview of Noise Model 8

Figure 3-2: Overview of Fences 9

Figure 4-1: Child Play Noise Contour Plot 14

Figure 4-2: Mechanical Plant Noise Contour Plot 17

Figure 4-3: Car Door Closing Noise Contour Plot 20

Figure 4-4: Tavern Delivery Noise Contour Plot 23

Figure 4-5: Windows/Doors Open 24

Figure 4-6: Windows Open Noise Contour Plot 27

Figure 4-7: Northwest Closed Noise Contour Plot 28

Figure 5-1: Fencing Requirements to Address CCC Mech Plant Noise 30

Figure B-2: Land Types within 100m and 450m Radii of 428 Safety Bay Rd 36

Figure B-3: MRWA Published Traffic Data 38

Appendices

Appendix A – Development Plans 32

Appendix B – Influencing Factor Calculation 33

Appendix C – Terminology 39

EXECUTIVE SUMMARY

Lloyd George Acoustics was engaged by Braykell Two Pty Ltd to undertake a noise assessment for a proposed childcare centre (CCC), tavern and multiple commercial buildings to be located at Lot 100 Safety Bay Road, Safety Bay. This report considered noise emissions from the proposed childcare centre and tavern to surrounding properties by way of noise modelling of child play at the CCC, mechanical services, tavern music and patrons, deliveries in the tavern loading bay and closing car doors.

The predicted noise from all children playing outside, deliveries in the tavern loading bay and car door closings are compliant provided the walls shown on the DA Plans are constructed.

The calculations show exceedances at several receiver locations from the mechanical plant. In order to achieve compliance, the mechanical plant noise must be subject to a follow-up assessment prior to building permit application. As a minimum, the following elements should be accommodated in the design of both the CCC and Tavern:

- Consideration should be given to locating tavern mechanical plant in an enclosed plant room. Mechanical plant design and selection should be reviewed for noise prior to Building Permit;
- Fencing along the northern site boundary near the CCC Bin store to be up to 2.4m height - refer *Figure 5-1*. This should be reviewed at Building Permit stage when plant selections are known.

Noise from the tavern showed compliance at existing receivers during the most critical night period, between 10.00pm to 7.00am, provided the windows are closed and glass/Perspex backing for the Breeze Blocks in place, along with only background music playing. In order to achieve compliance for changes in design and patron numbers, the tavern noise must be subject to a follow-up assessment prior to Building Permit application.

Exceedances were predicted from mechanical plant, car doors and the tavern at a proposed future residential receiver on the west side of Parcel 4, noting that the proposed use and receiver heights at Parcel 4 are currently unknown. As there may be exceedances at Parcel 4, notifications on the title of Parcel 4 will be required that includes upgraded glazing and other treatments to ensure suitable internal noise levels.

1. INTRODUCTION

Lloyd George Acoustics was engaged by Braykell Two Pty Ltd to undertake an environmental noise assessment for a proposed childcare centre (CCC) and tavern to be located at Lot 100 Safety Bay Road, Safety Bay (refer *Figure 1-1*) with the site plan shown in *Figure 1-2* and full Development Application (DA) plans provided in *Appendix A*. The site will also include construction of multiple commercial buildings. The purpose of this report is to consider noise emissions from the proposed childcare centre and tavern to surrounding properties.



Figure 1-1: Subject Site Location (Source: DPLH PlanWA)

The proposed childcare centre will be open Monday to Friday, 6.30am to 6.30pm and consist of the following:

- Five internal teaching spaces capable of accommodating up to 82 children, grouped as follows:
  - Group 1: 12 places for children aged 0-2 years;
  - Group 2: 15 places for children aged 2-3 years;
  - Group 3: 5 places for children aged 2-3 years and 10 places for children aged 3+ years;
  - Group 4 & 5: 20 places for children aged 3+ years, in each group;
- Outdoor play areas (not used prior to 7.00am), grouped as follows:
  - Area 1: 12 places for children aged 0-2 years;
  - Area 2: 20 places for children aged 2-3 years and 10 places for children aged 3+ years;
  - Area 3: 40 places for children aged 3+ years;
- Amenities and associated mechanical plant such as:
  - Kitchen exhaust fan assumed to be located on roof above;
  - Various exhaust fans (toilets, laundry) assumed to be located on the roof above;
  - Air-conditioning (AC) plant, assumed to located on the roof as shown on the DA Plans;
- Car parking on the north side of the lot.

The tavern is predicted to have an overall capacity of 1000 patrons, with opening hours as follows:

- Monday to Wednesday, 10.00am to 10.00pm;
- Thursday to Saturday, 10.00am to 1.00am; and
- Sunday, 8.00am to 10.00pm.

Mechanical services from the tavern have been assumed to consist of the following, located on the roof:

- AC plant;
- Kitchen/toilet exhaust fans; and
- Refrigeration plant.

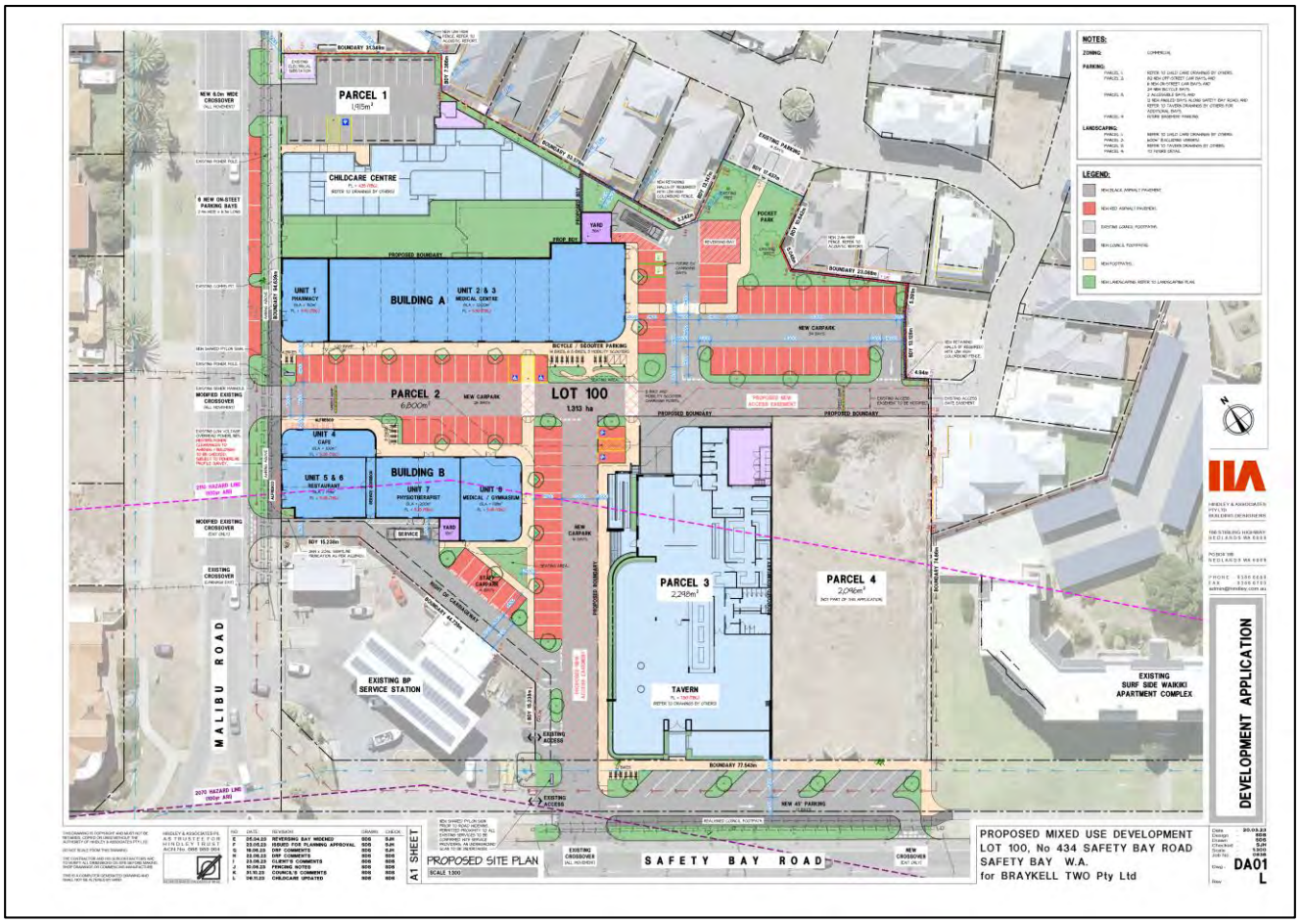


Figure 1-2: Proposed Site Plan

With regard to noise emissions, consideration is given to noise from child play at the CCC, mechanical services, tavern music and patrons, deliveries in the tavern loading bay and closing car doors at neighbouring properties, against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*.

Appendix C contains a description of some of the terminology used throughout this report.

2. CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

2.1. Regulations 7, 8 & 9

This group of regulations defines the prescribed standard for noise emissions applicable to child play, mechanical services and car door closing as follows:

*"**7. Prescribed standard for noise emissions***

(1) Noise emitted from any premises or public place when received at other premises –

(a) must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and

(b) must be free of –

(i) tonality; and

(ii) impulsiveness; and

(iii) modulation,

when assessed under regulation 9.

(2) For the purposes of subregulation (1)(a), a noise emission is taken to significantly contribute to a level of noise if the noise emission … exceeds a value which is 5 dB below the assigned level at the point of reception."

Tonality, impulsiveness and modulation are defined in regulation 9 (refer *Appendix C*). Under regulation 9(3), *"Noise is taken to be free of the characteristics of tonality, impulsiveness and modulation if -*

(a) the characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and

(b) the noise emission complies with the standard prescribed under regulation 7(1)(a) after the adjustments in the table [Table 2-1] … are made to the noise emission as measured at the point of reception."

Table 2-1 Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music*			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

* These adjustments are cumulative to a maximum of 15 dB.

The assigned levels (prescribed standards) for all premises are specified in regulation 8(3) and are shown in *Table 2-2*. The L_{A10} assigned level is applicable to noises present for more than 10% of a representative assessment period, generally applicable to "steady-state" noise sources. The L_{A1} is for short-term noise sources present for less than 10% and more than 1% of the time. The L_{Amax} assigned level is applicable for incidental noise sources, present for less than 1% of the time.

Table 2-2 Baseline Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial Premises	All hours	60	75	80
Industrial and Utility Premises	All hours	65	80	90

1. ***highly sensitive area*** means that area (if any) of noise sensitive premises comprising —
   (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
   (b) any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor (IF), in relation to noise received at noise sensitive premises, has been calculated as between 2-5 dB, as determined in *Appendix B*. *Table 2-3* shows the assigned levels including the influencing factor and transport factor at the groups of receiving locations.

Table 2-3 Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
+5 dB IF (Northwest) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	50	60	70
	0900 to 1900 hours Sunday and public holidays (Sunday)	45	55	70
	1900 to 2200 hours all days (Evening)	45	55	60
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	40	50	60
+4 dB IF (North) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	49	59	69
	0900 to 1900 hours Sunday and public holidays (Sunday)	44	54	69
	1900 to 2200 hours all days (Evening)	44	54	59
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	39	49	59
+2 dB IF (Northeast) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	47	57	67
	0900 to 1900 hours Sunday and public holidays (Sunday)	42	52	67
	1900 to 2200 hours all days (Evening)	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	37	47	57
+4 dB IF (Southeast) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	49	59	69
	0900 to 1900 hours Sunday and public holidays (Sunday)	44	54	69
	1900 to 2200 hours all days (Evening)	44	54	59
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	39	49	59
Commercial Premises	All hours	60	75	80

It must be noted the assigned levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces.

The assigned levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as "*a period of time of not less than 15 minutes, and not exceeding 4 hours*, *determined by* an *inspector* or *authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission"*. An inspector or authorised person is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Water Environmental Regulation. Acoustic consultants or other environmental consultants are not appointed as an inspector or authorised person. Therefore, whilst this assessment is based on a 4-hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

2.2. Regulation 3

"3. Regulations do not apply to certain noise emissions

(1) Nothing in these regulations applies to the following noise emissions –

(a) Noise emissions from the propulsion and braking systems of motor vehicles operating on a road;"

The car park is considered a road and therefore vehicle noise (propulsion and braking) is not assessed. Noise from vehicle car doors and refrigeration units on trucks however are assessed, since these are not part of the propulsion or braking system.

2.3. Regulation 14A

"14A. Waste Collection and Other Works

(2) Regulation 7 does not apply to noise emitted in the course of carrying out class 1 works if –

(a) The works are carried out in the quietest reasonable and practicable manner; and

(b) The equipment used to carry out the works is the quietest reasonably available;

class 1 works means specified works carried out between -

(a) 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday; or

(b) 0900 hours and 1900 hours on a Sunday or public holiday.

specified works means -

(a) The collection of waste; or

(b) The cleaning of a road or the drains for a road; or

(c) The cleaning of public places, including footpaths, cycle paths, car parks and beaches;"

In the case where specified works are to be carried out outside of class 1, a noise management plan is to be prepared and approved by the CEO.

3. METHODOLOGY

Computer modelling has been used to predict the noise emissions from the development to all nearby receivers. The software used was *SoundPLAN 8.2* with the ISO 9613 algorithms (ISO 17534-3 improved method) selected, as they include the influence of wind and are considered appropriate given the relatively short source to receiver distances. Input data required in the model are listed below and discussed in *Section 3.1* to *Section 3.4*:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1. Meteorological Conditions

Meteorological information utilised is provided in *Table 3-1* and is considered to represent worst-case conditions for noise propagation. At wind speeds greater than those shown, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

Table 3-1: Modelling Meteorological Conditions

Parameter	Day (7.00am to 7.00pm)	Night (7.00pm to 7.00am)
Temperature (°C)	20	15
Humidity (%)	50	50
Wind Speed (m/s)	Up to 5	Up to 5
Wind Direction*	All	All

* The modelling package allows for all wind directions to be modelled simultaneously.

Alternatives to the above default conditions can be used where one year of weather data is available and the analysis considers the worst 2% of the day and night for the month of the year in which the worst-case weather conditions prevail (source: *Draft Guideline on Environmental Noise for Prescribed Premises*, May 2016). In most cases, the default conditions occur for more than 2% of the time and therefore must be satisfied.

3.2. Topographical Data

Topographical data was adapted from publicly available information (e.g. *Google*) in the form of spot heights and combined with the site plan.

Surrounding existing buildings were also incorporated in the noise model, as these can provide noise shielding as well as reflection paths. Single storey buildings are modelled with a height of 3.5-metres and any double storey buildings identified assumed to be 7.0-metres in height with receivers 1.4-metres above floor level.

A multi-storey mixed commercial/residential building may be constructed on Parcel 4 in the future. For conservative purposes, when assessing the noise levels at a future residence located on Parcel 4, a six storey, 19-metre-high building was included in the model at this location. While assessing the noise levels at existing receiver locations, this future building on Parcel 4 was not included.

The fences were incorporated in the noise model as per the *Appendix A* plans. This includes fencing on the north side of the child play area at 2.4-metres high. It also includes an outdoor atelier constructed with a masonry wall covering a section of the play area to the north. Fencing around the car park is up to 2.4 metres high in one section due to car door noise. All this fencing is to be solid, free of any gaps and of minimum surface mass 8 kg/m^2. Such material can be brick, limestone, concrete with double sheeted *Colorbond* also permissible. For areas where visual permeability is required, sound-rated plexiglass can be used.

The remaining fences surrounding the lot have been modelled at a minimum of 1.8 metres high.

Figure 3-1 shows a 2D overview of the noise model with the location of all relevant receivers identified. Pink dots represent point sources in the noise model (car doors, mechanical plant) with the pink polygon representing child play. *Figure 3-2* shows an overview of the fences with floors plans of the CCC.

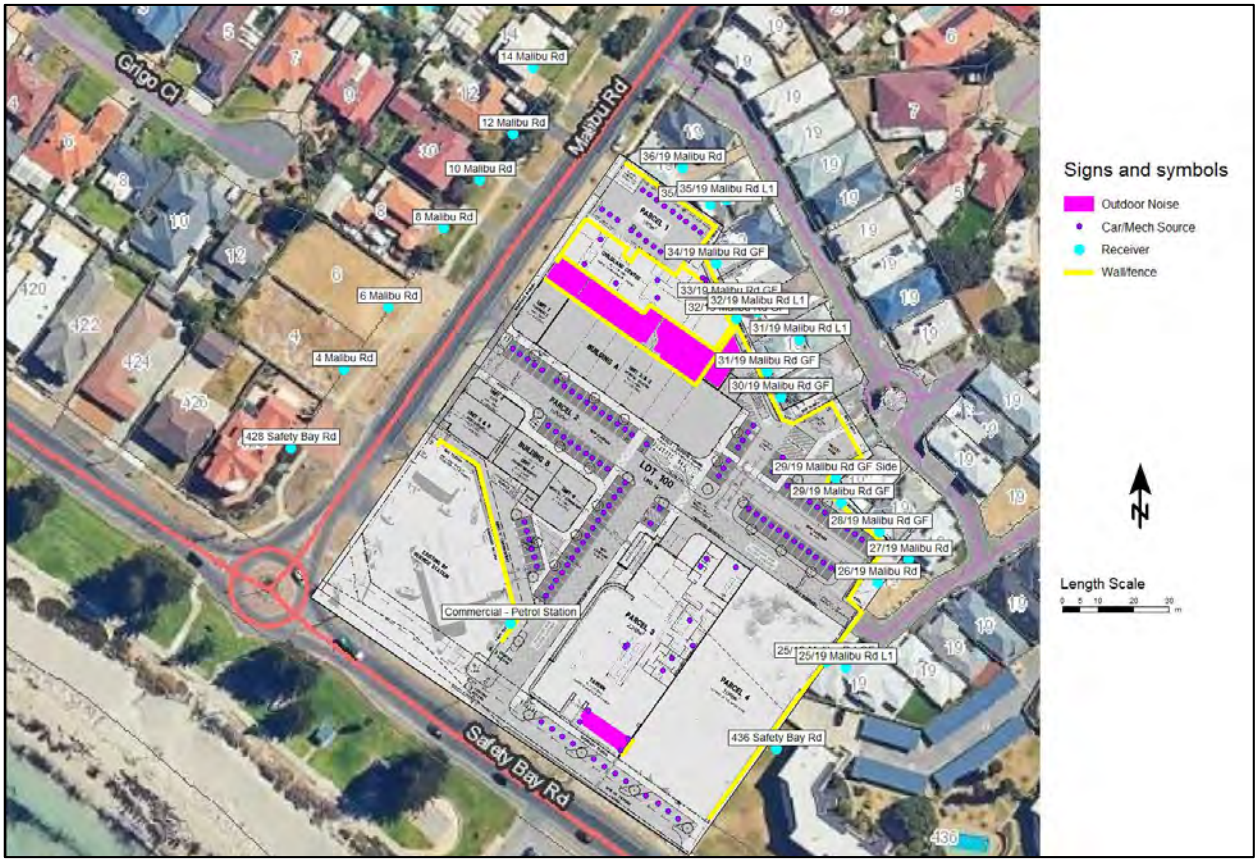


Figure 3-1: Overview of Noise Model

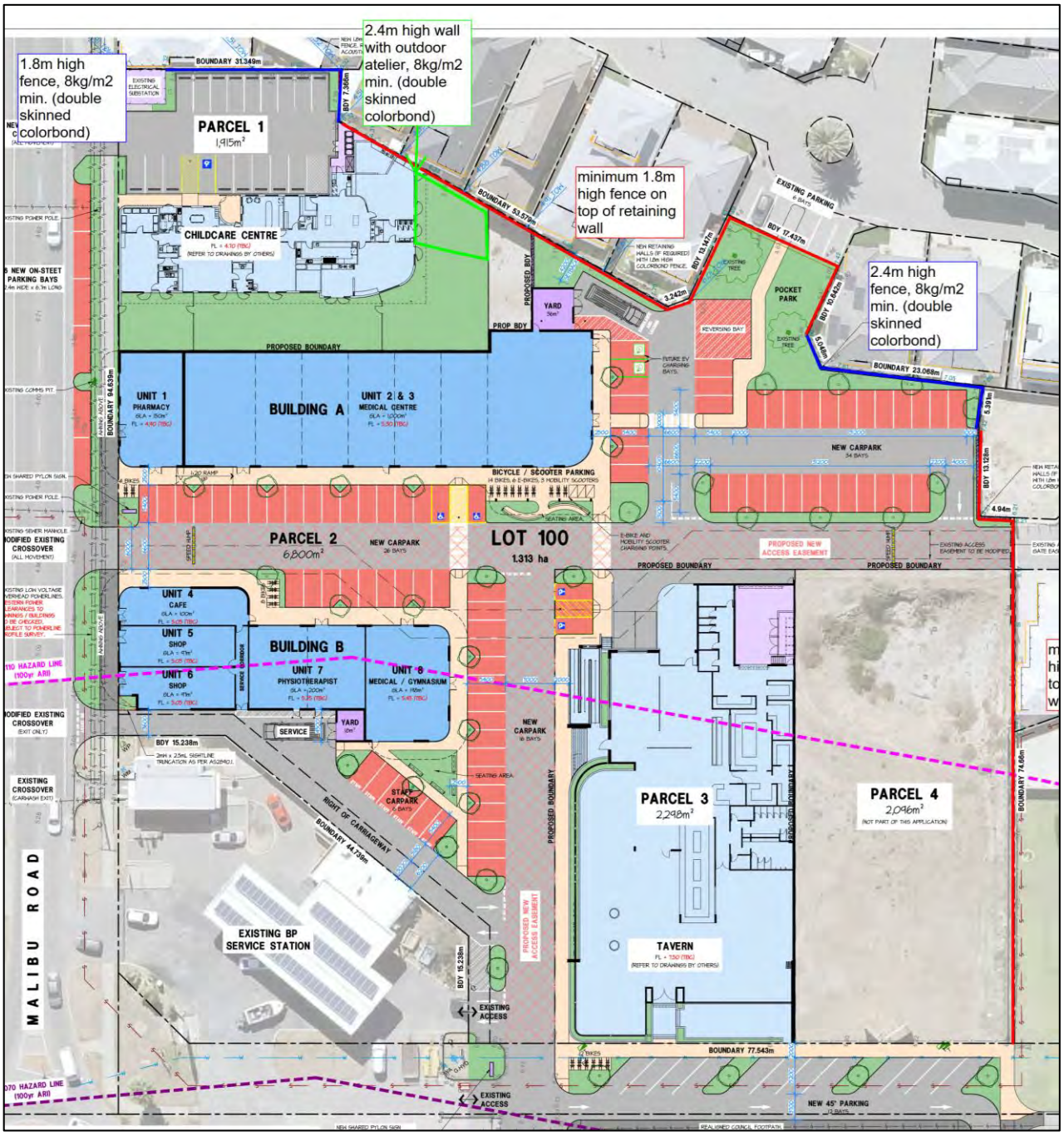


Figure 3-2: Overview of Fences

3.3. Ground Absorption

The ground absorption has been assumed to be 0.0 (0%) for the roads, 0.5 (50%) outside of the roads and 1.0 (100%) for the play/grassed areas, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

3.4. Source Sound Levels

The source sound power levels used in the modelling are provided in *Table 3-2*.

Table 3-2: Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Babies Play Aged 0-2 Years (10 kids), L_{10}	54	60	66	72	74	71	67	64	**78**
Toddler Play Aged 2-3 Years (10 kids), L_{10}	61	67	73	79	81	78	74	70	**85**
Kindy Play Aged 3+ Years (10 kids), L_{10}	64	70	75	81	83	80	76	72	**87**
AC Plant, double fan unit (each), L_{10}	72	74	68	69	63	61	53	47	**70**
General Exhaust Fans (each), L_{10}	60	65	62	63	60	61	56	53	**67**
Kitchen Exhaust Fan, L_{10}	50	64	61	70	69	66	62	50	**73**
Closing Car Door (each), L_{max}	71	74	77	81	80	78	72	61	**84**
Tavern Patrons Internal Area - 930	82	93	97	99	91	89	86	75	**99**
Tavern Internal Speaker x 15 (each)	66	70	67	72	72	70	62	51	**76**
Tavern Patrons Outdoor Area - 70	72	83	87	89	81	79	76	65	**89**
Tavern Outdoor Speaker x 4 (each)	66	70	67	72	72	70	62	51	**76**
Refrigerated Truck Delivery, L_{A1}	100	91	87	88	83	81	79	75	**90**
Cool Room Refrigeration	87	86	89	85	81	77	73	-	**87**

The following is noted in relation to *Table 3-2*:

- Child play source levels are based on *Guideline for Childcare Centre Acoustic Assessments Version 3.0* produced by the Association of Australasian Acoustical Consultants (AAAC) published September 2020. Where the number of children for individual play areas is specified in the plans, these have been adjusted from the reference source levels using appropriate acoustical calculations. Outdoor child play was modelled as area sources at 1.0-metre above ground level. The sound power levels used in the model were scaled as follows:
  - Area 1:
    - 12 children aged 0-2 years = 78 dB(A);
  - Area 2:
    - 20 children aged 2-3 years = 88 dB(A);
    - 10 children aged 3+ years = 87 dB(A);
  - Area 3:
    - 40 children aged 3+ years = 93 dB(A);
- Based on the AAAC Guideline V3.0, source sound power levels for AC condensing units were assumed. Medium sized (double fan) outdoor units were deemed appropriate with two (2) modelled as point sources in the Services and Drying Yard of the CCC and another two on the tavern roof.

- Five (5) exhaust fans (toilets and laundry) and one kitchen exhaust fan were assumed for the CCC. Another four (4) exhaust fans were included for the tavern. The tavern also included a refrigeration condensing unit for a cool room/freezer. All were modelled as point sources approximately 0.5 metres above roof level and above the area serviced. At this stage, no plant rooms or enclosures are included in the modelling.
- Car doors closing were modelled as a point source 1.0-metre above ground level. Since noise from a car door closing is a short term event, only the L_{Amax} level is applicable for assessment.
- A total of 1000 patrons total are modelled at 1.5m above ground level, with the worst case including 70 of these patrons in the outdoor Lower Deck Area. Each patron is assumed to have a sound power level of 75 dB(A), with 1 in 3 of patrons talking simultaneously outdoors and 1 in 4 patrons talking simultaneously inside. It is noted that patron noise can be highly variable depending on the number of patrons, background noise level, alcohol consumption and the like;
- Speaker sound levels represent background type music only as defined in VCAT decision (*Ref: B2/2005 Whiting v Hosier Bar Pty Ltd*) and reproduced in the Liquor Control Reform Act of Victoria as "a background level requires that music be played at a level enabling normal voice conversation at a distance of 600mm."
- The refrigerated delivery truck condenser unit is modelled at 2.3m above ground level in the Tavern Loading Dock. The Tavern Loading Dock includes a roof and roller door.

3.5. Building Construction

As all the construction details of the tavern are not currently known at this stage, the following assumptions form the basis of the assessment:

- Windows, external doors and glass/Perspex backing for the Breeze Blocks (glass/Perspex backing) to achieve $R_w + C_{tr}$ 27 performance (e.g. 6mm thick glass);
- Roof and ceiling to achieve R_w 43 performance (likely achievable with metal deck roof and Anticon, 13mm thick sound-rated plasterboard with R4.0 Bradford Gold insulation above);
- Underside of ceiling to incorporate acoustic absorption to minimum 50% of ceiling with an NRC ≥ 0.70;
- Permanent roof over the loading dock with a roller door.

4. RESULTS AND ASSESSMENT

4.1. Outdoor Child Play Noise

The childcare development will host up to 82 children. It is noted play time is generally staggered and therefore not all children would be playing outside at once for extended periods of time. However, noise levels were conservatively predicted for all children playing simultaneously, as a worst-case scenario with the results provided and assessed in *Table 4-1*. The critical assigned level is during the day, as whilst the childcare centre will open at 6.30am, child play will not commence until after 7.00am. Noise from child play is not considered to contain annoying characteristics within the definition of the Regulations and therefore no adjustments are made to the predicted noise levels. A noise contour plot is also provided in *Figure 4-1* showing noise levels at ground floor.

Table 4-1: Child Play Noise Predicted Levels and Assessment, dB L_{A10}

Receiver	Babies (0-2 yo)	Toddler (2-3 yo)	Kindy (3+ yo)	Total	Assigned Level	Assessment
29/19 Malibu Rd	8	20	29	29	**47**	*Complies*
29/19 Malibu Rd L1	13	25	33	33	**47**	*Complies*
28/19 Malibu Rd	8	18	26	27	**47**	*Complies*
27/19 Malibu Rd	9	19	26	27	**47**	*Complies*
27/19 Malibu Rd L1	13	25	32	32	**47**	*Complies*
26/19 Malibu Rd	11	23	30	31	**47**	*Complies*
36/19 Malibu Rd	14	25	31	32	**49**	*Complies*
35/19 Malibu Rd	18	26	32	33	**49**	*Complies*
35/19 Malibu Rd L1	20	29	34	35	**49**	*Complies*
34/19 Malibu Rd	17	27	33	34	**49**	*Complies*
33/19 Malibu Rd	15	26	37	37	**49**	*Complies*
32/19 Malibu Rd	14	25	42	42	**49**	*Complies*
32/19 Malibu Rd L1	21	32	47	47	**49**	*Complies*
31/19 Malibu Rd	19	32	42	42	**49**	*Complies*
31/19 Malibu Rd L1	21	33	45	45	**49**	*Complies*
30/19 Malibu Rd	20	32	40	41	**49**	*Complies*
10 Malibu Rd	38	42	44	47	**49**	*Complies*
10 Malibu Rd L1	38	43	45	47	**49**	*Complies*

Receiver	Babies (0-2 yo)	Toddler (2-3 yo)	Kindy (3+ yo)	Total	Assigned Level	Assessment
25/19 Malibu Rd	5	15	22	23	**49**	*Complies*
25/19 Malibu Rd L1	7	16	26	27	**49**	*Complies*
12 Malibu Rd	36	37	38	42	**49**	*Complies*
14 Malibu Rd	28	27	29	33	**49**	*Complies*
14 Malibu Rd L1	28	28	31	34	**49**	*Complies*
436 Safety Bay Rd	8	19	25	26	**49**	*Complies*
436 Safety Bay Rd L1	11	22	28	29	**49**	*Complies*
436 Safety Bay Rd L2	15	25	30	31	**49**	*Complies*
4 Malibu Rd	28	23	26	31	**50**	*Complies*
6 Malibu Rd	32	33	33	38	**50**	*Complies*
8 Malibu Rd	38	44	46	48	**50**	*Complies*
8 Malibu Rd L1	38	44	46	48	**50**	*Complies*
428 Safety Bay Rd	22	14	20	25	**50**	*Complies*
BP Petrol Station	9	18	24	25	**60**	*Complies*

Based on a conservative scenario of all 82 children playing outside simultaneously, the assessment demonstrates compliance is achieved during the day.

Figure 4-1 Child Play Noise Contour Plot (1.4m AGL), dB L_{A10}



Predicted Noise level

	= 42
	= 47
	= 52
	= 57
	= 62

Legend

- Receiver
- Outdoor Childplay
- Outdoor Atelier
- Fence

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 5/02/2024
Algorithm: ISO 9613
SoundPLAN Version: 8.2

Lloyd George Acoustics
PO Box 717
HILLARYS WA 6923
(08) 9401 7770

4.2. Indoor Child Play

An assessment of noise levels from indoor child play was carried out and the resulting noise levels at all locations were predicted to be well below that of outdoor child play considered in *Section 4.1*. This assessment was carried out based on the following considerations:

- Internal noise levels within activity rooms would not exceed those from outdoor play for each age group, regardless of windows being open or closed; and
- Any music played within the internal activity areas would be 'light' music with no significant bass content and played at a relatively low level.

4.3. Mechanical Plant Noise

Mechanical plant noise consists of the outdoor AC condensing units, exhaust fans and tavern coolroom refrigeration. Predicted and assessed noise levels are provided in *Table 4-2*. The critical assigned level is during the night, as the plant may operate during the night period which is between 10.00pm to 7.00am. An adjustment of + 5 dB is included for tonality, since this may be present for such noise sources. A noise contour plot is also provided in *Figure 4-2* showing noise levels at ground floor.

Table 4-2: Mechanical Plant Noise Predicted Levels and Assessment, dB L_{A10}

Receiver	CCC Plant	Tavern Plant	Total Adjusted	Assigned Level	Assessment
29/19 Malibu Rd	14	24	29	**37**	*Complies*
29/19 Malibu Rd L1	17	30	35	**37**	*Complies*
28/19 Malibu Rd	11	30	35	**37**	*Complies*
27/19 Malibu Rd	12	36	41	**37**	*+4 dB*
27/19 Malibu Rd L1	19	40	45	**37**	*+8 dB*
26/19 Malibu Rd	16	39	39	**37**	*+2 dB*
36/19 Malibu Rd	25	23	31	**39**	*Complies*
35/19 Malibu Rd	29	25	34	**39**	*Complies*
35/19 Malibu Rd L1	31	29	37	**39**	*Complies*
34/19 Malibu Rd	38	24	43	**39**	*+4 dB*
33/19 Malibu Rd	35	26	40	**39**	*+1 dB*
32/19 Malibu Rd	27	26	33	**39**	*Complies*
32/19 Malibu Rd L1	33	33	39	**39**	*Complies*
31/19 Malibu Rd	22	31	36	**39**	*Complies*
31/19 Malibu Rd L1	28	33	38	**39**	*Complies*

Receiver	CCC Plant	Tavern Plant	Total Adjusted	Assigned Level	Assessment
30/19 Malibu Rd	22	33	38	**39**	*Complies*
10 Malibu Rd	27	27	34	**39**	*Complies*
10 Malibu Rd L1	30	32	37	**39**	*Complies*
25/19 Malibu Rd	7	35	40	**39**	*+1 dB*
25/19 Malibu Rd L1	12	41	46	**39**	*+7 dB*
12 Malibu Rd	31	27	36	**39**	*Complies*
14 Malibu Rd	23	23	29	**39**	*Complies*
14 Malibu Rd L1	26	27	33	**39**	*Complies*
436 Safety Bay Rd	11	44	49	**39**	*+10 dB*
436 Safety Bay Rd L1	14	47	52	**39**	*+13 dB*
436 Safety Bay Rd L2	18	47	52	**39**	*+13 dB*
4 Malibu Rd	15	33	38	**40**	*Complies*
6 Malibu Rd	18	28	33	**40**	*Complies*
8 Malibu Rd	25	32	37	**40**	*Complies*
8 Malibu Rd L1	28	33	38	**40**	*Complies*
428 Safety Bay Rd	11	29	34	**40**	*Complies*
BP Petrol Station	11	32	37	**40**	*Complies*

The calculations show exceedances at several receiver locations from the mechanical plant. In order to achieve compliance, the mechanical plant noise must be subject to follow-up assessment prior to building permit application. As a minimum, the following elements should be accommodated in the design of both the CCC and Tavern:

- Consideration should be given to locating tavern mechanical plant in an enclosed plantroom with solid walls such as double brick cavity 90/50/90 and as far from nearby residences as possible such as on the southwest side of the building. The plantroom is to allow for a roof and fibre cement ceiling with insulation between. Any openings required for air flow will need to be attenuated (e.g. acoustic louvres) and on the side away from the closest residences. Mechanical plant design and selection should be reviewed for noise prior to Building Permit;
- Fencing along the northern site boundary near the CCC Bin store to be improved up to 2.4m height - refer *Figure 5-1*. This should be reviewed at building permit stage when plant selections are known.

Figure 4-2 Mechanical Plant Noise Contour Plot (1.4m AGL), dB L_{A10}



Predicted Noise level

	= 32
	= 37
	= 42
	= 47
	= 52

Legend

- Receiver
- Car/Mech Source
- Outdoor Atelier
- Fence

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 5/02/2024
Algorithm: ISO 9613
SoundPLAN Version: 8.2

Lloyd George Acoustics
PO Box 717
HILLARYS WA 6923
(08) 9401 7770

4.4. Car Door Closing Noise

Predicted and assessed noise levels for car doors closing are provided in *Table 4-3* being the maximum noise level from the worst-case car bay for each receiver. The critical assigned level is during the night, as car door closings will occur during the night period which is between 10.00pm to 7.00am. An adjustment of + 10 dB is included for impulsiveness, since this may be present for such noise sources. A noise contour plot is also provided in *Figure 4-3* showing noise levels at ground floor.

Table 4-3: Car Door Closing Noise Predicted Levels and Assessment, dB L_{Amax}

Receiver	Car Door	Total Adjusted	Assigned Level	Assessment
29/19 Malibu Rd	43	53	**57**	*Complies*
29/19 Malibu Rd L1	40	50	**57**	*Complies*
28/19 Malibu Rd	46	56	**57**	*Complies*
27/19 Malibu Rd	40	50	**57**	*Complies*
27/19 Malibu Rd L1	46	56	**57**	*Complies*
26/19 Malibu Rd	46	56	**57**	*Complies*
36/19 Malibu Rd	40	50	**59**	*Complies*
35/19 Malibu Rd	48	58	**59**	*Complies*
35/19 Malibu Rd L1	47	57	**59**	*Complies*
34/19 Malibu Rd	45	55	**59**	*Complies*
33/19 Malibu Rd	39	49	**59**	*Complies*
32/19 Malibu Rd	38	48	**59**	*Complies*
32/19 Malibu Rd L1	39	49	**59**	*Complies*
31/19 Malibu Rd	43	53	**59**	*Complies*
31/19 Malibu Rd L1	41	51	**59**	*Complies*
30/19 Malibu Rd	45	55	**59**	*Complies*
10 Malibu Rd	45	55	**59**	*Complies*
10 Malibu Rd L1	45	55	**59**	*Complies*
25/19 Malibu Rd	35	45	**59**	*Complies*
25/19 Malibu Rd L1	40	50	**59**	*Complies*
12 Malibu Rd	46	56	**59**	*Complies*
14 Malibu Rd	40	50	**59**	*Complies*

Receiver	Car Door	Total Adjusted	Assigned Level	Assessment
14 Malibu Rd L1	41	51	**59**	*Complies*
436 Safety Bay Rd	40	50	**59**	*Complies*
436 Safety Bay Rd L1	45	55	**59**	*Complies*
436 Safety Bay Rd L2	45	55	**59**	*Complies*
4 Malibu Rd	44	54	**60**	*Complies*
6 Malibu Rd	45	55	**60**	*Complies*
8 Malibu Rd	44	54	**60**	*Complies*
8 Malibu Rd L1	44	54	**60**	*Complies*
428 Safety Bay Rd	38	48	**60**	*Complies*
BP Petrol Station	48	58	**80**	*Complies*

Noise from car doors is predicted to comply at all nearest existing receivers during the critical night period. For a future residential receiver on the west side of Parcel 4 located 1.4 metres higher than the tavern roof, an exceedance of up to 3 dB above the assigned level is predicted. Therefore, notifications on the title of Parcel 4 will be required that includes upgraded glazing and other treatments to ensure suitable internal noise levels.

Figure 4-3 Car Door Noise Contour Plot (1.4m AGL), dB L_{Amax}



Predicted Noise level

	= 52
	= 57
	= 62
	= 67
	= 72

Legend

- Receiver
- Car/Mech Source
- Outdoor Atelier
- Fence

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 5/02/2024
Algorithm: ISO 9613
SoundPLAN Version: 8.2

Lloyd George Acoustics
PO Box 717
HILLARYS WA 6923
(08) 9401 7770

4.5. Tavern Delivery Noise

Predicted and assessed noise levels from a delivery truck in isolation within the enclosed Tavern Loading Dock are provided in *Table 4-4*. It is likely this will be weekday only and of a short duration, therefore the assessment is against the L_{A1} daytime assigned level. This assumes deliveries will take less than 24 minutes in a 4-hour period, which is considered sufficient time. Given the noise is daytime only and for a short duration, no penalties are applied for intrusive characteristics. A noise contour plot is also provided in *Figure 4-4* showing noise levels at ground floor.

Table 4-4: Tavern Delivery Noise Predicted Levels and Assessment, dB L_{A1}

Receiver	Delivery Noise	Assigned Level	Assessment
29/19 Malibu Rd	37	**57**	*Complies*
29/19 Malibu Rd L1	40	**57**	*Complies*
28/19 Malibu Rd	38	**57**	*Complies*
27/19 Malibu Rd	40	**57**	*Complies*
27/19 Malibu Rd L1	47	**57**	*Complies*
26/19 Malibu Rd	43	**57**	*Complies*
36/19 Malibu Rd	23	**59**	*Complies*
35/19 Malibu Rd	24	**59**	*Complies*
35/19 Malibu Rd L1	29	**59**	*Complies*
34/19 Malibu Rd	23	**59**	*Complies*
33/19 Malibu Rd	28	**59**	*Complies*
32/19 Malibu Rd	27	**59**	*Complies*
32/19 Malibu Rd L1	40	**59**	*Complies*
31/19 Malibu Rd	40	**59**	*Complies*
31/19 Malibu Rd L1	40	**59**	*Complies*
30/19 Malibu Rd	43	**59**	*Complies*
10 Malibu Rd	24	**59**	*Complies*
10 Malibu Rd L1	28	**59**	*Complies*
25/19 Malibu Rd	20	**59**	*Complies*
25/19 Malibu Rd L1	36	**59**	*Complies*
12 Malibu Rd	23	**59**	*Complies*

Receiver	Delivery Noise	Assigned Level	Assessment
14 Malibu Rd	23	**59**	*Complies*
14 Malibu Rd L1	26	**59**	*Complies*
436 Safety Bay Rd	31	**59**	*Complies*
436 Safety Bay Rd L1	34	**59**	*Complies*
436 Safety Bay Rd L2	33	**59**	*Complies*
4 Malibu Rd	15	**60**	*Complies*
6 Malibu Rd	33	**60**	*Complies*
8 Malibu Rd	21	**60**	*Complies*
8 Malibu Rd L1	27	**60**	*Complies*
428 Safety Bay Rd	15	**60**	*Complies*
BP Petrol Station	21	**80**	*Complies*

The assessment demonstrates compliance is achieved during all periods. Compliance is also predicted during the day if the delivery noise took longer than 24 minutes in a 4-hour period and it was assessed against the more stringent L_{A10} assigned levels.

Figure 4-4 Tavern Delivery Noise Contour Plot (1.4m AGL), dB L_{A1}



Predicted Noise level

	= 52
	= 57
	= 62
	= 67
	= 72

Legend

- Receiver
- Delivery Source
- Fence

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 5/02/2024
Algorithm: ISO 9613
SoundPLAN Version: 8.2

Lloyd George Acoustics
PO Box 717
HILLARYS WA 6923
(08) 9401 7770

4.6. Tavern Patron and Music Noise

Table 4-5 provides the predicted noise levels with 1000 patrons and the following two scenarios:

- 'Worst-case' scenario with windows, doors and glass/Perspex backing open as shown in *Figure 4-5*; and
- Same as previous scenario except with northwest windows and glass/Perspex backing closed.

Noise contour plots are provided in *Figure 4-6* and *Figure 4-7*. Note that only background music noise levels have been modelled and therefore no adjustments for music have been included. If music is audible at residences, a + 10 dB penalty will apply. Shaded cells indicate the predicted level is above the assigned night-time level (after 10.00pm). The assessment does not include children in the play area of the tavern as it is being assessed during the critical night period (after 10.00pm) when children are not expected.

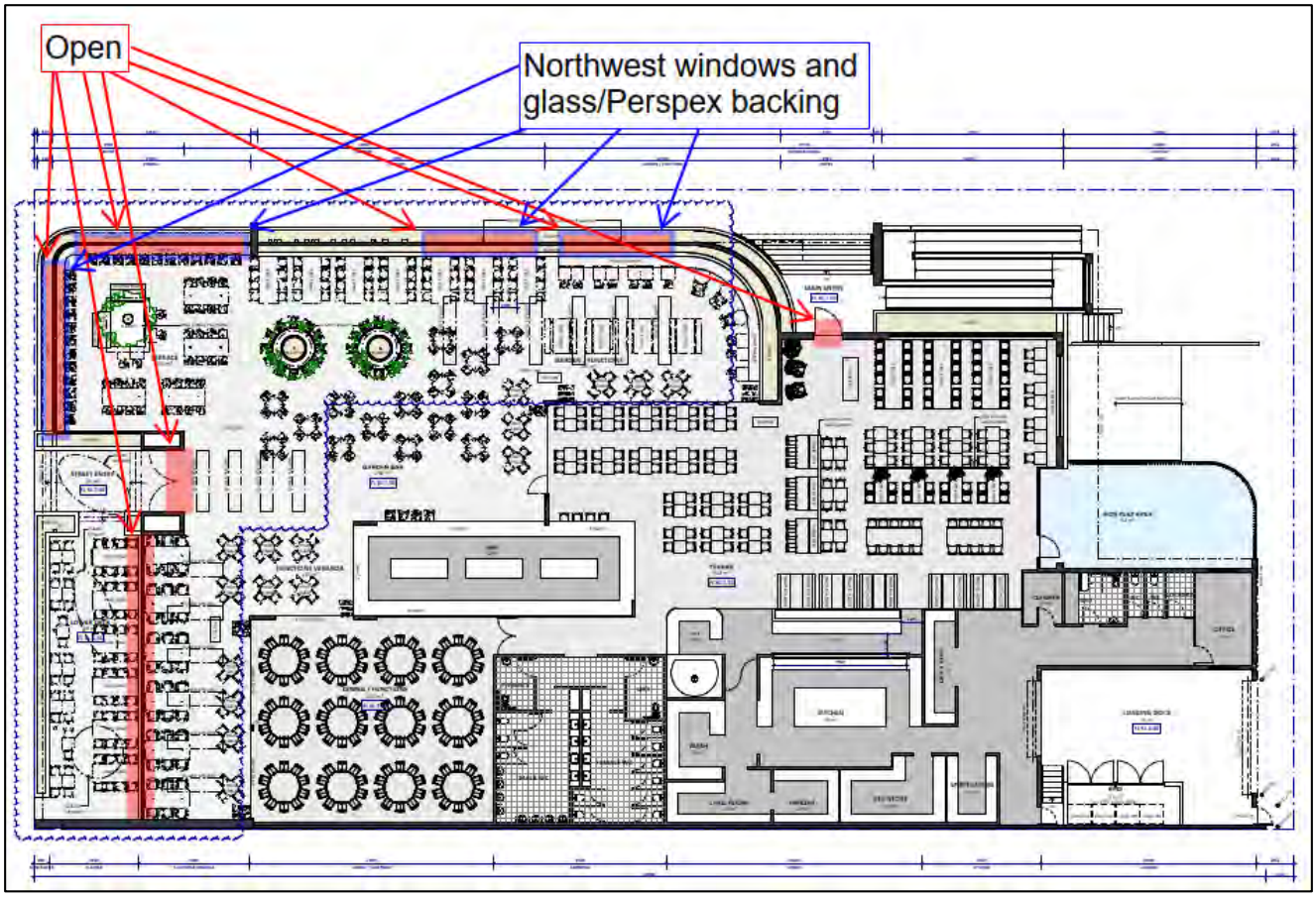


Figure 4-5: Windows/Doors Open

Table 4-5: Tavern Patron and Music Noise Predicted Levels, dB L_{A10}

Receiver	Windows, Doors and glass/Perspex backing Open	Northwest Windows and glass/Perspex backing Closed	Night Period Assigned Level
29/19 Malibu Rd	28	24	**37**
29/19 Malibu Rd L1	30	22	**37**
28/19 Malibu Rd	28	26	**37**
27/19 Malibu Rd	29	27	**37**
27/19 Malibu Rd L1	34	33	**37**
26/19 Malibu Rd	30	27	**37**
36/19 Malibu Rd	29	22	**39**
35/19 Malibu Rd	28	21	**39**
35/19 Malibu Rd L1	34	23	**39**
34/19 Malibu Rd	25	19	**39**
33/19 Malibu Rd	30	24	**39**
32/19 Malibu Rd	29	22	**39**
32/19 Malibu Rd L1	34	25	**39**
31/19 Malibu Rd	31	31	**39**
31/19 Malibu Rd L1	33	32	**39**
30/19 Malibu Rd	27	23	**39**
10 Malibu Rd	34	28	**39**
10 Malibu Rd L1	37	29	**39**
25/19 Malibu Rd	28	25	**39**
25/19 Malibu Rd L1	30	28	**39**
12 Malibu Rd	31	24	**39**
14 Malibu Rd	26	19	**39**
14 Malibu Rd L1	30	22	**39**
436 Safety Bay Rd	34	32	**39**
436 Safety Bay Rd L1	36	34	**39**
436 Safety Bay Rd L2	39	36	**39**

Receiver	Windows, Doors and glass/Perspex backing Open	Northwest Windows and glass/Perspex backing Closed	Night Period Assigned Level
4 Malibu Rd	40	32	**40**
6 Malibu Rd	38	25	**40**
8 Malibu Rd	34	30	**40**
8 Malibu Rd L1	38	31	**40**
428 Safety Bay Rd	42	31	**40**
BP Petrol Station	57	37	**60**

The above shows that when the venue has the maximum number of patrons at the venue with light background music playing, compliance can be achieved at all existing receivers during the most critical night-period, between 10.00pm to 7.00am. This is provided the windows and glass/Perspex backing on the northwest side is closed and only background music is played. When the windows, doors and glass/Perspex backing are open, as shown in *Figure 4-5*, compliance is predicted at all other times of the day. Compliance is also predicted outside of the night period (10.00pm – 7.00am) when children are in the play area.

For a future residential receiver on Parcel 4 located adjacent, a level up to 59 dB(A) is predicted from the tavern. In order to manage compliance, notifications on the title of Parcel 4 will be required since noise on balconies or when external windows/doors are open, noise levels may be above the assigned levels. Compliance can be achieved internally, by considering treatments such as:

- Locating balconies on sides opposite the tavern where practicable;
- Locating non-sensitive spaces (e.g. bathrooms) facing the tavern;
- Providing air-conditioning with fresh air intakes so that windows can be closed;
- External walls to be of mass construction such as concrete or brickwork;
- External and door sizes to be kept to a minimum;
- Glazing to be minimum 10.38mm laminated glass throughout. Some will potentially require double glazed systems such as those by Thermaglaze or even double window/door systems (e.g. sliding window internally and awning window externally). All external windows/doors to be of commercial grade frames and acoustic seals.

Management should maintain a noise management plan to ensure that music noise is not audible at sensitive receptors. Such a plan could include instructions regarding noise level spot measurements and window configurations among other strategies.

In order to achieve compliance for changes in design and patron numbers, the tavern noise must be subject to follow-up assessment prior to building permit application.

Figure 4-6 All Open Noise Contour Plot (1.4m AGL), dB L_{A10}



Predicted Noise level

	= 37
	= 42
	= 47
	= 52
	= 57

Legend

- Receiver
- Outdoor Speakers
- Fence
- Outdoor Patrons

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 5/02/2024
Algorithm: ISO 9613
SoundPLAN Version: 8.2

Lloyd George Acoustics
PO Box 717
HILLARYS WA 6923
(08) 9401 7770

Figure 4-7 Northwest Closed Noise Contour Plot (1.4m AGL), dB L_{A10}



Predicted Noise level

	= 37
	= 42
	= 47
	= 52
	= 57

Legend

- Receiver
- Outdoor Speakers
- Fence
- Outdoor Patrons

N

Scale 1:1100

0 5 10 20 30 m

Project No: 23037938
Consultant: MN
Date: 5/02/2024
Algorithm: ISO 9613
SoundPLAN Version: 8.2

Lloyd George Acoustics
PO Box 717
HILLARYS WA 6923
(08) 9401 7770

5. RECOMMENDATIONS

5.1. Child Play

The predicted noise from all children playing outside is compliant provided the walls shown on the DA Plans are constructed. These are to be solid, free of gaps and of minimum surface mass 8 kg/m^2. Such material can be brick, limestone with double sheeted *Colorbond* also permissible. For areas where visual permeability is required, sound-rated plexiglass can be used.

Whilst not necessarily required for compliance, to further minimise noise impacts as part of best practice, the following are provided:

- The behaviour and 'style of play' of children should be monitored to prevent particularly loud activity e.g. loud banging/crashing of objects, 'group' shouts/yelling;
- Favour soft finishes in the outdoor play area to minimise impact noise (e.g. soft grass, sand pit(s), rubber mats) over timber or plastic;
- Favour soft balls and rubber wheeled toys;
- Crying children should be taken inside to be comforted;
- Child play to be staggered;
- No amplified music to be played outside;
- Any music played within the internal activity areas to be 'light' music with no significant bass content and played at a relatively low level;
- Car park drainage grates or similar to be plastic or metal with rubber gasket and secured to avoid excess banging.

5.2. Mechanical Plant

In order to achieve compliance, the mechanical plant noise must be subject to follow-up assessment prior to building permit application. As a minimum, the following elements should be accommodated in the design of both the CCC and Tavern:

- Consideration should be given to locating tavern mechanical plant in an enclosed plantroom with solid walls such as double brick cavity 90/50/90 and as far from nearby residences as possible such as on the southwest side of the building. The plantroom is to allow for a roof and fibre cement ceiling with insulation between. Any openings required for air flow will need to be attenuated (e.g. acoustic louvres) and on the side away from the closest residences. Mechanical plant design and selection should be reviewed for noise prior to Building Permit;
- Fencing along the northern site boundary near the CCC Bin store to be improved up to 2.4m height - refer *Figure 5-1*. This should be reviewed at building permit stage when plant selections are known.

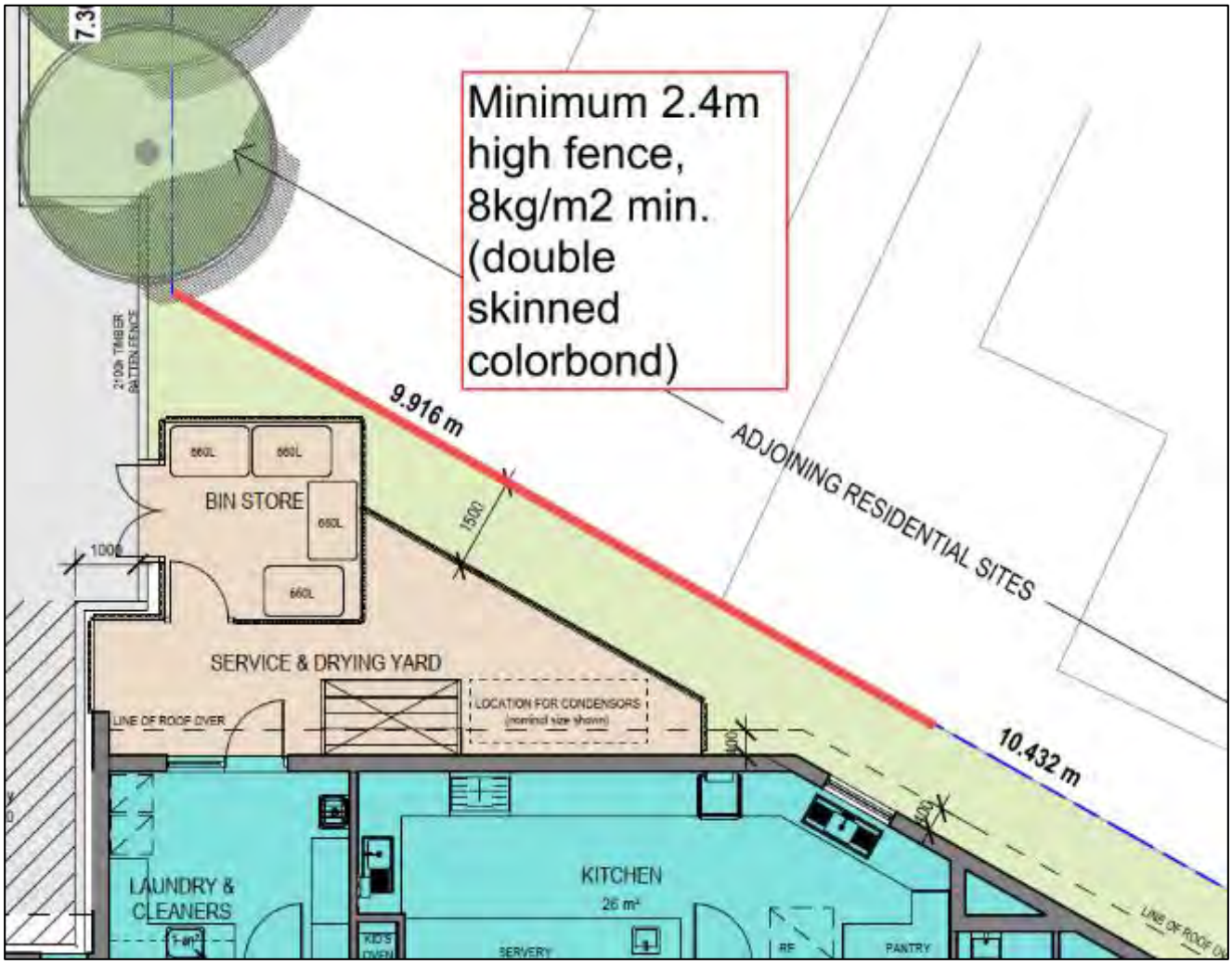


Figure 5-1: Fencing Requirements to Address CCC Mech Plant Noise

The following are also recommended as part of best practice:

- Where practicable exhaust fans shall be located inside the ceiling void and shall be axial fan type, allowing the incorporation of an attenuator if required;
- All fans shall be variable speed drive so that maximum speed is only occurring when necessary with demand;
- Air-conditioning shall have a 'night' / 'quiet' mode option, in case required for prior to 7.00am operation, subject to final detailed analysis;
- All plant shall be selected taking into consideration noise levels. That is, when comparing manufacturers of equivalent equipment, select the quieter model;
- All plant is to be appropriately vibration isolated to 95% isolation efficiency.

5.3. Car Doors

The predicted noise from car door closings is compliant provided the walls shown on the DA Plans are constructed. These are to be solid, free of gaps and of minimum surface mass 8 kg/m^2. Such material can be brick, limestone with double sheeted *Colorbond* also permissible. For areas where visual permeability is required, sound-rated plexiglass can be used.

5.4. Tavern Patrons and Music

The predicted noise from the tavern patrons with background music have been assessed and may exceed the assigned levels at the nearby residential premises, as determined in accordance with the *Environmental Protection (Noise) Regulations 1997*. To achieve compliance, measures are recommended as follows:

- Provide a follow-up assessment prior to building permit application to ensure any changes to design and/or patron numbers is included in the assessment.
- A Noise Management Plan is to be prepared by the venue operator. Based on the current plans this is to include the items:
  - Instructions to restrict the configurations of the venue to those shown in *Table 5-1*.

Table 5-1: Compliant Operation Modes

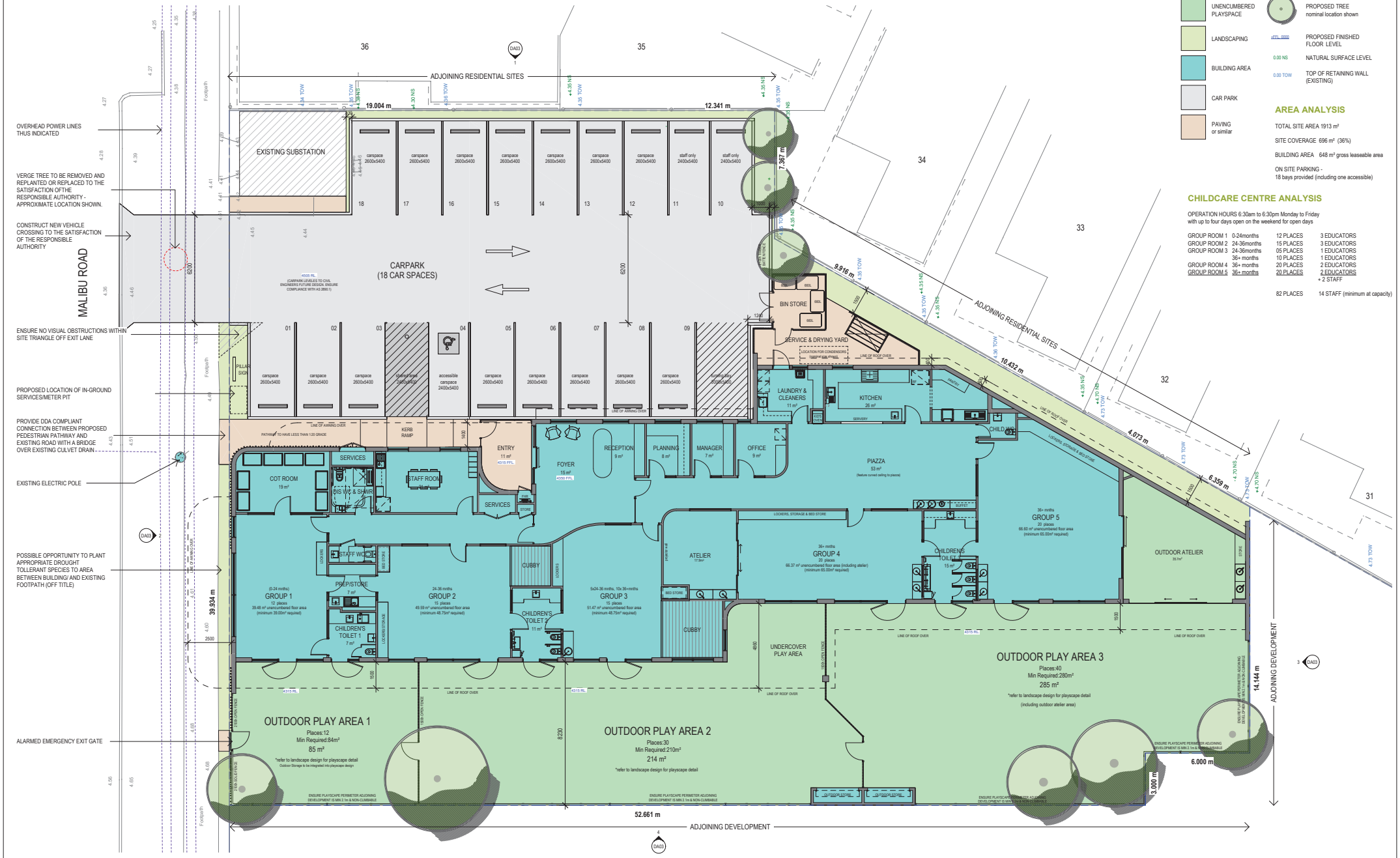
Time Period	Windows, Doors and Glass/Perspex Backing Operation Mode
All Days 10.00pm to 7.00am	Northwest windows and glass/Perspex backing closed (as shown in *Figure 4-5*)*
All other times	No Restrictions*

*If music is audible at residences, a + 10 dB penalty will apply and increased restrictions may be required.

  - If noise complaints are received, conduct noise measurements at the boundary and at nearby residences to determine if the music is audible. Where music is perceived as audible (such as in downwind conditions), levels will need to be reduced further.
  - Speaker and amplifier system to be owned and supplied by the venue. This will be operated at set limits. The sound limiter is to kept in a locked cabinet so that this cannot be increased in volume by general staff.
  - Ensure glass is emptied into outdoor bins during daytime hours.
  - Ensure deliveries occur during the daytime e.g. Monday to Saturday 7.00am-7.00pm or Sunday 9.00am-7.00pm.

In addition to this Noise Management Plan, notifications will be required on the title of Parcel 4 that includes upgraded glazing and other treatments to ensure suitable internal noise levels. The requirements of the façade upgrades would need to be considered once the Parcel 4 use and design is known.

Appendix A – Development Plans



1 GROUND FLOOR PLAN
1 : 100

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT:
FABRIC PROPERTY

PROJECT:
PROPOSED CHILDCARE CENTRE (82 places)

LOCATION:
434 SAFETY BAY ROAD,
SAFETY BAY, WA 6169

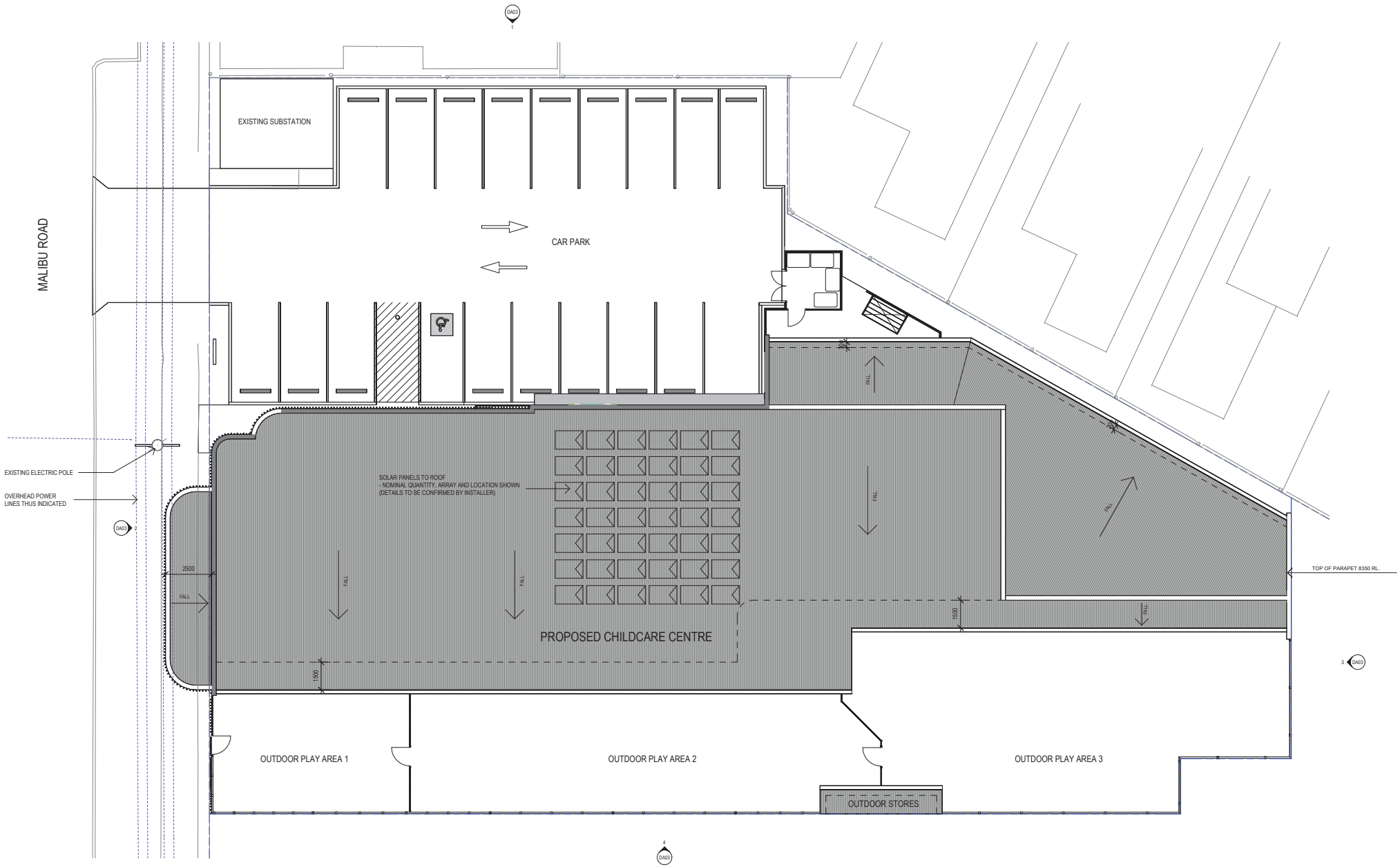
DRAWING TITLE:
FLOOR PLAN

SCALE: As indicated@A1 DATE: MAY 2023
DRAWN: CW/SS PRINTED: 10/11/2023 12:42:20 PM
CHECKED: AH JOB No.: J0000880

COPYRIGHT
COPYRIGHT INSITE ARCHITECTS ALL RIGHTS RESERVED. THIS DRAWING MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS IN PART OR IN WHOLE WITHOUT WRITTEN PERMISSION OF INSITE ARCHITECTS.

DA01/D

D/A ISSUE



1 ROOF PLAN
1 : 100

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA BUILDING ACT / NTS AS AMENDED / STANDARD BUILDING BYLAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOLS

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ROOF PLAN

SCALE: 1 : 100@A1 **DATE:** MAY 2023

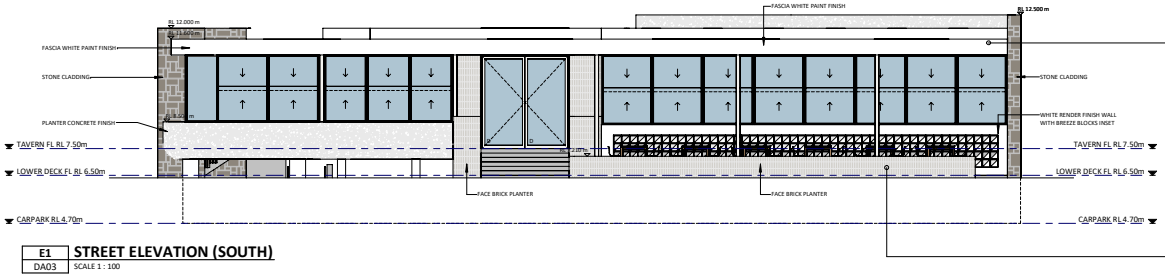
DRAWN: CW/SS **PRINTED:** 10/11/2023 12:42:20 PM

CHECKED: AH **JOB No.:** J0000880

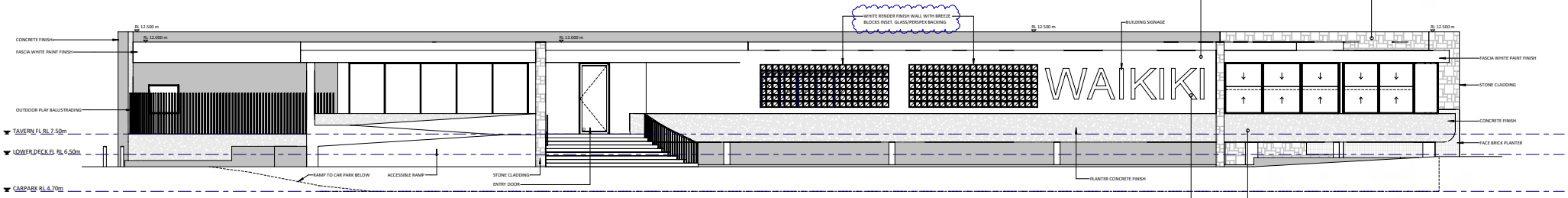
COPYRIGHT
COPYRIGHT INSITE ARCHITECTS ALL RIGHTS RESERVED. THIS DRAWING MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS IN PART OR IN WHOLE WITHOUT WRITTEN PERMISSION OF INSITE ARCHITECTS.

DA02/D

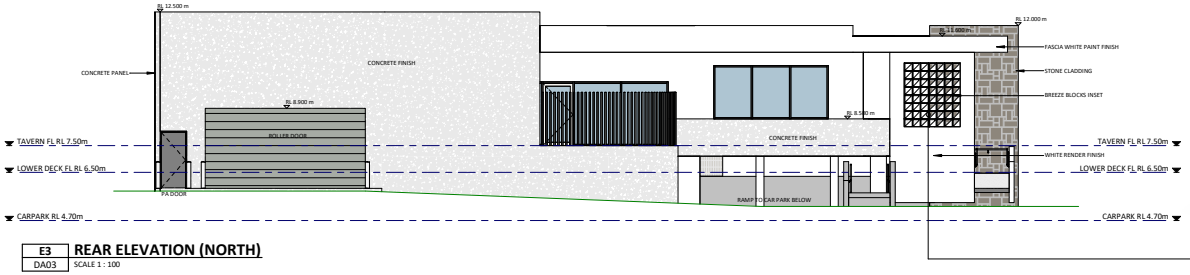
D/A ISSUE



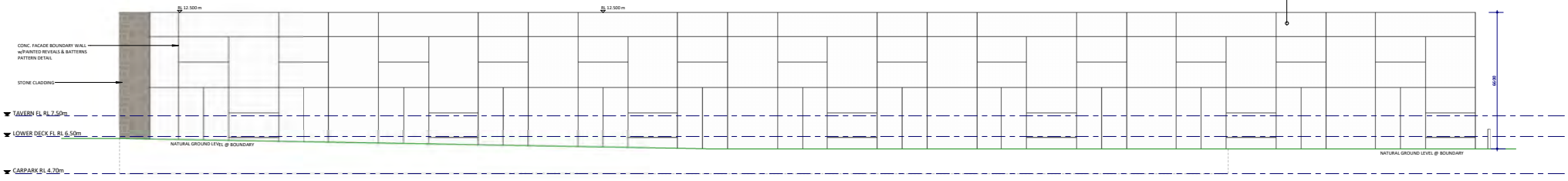
E1 STREET ELEVATION (SOUTH)
DA03 SCALE 1 : 100



E2 WEST ELEVATION
DA03 SCALE 1 : 100



E3 REAR ELEVATION (NORTH)
DA03 SCALE 1 : 100



E4 EAST ELEVATION
DA03 SCALE 1 : 100


FASCIA

WHITE RENDER


FACE BRICK


STONE CLADDING



BUILDING SIGNAGE


CONCRETE FINISH


BREEZE BLOCKS


CONCRETE FACADE

ALL DIMENSIONS TO BE VERIFIED / CHECKED ON SITE PRIOR TO COMMENCING ANY WORK OR SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE TO SCALED DIMENSIONS. DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANTS DOCUMENTS AND SPECIFICATIONS. ANY DISCREPANCIES TO BE REPORTED TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK. THESE DRAWINGS ARE COPYRIGHT AND REMAIN THE PROPERTY OF MOTIVO. THEY ARE NOT TO BE USED, REPRODUCED OR ALTERED IN ANY WAY WITHOUT THE PRIOR WRITTEN AUTHORITY OF MOTIVO. ALL RIGHTS ARE EXPRESSLY RESERVED. THESE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS THEY ARE ISSUED AS SUCH. ANY UNAUTHORISED USE OF THESE DRAWINGS WILL BE AT THE USERS OWN RISK AND MOTIVO WILL NOT BE LIABLE FOR ANY LOSS OR DAMAGE ARISING FROM SUCH USE. © COPYRIGHT MOTIVO (WA) PTY LTD.

Project Name: **WAIKIKI TAVERN**

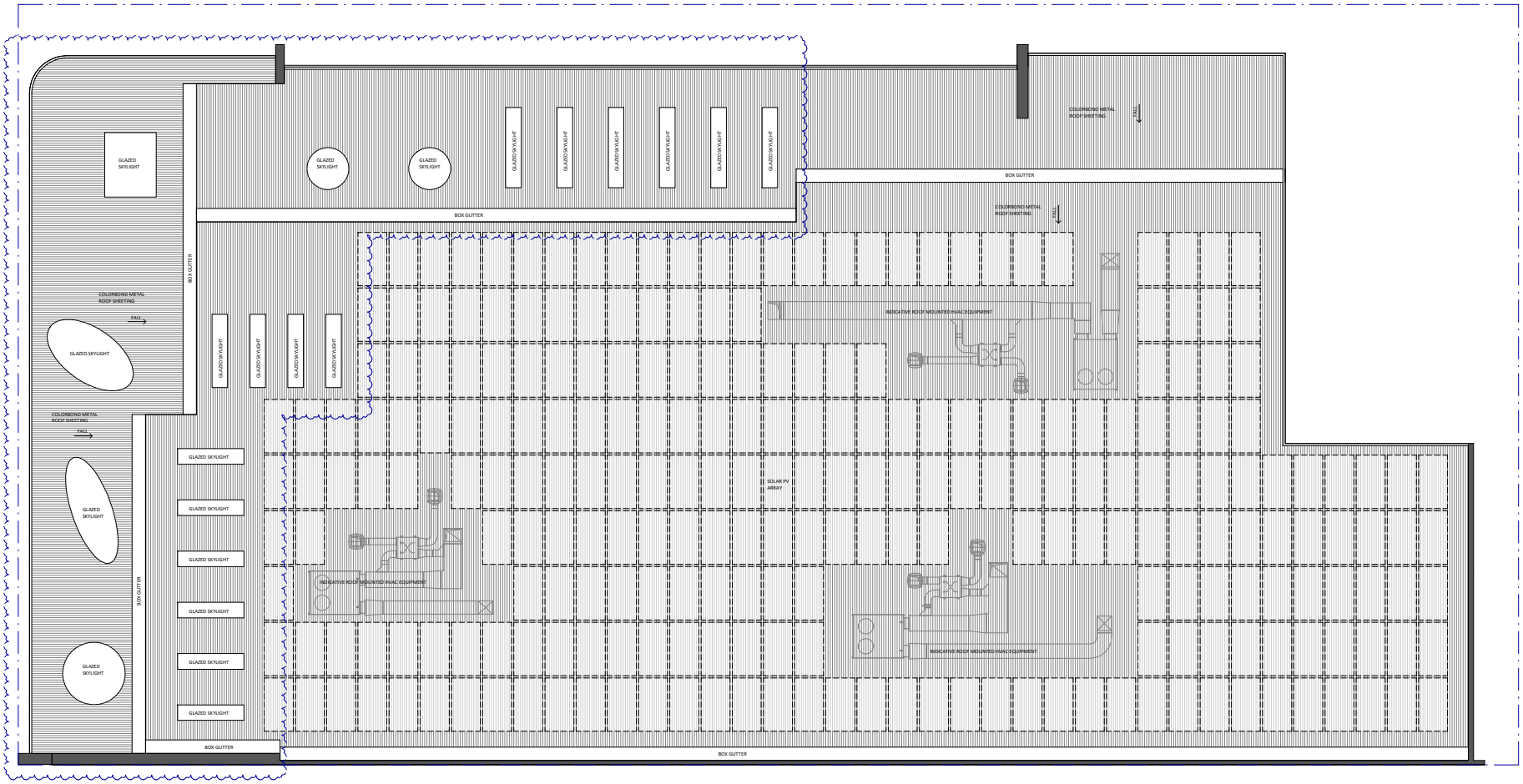
Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

MOTIVO
Co-Create | Connect | Commit
(p) 08 9204 5080 (w) www.motivo.studio

Drawing Title: **ELEVATIONS**

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
C	30/10/23	DT	ISSUED FOR REVIEW
D	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

Project No.: **M2666**
Revision: **D**
Drawing No.: **DA04**
Scale: **1 : 100**
Drawn By: **DT**
Paper Size: **A1**



NORTH

ROOF PLAN

SCALE 1 : 100

ALL DIMENSIONS TO BE VERIFIED / CHECKED ON SITE PRIOR TO COMMENCING ANY WORK OR SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE TO SCALED DIMENSIONS. DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANTS DOCUMENTS AND SPECIFICATIONS. ANY DISCREPANCIES TO BE REPORTED TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK. THESE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS THEY ARE ISSUED AS SUCH. THESE DRAWINGS ARE THE FINAL PROJECT. COPYRIGHT OF DESIGNS, PLANS & IMAGES CONTAINED HEREIN IS RETAINED BY MOTIVO. WRITTEN AUTHORITY IS REQUIRED FOR ANY REPRODUCTION. ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITY REQUIREMENTS. © COPYRIGHT MOTIVO ARCHITECTURE PTY. LTD.

Project Name: **WAIKIKI TAVERN**

Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

MOTIVO
Co-Create | Connect | Commit
(p) 08 9204 5080 (w) www.motivo.studio

Drawing Title: **ROOF PLAN**

Rev	Date	By	Description
A	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
B	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

Project No.: **M2666** Revision: **B**

Drawing No.: **DA05**

Scale: **1 : 100**

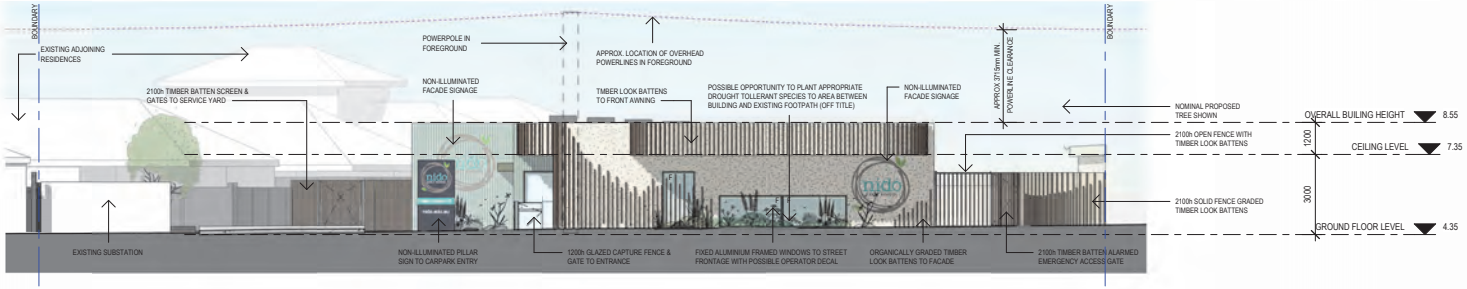
Drawn By: **DT** Paper Size: **A1**

FENCE HEIGHT

ENSURE ALL PLAYSCAPE FENCING COMPLIES WITH AS1926.1 WITH MINIMUM EXTERNAL HEIGHT OF 2.1m AND MINIMUM INTERNAL HEIGHT OF 1.2m.

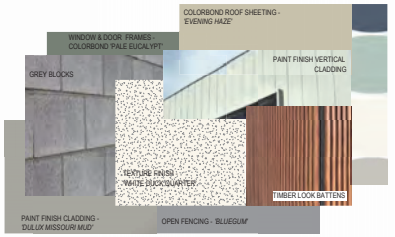


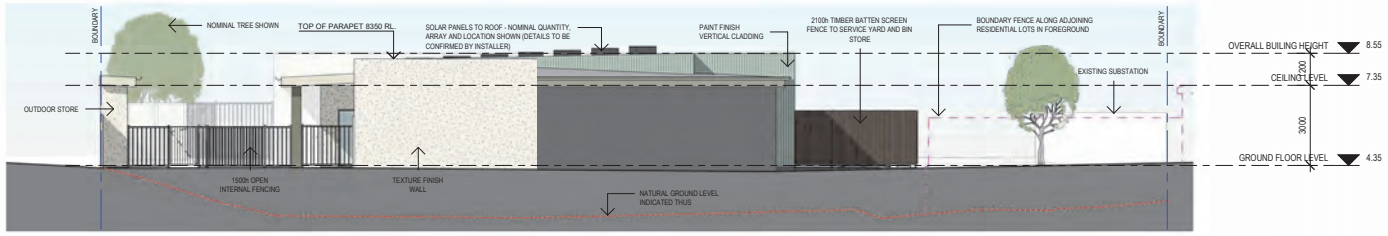
1 NORTH ELEVATION (CARPARK)
1 : 100



2 WEST ELEVATION (MALIBU ROAD)
1 : 100

MATERIAL/COLOUR PALETTE





3 EAST ELEVATION
1 : 100



5 PROPOSED SIGNAGE
1 : 50



4 SOUTH ELEVATION
1 : 100

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT, PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, AUSTRALIAN BUILDING BYLAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ELEVATIONS

SCALE: As indicated@A1 **DATE:** MAY 2023

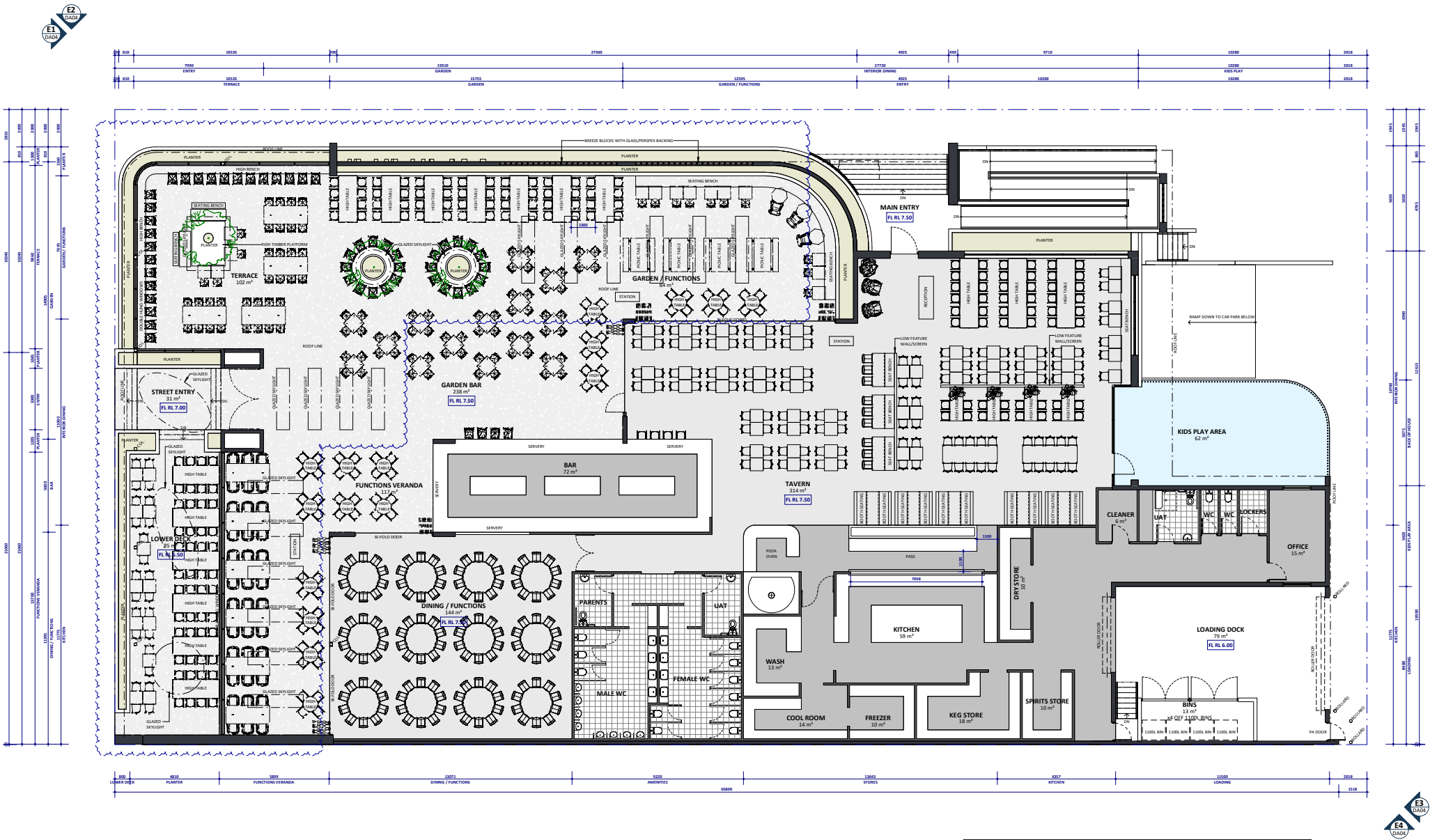
DRAWN: CW/SS **PRINTED:** 10/11/2023 12:42:27 PM

CHECKED: AH **JOB No.:** J0000880

COPYRIGHT
COPYRIGHT INSITE ARCHITECTS ALL RIGHTS RESERVED. THIS DRAWING MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS IN PART OR IN WHOLE WITHOUT WRITTEN PERMISSION OF INSITE ARCHITECTS.

DA03/D

D/A ISSUE



FLOOR PLAN

SCALE 1 : 100

SITE INFO	BUILDING INFO	PARKING
2298m² = PARCEL C LOT AREA	1509m² = BASEMENT CAR PARK AREA	46 CAR BAYS (BASEMENT PARKING)
1883m² = BUILDING FOOTPRINT	985m² = TAVERN	2.6m WIDE x 5.4m LONG
1509m² = BASEMENT CAR PARK	756m² = GARDEN BAR / LOWER DECK / STREET ENTRY	+
65m² = AT GRADE LANDSCAPING	90m² = MAIN ENTRY (Inc. ACCESSIBLE RAMP & STAIR)	2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS
76m² = LANDSCAPING ON BUILDING	62m² = KIDS PLAY AREA	& SHARED ZONE IN ACCORDANCE WITH AS 2890.6
	78m² = LOADING DOCK	
	13m² = BIN STORE	

ALL DIMENSIONS TO BE VERIFIED CHECKED ON SITE PRIOR TO COMMENCING ANY WORK OR SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE TO SCALED DIMENSIONS. DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANT'S AND ENGINEER'S DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCIES TO BE REPORTED TO THE DESIGNER PRIOR TO COMMENCEMENT OF WORK. THIS DRAWING MUST NOT BE USED FOR CONSTRUCTION PURPOSES. COPYRIGHT OF DESIGN, PLANS & SPECIFICATIONS VESTS IN THE CREATOR OF SUCH AND MUST NOT BE REPRODUCED OR COPIED WITHOUT HIS/HER WRITTEN AUTHORITY. IT IS DESIGNED FOR AND PERFORMANCE TO AUSTRALIAN STANDARDS AS AMENDED FROM TIME TO TIME. ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITY REQUIREMENTS. ALL WORK TO COMPLY WITH SECTION 6.7 OF THE LICENSED BUILDERS ACT.
© COPYRIGHT MOTIVO CREATIVE STUDIO PTY. LTD.

Project Name	Project Address		Drawing Title
WAIKIKI TAVERN	LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA	MOTIVO Co-Create | Connect | Commit (M) 08 9204 5080 (W) www.motivo.studio	FLOOR PLAN

Rev	Date	By	Description
D	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
E	30/10/23	DT	ISSUED FOR REVIEW
F	06/11/23	DT	ISSUED FOR REVIEW
G	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

Project No.	Drawing No.	Scale	Drawn By
M2666	DA03	1 : 100	DT
Revision: G			Page Size: A1

Appendix B – Influencing Factor Calculation

The assigned levels combine a baseline assigned level with an influencing factor, with the latter increasing the assigned level on the basis of the existence of significant roads and commercial or industrial zoned land within an inner circle (100 metre radius) and an outer circle (450 metre radius) of the noise sensitive premises. The calculation for the influencing factor is:

$$= \frac{1}{10}(\%\ \text{Type A}_{100} + \%\ \text{Type A}_{450}) + \frac{1}{20}(\%\ \text{Type B}_{100} + \%\ \text{Type B}_{450})$$

where:

$\%\ \text{Type A}_{100}$ = the percentage of industrial land within a 100m radius of the premises receiving the noise

$\%\ \text{Type A}_{450}$ = the percentage of industrial land within a 450m radius of the premises receiving the noise

$\%\ \text{Type B}_{100}$ = the percentage of commercial land within a 100m radius of the premises receiving the noise

$\%\ \text{Type B}_{450}$ = the percentage of commercial land within a 450m radius of the premises receiving the noise

+ Transport Factor (maximum of 6 dB)

= 2 for each secondary road (6,000 to 15,000 vpd) within 100m

= 2 for each major road (>15,000 vpd) within 450m

= 6 for each major road within 100m

A representative premise has been used for each of the following noise sensitive premises:

- Northwest – 428 Safety Bay Rd
- North – 7/19 Malibu Rd
- Northeast – 8/19 Malibu Rd
- Southeast – 11/19 Malibu Rd



Table B-2 shows the percentage of industrial and commercial land within the inner (100 metre radius) and outer (450 metre radius) circles of the noise sensitive premises.

Table B-2: Percentage of Land Types within 100m and 450m Radii

Receiver	Land Type	Within 100m	Within 450m
Northwest	Type A - Industrial and Utility	0	0
	Type B – Commercial	15	2
North	Type A - Industrial and Utility	0	0
	Type B – Commercial	32	2
Northeast	Type A - Industrial and Utility	0	0
	Type B – Commercial	32	2
Southeast	Type A - Industrial and Utility	0	0

Receiver	Land Type	Within 100m	Within 450m
	Type B – Commercial	31	2

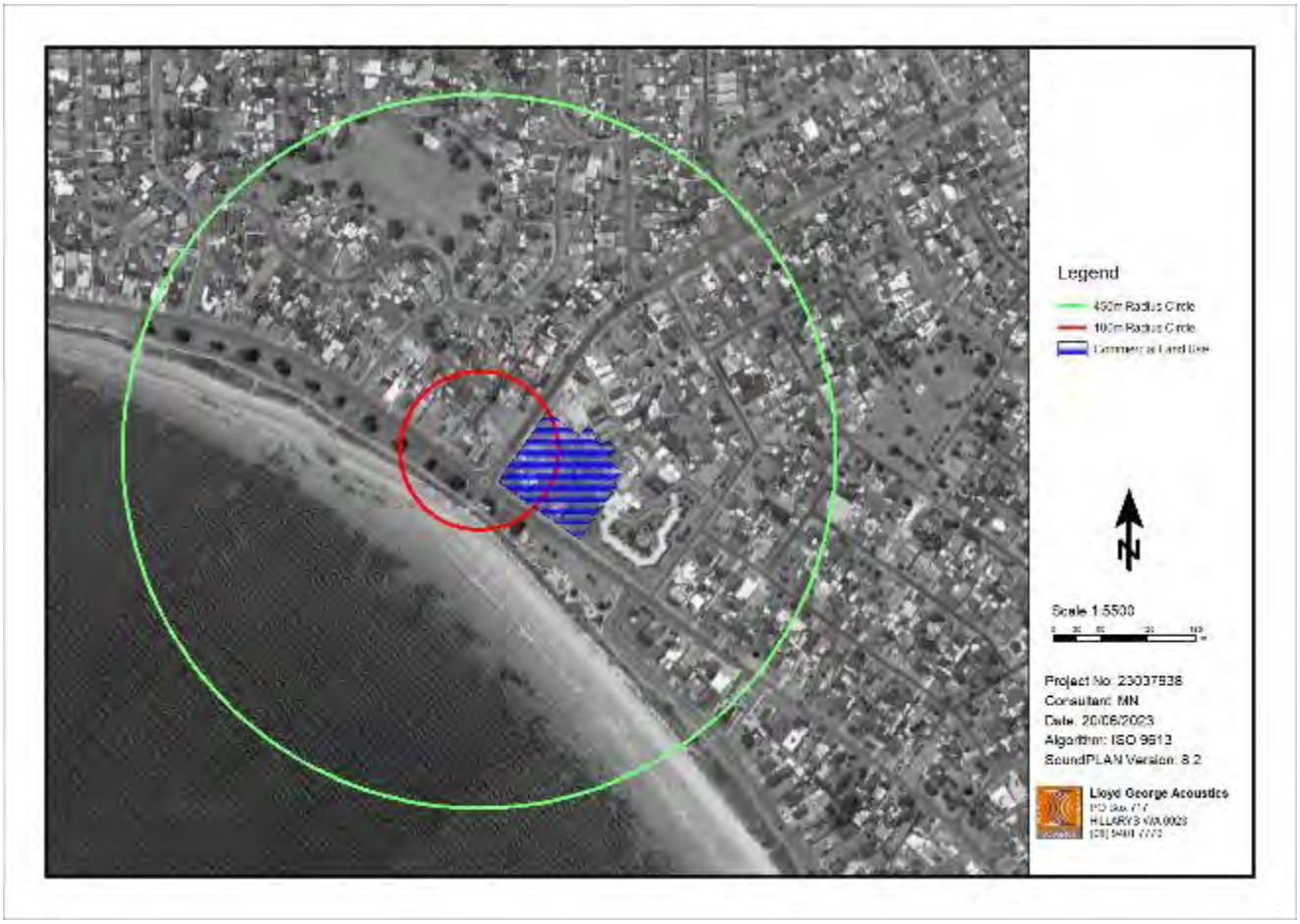
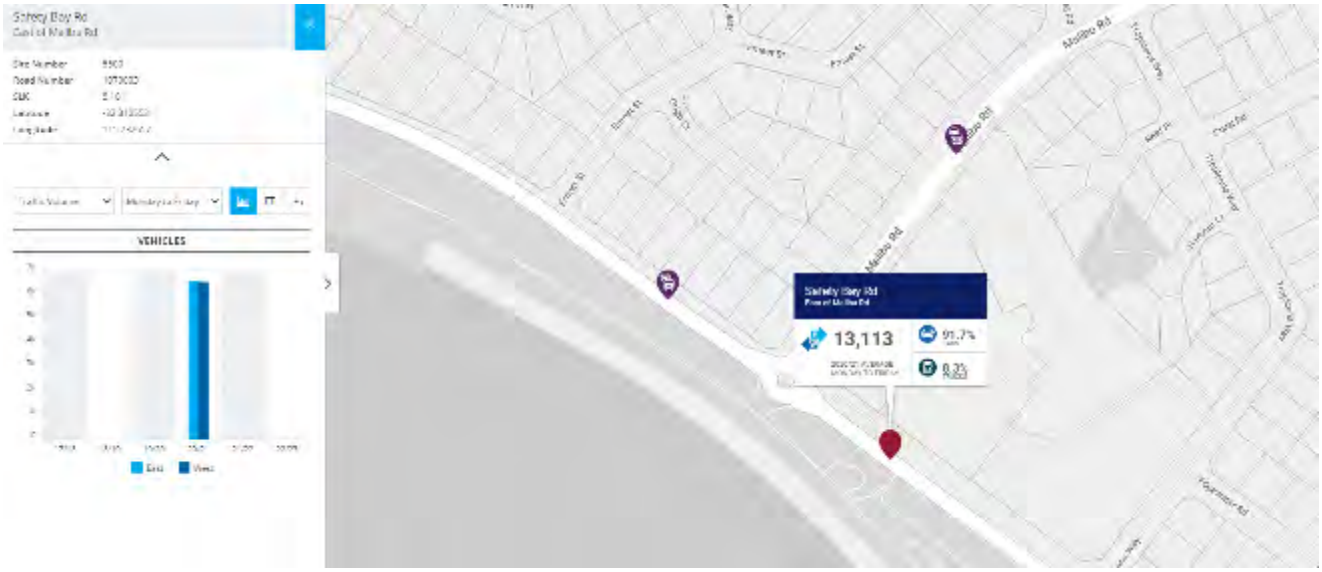


Figure B-2: Land Types within 100m and 450m Radii of 428 Safety Bay Rd

From the Main Roads WA Traffic Map (refer *Figure B-3*), *Table B-3* shows the relevant roads and their traffic counts within the inner (100 metre radius) and outer (450 metre radius) circles.

Table B-3: Relevant Roads within 100m and 450m Radii

Receiver	Within 100m		Within 450m
	Major Road (+ 6 dB)	Secondary Road (+ 2 dB)	Major Road Not Within 100m (+ 2 dB)
Northwest	-	Safety Bay Road (13,113 vpd 2020/21 #5500) Malibu Road (5,411 vpd 2020/21 #3492)	-
North	-	Malibu Road (5,411 vpd 2020/21 #3492)	-
Northeast	-	-	-
Southeast	-	Safety Bay Road (13,113 vpd 2020/21 #5500)	-



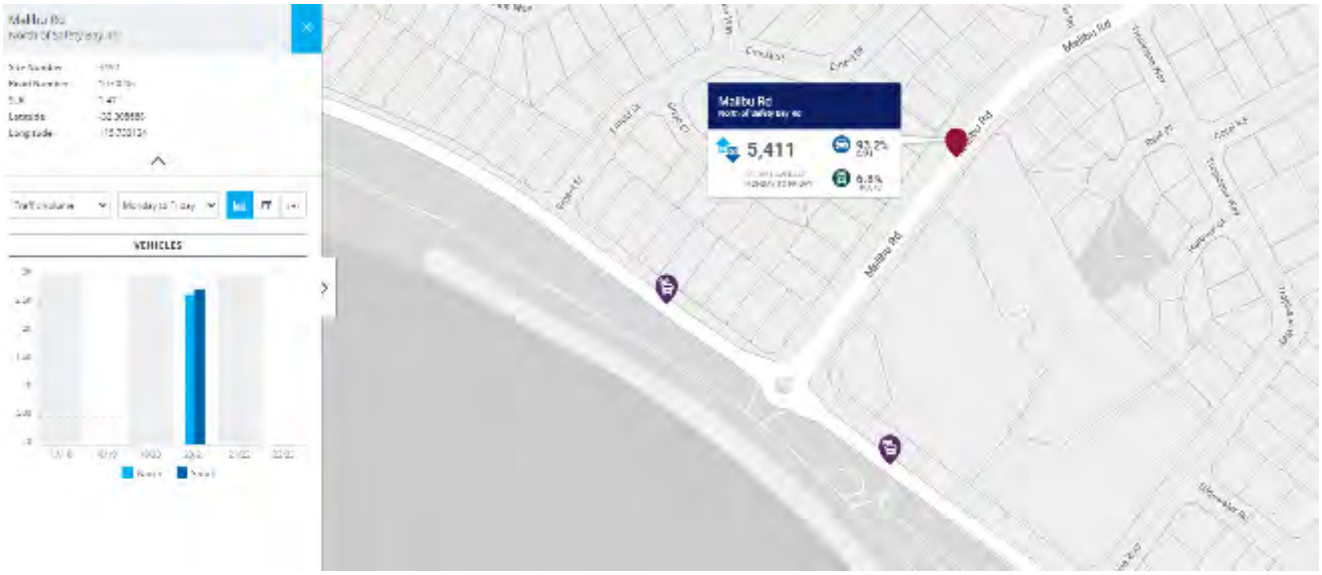


Figure B-3: MRWA Published Traffic Data

Table B-4 combines the percentage land types and Transport Factor to calculate the influencing factor.

Table B-4: Influencing Factor Calculation, dB

Receiver	Industrial Land	Commercial Land	Transport Factor	Total
Northwest	0	0.9	4.0	**5**
North	0	1.7	2.0	**4**
Northeast	0	1.7	0	**2**
Southeast	0	1.7	2.0	**4**

The influencing factor calculated in *Table B-4* is combined with those baseline assigned levels of *Table 2-2*, resulting in the project assigned levels provided in *Table 2-3*.

Appendix C – Terminology

The following is an explanation of the terminology used throughout this report:

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A, dB.

- **Sound Power Level (L_w)**

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure level at known distances. Noise modelling incorporates source sound power levels as part of the input data.

- **Sound Pressure Level (L_p)**

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc. and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

- **L_{ASlow}**

This is the noise level in decibels, obtained using the A-frequency weighting and the S (slow) time weighting. Unless assessing modulation, all measurements use the slow time weighting characteristic.

- **L_{AFast}**

This is the noise level in decibels, obtained using the A-frequency weighting and the F (fast) time weighting. This is used when assessing the presence of modulation.

- **L_{APeak}**

This is the greatest absolute instantaneous sound pressure level in decibels using the A-frequency weighting.

- **L_{Amax}**

An L_{Amax} level is the maximum A-weighted noise level during a particular measurement.

- **L_{A1}**

The L_{A1} level is the A-weighted noise level exceeded for 1 percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

- **L_{A10}**

The L_{A10} level is the A-weighted noise level exceeded for 10 percent of the measurement period and is considered to represent the "intrusive" noise level.

- **L_{A90}**

The L_{A90} level is the A-weighted noise level exceeded for 90 percent of the measurement period and is considered to represent the "background" noise level.

- **L_{Aeq}**

The equivalent steady state A-weighted sound level ("equal energy") in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the "average" noise level.

- **One-Third-Octave Band**

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20000 Hz inclusive.

- **Representative Assessment Period**

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

- **L_{Amax} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded at any time.

- **L_{A1} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 1 percent of the representative assessment period.

- **L_{A10} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 10 percent of the representative assessment period.

- **Tonal Noise**

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

– the presence in the noise emission of tonal characteristics where the difference between -

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

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

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

This is relatively common in most noise sources.

- **Modulating Noise**

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

– a variation in the emission of noise that —

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

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

(c) is regular, cyclic and audible.

- **Impulsive Noise**

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness means:

– a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax} is more than 15 dB when determined for a single representative event.

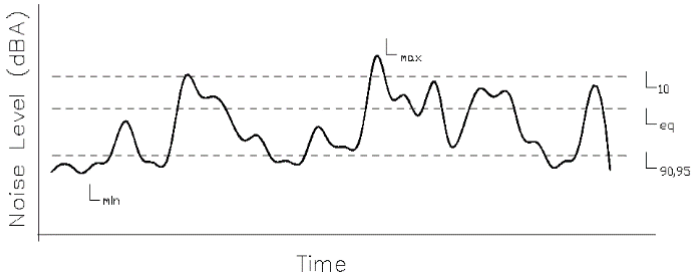
- **Major Road**

Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

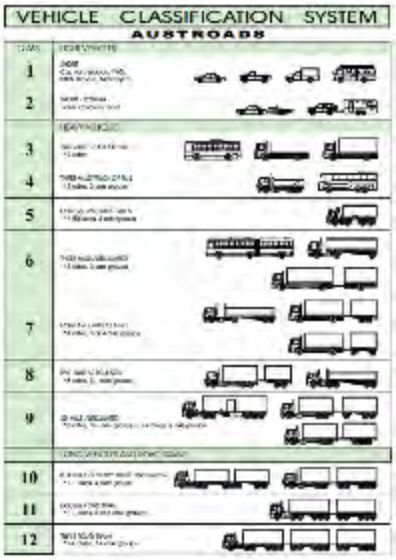
- **Secondary / Minor Road**

Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

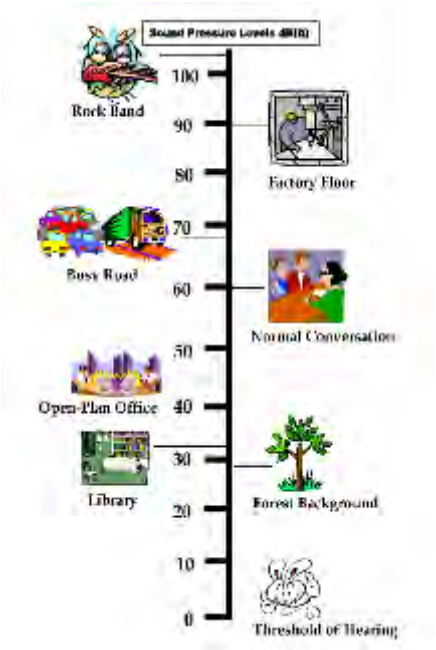
- **Chart of Noise Level Descriptors**



- **Austroads Vehicle Class**



- **Typical Noise Levels**



ATTACHMENT 5:
PEDESTRIAN CROSSING DESIGN



Lot 100 Safety Bay Road, Safety Bay

Proposed Pedestrian Crossing Facility

t23.049-sk34a

06/02/2024

Scale: 1:500 @ A3

ATTACHMENT 1
UPDATED DEVELOPMENT PLANS



N

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

THIS DRAWING IS COPYRIGHT AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.

DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	26.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SDS
-				
-				
-				
-				
-				
-				
-				

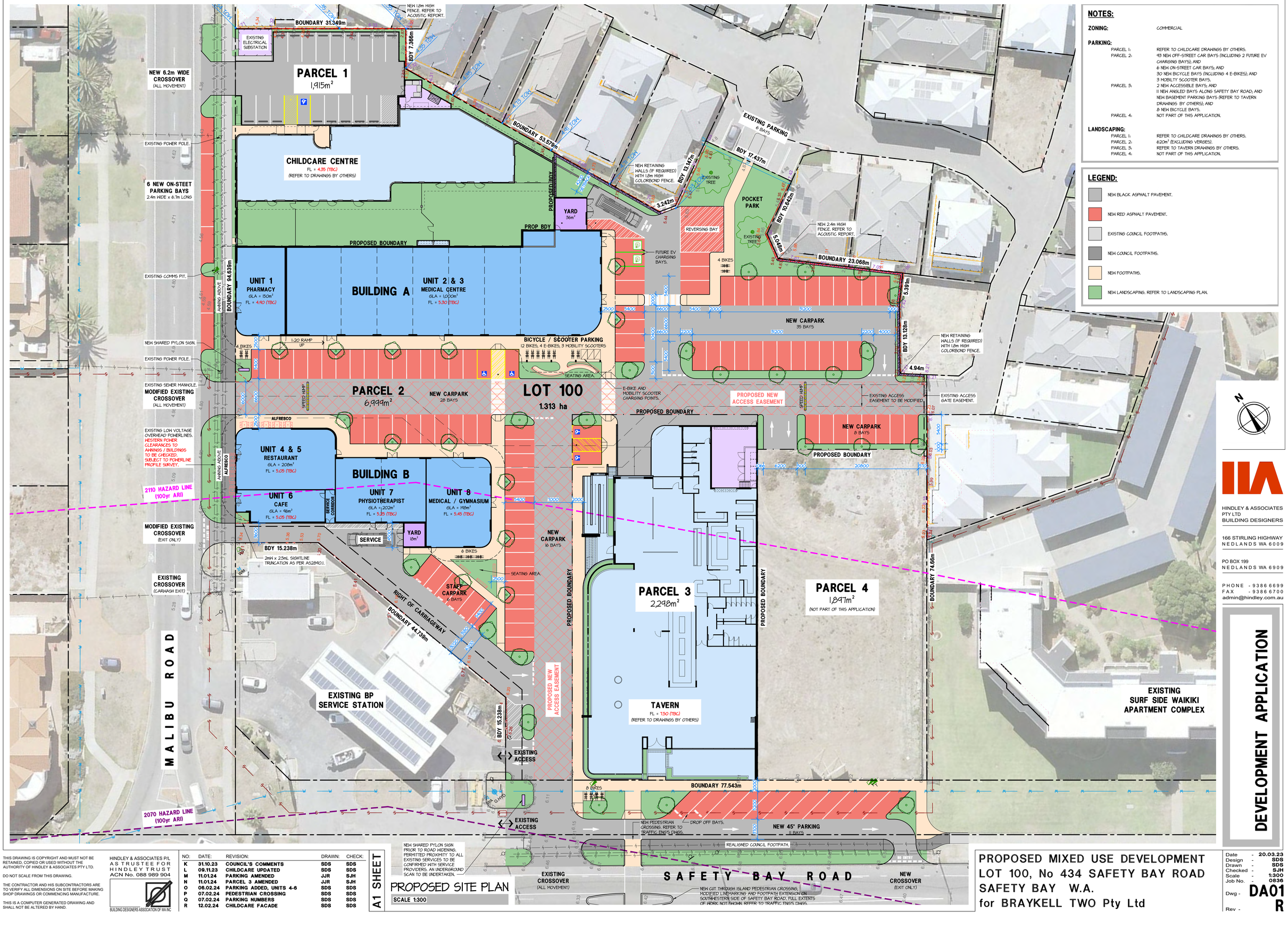
A1 SHEET

LOCATION PLAN

SCALE 1:10000

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date - 20.03.23
Design - SDS
Drawn - SDS
Checked - SDS
Scale - 1:10000
Job No. - 0836
Dwg - DA00
Rev - A



NOTES:

ZONING: COMMERCIAL

PARKING:

- PARCEL 1: REFER TO CHILDCARE DRAWINGS BY OTHERS.
- PARCEL 2: 43 NEW OFF-STREET CAR BAYS (INCLUDING 2 FUTURE EV CHARGING BAYS); AND
  6 NEW ON-STREET CAR BAYS; AND
  30 NEW BICYCLE BAYS (INCLUDING 4 E-BIKES); AND
  3 MOBILITY SCOOTER BAYS.
- PARCEL 3: 2 NEW ACCESSIBLE BAYS; AND
  11 NEW ANGLED BAYS ALONG SAFETY BAY ROAD, AND
  NEW BASEMENT PARKING BAYS (REFER TO TAVERN DRAWINGS BY OTHERS); AND
  8 NEW BICYCLE BAYS.
- PARCEL 4: NOT PART OF THIS APPLICATION.

LANDSCAPING:

- PARCEL 1: REFER TO CHILDCARE DRAWINGS BY OTHERS.
- PARCEL 2: 620m² (EXCLUDING VERGES).
- PARCEL 3: REFER TO TAVERN DRAWINGS BY OTHERS.
- PARCEL 4: NOT PART OF THIS APPLICATION.

LEGEND:

- NEW BLACK ASPHALT PAVEMENT.
- NEW RED ASPHALT PAVEMENT.
- EXISTING COUNCIL FOOTPATHS.
- NEW COUNCIL FOOTPATHS.
- NEW FOOTPATHS.
- NEW LANDSCAPING. REFER TO LANDSCAPING PLAN.

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

THIS DRAWING IS COPYRIGHT AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.

DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L AS TRUSTEE FOR HINDLEY TRUST ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
K	31.10.23	COUNCIL'S COMMENTS	SDS	SDS
L	09.11.23	CHILDCARE UPDATED	SDS	SDS
M	11.01.24	PARKING AMENDED	JJR	SJH
N	11.01.24	PARCEL 3 AMENDED	JJR	SJH
O	06.02.24	PARKING ADDED, UNITS 4-6	SDS	SDS
P	07.02.24	PEDESTRIAN CROSSING	SDS	SDS
Q	07.02.24	PARKING NUMBERS	SDS	SDS
R	12.02.24	CHILDCARE FACADE	SDS	SDS

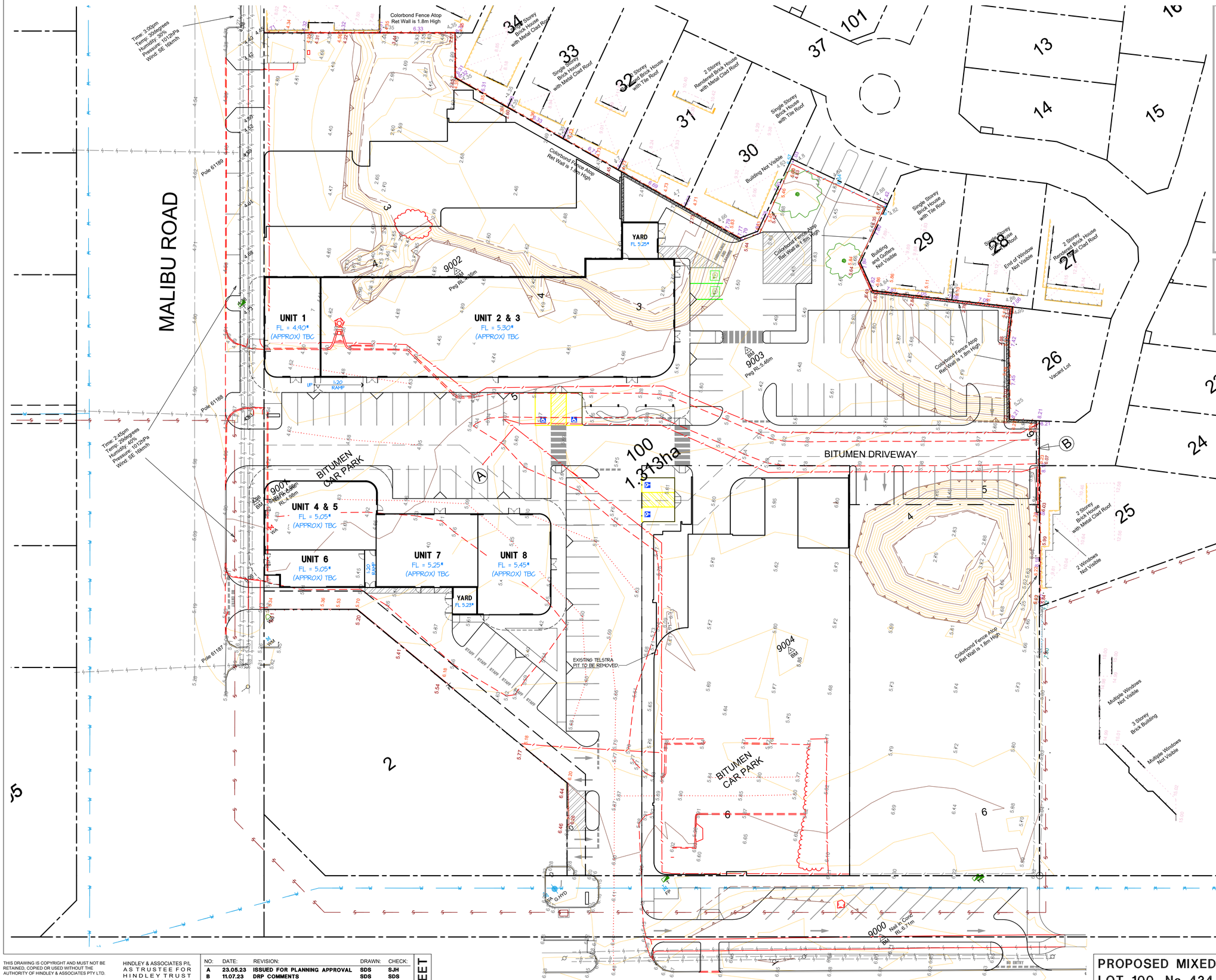
A1 SHEET

PROPOSED SITE PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT LOT 100, No 434 SAFETY BAY ROAD SAFETY BAY W.A. for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:300
Job No.	-	0336
Dwg -		DA01
Rev -		R



NOTES:

1. *DESIGN LEVELS, INCLUDING FLOOR LEVELS, ARE INDICATIVE ONLY. FINAL LEVELS AND TO BE DESIGNED BY A CIVIL ENGINEER AS PART OF DETAILED DESIGN.
2. SURVEY INFORMATION PROVIDED BY MCMULLEN NOLAN GROUP (MNG). REFER TO CONTOUR AND FEATURE SURVEY 104833-DS-001-A DATED 13/04/2022 FOR DETAILS.
3. CHECK CERTIFICATE OF TITLE FOR ANY ENCUMBRANCES E.G. EASEMENTS, RESTRICTIVE COVENANTS ETC.
4. THIS SURVEY HAS BEEN COMPLETED TO CLASS 2/3 ACCURACY
   HARD STAND AREAS ARE TO CLASS 2 ACCURACY
   HORIZONTAL ACCURACY ± 20MM
   VERTICAL ACCURACY ± 20MM
   ALL OTHER AREAS ARE TO CLASS 3 ACCURACY
   HORIZONTAL ACCURACY ± 30MM
   VERTICAL ACCURACY ± 50MM
5. EXISTING BOUNDARIES HAVE BEEN EXTRACTED FROM LANDGATE'S SPATIAL CADASTRAL DATABASE, WHICH IS ONLY A MODEL OF THE CADASTRE. THE DEPICTED BOUNDARY LOCATIONS ARE A GRAPHICAL REPRESENTATION ONLY AND AS THEY HAVE NOT BEEN RE-ESTABLISHED BY SURVEY, MNG DOES NOT GUARANTEED THE POSITION UNLESS STATED OTHERWISE. RE-ESTABLISHMENT OF LOT BOUNDARIES BY A LICENSED SURVEYOR IS RECOMMENDED FOR ANY WORKS ON OR ABOUT A BOUNDARY.
6. UNDERGROUND SERVICES HAVE BEEN COMPILED FROM INFORMATION OBTAINED FROM A DIAL-BEFORE-YOU-DIG SEARCH. SERVICE LOCATIONS HAVE NOT BEEN VERIFIED BY MNG. ALIGNMENTS ARE INDICATIVE ONLY. PRIOR TO DEMOLITION, EXCAVATION OR CONSTRUCTION USERS SHOULD SATISFY THEMSELVES TO THE CURRENCY OF SERVICES, WHICH MAY HAVE BEEN ALTERED OR NEW SERVICES INSTALLED ON OR NEAR THE SUBJECT SITE. REFER TO THE DATE AND METHOD OF ACQUISITION.
7. SURFACE FEATURES AND LEVELS HAVE BEEN SURVEYED TO MEET THE REQUESTED SCOPE OF WORKS ACCURACY, THE SURFACE MAY BE CONTOURED TO DEPICT TOPOGRAPHY OR DEFINED ONLY BY SPOT HEIGHTS. FOR CLARITY ON HARD COPY SOME LEVEL INFORMATION IS NOT SHOWN, REFER TO 3D DIGITAL FILE. ABOVE GROUND INDICATORS (MARKERS) OF UNDERGROUND SERVICES ARE LOCATED WHERE VISIBLE. THIRD PARTIES UTILISING THIS INFORMATION SHOULD CONFIRM THE CAPTURE ACCURACIES MEET REQUIREMENTS PRIOR TO USE.

LEGEND:

- ITEMS TO BE REMOVED / RELOCATED SHOWN IN RED.
- 10 — EXISTING CONTOURS.
- 10.00 — EXISTING SPOT LEVELS.

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

THIS DRAWING IS COPYRIGHT AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.

DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	21.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
E	06.02.24	UNITS 4-6	SDS	SDS
F	07.02.24	PEDESTRIAN CROSSING	SDS	SDS
-				
-				

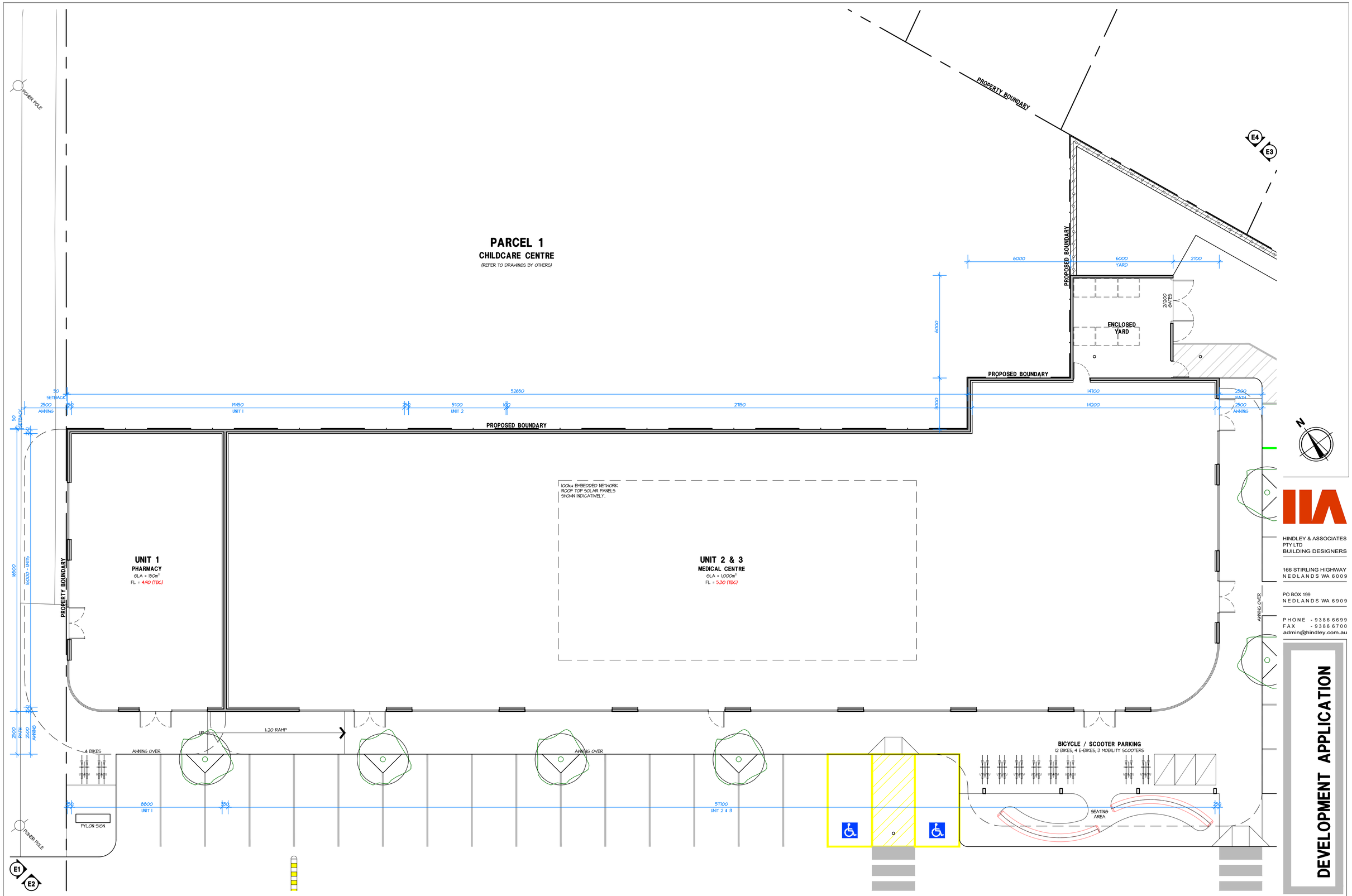
A1 SHEET

SURVEY OVERLAY, LEVELS & DEMOLITION PLAN

SCALE 1:300

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:300
Job No.	-	0836
Dwg	-	DA02
Rev	-	F



HINDLEY & ASSOCIATES
PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

THIS DRAWING IS COPYRIGHT AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.

DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	10.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
E	06.02.24	BICYCLE BAYS	SDS	SDS
-				
-				
-				

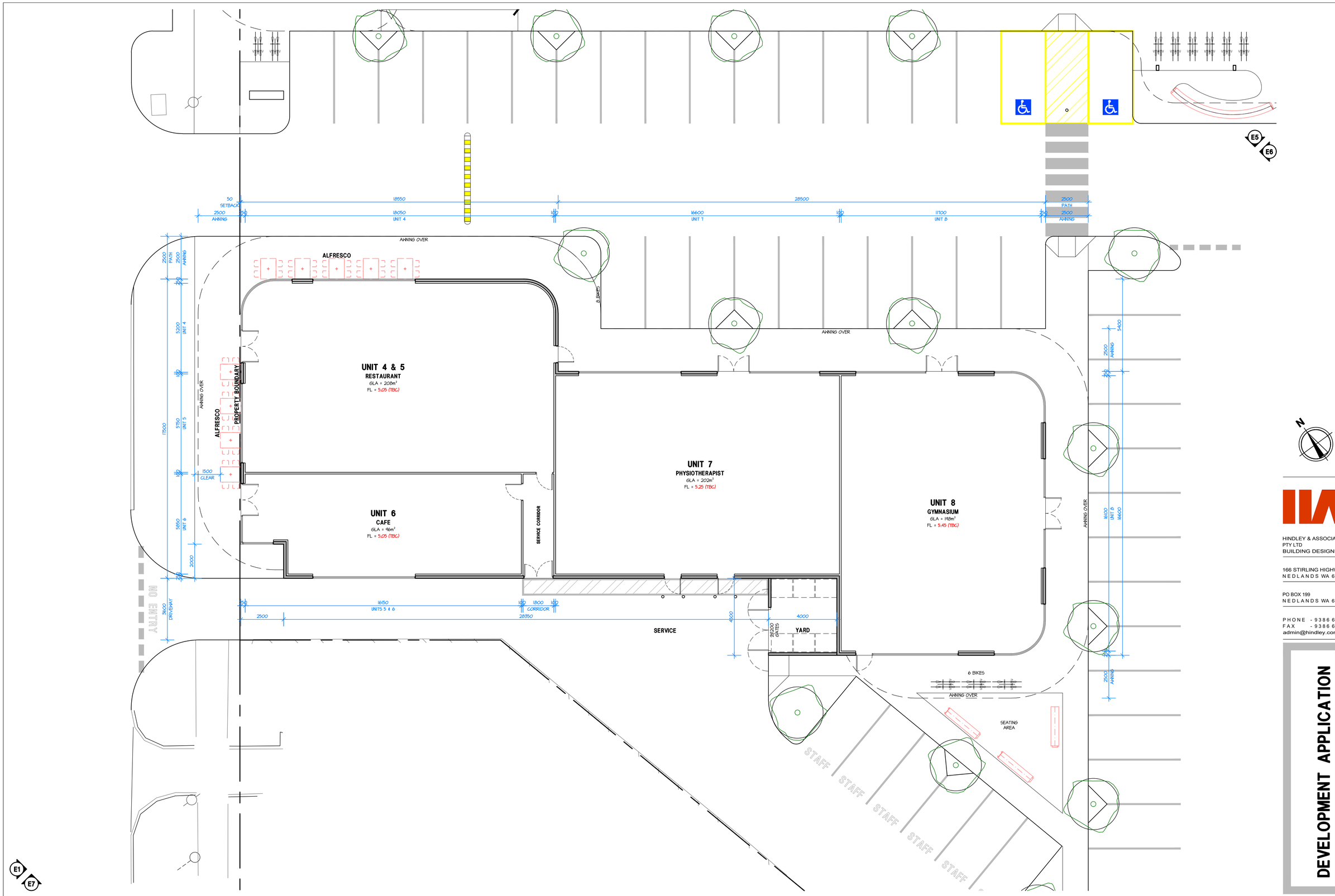
A1 SHEET

BUILDING A FLOOR PLAN

SCALE 1:100

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg	-	DA03
Rev	-	E



THIS DRAWING IS COPYRIGHT AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.

DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	SDS	SDS
C	10.08.23	FLOOR LEVELS	SDS	SDS
D	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
E	06.02.24	UNITS 4-6	SDS	SDS
-				
-				
-				

A1 SHEET

BUILDING B FLOOR PLAN

SCALE 1:100

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

HINDLEY & ASSOCIATES
PTY LTD
BUILDING DESIGNERS

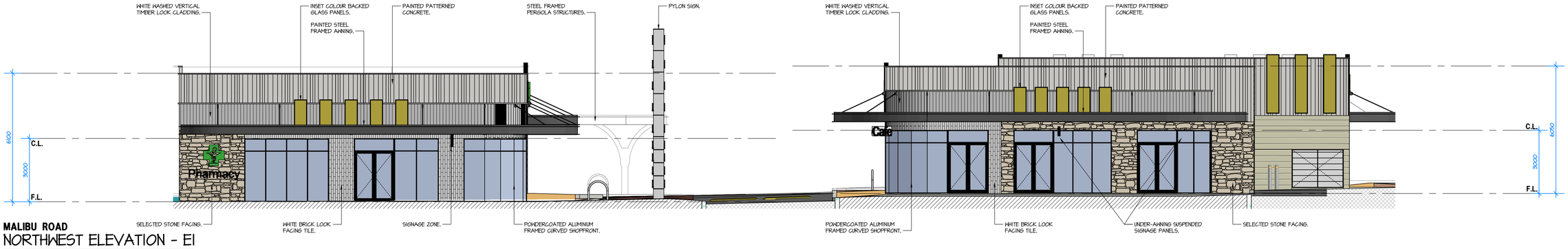
166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

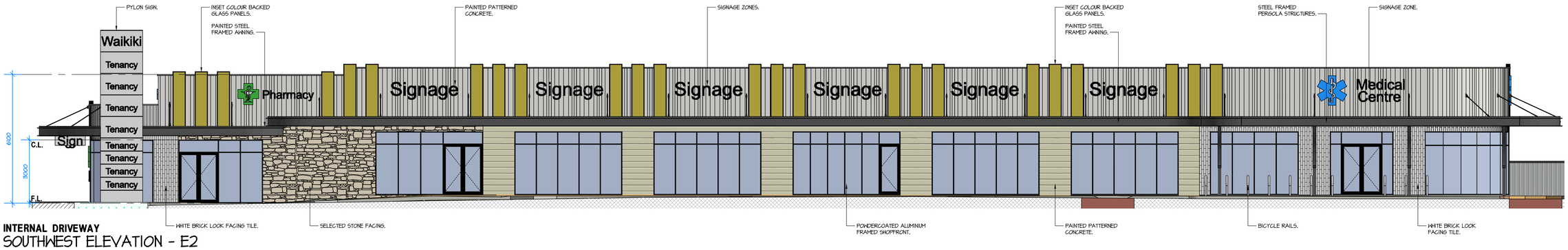
Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg	-	DA04
Rev	-	E



MALIBU ROAD

NORTHWEST ELEVATION - E1

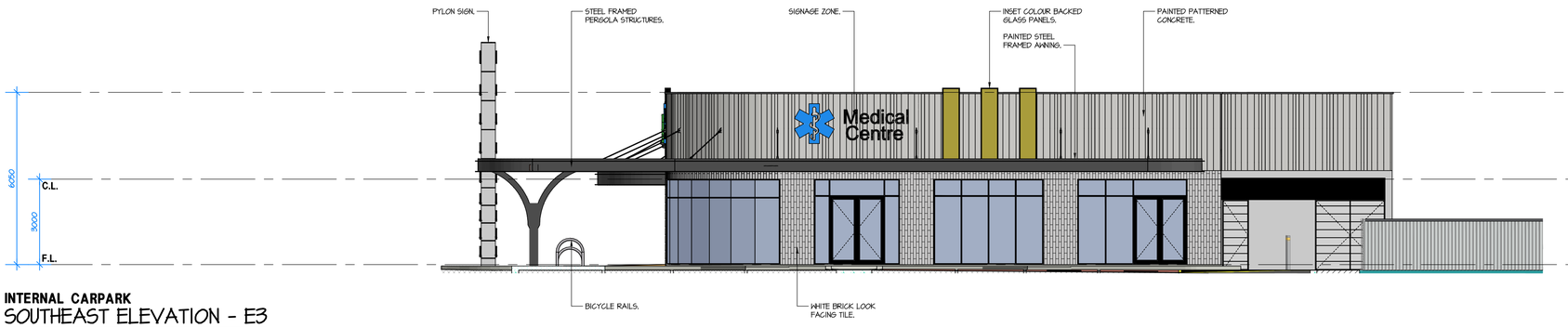
SCALE 1:100



INTERNAL DRIVEWAY

SOUTHWEST ELEVATION - E2

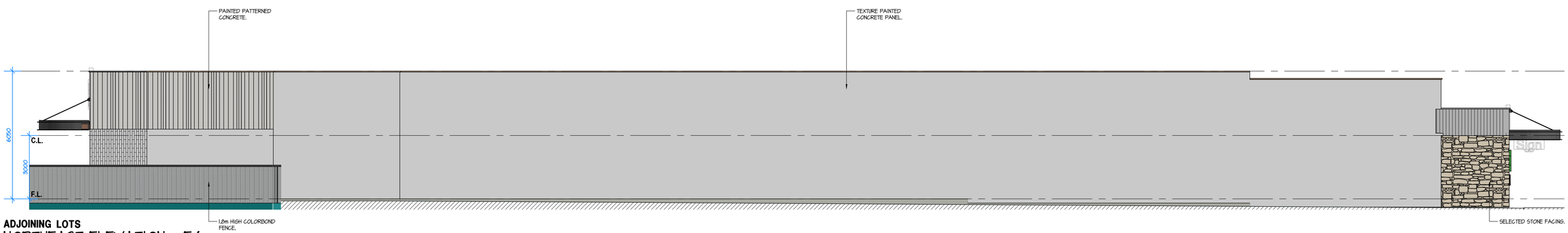
SCALE 1:100



INTERNAL CARPARK

SOUTHEAST ELEVATION - E3

SCALE 1:100



ADJOINING LOTS

NORTHEAST ELEVATION - E4

SCALE 1:100

THIS DRAWING IS COPYRIGHT AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.

DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	JJR	SDS
C	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
-				
-				
-				
-				
-				

A1 SHEET

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

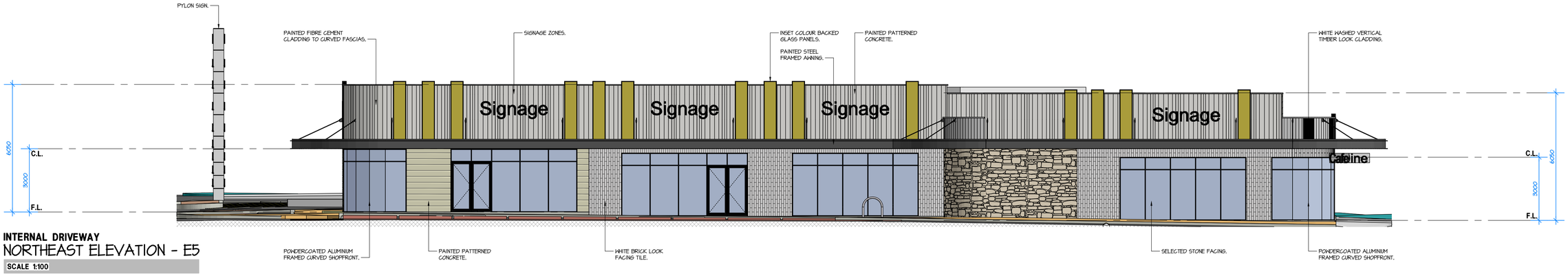
Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.		0836
Dwg -		DA05
Rev -		C



MALIBU ROAD (COMBINED ELEVATION)

NORTHWEST ELEVATION - E1

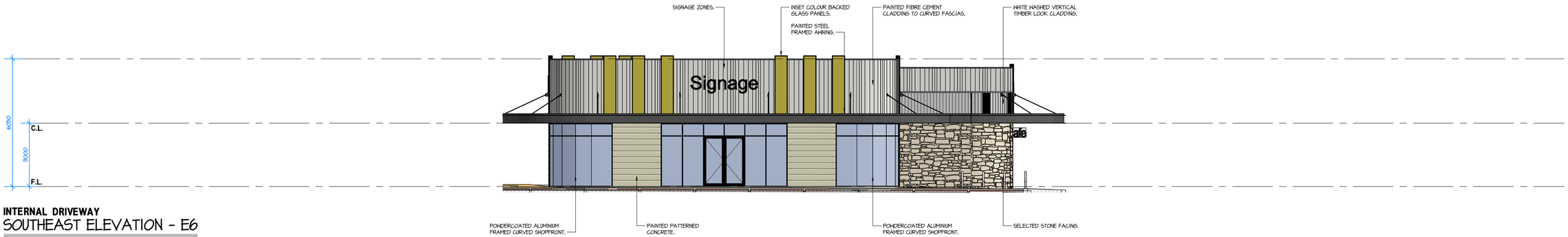
SCALE 1:100



INTERNAL DRIVEWAY

NORTHEAST ELEVATION - E5

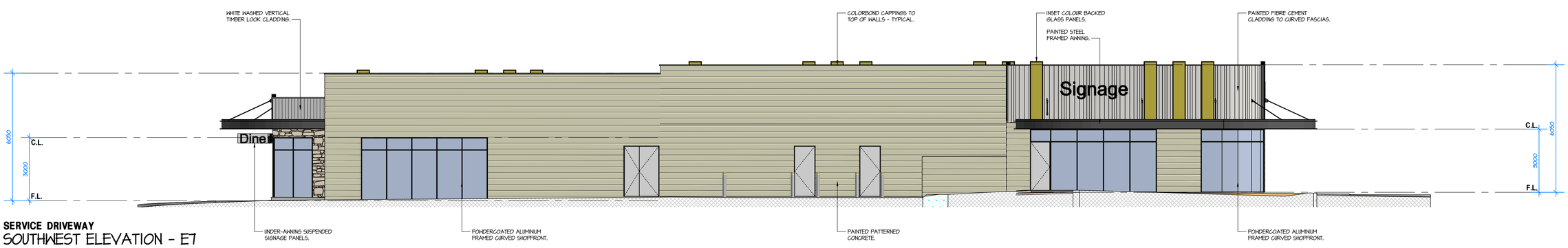
SCALE 1:100



INTERNAL DRIVEWAY

SOUTHEAST ELEVATION - E6

SCALE 1:100



SERVICE DRIVEWAY

SOUTHWEST ELEVATION - E7

SCALE 1:100

THIS DRAWING IS COPYRIGHT AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF HINDLEY & ASSOCIATES PTY LTD.

DO NOT SCALE FROM THIS DRAWING.

THE CONTRACTOR AND HIS SUBCONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING MANUFACTURE.

THIS IS A COMPUTER GENERATED DRAWING AND SHALL NOT BE ALTERED BY HAND.

HINDLEY & ASSOCIATES P/L
AS TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

BUILDING DESIGNERS ASSOCIATION OF WA INC

NO:	DATE:	REVISION:	DRAWN:	CHECK:
A	23.05.23	ISSUED FOR PLANNING APPROVAL	SDS	SJH
B	11.07.23	DRP COMMENTS	JJR	SDS
C	09.11.23	COUNCIL'S COMMENTS	SDS	SDS
D	25.01.24	OVERALL STREET VIEW ADDED	SDS	SDS
E	09.02.24	CCC STREET ELEVATION ALTERED	SDS	SDS
F	12.02.24	CCC STREET ELEVATION ALTERED	SDS	SDS
-				
-				

A1 SHEET

HINDLEY & ASSOCIATES PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION

PROPOSED MIXED USE DEVELOPMENT
LOT 100, No 434 SAFETY BAY ROAD
SAFETY BAY W.A.
for BRAYKELL TWO Pty Ltd

Date	-	20.03.23
Design	-	SDS
Drawn	-	SDS
Checked	-	SJH
Scale	-	1:100
Job No.	-	0836
Dwg	-	DA06
Rev	-	F

PROPOSED CHILDCARE CENTRE
434 SAFETY BAY ROAD, SAFETY BAY, WA 6169



DRAWING REGISTER PLANNING

SHEET NUMBER	SHEET NAME	ISSUE	DESCRIPTION	DATE
DA00	COVER SHEET	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA01	FLOOR PLAN	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA02	ROOF PLAN	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA03	ELEVATIONS	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA04	SHADOW DIAGRAMS 1 - WINTER SOLSTICE	F	PARAPET & FACADE ADJUSTMENT	08/02/2024
DA05	SHADOW DIAGRAMS 2 - WINTER SOLSTICE	F	PARAPET & FACADE ADJUSTMENT	08/02/2024

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: COVER SHEET

SCALE:

DATE: MAY 2023

DRAWN: CW/SS

PRINTED: 8/02/2024 12:26:47 PM

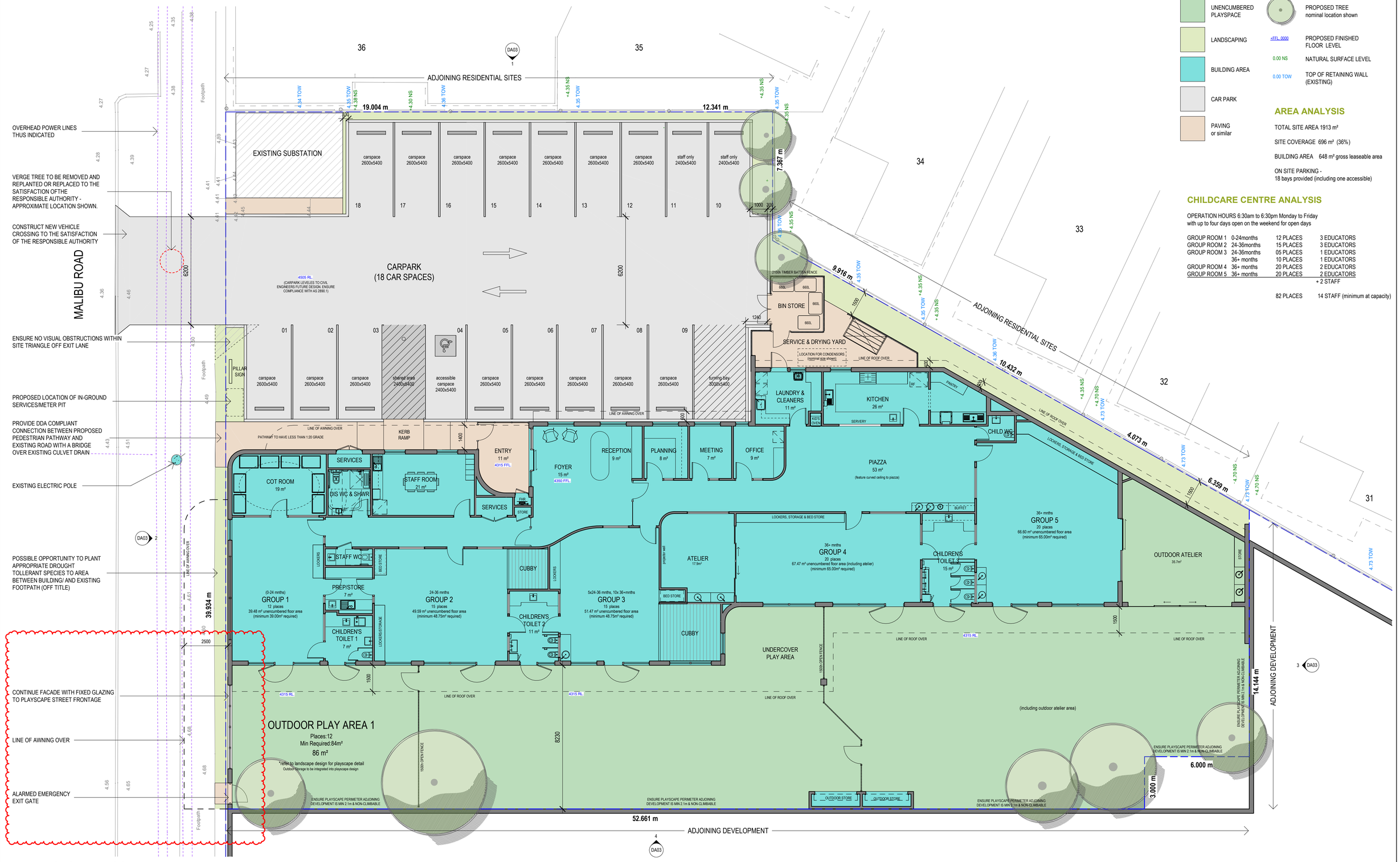
CHECKED: AH

JOB No.: J0000880

COPYRIGHT
COPYRIGHT INSITE ARCHITECTS ALL RIGHTS RESERVED. THIS DRAWING MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS IN PART OR IN WHOLE WITHOUT WRITTEN PERMISSION OF INSITE ARCHITECTS.

DA00/F

D/A ISSUE



1 GROUND FLOOR PLAN
1 : 100

LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar
- PROPOSED TREE nominal location shown
- +FFL 0000 — PROPOSED FINISHED FLOOR LEVEL
- 0.00 NS — NATURAL SURFACE LEVEL
- 0.00 TOW — TOP OF RETAINING WALL (EXISTING)

AREA ANALYSIS

TOTAL SITE AREA 1913 m²

SITE COVERAGE 696 m² (36%)

BUILDING AREA 648 m² gross leaseable area

ON SITE PARKING -
18 bays provided (including one accessible)

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days

GROUP ROOM 1	0-24months	12 PLACES	3 EDUCATORS
GROUP ROOM 2	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 3	24-36months	05 PLACES	1 EDUCATORS
	36+ months	10 PLACES	1 EDUCATORS
GROUP ROOM 4	36+ months	20 PLACES	2 EDUCATORS
GROUP ROOM 5	36+ months	20 PLACES	2 EDUCATORS
			+ 2 STAFF
		82 PLACES	14 STAFF (minimum at capacity)

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: FLOOR PLAN

SCALE: As indicated@A1 DATE: MAY 2023

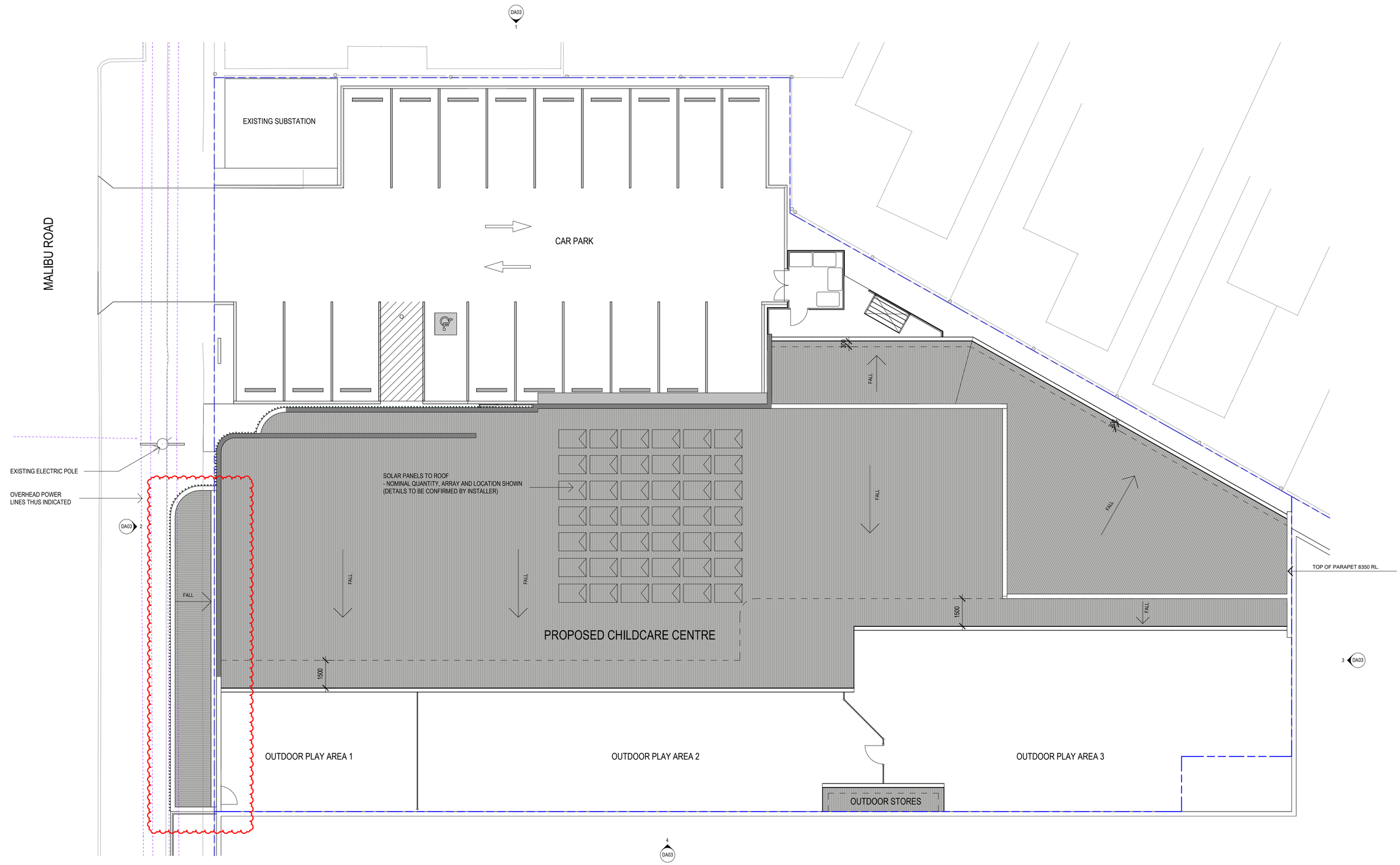
DRAWN: CW/SS PRINTED: 8/02/2024 12:26:49 PM

CHECKED: AH JOB No.: J0000880

COPYRIGHT
COPYRIGHT INSITE ARCHITECTS ALL RIGHTS RESERVED. THIS DRAWING MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS IN PART OR IN WHOLE WITHOUT WRITTEN PERMISSION OF INSITE ARCHITECTS.

DA01/F

D/A ISSUE



1 ROOF PLAN
1 : 100

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ROOF PLAN

SCALE: 1 : 100@A1 **DATE:** MAY 2023

DRAWN: CW/SS **PRINTED:** 8/02/2024 12:26:49 PM

CHECKED: AH **JOB No.:** J0000880

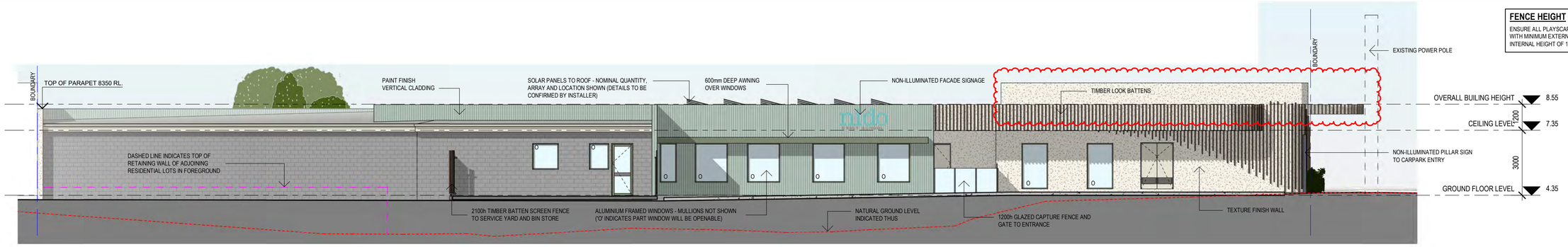
COPYRIGHT
COPYRIGHT INSITE ARCHITECTS ALL RIGHTS RESERVED. THIS DRAWING MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS IN PART OR IN WHOLE WITHOUT WRITTEN PERMISSION OF INSITE ARCHITECTS.

DA02/F

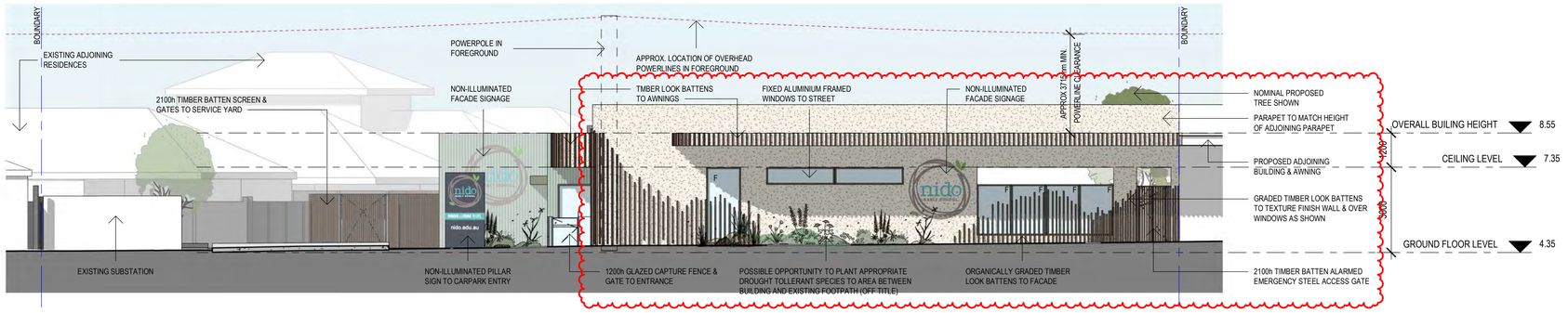
D/A ISSUE

FENCE HEIGHT

ENSURE ALL PLAYSCAPE FENCING COMPLIES WITH AS1926.1 WITH MINIMUM EXTERNAL HEIGHT OF 2.1m AND MINIMUM INTERNAL HEIGHT OF 1.2m.

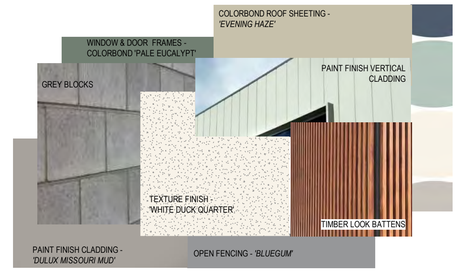


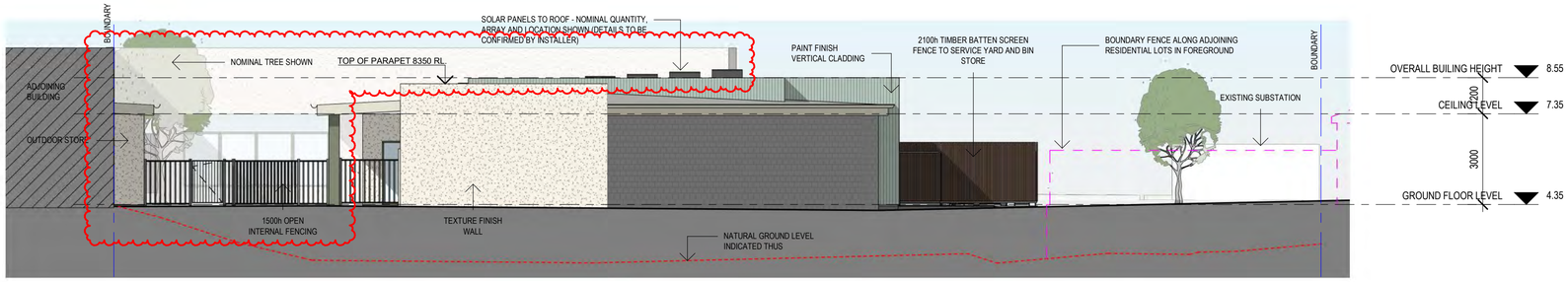
1 NORTH ELEVATION (CARPARK)
1 : 100



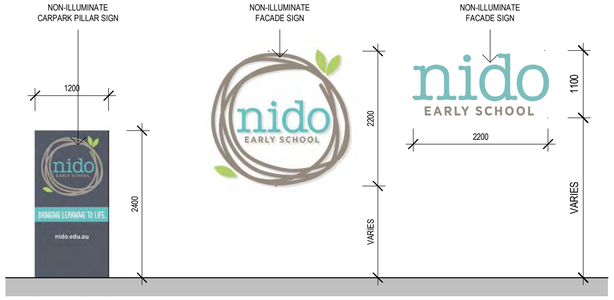
2 WEST ELEVATION (MALIBU ROAD)
1 : 100

MATERIAL/COLOUR PALETTE

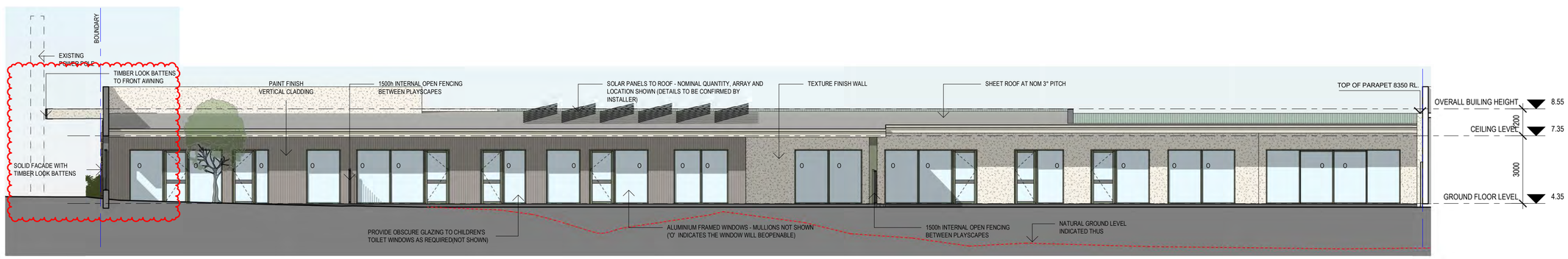




3 EAST ELEVATION
1 : 100



5 PROPOSED SIGNAGE
1 : 50



4 SOUTH ELEVATION
1 : 100

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023
C	PRELIMINARY DA ISSUE	18/07/2023
B	DRP COMMENT REVIEW	22/06/2023
A	DRP ISSUE	31/05/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: ELEVATIONS

SCALE: As indicated@A1 **DATE:** MAY 2023

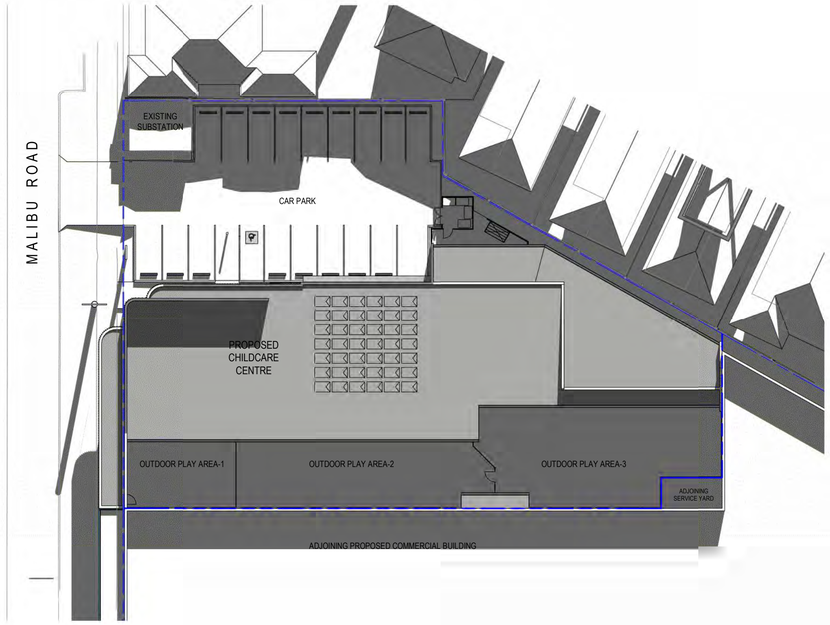
DRAWN: CW/SS **PRINTED:** 8/02/2024 12:26:54 PM

CHECKED: AH **JOB No.:** J0000880

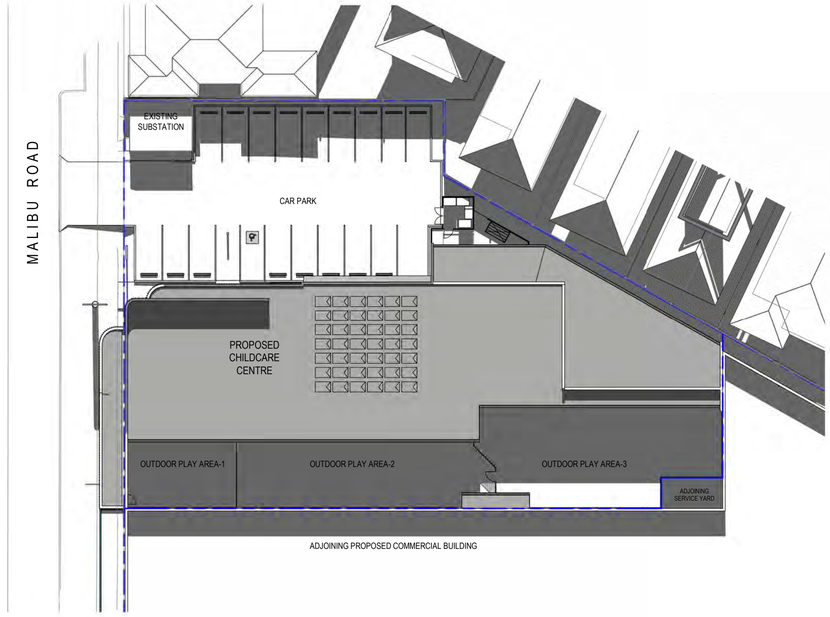
COPYRIGHT
COPYRIGHT INSITE ARCHITECTS ALL RIGHTS RESERVED. THIS DRAWING MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS IN PART OR IN WHOLE WITHOUT WRITTEN PERMISSION OF INSITE ARCHITECTS.

DA03/F

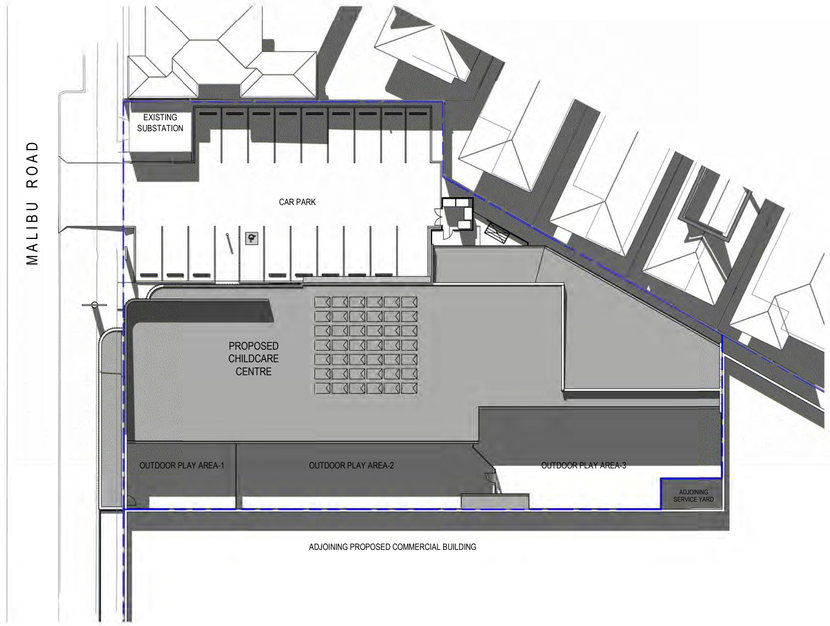
D/A ISSUE



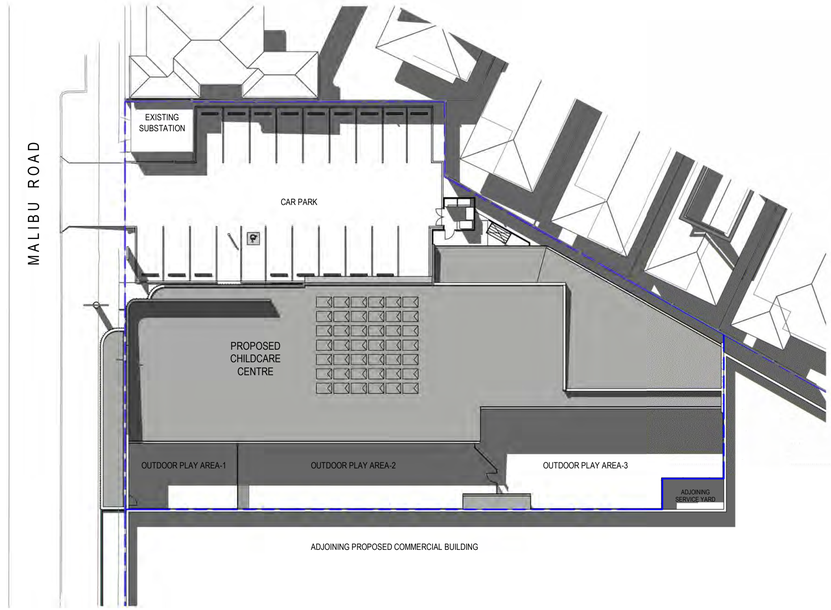
1 SHADOW DIAGRAM - 21st JUNE @ 9am
1 : 300



2 SHADOW DIAGRAM - 21st JUNE @ 10am
1 : 300



3 SHADOW DIAGRAM - 21st JUNE @ 11am
1 : 300



4 SHADOW DIAGRAM - 21st JUNE @ 12noon
1 : 300

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: SHADOW DIAGRAMS 1 - WINTER SOLSTICE

SCALE: 1 : 300@A1 **DATE:** MAY 2023

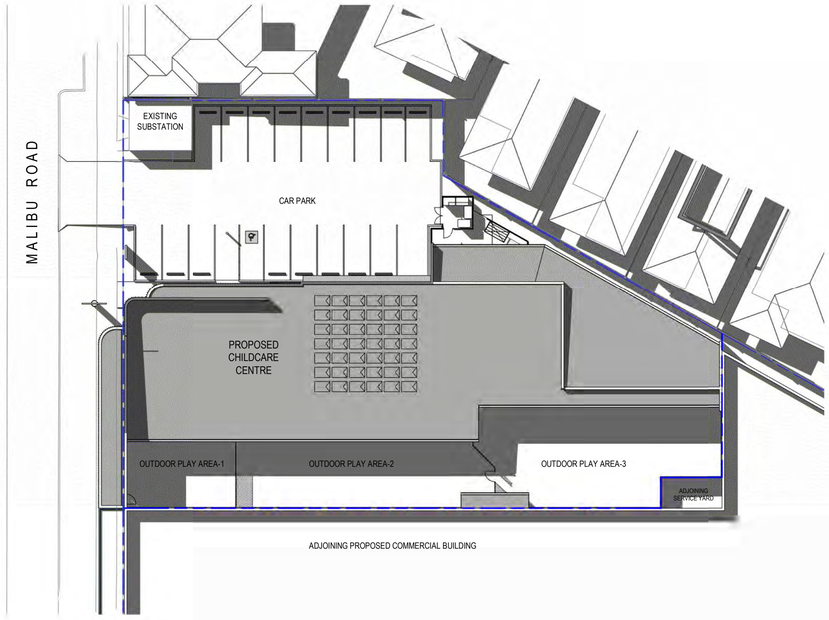
DRAWN: CW/SS **PRINTED:** 8/02/2024 12:26:58 PM

CHECKED: AH **JOB No.:** J0000880

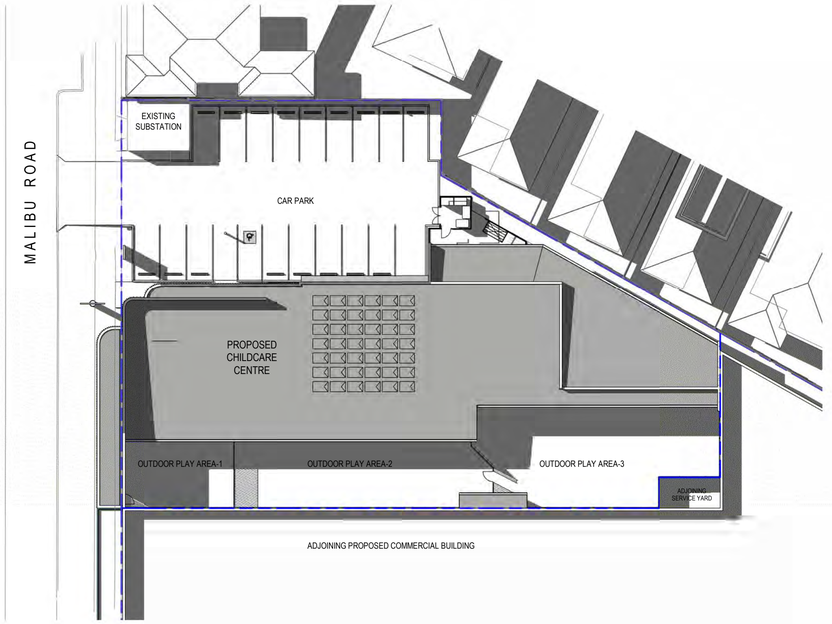
COPYRIGHT
COPYRIGHT INSITE ARCHITECTS ALL RIGHTS RESERVED. THIS DRAWING MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS IN PART OR IN WHOLE WITHOUT WRITTEN PERMISSION OF INSITE ARCHITECTS.

DA04/F

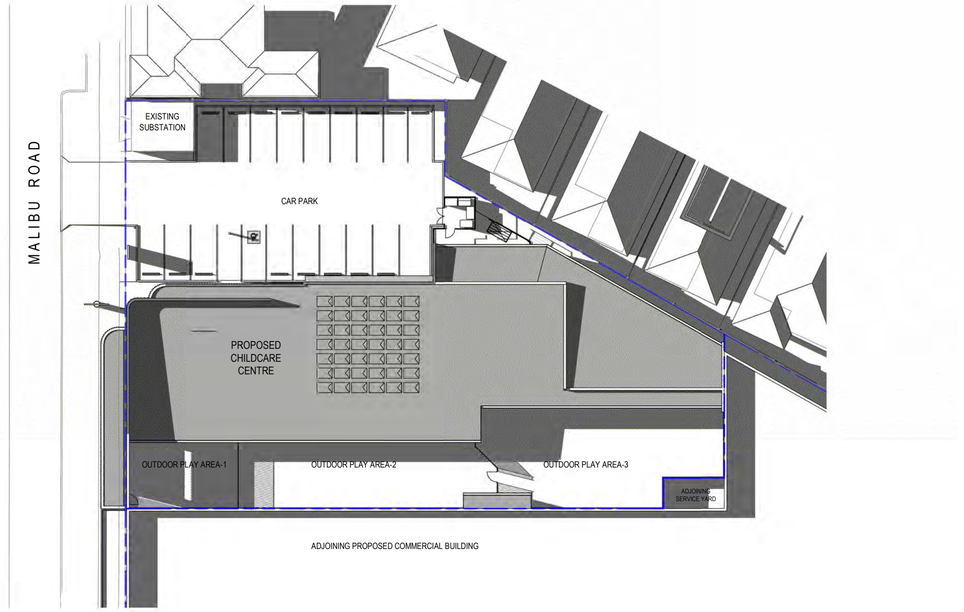
D/A ISSUE



1 SHADOW DIAGRAM - 21st JUNE @ 1pm
1 : 300



2 SHADOW DIAGRAM - 21st JUNE @ 2pm
1 : 300



3 SHADOW DIAGRAM - 21st JUNE @ 3pm
1 : 300

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, BUILDING ACT 1975 AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	DESCRIPTION	DATE
F	PARAPET & FACADE ADJUSTMENT	08/02/2024
E	JDAP UPDATE - FACADE / AWNING EXTENSION	17/01/2024
D	DEVELOPMENT APPLICATION RFI	10/11/2023

insite ARCHITECTS
4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
t (03) 9499 8174
www.insitearchitects.com.au

nido EARLY SCHOOL

CLIENT: FABRIC PROPERTY

PROJECT: PROPOSED CHILDCARE CENTRE (82 places)

LOCATION: 434 SAFETY BAY ROAD, SAFETY BAY, WA 6169

DRAWING TITLE: SHADOW DIAGRAMS 2 - WINTER SOLSTICE

SCALE: 1 : 300@A1 **DATE:** MAY 2023

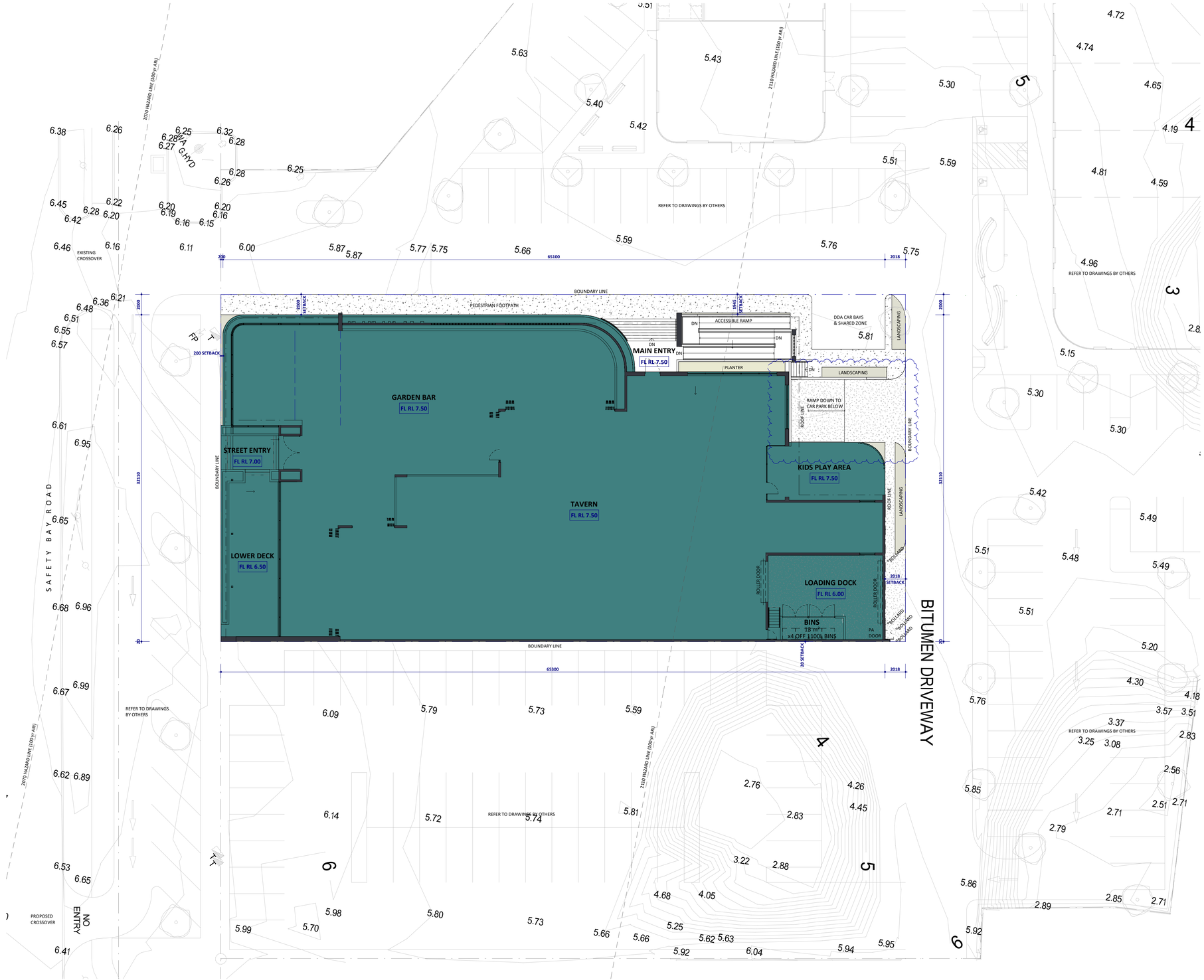
DRAWN: CW/SS **PRINTED:** 8/02/2024 12:27:02 PM

CHECKED: AH **JOB No.:** J0000880

COPYRIGHT
COPYRIGHT INSITE ARCHITECTS ALL RIGHTS RESERVED. THIS DRAWING MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS IN PART OR IN WHOLE WITHOUT WRITTEN PERMISSION OF INSITE ARCHITECTS.

DA05/F

D/A ISSUE



SITE PLAN
SCALE 1 : 200



LOCATION PLAN
SCALE 1 : 1000

LEGEND

- PROPOSED CONCRETE PAVEMENT EXPOSED AGGREGATE FINISH
- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDSCAPING

SITE INFO

2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO

1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
78m² = LOADING DOCK
13m² = BIN STORE

PARKING

46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG
+
2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS & SHARED ZONE IN ACCORDANCE WITH AS 2890.6

ALL DIMENSIONS TO BE VERIFIED / CHECKED ON SITE PRIOR TO COMMENCING ANY WORK OR SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE TO SCALED DIMENSIONS. DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANTS DOCUMENTS. SEEK CLARIFICATION OF INCONSISTENCIES / CONFLICTS. IMAGES ARE DIAGRAMMATIC. HARDWARE AND ACCESSORIES DEPICTED IN THESE IMAGE MAY NOT RESEMBLE THE FINAL PRODUCT. COPYRIGHT OF DESIGNS, PLANS & IMAGES SHOWN HEREIN IS RETAINED BY MOTIVO. WRITTEN AUTHORITY IS REQUIRED FOR ANY REPRODUCTION. ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITY REQUIREMENTS. DO NOT SCALE OFF DRAWINGS. VERIFICATION OF THE SUPERINTENDENT.
© COPYRIGHT MOTIVO DESIGN STUDIO PTY. LTD.

Project Name: **WAIKIKI TAVERN**

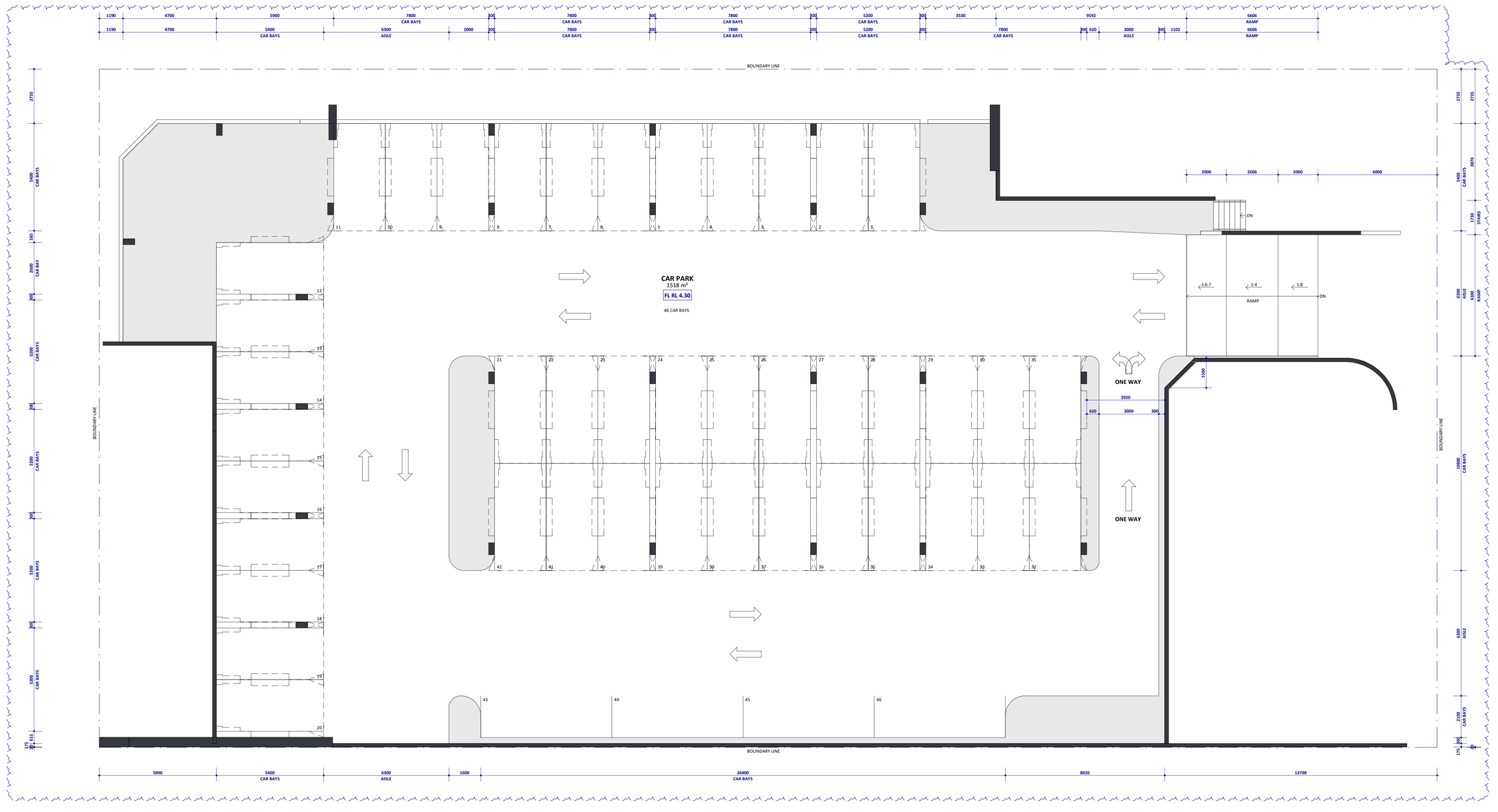
Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

MOTIVO
Co-Create | Connect | Commit
[p] 08 9204 5090 [w] www.motivo.studio

Drawing Title: **SITE PLAN**

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	01/06/23	DT	BIN STORE AMENDED
C	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
D	30/10/23		ISSUED FOR REVIEW

Project No.: **M2666**
Revision: **D**
Drawing No.: **DA01**
Scale: **As indicated**
Drawn By: **DT**
Page Size: **A1**



CARPARK RL 4.30m

SCALE 1 : 100

ALL DIMENSIONS TO BE VERIFIED / CHECKED ON SITE PRIOR TO COMMENCING ANY WORK OR SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE TO SCALED DIMENSIONS. DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANTS DOCUMENTS. SEEK CLARIFICATION OF INCONSISTENCIES / CONFLICTS. IMAGES ARE ENGAGEMENT, MARKETING AND ACCESSORIES DEPICTED IN THESE DRAWINGS ARE INDICATIVE. THE FINAL PRODUCT, COPYRIGHT OF DESIGN, PLANS & IMAGES SHOWN HEREIN IS RESERVED BY MOTIVO. WRITTEN AUTHORITY IS REQUIRED FOR ANY REPRODUCTION. ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITY REGULATIONS, EXECUTE ALL WORK TO THE SATISFACTION OF THE SUPERINTENDENT.
© COPYRIGHT MOTIVO DESIGN STUDIO PTY. LTD.

Project Name: **WAIKIKI TAVERN**

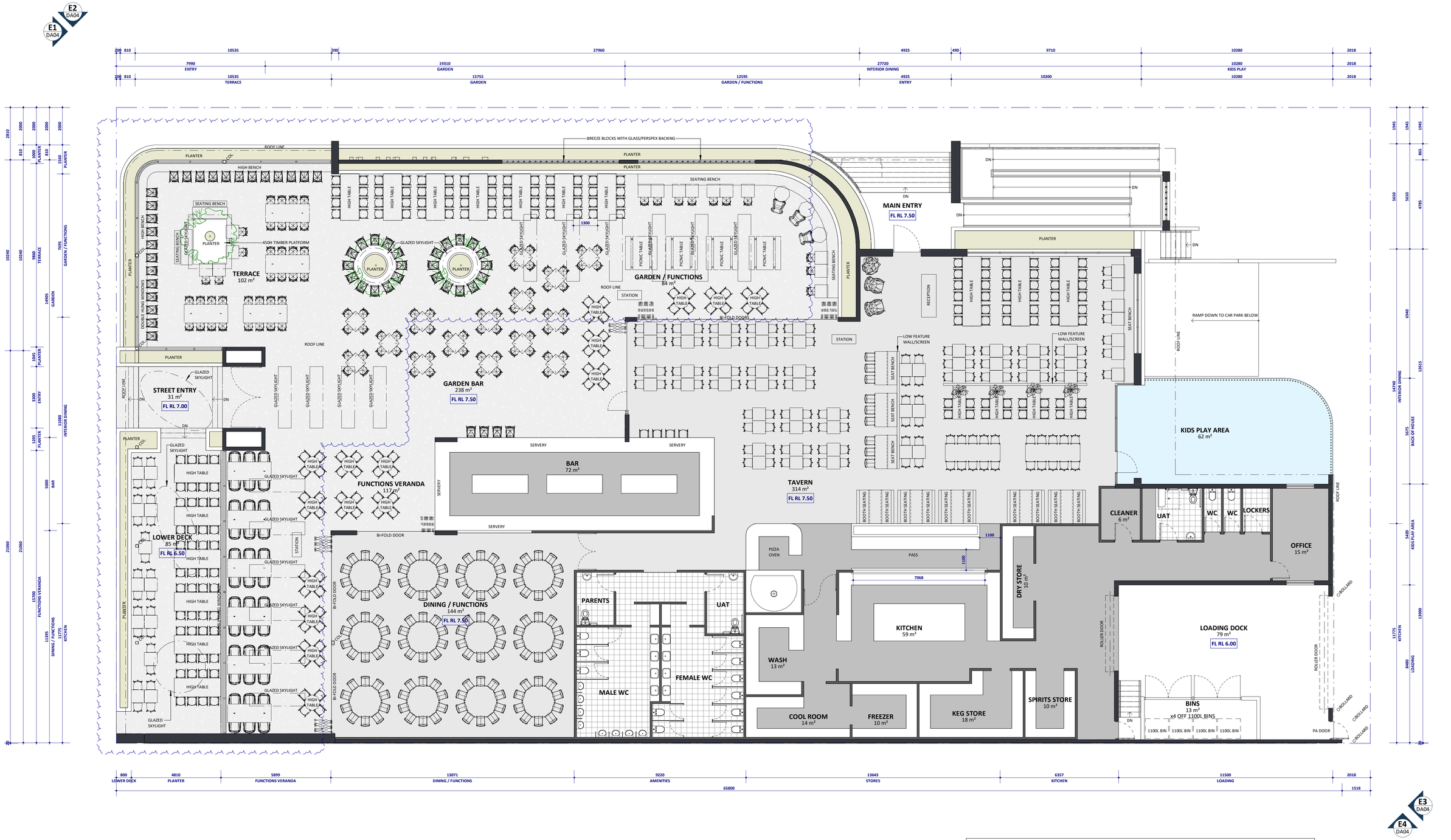
Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

MOTIVO
Co-Create | Connect | Commit
[p] 08 9204 5090 [w] www.motivo.studio

Drawing Title: **CAR PARK**

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
C	30/10/23		ISSUED FOR REVIEW

Project No.: **M2666**
Revision: **C**
Drawing No.: **DA02**
Scale: **1 : 100**
Drawn By: **DT**
Page Size: **A1**



FLOOR PLAN

SCALE 1 : 100

SITE INFO

2298m² = PARCEL C LOT AREA
1883m² = BUILDING FOOTPRINT
1509m² = BASEMENT CAR PARK
65m² = AT GRADE LANDSCAPING
76m² = LANDSCAPING ON BUILDING

BUILDING INFO

1509m² = BASEMENT CAR PARK AREA
965m² = TAVERN
756m² = GARDEN BAR / LOWER DECK / STREET ENTRY
90m² = MAIN ENTRY (inc. ACCESSIBLE RAMP & STAIR)
62m² = KIDS PLAY AREA
78m² = LOADING DOCK
13m² = BIN STORE

PARKING

46 CAR BAYS (BASEMENT PARKING)
2.6m WIDE x 5.4m LONG
+
2 DEDICATED DISABLE ACCESSIBLE (DDA) PARKING BAYS
& SHARED ZONE IN ACCORDANCE WITH AS 2890.6

ALL DIMENSIONS TO BE VERIFIED / CHECKED ON SITE PRIOR TO COMMENCING ANY WORK OR SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE TO SCALED DIMENSIONS. DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANTS DOCUMENTS. SITE CONDITIONS OF INCORPORATED FEATURES CAN BE SUBJECT TO CONSTRUCTION TOLERANCES AND ACCESSIBLE SPACES MAY NOT BE MEANT TO REPRESENT THE FINAL PRODUCT. COPYRIGHT OF DESIGN, PLANS & IMAGES SHOWN HEREIN IS RETAINED BY MOTIVO. WRITTEN AUTHORITY IS REQUIRED FOR ANY REPRODUCTION. ALL WORK TO BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITY REGULATIONS. EXECUTE ALL WORK TO THE SATISFACTION OF THE SUPERINTENDENT.
© COPYRIGHT MOTIVO DESIGN STUDIO PTY. LTD.

Project Name: WAIKIKI TAVERN

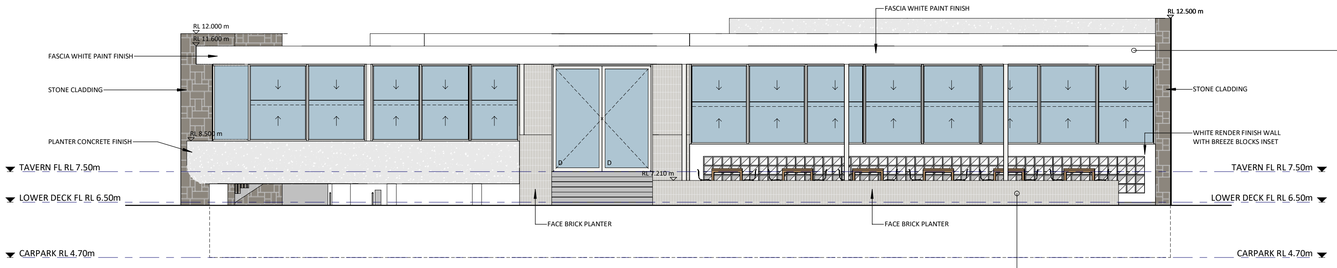
Project Address: LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

MOTIVO
Co-Create | Connect | Commit
[p] 08 9204 5090 [w] www.motivo.studio

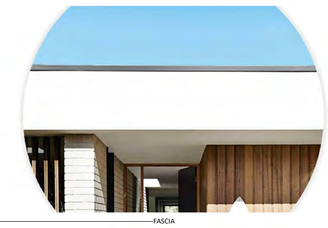
Drawing Title: FLOOR PLAN

Rev	Date	By	Description
D	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
E	30/10/23	DT	ISSUED FOR REVIEW
F	06/11/23	DT	ISSUED FOR REVIEW
G	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

Project No.: M2666
Revision: G
Drawing No.: DA03
Scale: 1 : 100
Drawn By: DT
Page Size: A1



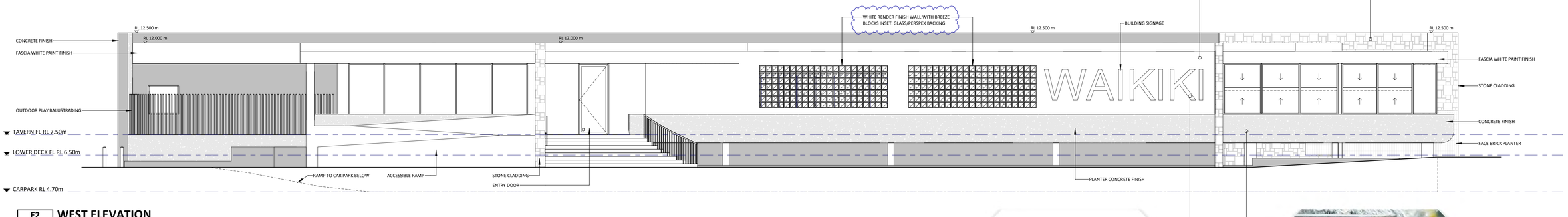
E1 **DA03** **STREET ELEVATION (SOUTH)**
SCALE 1 : 100


FASCIA


WHITE RENDER


FACE BRICK


STONE CLADDING

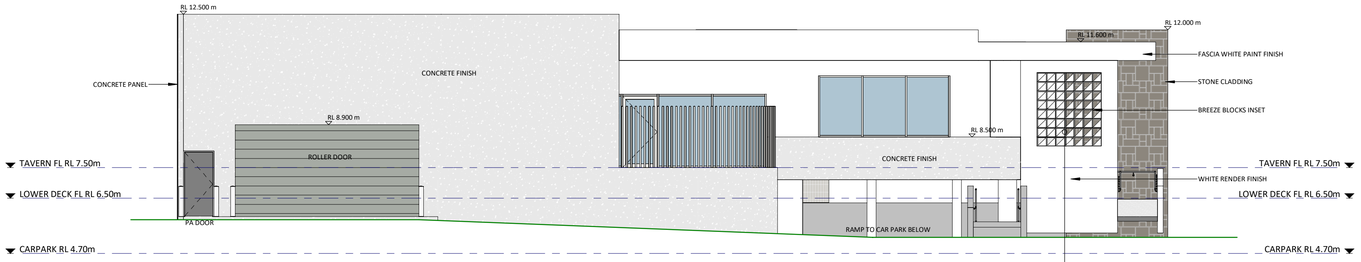


E2 **DA03** **WEST ELEVATION**
SCALE 1 : 100



BUILDING SIGNAGE

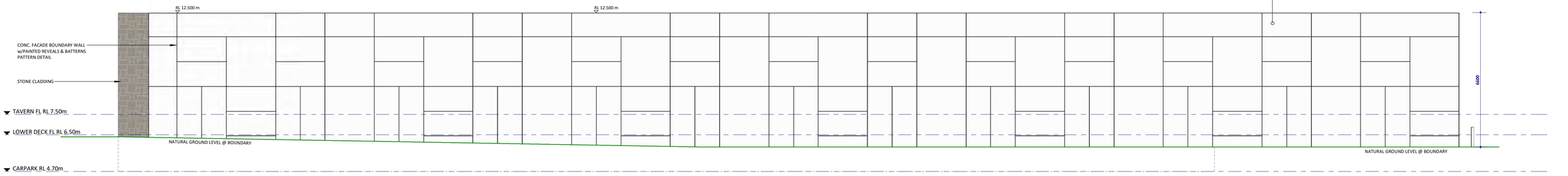

CONCRETE FINISH



E3 **DA03** **REAR ELEVATION (NORTH)**
SCALE 1 : 100


BREEZE BLOCKS


CONCRETE FACADE



E4 **DA03** **EAST ELEVATION**
SCALE 1 : 100

ALL DIMENSIONS TO BE VERIFIED / CHECKED ON SITE PRIOR TO COMMENCING ANY WORK OR SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE TO SCALED DIMENSIONS. DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANTS DOCUMENTS. SEEK CLARIFICATION OF INCONSISTENCIES / CONFLICTS. IMAGES ARE DIAGRAMMATIC. HARDWARE AND ACCESSORIES DEPICTED IN THESE IMAGE MAY NOT RESEMBLE THE FINAL PRODUCT. COPYRIGHT OF DESIGNS, PLANS & IMAGES SHOWN HEREIN IS RETAINED BY MOTIVO. WRITTEN AUTHORITY IS REQUIRED FOR ANY REPRODUCTION. ALL WORK TO BE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITY REGULATIONS. EXECUTE ALL WORK TO THE SATISFACTION OF THE SUPERINTENDENT.
© COPYRIGHT MOTIVO DESIGN STUDIO PTY. LTD.

Project Name
WAIKIKI TAVERN

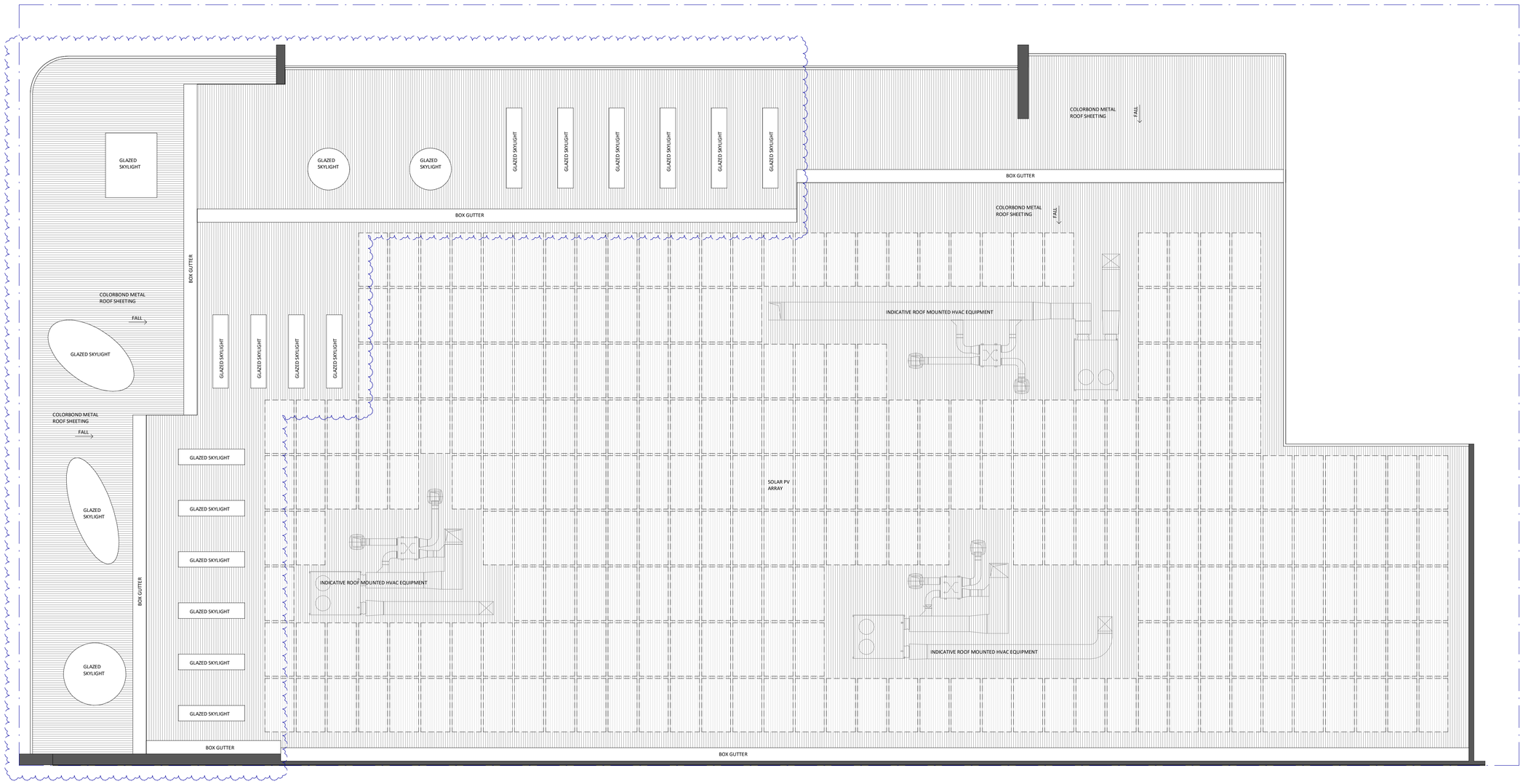
Project Address
LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA

MOTIVO
Co-Create | Connect | Commit
p: 08 9204 5090 | w: www.motivo.studio

Drawing Title
ELEVATIONS

Rev	Date	By	Description
A	15/05/23	DT	DESIGN REVIEW ISSUE
B	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
C	30/10/23	DT	ISSUED FOR REVIEW
D	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

Project No. **M2666**
Revision **D**
Drawing No. **DA04**
Scale **1 : 100**
Drawn By **DT**
Page Size **A1**



ROOF PLAN

SCALE 1 : 100

ALL DIMENSIONS TO BE VERIFIED / CHECKED ON SITE PRIOR TO COMMENCING ANY WORK OR SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE TO SCALED DIMENSIONS. DRAWINGS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANTS DOCUMENTS. SEEK CLARIFICATION OF INCONSISTENCIES / CONFLICTS. IMAGES ARE DIAGRAMMATIC, HARDWARE AND ACCESSORIES DEPICTED IN THESE IMAGE MAY NOT RESEMBLE THE FINAL PRODUCT. COPYRIGHT OF DESIGNS, PLANS & IMAGES SHOWN HEREIN IS RETAINED BY MOTIVO. WRITTEN AUTHORITY IS REQUIRED FOR ANY REPRODUCTION. ALL WORK TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA AND ALL LOCAL AUTHORITY REGULATIONS. SUBCUTS ALL WORK TO THE SATISFACTION OF THE SUPERINTENDENT.
© COPYRIGHT MOTIVO DESIGN STUDIO PTY. LTD.

Project Name: **WAIKIKI TAVERN**

Project Address: **LOT 100, 434 SAFETY BAY RD, SAFETY BAY WA**

MOTIVO
Co-Create | Connect | Commit
p: 08 9204 5090 w: www.motivo.studio

Drawing Title: **ROOF PLAN**

Rev	Date	By	Description
A	27/07/23	DT	ISSUE FOR PLANNING APPROVAL
B	01/02/24	DT	ISSUE FOR PLANNING APPROVAL

Project No.: **M2666**
Revision: **B**
Drawing No.: **DA05**
Scale: **1 : 100**
Drawn By: **DT**
Page Size: **A1**

Metro Outer Joint Development Assessment Panel Minutes

Meeting Date and Time: Tuesday, 9 January 2024; 9:30am
Meeting Number: MOJDAP/291
Meeting Venue: Electronic Means

This DAP meeting was conducted by electronic means (Zoom) open to the public rather than requiring attendance in person.

1 Table of Contents

1. Opening of Meeting, Welcome and Acknowledgement 3
2. Apologies 3
3. Members on Leave of Absence 3
4. Noting of Minutes 3
5. Declaration of Due Consideration 3
6. Disclosure of Interests 4
7. Deputations and Presentations 5
8. Form 1 – Responsible Authority Reports – DAP Applications 5
8.1 Lot 100 (No.434) Safety Bay Road, Safety Bay 5
9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval 7
9.1 No.3 (Lot 500) Salix Way, Forrestfield 7
10. State Administrative Tribunal Applications and Supreme Court Appeals 8
11. General Business 9
12. Meeting Closure 9

Eugene Koltasz
Presiding Member, Metro Outer JDAP

This document was produced on Whadjuk Noongar Boodjar

Attendance

DAP Members

Eugene Koltasz (Presiding Member)
Sheryl Chaffer (A/Deputy Presiding Member)
Neema Premji (A/Third Specialist Member)

Item 8.1
Cr Lorna Buchan (Local Government Member, City of Rockingham)
Cr Mark Jones (Local Government Member, City of Rockingham)

Item 9.1
Mayor Margaret Thomas (Local Government Member, City of Kalamunda)
Cr Lisa Cooper (Local Government Member, City of Kalamunda)

Officers in attendance

Item 8.1
Chris Parlane (City of Rockingham)
David Banovic (City of Rockingham)
Mike Ross (City of Rockingham)
Danny Sriono (City of Rockingham)
Emma Lambert (City of Rockingham)

Item 9.1
Cardia Mariani (City of Kalamunda)
Regan Travers (City of Kalamunda)
Andrew Cook (Western Australian Planning Commission)

Minute Secretary

Claire Ortlepp (DAP Secretariat)

Applicants and Submitters

Item 8.1
Ross Underwood (Planning Solutions)
Jozef Ewing (Planning Solutions)
Rhys Kelly (Fabric Property)
Behnam Bordbar (Transcore)
Matthew Moyle (Lloyd George Acoustics)

Item 9.1
Rachel Bridges (Department of Finance)



Eugene Koltasz
Presiding Member, Metro Outer JDAP

This document was produced on Whadjuk Noongar Boodjar

Members of the Public / Media

There were 5 members of the public in attendance.

Kasey Gratton from Sound Telegraph was in attendance.

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declared the meeting open at 9:33am on 9 January 2024 and acknowledged the traditional owners and paid respect to Elders past and present of the land on which the meeting was being held.

The Presiding Member announced the meeting would be run in accordance with the DAP Standing Orders 2020 under the *Planning and Development (Development Assessment Panels) Regulations 2011.*

1.1 Announcements by Presiding Member

The Presiding Member advised that in accordance with Section 5.16 of the DAP Standing Orders 2020 which states *'A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of the DAP meeting unless the Presiding Member has given permission to do so.',* the meeting would not be recorded.

This meeting was convened via electronic means (Zoom). Members were reminded to announce their name and title prior to speaking.

2. Apologies

Karen Hyde (Deputy Presiding Member)
Jason Hick (Third Specialist Member)

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

DAP members noted that signed minutes of previous meetings are available on the DAP website.

5. Declaration of Due Consideration

All members declared that they had duly considered the documents.

6. Disclosure of Interests

In accordance with section 2.4.9 of the DAP Code of Conduct 2017, DAP Members, Cr Mark Jones and Cr Lorna Buchan, declared that they had participated in a prior Council meeting in relation to the application at item 8.1. However, under section 2.1.2 of the DAP Code of Conduct 2017, Cr Jones and Cr Buchan acknowledged that they are not bound by any previous decision or resolution of the local government and undertakes to exercise independent judgment in relation to any DAP application before them, which will be considered on its planning merits.

DAP Member, Jason Hick, declared a pecuniary interest in item 8.1. Jason Hick is an employee and Director of Emerge Environmental Services Pty Ltd (T/A Emerge Associates). Emerge Associates were engaged to support the application and Jason was personally involved with this.

In accordance with section 6.2 and 6.3 of the DAP Standing Orders 2020, the Presiding Member determined that the member listed above, who had disclosed a indirect pecuniary interest is not permitted to participate in the discussion and voting on the items.

DAP Member, Eugene Koltasz, declared an impartial interest in item 9.1. Mr Koltasz is a member of the Western Australian Planning Commission, which is the Responsible Authority for this application.

In accordance with section 6.2 and 6.3 of the DAP Standing Orders 2020, the Presiding Member, Francesca Lefante, determined that the member listed above, who had disclosed an impartiality interest is permitted to participate in the discussion and voting on the items.

PROCEDURAL MOTION

Moved by: Eugene Koltasz **Seconded by:** Sheryl Chaffer

That the application at Item 9.1 be heard prior to the application at Item 8.1.

The Procedural Motion was put and CARRIED UNANIMOUSLY.

REASON: To allow the less complex Item 9.1 to be heard first.

Cr Lorna Buchan & Cr Mark Jones (Local Government Member, City of Rockingham) left the panel at 9:35am.

Mayor Margaret Thomas & Cr Lisa Cooper (Local Government Member, City of Kalamunda) joined the panel at 9:35am.



Eugene Koltasz
Presiding Member, Metro Outer JDAP

This document was produced on Whadjuk Noongar Boodjar

7. Deputations and Presentations

7.1 Ross Underwood (Planning Solutions) addressed the DAP against the recommendation for the application at Item 8.1 and responded to questions from the panel.

7.2 Rhys Kelly (Fabric Property) addressed the DAP against the recommendation for the application at Item 8.1 and responded to questions from the panel.

7.3 Benham Bordbar (Transcore) addressed the DAP against the recommendation for the application at Item 8.1 and responded to questions from the panel.

7.4 Matthew Moyle (Lloyd George Acoustics) addressed the DAP in relation to the application at Item 8.1 and responded to questions from the panel.

7.5 The City of Rockingham addressed the DAP in relation to the application at Item 8.1 and responded to questions from the panel.

The presentations at Item 7.1 – 7.5 were heard prior to the application at Item 8.1.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Lot 100 (No.434) Safety Bay Road, Safety Bay

Development Description:	Proposed Mixed Commercial Development
Applicant:	Ross Underwood (Planning Solutions)
Owner:	Braykell Two Pty Ltd
Responsible Authority:	City of Rockingham
DAP File No:	DAP/23/02551

REPORT RECOMMENDATION

Moved by: Cr Mark Jones **Seconded by:** Cr Lorna Buchan

With the agreement of the mover and seconder, the following amendment was made:

i) That the preamble be amended to read as follows:

The Metro Outer Joint Development Assessment Panel resolves to defer the Development Application for a Mixed Commercial Development on Lot 100 Safety Bay Road, Safety Bay ***for up to 90 days (until 8 April 2024), in accordance with the reasons listed below.***

REASON: To specify a timeframe for deferral of the application.

Eugene Koltasz

Eugene Koltasz
Presiding Member, Metro Outer JDAP

The Metro Outer Joint Development Assessment Panel resolves to defer the Development Application for a Mixed Commercial Development on Lot 100 Safety Bay Road, Safety Bay for up to 90 days (until 8 April 2024), in accordance with the reasons listed below.

Reason

1. Revised plans should be provided and robust justification to demonstrate the provision of an appropriate level of car parking for the development.

2. The Application should be amended to demonstrate how the Child Care Premises and Tavern will comply with the *Environmental Protection (Noise) Regulations 1997*, in the context of existing and future residential development.

3. The Application should be amended to provide an active 'main street' frontage along Malibu Road in accordance with Local Planning Policy No.3.3.23 Waikiki Hotel Site - Urban Design Guidelines.

4. The Transport Impact Assessment should be amended to address outstanding matters as raised throughout the Report.

5. The Application should be amended to consider a pedestrian crossing between the development and the Foreshore Reserve.

AMENDING MOTION

Moved by: Cr Mark Jones **Seconded by:** Cr Lorna Buchan

That Reason 1 be amended to read as follows:

> *Revised plans should be provided and robust justification to demonstrate the provision of an appropriate level of car parking for the development**, including a Parking Management Plan, to be submitted to the satisfaction of the City of Rockingham**.*

The Amending Motion was put and CARRIED UNANIMOUSLY.

REASON: To enable the assessment of the operation of the parking within the proposed development, given the current determined shortfall.

REPORT RECOMMENDATION (AS AMENDED)

The Metro Outer Joint Development Assessment Panel resolves to defer the Development Application for a Mixed Commercial Development on Lot 100 Safety Bay Road, Safety Bay for up to 90 days (until 8 April 2024), in accordance with the reasons listed below.



Eugene Koltasz
Presiding Member, Metro Outer JDAP

This document was produced on Whadjuk Noongar Boodjar

Reason

1. Revised plans should be provided and robust justification to demonstrate the provision of an appropriate level of car parking for the development, including a Parking Management Plan, to be submitted to the satisfaction of the City of Rockingham.

2. The Application should be amended to demonstrate how the Child Care Premises and Tavern will comply with the *Environmental Protection (Noise) Regulations 1997*, in the context of existing and future residential development.

3. The Application should be amended to provide an active 'main street' frontage along Malibu Road in accordance with Local Planning Policy No.3.3.23 Waikiki Hotel Site - Urban Design Guidelines.

4. The Transport Impact Assessment should be amended to address outstanding matters as raised throughout the Report.

5. The Application should be amended to consider a pedestrian crossing between the development and the Foreshore Reserve.

The Report Recommendation (as amended) was put and CARRIED UNANIMOUSLY.

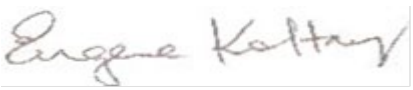
REASON: Whilst the Panel was of the view that the proposed development was appropriate from a land use point of view, it was not satisfied that sufficient justification had been submitted to have the panel approve it, given the shortfall of parking that was identified and being sought by the proponents.

The Panel also considered further discussion was required between the City and proponents, to address the issues of the main street frontage along Malibu Road and the proposed pedestrian crossing on Safety Bay Road between the development and the Foreshore Reserve.

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

9.1 No.3 (Lot 500) Salix Way, Forrestfield

Development Description:	Forrestfield Police Station
Proposed Amendments:	Minor modification to the boundary wall height on south/south western boundary
Applicant:	Sandra McLeish (Department of Finance)
Owner:	State of Western Australia
Responsible Authority:	Department of Finance
DAP File No:	DAP/23/02458



Eugene Koltasz
Presiding Member, Metro Outer JDAP

REPORT RECOMMENDATION

Moved by: Mayor Margaret Thomas **Seconded by:** Neema Premji

That the Metro Outer JDAP resolves to:

Approve DAP Application reference DAP/23/02458 and accompanying plans date stamped 17 November 2023 in accordance with Clause 30(1) of the Metropolitan Region Scheme, subject to the same conditions and advice notes as previously approved.

The Report Recommendation was put and CARRIED UNANIMOUSLY.

REASON: The Panel considered that the proposed amendments to the approved plans were appropriate for safety and operational reasons and were therefore justified. The amendments had no impact on the overall amenity of the development on the locality and were therefore supported.

Mayor Margaret Thomas and Cr Lisa Cooper (Local Government Member, City of Kalamunda) left the panel at 9:38am.

Cr Lorna Buchan and Cr Mark Jones (Local Government Member, City of Rockingham) joined the panel at 9:38am.

10. State Administrative Tribunal Applications and Supreme Court Appeals

The Presiding Member noted the following SAT Applications -

10. Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DR75/2022 DAP/18/01543	City of Joondalup	Portion of 9040 (34) Kallatina Drive, Iluka	Mixed Commercial Centre (Iluka Plaza)	02/05/2022
DR98/2023 DAP/22/02379	City of Swan	Lot 31 (No.1487) Neaves Road, Bullsbrook	Proposed roadhouse	16/06/2023
DR135/2023 DAP/23/02447	City of Rockingham	Lot 622 (No.2) Aurea Boulevard, Golden Bay	Proposed mixed commercial development (Golden Bay Neighbourhood Centre)	11/08/2023
DR169/2023 DAP/23/02486	City of Swan	Lot 1 (No.9) Waterhall Road, South Guildford	Child Care Premises	13/11/2023
DAP/22/02166	City of Joondalup	1 Lyell Grove (Lot 2), Woodvale	Child Care Premises	30/11/2023



Eugene Koltasz
Presiding Member, Metro Outer JDAP

The Presiding Member noted the following Supreme Court Appeal -

Current Supreme Court Appeals				
File No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/23/02496 CIV 2251 of 2023	City of Swan	Lot 2 & 67 (No.163) and Lot 18 (No.159) James Street, Guildford	Proposed redevelopment of Vaudeville Theatre	03/11/2023

11. General Business

The Presiding Member announced that in accordance with Section 7.3 of the DAP Standing Orders 2020 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure

There being no further business, the Presiding Member declared the meeting closed at 11:24am.

Eugene Koltasz
Presiding Member, Metro Outer JDAP

This document was produced on Whadjuk Noongar Boodjar

ATTACHMENT 4
Previous MOJDAP Agenda dated 9 January 2024

Please find a link to this attachment at the following address:
Attachment 4 - Previous Agenda - MOJDAP/291 - 9 January 2024

PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

The DAP notes the status of the following State Administrative Tribunal Applications and Supreme Court Appeals:

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DR75/2022 DAP/18/01543	City of Joondalup	Portion of 9040 (34) Kallatina Drive, Iluka	Mixed Commercial Centre (Iluka Plaza)	02/05/2022
DR169/2023 DAP/23/02486	City of Swan	Lot 1 (No.9) Waterhall Road, South Guildford	Child Care Premises	13/11/2023
DR175/2023 DAP/22/02166	City of Joondalup	1 Lyell Grove (Lot 2), Woodvale	Child Care Premises	30/11/2023
DR179/2023 DAP/22/02358	Shire of Serpentine Jarrahdale	Lot 806 South Western Highway, Byford	Proposed Showroom and Fast Food/Takeaway Development	4/12/2023

Finalised SAT Applications*				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DR135/2023 DAP/23/02447	City of Rockingham	Lot 622 (No.2) Aurea Boulevard, Golden Bay	Proposed mixed commercial development (Golden Bay Neighbourhood Centre)	11/08/2023

Current Supreme Court Appeals				
File No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/23/02496 CIV 2251 of 2023	City of Swan	Lot 2 & 67 (No.163) and Lot 18 (No.159) James Street, Guildford	Proposed redevelopment of Vaudeville Theatre	03/11/2023

*Matters finalised during the last meeting cycle.

2. General Business

3. Meeting Closure

In accordance with Section 7.3 of the DAP Standing Orders 2024 a DAP member must not publicly comment on any action or determination of a DAP.