Government of **Western Australia**
Development Assessment Panels

Metro-Inner North Joint Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 25 October 2022; 09:30am
Meeting Number: MINJDAP/159
Meeting Venue: City of Bayswater, 61 Broun Avenue, Morley

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Attendance

DAP Members

Ms Francesca Lefante (Presiding Member)
Ms Lee O'Donohue (Deputy Presiding Member)
Mr John Syme (Third Specialist Member)
Mayor Filomena Piffaretti (Local Government Member, City of Bayswater)
Cr Catherine Ehrhardt (Local Government Member, City of Bayswater)

Officers in attendance

Mr Adam Dyson (City of Bayswater)
Ms Helen Smith (City of Bayswater)

Minute Secretary

Ms Manon Arnold (City of Bayswater)

Applicants and Submitters

Mr Andrew Cumming (Rowe Group)
Mr David Maiorana, (Rowe Group)
Mr Ben Waters (Meyer Shircore)

Members of the Public / Media

Nil.

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.

2. Apologies

Nil.

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

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

5. Declarations of Due Consideration

The Presiding Member notes an addendum to the agenda was published to include details of a DAP request for further information and responsible authority response in relation to Item 8.1, received on 19 October 2022.

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.

6. Disclosure of Interests

Member	Item	Nature of Interest
Ms Lee O'Donohue	8.1	Impartiality Interest – My daughter, Manon Arnold, is an administrative officer at the City of Bayswater. She will be taking the Minutes for this meeting. Her role is purely administrative and will have no bearing on my ability to consider and determine the application.

7. Deputations and Presentations

7.1 Mr Andrew Cumming (Rowe Group) presenting against the recommendation for the application at Item 8.1. The presentation will address the City's report on the proposed development and outline reasons why the DAP ought to approve the proposed development.

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

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Lot 2, No. 81 Camboon Road, Noranda

Development Description:	Proposed Child Day Care Centre
Applicant:	Rowe Group
Owner:	Jarpel Pty Ltd
Responsible Authority:	City of Bayswater
DAP File No:	DAP/22/02280

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil.

10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/19/01651 DR160/2020	City of Nedlands	Lot 1 (80) Stirling Highway, Lots 21-23 (2, 4 & 6) Florence Road and Lots 33 & 33 (9&7) Stanley Street, Nedlands	Shopping Centre	21/07/2020
DAP/21/02136 DR60/2022	City of Nedlands	No. 43 Esplanade, Nedlands	Proposed Mixed Use Development - One consulting room and three multiple dwellings	01/04/2022
DAP/18/01491 DR61/2022	City of Vincent	No. 636-640 Newcastle Street, Leederville	Mixed Use Development comprising of 32 Multiple Dwellings, 10 Offices, One Restaurant/Café and One Shop	04/04/2022
DAP/20/01770 DR140/2022	City of Nedlands	97 (Lots 1-4) and 105 (Lot 500) Stirling Highway, Nedlands	Mixed use development comprising of basement car parking, restaurants, offices, motor vehicle sales and multiple dwellings.	23/08/2022

11. General Business

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

Alternative Recommendation

Officer Recommendation

It is recommended that the Metro Inner North JDAP resolves to:

1. **Approve** DAP Application reference DAP/22/02280 and accompanying plans shown in Attachment 2 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations*, and the provisions of the City of Bayswater Town Planning Scheme No. 24, subject to the following conditions:

Conditions

1. The development shall be carried out only in accordance with the terms of the application as approved herein, and any approved plan.

2. The number of children to be cared for onsite is limited to 100 only and the number of staff is limited to 15 at any one time, to the satisfaction of the City of Bayswater.

3. The child day care centre is not permitted to operate on weekends or public holidays. Children are not permitted to arrive at the centre prior to 7am and are to leave the centre no later than 6.30pm Monday to Friday.

4. The outdoor play areas are not to be utilised until after 7am in accordance with the recommendations of the Environmental Acoustic Assessment prepared by Herring Storer Acoustics.

5. Revised Plans addressing the following matters shall be submitted to and approved by the City of Bayswater prior to the lodgement of a building permit application, and not result in any greater variation to the requirements of the City's Town Planning Scheme No. 24 and the City's policies:

    a) Detailed elevations of the fencing for the Outdoor Play Areas/Car Park as recommended by the Environmental Acoustic Assessment prepared by Herring Storer Acoustics dated 14 September 2022.
    b) A final 'Schedule of Colours and Materials' shall be submitted to, and to the satisfaction of the City of Bayswater, prior to the submission of a building permit application.

6. A revised landscape plan shall be submitted to, and to the satisfaction of the City of Bayswater, prior to the submission of a building permit application. For the purpose of this condition, the plan shall be drawn with a view to reduce large areas of hard stand in passive areas and shall address the City's Sustainability in Design Policy and show the following:
    a) Detailed landscaping plans for the play areas, including species and pot sizes.
    b) Landscaping areas are to have a minimum soil depth of 300mm.
    c) A minimum of 10% of the lot shall be provided as soft landscaping.
    d) Kerbing shall be provided to all garden beds within the car parking area.
    e) Structural soils to be provided to all proposed trees within the car park where a 2m radius is not provided.

    Landscaping, reticulation and the tree(s) required to be planted on the property, shall be completed in accordance with the approved detailed landscape plan prior to

occupation of the development and thereafter maintained to the satisfaction of the City of Bayswater.

7. Lighting plans detailing how outdoor lighting is to be designed, baffled and located to prevent any increase in light spill onto the adjoining properties shall be submitted to and approved to the satisfaction of the City of Bayswater, prior to the submission of a building permit application.

8. Details of the design and layout of the bicycle parking facilities shall be submitted to, and to the satisfaction of the City of Bayswater prior to the installation of such facility.

9. A construction management plan, detailing how the construction of the development will be managed to minimise the impact on the surrounding area, shall be submitted to, and to the satisfaction of the City of Bayswater, prior to the submission of a building permit application.

10. All street tree(s) within the verges adjoining the subject property are to be retained and shall have measures consistent with AS 4970-2009 undertaken to ensure its/their protection during construction of the subject development to the satisfaction of the City, including but not limited to the following:
    a) A minimum 2.0m radius tree protection zone (TPZ) shall be provided through 1.8m high fencing around the verge trees (chain mesh panels or other suitable material) during construction of the subject development.
    b) The above fencing is not to be moved or removed at any period during construction, and this zone is not to be entered for any reason; signage notifying people of the TPZ and the associated requirements is to be placed on each side of the fencing.
    c) All activities and works related to construction of the subject development, including parking of vehicles, storage of materials, and washing of concreting tools and equipment is prohibited within the designated TPZ unless prior approval is sought from the City of Bayswater.
    d) Any roots identified to be pruned shall be pruned with a final cut to undamaged wood outside of the TPZ. Pruning cuts shall be made with sharp tools such as secateurs, pruners, handsaws or chainsaws. Pruning wounds shall not be treated with dressings or paints. It is not acceptable for roots to be 'pruned' with machinery such as backhoes or excavators.
    e) The tree(s) shall be provided with supplemental water during any construction period falling over summer, with a minimum of 150 litres being provided per week.
    f) Any new crossover shall maintain a minimum clearance of 2.0m from the base of a street tree(s).

11. Prior to first occupation of the development, a total of one street tree are to be planted on the Camboon Road verge on the Camboon Road verge in front of the subject site, at the full cost of the applicant/owner and to the specifications and satisfaction of the City of Bayswater. The City's tree list can be found @ https://www.bayswater.wa.gov.au/CityOfBayswater/media/Documents/Environment/201027-CoB-Tree-Planting-Guideline.pdf

12. The owner, or the applicant on behalf of the owner, shall comply with the City of Bayswater policy relating to Percent for Public Art, and provide public art with a minimum value of 1% ($25,000) of the estimated total construction cost of the development ($2.5 million). Details of the public art, including plans of the artwork, its cost and construction, and other matters relating to the artwork's on-going maintenance

and acknowledgements in accordance with the City's Percent for Public Art Policy shall be submitted to and approved by the City prior to the lodgement of a building permit application.

Alternatively, the owner, or the applicant on behalf of the landowner, may opt to pay a cash-in-lieu contribution for the public art to the City of Bayswater in accordance with the provisions of the City's Percent for Public Art Policy, prior to the submission of a building permit application.

13. Prior to the first occupation of the development an Operational Management Plan is to be prepared and implemented to the satisfaction of the City of Bayswater detailing how the use will be operated and what measures will be taken to minimise undue amenity impacts on adjoining residential uses in accordance with the City's Non-Residential Uses in Residential Zone Local Planning Policy.

14. Prior to first occupation of the development, certification from a qualified acoustic consultant being submitted, confirming that the recommendations of the acoustic report prepared by Herring Storer Acoustics dated 14 September 2022 have been implemented and installed in accordance with the Acoustic Report, to the satisfaction of the City of Bayswater.

15. The approved Waste Management Plan prepared by Talis Consultants dated 29 June 2022 shall be implemented in its entirety upon the commencement of the use to the satisfaction of the City of Bayswater.

16. Prior to first occupation of the development, wash down facilities for the rubbish bins are to be provided within the bin stores and graded to a floor waste and discharged to the sewer to the satisfaction of the City of Bayswater.

17. The car parking area(s) on the subject land shall be sealed, drained, paved and line marked in accordance with the approved plans prior to the first occupation of the development and maintained thereafter by the owner(s)/occupier(s) to the satisfaction of the City of Bayswater.

18. Walls, fences and other structures are to be truncated or reduced to no higher than 0.75m within 1.5m of where the accessway meets the Camboon Road road reserve.

19. All stormwater and drainage runoff produced onsite is to be disposed of onsite to the satisfaction of the City of Bayswater.

20. Windows, doors and adjacent areas fronting Camboon Road shall maintain an active and interactive relationship with the street, to the satisfaction of the City of Bayswater.

21. The proposed crossover and driveway being constructed with brick paving or concrete with grades in accordance with AS 2890.1 to the satisfaction of the City of Bayswater.

22. The redundant crossovers on Camboon Road are to be removed and the verge be reinstated to the satisfaction of the City of Bayswater.

23. Any services and utilities including building service fixtures located within the communal areas or pedestrian entry and rooftop amenity area including solar panels and air-conditioning units are to be integrated into the design of the development and shall not detract from the amenity and visual appearance of the street frontage and/or the entry and/or communal open spaces, to the satisfaction of the City of Bayswater.

24. The external surfaces of the roof are to be cool roof with a maximum solar absorbance rating of 0.45 to the satisfaction of the City of Bayswater.

25. On completion of construction, all excess articles, equipment, rubbish and materials being removed from the site and the site left in an orderly and tidy condition, to the satisfaction of the City of Bayswater.

26. Any onsite signage is to be installed in accordance with the City of Bayswater's Signage Policy to the satisfaction of the City.

27. A separate application including plans or description of all signs for the proposed development (including signs painted on a building) shall be submitted to, and to the satisfaction of the City of Bayswater, prior to the erection of any additional signage.

28. In the event a street verge tree(s) required to be retained adjacent to the subject site is damaged, removed or suffers irreversible effects to its health during development and in the first three years after completion of the development, the landowner will be liable to pay for the amenity (Helliwell) valuation, plus the cost of a City provided replacement tree (s) and three years maintenance of any street verge tree.

Advice Notes

1. To activate the planning approval, the development/use subject of this approval must be substantially commenced within a period of four years of the date of this approval notice. If the development is not substantially commenced within this period, this approval shall lapse and be of no further effect. Where an approval has lapsed, no development/use shall be carried out without the further approval of the City having first been sought and obtained.
2. This approval is not a building permit or an approval under any other law than the *Planning and Development Act 2005*. It is the responsibility of the applicant/owner to obtain any other necessary approvals, consents and/or licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.
3. This approval is not an authority to ignore any constraint to development on the land, which may exist through contract or on title, such as but not limited to an easement or restrictive covenant. It is the responsibility of the applicant/owner to investigate any such constraints before commencing development.
4. This approval does not authorise any interference with dividing fences, nor entry onto neighbouring land. Accordingly, should the applicant/landowner wish to remove or replace any portion of a dividing fence, or enter onto neighbouring land, the applicant/landowner must first come to a satisfactory arrangement with the adjoining property owner. Please refer to the *Dividing Fences Act 1961*.
5. Kerbs, roadways, footpaths, open drains, stormwater pits, service authority pits and verge areas must be adequately protected, maintained and reinstated if required, during and as a result of carting and all works associated with this development.
6. The development shall comply with the *Environmental Protection Act 1986,* the *Health (Miscellaneous Provisions) Act 1911* and any relevant environmental protection or health regulations including but not limited to the following:

    - *Environmental Protection (Liquid Waste) Regulation 1996;*
    - *Health Act 2016;*
    - *Health (Air handling and Water Systems) Regulations 1994;*
    - *Food Act 2008 and Australian Food Code;*

- *Environmental Protection (Noise) Regulations 1997;*
- *Treatment of Sewerage and Disposal of Effluent and Liquid Waste Amendment Regulations (No. 2) 1997; and*
- *Health (Public Buildings) Regulations 1992*.

7. The operator is to make separate application to the City's Environmental Health Branch demonstrating compliance with the Food Act 2008 and the Australia New Zealand Food Standards Code prior to the submission of a Building Permit.
8. The applicant is required to submit an application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website >Technical & Commercial > Working on Roads.
9. The applicant is to make arrangements to the satisfaction of the Water Corporation for the provision of reticulated sewerage to all lots/units within the subdivision/development. Where the Water Corporation reticulated sewer is not available the premises are to be connected to an approved wastewater treatment system which complies with the requirements of the Treatment of Sewage and Disposal of Effluent and Liquid Waste Regulations and the Government Sewerage Policy Perth Metropolitan Region.
10. In relation to Condition 10, the City has identified upon inspection of the property that the existing *Eucalyptus Leucoxylon* tree located on the right-hand side of the proposed crossover, whilst healthy does not have a stable root plate and is growing at an angle. The existing tree will be removed by the City of Bayswater and replaced.

Government of **Western Australia**
Development Assessment Panels

Presentation Request Form

Regulation 40(3) and DAP Standing Orders 2020 cl. 3.5

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

Presentation Request Guidelines

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

Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

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

Presenter Details

Name	Andrew Cumming
Company (if applicable)	Rowe Group
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Inner-South JDAP
Meeting Date	25 October 2022
DAP Application Number	DAP/22/02280
Property Location	Lot 2 (81) Camboon Road, Noranda
Agenda Item Number	1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	**YES** ☒
Is the presentation in support of or against the report recommendation)? *(contained within the Agenda)*	**SUPPORT** ☐ **AGAINST** ☒
Is the presentation in support of or against the proposed development?	**SUPPORT** ☒ **AGAINST** ☐
Will the presentation require power-point facilities?	**YES** ☒ **NO** ☐ **If yes, please attach**

Government of **Western Australia**
Development Assessment Panels

Presentation Content*

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

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* The presentation will address the City's report on the proposed development and outline reasons why the DAP ought to approve the proposed development.

In accordance with Clause 3.5.2 of the *DAP Standing Orders*, your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

See attached.

Rowe Group Presentation – Lot 2 (No. 81) Camboon Road, Noranda

Firstly, we would like to thank DAP members for your time today for consideration of this development application and the City of Bayswater staff for their help through the assessment process and engagement to date.

In this regard, we are disappointed that the engagement between the City's staff and Rowe Group/Meyer Shircore and in-particular, the amendments made to the plans both in pre-and-post lodgement of the development application have not been described in further detail or simply referred to the Rowe Group planning report. Pages 6-11 of our planning report describes the pre-lodgement process for this application in detail including meeting and liaison with the City's officers and its DRP.

Importantly this outlines how the project team:

1. altered the development plans to completely consider and remove a high retaining wall facing Camboon Road in this location to ensure the site and proposed development relates well to the streetscape, improves the visibility of the building from the street and therefore improves the amenity of the street from what is existing; and
2. considered relocating the car park to the rear of the site in collaboration with the landowner and building operating early in the design process, in contrast to statements made in the City's report. This was considered further on two (2) separate occasions. We were, however, unable to make this amendment based on the building operators' requirements.

We are also disappointed that the City's planning assessment only considered one matter raised by the applicant as a reason for the proposed development's configuration; this being the Western Power clearance zone.

On this basis, it is considered important to consider the merits of the proposal, inclusive of the following:

1. The proposed development represents a high quality, essential service to the community of Noranda and surrounding suburbs which is appropriately located adjacent to non-residential land uses and in close proximity to the Noranda shopping and recreation precinct.
2. The proposal would contribute towards meeting the needs of the local community, consistent with the local and regional strategic planning framework for the City.
3. The proposal would represent a high quality landscape outcome by retaining existing street trees and including the planting of a minimum seventeen (17) additional trees on-site.
4. The proposed location for the Child Care facility is appropriate and responds well to its context, in-particular, that it ensures non-residential land uses, including the proposed development and adjoining church and aged care facility, are contained to this section of Camboon Road.

As can be understood by the responsible authority report, the setback of the building to the street is the primary concern for the City, however the report fails to properly consider:

1. and weigh up all of the applicant's contentions outlined in the planning report; and
2. the character of the streetscape in its entirety.

We contend the DAP should consider the following factors when determining the application along with the need to comply with the provision of car parking under the local planning framework:

1. The church and aged care development to the south of the site includes large setbacks and development that does not address the street, including large areas of car parking to front and side setbacks. In-particular, the car park directly adjoining the southern boundary of the site effectively removes any consistency in the streetscape in terms of street setbacks in this specific location.
2. The proposed location of the car park and Child Care building provides an active interface to this section of Camboon Road, which is characterised by development that "turns its back" on the street. This includes development with solid brick walls and drainage basins.
3. An active interface will be provided by the use of the car parking area throughout the day by staff and parents, which is arguably more active than a scenario where all activity is contained to the rear of the site due to the location of the car park. This is emphasised by the fact that locating the building to the front of the subject site would necessitate additional privacy and security measures being put in place by the operator of the facility to limit the ability for people to look into the building as is often employed by these facilities.
4. The capacity of this section of Camboon Road to change and include reduced setbacks is solely contained to land owned by our client, with the aged care, church, drainage basin and strata developments adjacent and opposite the site highly unlikely to change. This means the mixed character of the immediate streetscape will likely remain other than our client's land.
5. While the closest possible setback to the street could be approximately 16m in response to the Western Power clearance zone, for a proposed child care land use, it is considered reasonable to include a larger setback to ensure internal and external play spaces are as far as possible away from the clearance zone and power lines themselves.

When considering these factors, it is contended that:

1. The streetscape character is not consistent in this location and in-fact the amenity of the streetscape is mixed at best; and
2. The proposed setback represents a reasonable and appropriate response to the mixed streetscape and the context applicable, including the Western Power clearance zone.

It is also important to consider that the Non-Residential Development in the Residential Zone Planning Policy is only broad guidance and not specific to child care premises or this locality. The planning bulletin referenced in the responsible authority report is specific to this form of development and in the absence of any other planning framework, should be given due regard. While we note the planning bulletin is subject to review, we are not aware of any intent to alter the recommendation for car parking to be located within front setbacks. In this regard, we are also of the understanding that the City does not consider all car parking should be located to the rear or side of the site due to the acknowledgement that a 10-12m setback could be accepted, which would logically include some car parking in this area. This confirms that the setback, rather than car parking in the front setback, is the sole planning-based issue in contention.

Overall and on balance, we believe the proposed development represents a high quality outcome for the street and will improve the current mixed amenity of the street. Importantly, the proposed development

represents a high quality, essential service to the community of Noranda and surrounding suburbs which is appropriately located adjacent to non-residential land uses and in close proximity to the Noranda shopping and recreation precinct. This is entirely consistent with the intent of the City's strategic and statutory planning framework. We therefore respectfully request that the DAP set aside the current recommendation for refusal and approve the development application, subject to appropriate conditions.

In this regard, we note the draft conditions and advice notes supplied by the City and do not have any suggested changes other than conditions 10 and 11 and advice note 10. We would recommend that condition 10 refer to condition 11 specifically and that both conditions refer directly to advice note 10 to ensure all conditions and advice note acknowledge that one existing street tree is to be replaced. While advice note 10 confirms this, as it is an advice note it is not binding and our suggested changes will remove any ambiguity in future.

Thank you again for your time.

Meyer Shircore and Rowe Group are available to answer any questions that may arise.

PROPOSED CHILD DAY CARE CENTRE

LOT 2 (NO. 81) CAMBOON ROAD, NORANDA



SUBJECT SITE







SURROUNDING DEVELOPMENT





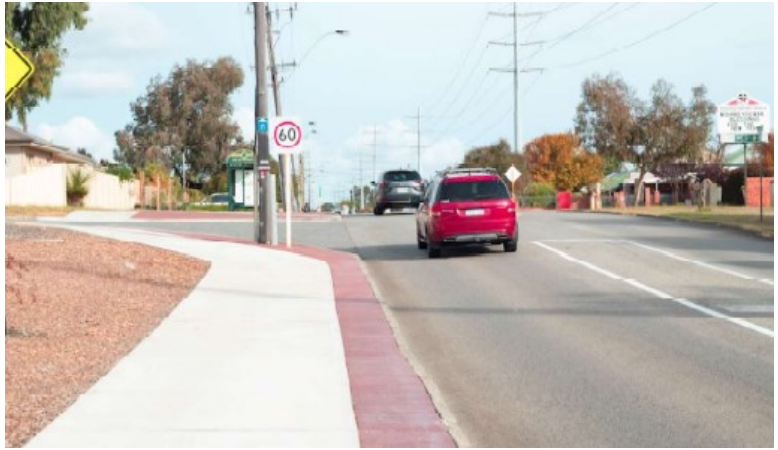


SURROUNDING DEVELOPMENT









Lot 2, No. 81 Camboon Road, Noranda – Proposed Child Day Care Centre

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner North JDAP	
Local Government Area:	City of Bayswater	
Applicant:	Rowe Group	
Owner:	Jarpel Pty Ltd	
Value of Development:	$2.5 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)	
Responsible Authority:	City of Bayswater	
Authorising Officer:	Manager Development and Place	
LG Reference:	DA22-0284	
DAP File No:	DAP/22/02280	
Application Received Date:	29 July 2022	
Report Due Date:	13 October 2022	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Location Plan 2. Revised Development Plans 3. Applicant's Revised Planning Report including Traffic Report, Acoustic Report and Waste Report 4. City of Bayswater Design Review Panel Minutes	
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 Inner North resolves to:

Refuse DAP Application reference DAP/22/02280 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 the City of Bayswater Town Planning Scheme No. 24, for the following reasons:

1. The proposal does not satisfy the objectives and provisions of the City of Bayswater Town Planning Scheme No. 24, as:

    i. The proposal is not consistent with Clause 1.6(i) (Scheme Objectives) of the City of Bayswater Town Planning Scheme No. 24 which is to protect coordinated development proposals from inconsistent development proposals.

2. The proposal does not satisfy the objectives and requirements of the City of Bayswater Non-Residential Uses in Residential Zones Policy as:

   i. The proposed built form is inconsistent with the existing and future residential character and amenity due to the significant street setback to the building.
   ii. The proposal will result in a large car parking area that will be highly visible from the street which will detract from the established Camboon Road streetscape and the existing and future residential character and amenity.

3. The proposal does not satisfy the objectives of State Planning Policy 7.0 – Design of the Built Environment as:

   i. The proposal does not respond to or enhance the characteristics of the local area which is predominately single houses and non-residential uses.
   ii. The proposal did not achieve support from the City's Design Review Panel given the location, layout and built form of the development.

4. The proposal does not satisfy the matters to be considered under Clause 67 (2) of Schedule 2, Part 9 of the Planning and Development (Local Planning Schemes) Regulations 2015, as

   i. The proposal is inconsistent with the aims and provisions of the Scheme.
   ii. The proposal is inconsistent with the orderly and property planning of the locality.
   iii. The proposal is incompatible with the existing and desired future character of its setting.
   iv. The proposal will have an undue impact on the amenity of the existing and future streetscape and amenity along Camboon Road.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme (MRS)
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Bayswater Town Planning Scheme No.24
Local Planning Scheme - Zone/Reserve	Medium and High Density Residential R50
Use Class and permissibility:	Child day care centre: "D", Discretionary use
Lot Size:	Lot 2 – 11,509m2 total lot; Child Day care centre portion of lot area – 3,320m2
Existing Land Use:	Vacant
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel

	☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The proposal is for the construction of a single storey child day care centre at the southern end of the former Noranda Hills Nursery site located at Lot 2, 81 Camboon Road, Noranda. The building itself is located toward the back of the site with the car parking area located between the building and the street.

The proposed Child Day Care Centre comprises the following:

- A maximum of 100 children and 15 staff at any one time.
- To operate from Monday to Friday between the hours of 7am and 6.30pm with staff commencing at 6:30am and the play areas being open until 6pm.
- The front of the lot proposes thirty-five (35) car parking bays accessible from one vehicle crossover to Camboon Road with associated landscaping and 17 trees.

Proposed Land Use	Child Day Care Centre
Proposed Net Lettable Area	833m2 GFA
Proposed No. Storeys	Single Storey
Proposed No. Dwellings	N/A

Background:

The subject site is located at 81 Camboon Road, Noranda. The site is bound by Camboon Road to the east with the Noranda Uniting Church to the south of the site, residential properties to the west and the balance of the remaining former nursery site to the north. The site was previously occupied by the former Noranda Hills Nursery and is currently vacant with all former buildings removed from the site with the exception of some retaining walls remaining to the southern end of the site.

The Noranda Hills Nursery site was subject to Scheme Amendment 93 to the City of Bayswater Town Planning Scheme No. 24, which was gazetted on 26 November 2021, after consideration by the Western Australian Planning Commission and final approval from the Minister for Transport, Planning and Ports, from Special Purpose (Nursery) to Medium and High Density Residential R50. The original intent of the Scheme Amendment was to rezone the site so that it could be redeveloped for a range of uses given the Special Purpose (Nursery) zone was overly restrictive. A residential zoning was considered as the most appropriate given its close proximity to the Noranda District Centre. Within the residential zone, "D" or Discretionary Uses such as *Child Day Care Centre* and *Consulting Rooms* can be considered in accordance with the City of Bayswater Town Planning Scheme No. 24 Use Class Table and the City's Non-Residential Uses within a Residential Area Policy.

Legislation and Policy:

<u>Legislation</u>

Planning and Development Act 2005;
Planning and Development (Local Planning Schemes) Regulations 2015; and

City of Bayswater Town Planning Scheme No. 24.

State Government Policies

State Planning Policy 7.0 Design of the Built Environment; and
Planning Bulletin 72/2009 Child Care Centres.

Local Policies

City of Bayswater Non-Residential Uses in Residential Zones;
City of Bayswater Percent for Public Art Policy;
City of Bayswater Landscaping Policy;
City of Bayswater Trees on Private Land and Street Verges Policy;
City of Bayswater Sustainability in Design Policy; and
City of Bayswater Signage Policy.

Consultation:

Public Consultation

The application was advertised in accordance with Clause 64(1) of Schedule 2, part 8 of the *Planning and Development (Local Planning Schemes)* Regulations 2015 in the following manner:

- Displaying a notice for 14 days on the City's website from 13 September 2022 to 27 September 2022.
- Notifying and inviting comment to a total of 31 nearby land owners and residents in writing on 13 September 2022 for a period of 14 days.

No comments were received during the consultation process.

Referrals/consultation with Government/Service Agencies

No agencies were required to be referred to.

Design Review Panel Advice

The proposal was considered at two City of Bayswater Design Review Panel (DRP) meetings on 13 May 2022 and 12 August 2022.

Following the second DRP review on 12 August 2022, the applicant submitted revised plans in response to some of the comments and recommendations of the DRP. In response to the submission of revised plans, which denoted flipping the building from south facing play and activity room areas to north facing play and activity room areas, the plans were referred to the DRP Chair alone to consider whether the revised design addressed the concerns raised by the DRP and whether a third review would be required. Upon review of the amended plans the DRP Chair advised that the plans had not responded to the commentary provided in the minutes other than flipping the orientation of the building to improve the northern orientation of the building. Whilst noting that this was a positive, in totality the design did not address the recommendations of the Panel and was not supported in its current form. Based on the current design and that the applicants were not prepared to change the fundamental design principles of the proposal, the DRP noted there was no further value in considering the proposal in a 3rd DRP meeting (Refer to **Attachment 4).**

Planning Assessment:

The City has undertaken an assessment of the proposed child day care centre against the relevant provisions of the City's TPS24 and Local Planning policies. Aspects of non-compliance and where discretion is sought are discussed in detail below:

In accordance with Clause 8.2 of TPS 24, if a development does not comply with a development standard prescribed by the Scheme, discretion to modify the development standard may be considered where the Council is satisfied that:

a) *Approval of the proposed development would be consistent with the orderly and proper planning of the locality and the preservation of the amenities of the locality; and*
b) *The non-compliance will not have any adverse effect upon the occupiers or users of the development or the inhabitants of the locality or upon the likely future development of the locality.*

State Planning Policy – 7.0 Design of the Built Environment

SPP7.0 applies to all development in Western Australia. The purpose of SPP7.0 is to inform and guide landowners, proponents, designers, reviewers, and decision- makers to achieve good design outcomes in the built environment.

In accordance with the Terms of Reference, the City of Bayswater Design Review Panel advises on the design quality of proposals with reference to the design principles from SPP 7.0 (Context and Character; Landscape Quality; Built Form and Scale; Functionality and Build Quality; Sustainability; Amenity; Legibility; Safety; Community and Aesthetics) and supporting State Planning Policies.

It is noted that the DRP has not provided comments in support of the proposed development with respect to the design quality. The DRP comments are not however an assessment of the planning merits of the proposal or an assessment of the appropriateness of the proposed use. Notwithstanding the DRP review and assessment of the design principles, the City has undertaken a planning assessment against the design principles and notes non-compliance as detailed in the table below:

The City's summary of the development's assessment against SPP 7.0 is as follows:

Design Principle	**Officer Comment**
1. Context and Character. *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	The location of the building on the site is not appropriate given the inconsistent street setback it will create and thus will detract from the amenity of the streetscape along this area of Camboon Road which is characterised by residential dwellings and non-residential buildings with street setbacks significantly closer than the subject development. The subject site is a vacant lot and the development of the

	site provides the opportunity to reinvigorate this area of Noranda.
2. Landscape Quality. *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	The landscaping area indicated to be provided onsite is compliant with the City's Town Planning Scheme No. 24 and Local Planning Policy with a minimum of 10% of the site landscaped and 17 trees provided in the car parking area. The addition of an integrated landscape plan for the children's play area would have also assisted with considering the whole site and compliance with the City's Landscaping and Sustainability in Design Policy. The proposed removal of existing trees to the rear of the site is a lost opportunity for the development as they would have acted as a buffer to adjoining residential properties and would have provided good amenity to the proposed development.
3. Built form and scale. *Good design ensures that the massing and height of the development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	The design includes a single storey building at the rear of the subject site. The reorientation of the building through the design process to have the play spaces and rooms that are mainly northern facing design is a positive outcome and will assist the design in access sunlight and ventilation. Given the current levels that exist on site, there were opportunities in the design of the building to provide for a multi-level building and for the building to have a presence within the streetscape.
4. Functionality and Build Quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*	The proposed internal design of the child day care centre building is considered to include long corridors and circulation paths which create significant walking distances for users and detract from the usability of the building.
5. Sustainability *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.*	The building includes proposed solar panels with a 10kw capacity. These features of the design are required to be implemented to ensure the sustainability features assist the building. It is noted the City's Sustainability in Design Policy is complied with in terms of landscaping and the solar absorbance rating of the proposed roof.

6. Amenity *Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*	The proposed building has a significant setback over of 40m from Camboon Road and is behind the alignment of the adjoining Uniting Church. This results in a large area of car parking in the front setback area which will provide little amenity and detract from the streetscape. There are existing trees located to the rear of the site which could be retained to improve the amenity to adjoining residential properties. The building, when compared to the initial design, has been reoriented to a northern aspect to assist in providing better amenity in the form of sunlight and ventilation to the users of the building. It is noted the play area linking to the building requires further consideration in relation to the implementation of landscaping, shade structures and trees.
7. Legibility *Good designs results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*	The internal design of the building is considered to be of significant length and wayfinding could be improved throughout the building.
8. Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	Pedestrians entering the development from Camboon Road will have to walk through a car park which increases safety concerns for children given the only pedestrian access is via the footpath and crossover into the site and the need to walk through the crosswalk areas through the carpark. The significant setback of the building results in no passive surveillance or interaction with the street.
9. Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*	Whilst the building itself and the use of it as a child day care centre would provide a service to the community, the building itself and the loss of trees to the rear of the site do not enhance the development from a community perspective as no contribution is being made to the streetscape or adjoining properties.
10. Aesthetics *Good design is the product of a skilled, judicious process that results in attractive and inviting*	The entry to the building through the car park does not provide the same level of aesthetics as a building that is visible to pedestrians on the street.

buildings and places that engage the senses.	The site is proposed to be filled to 0.6-0.7m above street level. The level difference and significant setback means that pedestrians will not be able to clearly see the building from the western side of Camboon Road directly in front of the site. The design of the building itself could have incorporated greater references to the locality in terms of materiality to enhance the integration of the building within the locality.

Western Australian Planning Commission Planning Bulletin 72 Child Care Centres

The objectives of the Planning Bulletin are to:

a). locate child care centres appropriately in relation to their surrounding service area;
b). minimise the impact a child care centre has on its surround, in particular the amenity of existing residential areas;
c). minimise the impact the surrounds may have on a child care centre; and
d). consider the health and safety of children attending the child care centre within the confines of the planning system.

The WAPC Planning Bulletin is a dated guidance document prepared in 2009. The DPLH has advised that the Planning Bulletin has been updated to a Draft Position Statement – Child Care Premises. Details of the Draft Statement are currently not available as it has not yet been released.

The proposed child day care centre is 833m2 in gross floor area and considered to be of significant size and given the large area of the lot at 3320m2 could adequately cater for all rooms and play areas for staff and children. The location of the premises would service a large population within the Noranda and Morley catchment and would be in close proximity to the Noranda District Centre. Whilst the access and car parking are compliant for the site, the location of car parking at the front of the lot is detrimental to the site and the streetscape and when considered with the City's Non-Residential Use in Residential Zones Policy.

Town Planning Scheme No. 24 Development Standards

The Development Standards Table contained below identify the non-compliant development standards applicable to this Child Day Care Centre development.

Provision	**Requirement**	**Proposal**	**Compliant**
Side Setback	3m	1.5m (Building) Nil (Shed)	Variation
Rear Setback	6m	Nil (Shed)	Variation

Appropriateness of the Use
Child day care centre is listed as a "D" or Discretionary Use" under TPS 24. The discretionary nature of the use means that the use is not permitted unless the Local Authority has exercised its discretion by granting planning approval.

The proposed use is considered to be an appropriate use for the site and location given the other non-residential uses in the vicinity including the Uniting Church, Aged Care and the extent of the remaining vacant portion of lot between Noranda Place and Benara Road on the western side of this section of Camboon Road. The proposal received no objections during the community consultation period.

The property was subject to Scheme Amendment 93 whereby the property was rezoned from Special Purpose (Nursery) to Medium and High Density Residential R50. The Scheme Amendment was finalised in August 2022. The rezoning aligned with the objectives of the City's Local Housing Strategy whereby the lot would allow for additional housing and more housing choice around the Noranda District Centre by unlocking a constrained site. It was also noted that various discretionary uses could also be considered such as child day care centre and consulting rooms.

Traffic and Vehicle Access
The access to the property is achieved via one crossover off Camboon Road. The car parking area and movement of vehicles is achieved through a circular pattern to alleviate any traffic build up especially at drop off and pick up times. Camboon Road itself is a District Distributor A road under the road hierarchy which requires vehicles to leave the site in forward gear. There is an existing crossover present on this section of the lot with the existing northernmost crossover to be removed with the new crossover to provide access to the lot.

A Traffic Impact Statement (TIS) report was prepared by Shawmac and was reviewed by the City's Engineering Services. The methodology was supported by the City and the TIS is included as an attachment in the Planning Report (**Attachment 3**). The TIS noted that the traffic volume for the area was well within the capacity of the road, with 80 vehicle trips in the morning peak periods and 70 vehicle trips in the afternoon peak period to be generated by the proposed development.

Lot Boundary Setbacks
The proposed plans denote a lot boundary setback variation to the southern side of the lot with a setback of 1.5m in lieu of 3m for the proposed shed and the building itself.

The lot boundary setback proposed abuts an existing Uniting Church car park and is not considered to have a detrimental impact to this property. The proposal also includes a shed to the rear of the lot at a nil setback to the western boundary. The shed is proposed to abut a similar scale of shed that exists at the rear of the residential property at 31 Newell Street, Noranda and on this basis is not considered to have any detrimental impact.

However, it is noted that the reduced setback of the shed has contributed to the loss of existing trees. It is considered that the shed could be relocated elsewhere on site to avoid unnecessary tree removal.

Non-Residential Uses in Residential Zones

Provision	Requirements	Proposal	Compliant
Development Criteria	Car parking is to be contained entirely within the site, ideally located to the rear of the building and	Car parking is located to the Camboon Road frontage and visible to the street.	Variation

	arranged in such a way that all vehicles can leave the site in forward gear.		

The variation proposed to the City's Non-Residential Uses in Residential Zones Policy which preferences parking to be provided to the rear of the building rather than as it is currently proposed at the front of the proposed building is of principle concern with the development. The location of the proposed car parking at the front of the site does not contribute to the streetscape and the setback of the proposed building beyond 40m, lessens the interaction with the street. The existing street setback along this section of Camboon Road is comprised of an Aged Care Facility and Church, which are setback significantly closer to the front of their properties with a 10-12m setback in comparison to the proposed development.

The applicant has advised that the reason the building was setback was to avoid the high voltage powerline easement at the front of the site. It is understood that Western Power has requirements preventing buildings from being constructed within the easement, and it is noted that it would be undesirable from the applicant's perspective to have children's play areas directly beneath the power lines. It is considered that the applicant has declined the opportunity to amend their plans beyond the current plans and it is our understanding the applicant has not investigated options to bring the building alignment forward to the easement boundary to align with the setback of the Uniting Church on the adjoining lot. The DRP also raised these concerns in the minutes of the DRP at both meetings.

By moving the building forward, the majority of car parking would be behind or along the side of the building where it would be more concealed from the street as intended by the City's Non-Residential Uses in Residential Zones Policy as well as addressing the comments of the City's DRP. Therefore, the application is not considered to be in accordance with this policy and the layout of the proposed development is not supported.

Percent for Public Art Policy

The value of the works for the proposed child day care centre is $2.5 million and in accordance with the City's Percent for Public Art Policy requires that any development over $1 million requires the provision of public art onsite. In the event of approval, a condition would be included accordingly to require this.

Landscaping Policy

The proposed landscaping provided onsite is greater than 10% required (actual 10.9% or 363m2 and includes a minimum of 17 trees within the car parking area at the front of the property. The tree species are required to have structural soils. Further detailed landscaping plans need to be developed for the play areas and therefore an amended landscaping plan would be required in the event of approval.

Trees on Private Land and Street Verges Policy

The proposed development includes 17 trees within the car parking area; 10 trees are required to be provided in accordance with the Policy.

Sustainability in Design Policy

The proposed development indicates a minimum of 332m2 or 10% (actual 363m2 or 10.9%) of the site as soft landscaping of a minimum depth of 300mm in accordance with the Policy inclusive of 17 standard trees. In addition, the roof of the proposed building is to be a cream colour which would meet the maximum solar absorbance of 0.45 in accordance with the Policy.

Signage Policy

The proposed development includes four wall signs on the building of a maximum height of 1.3m and area of 3.2m2 to announce the name and logo of the childcare operator. Based on this the proposed signage is compliant with the City's policy.

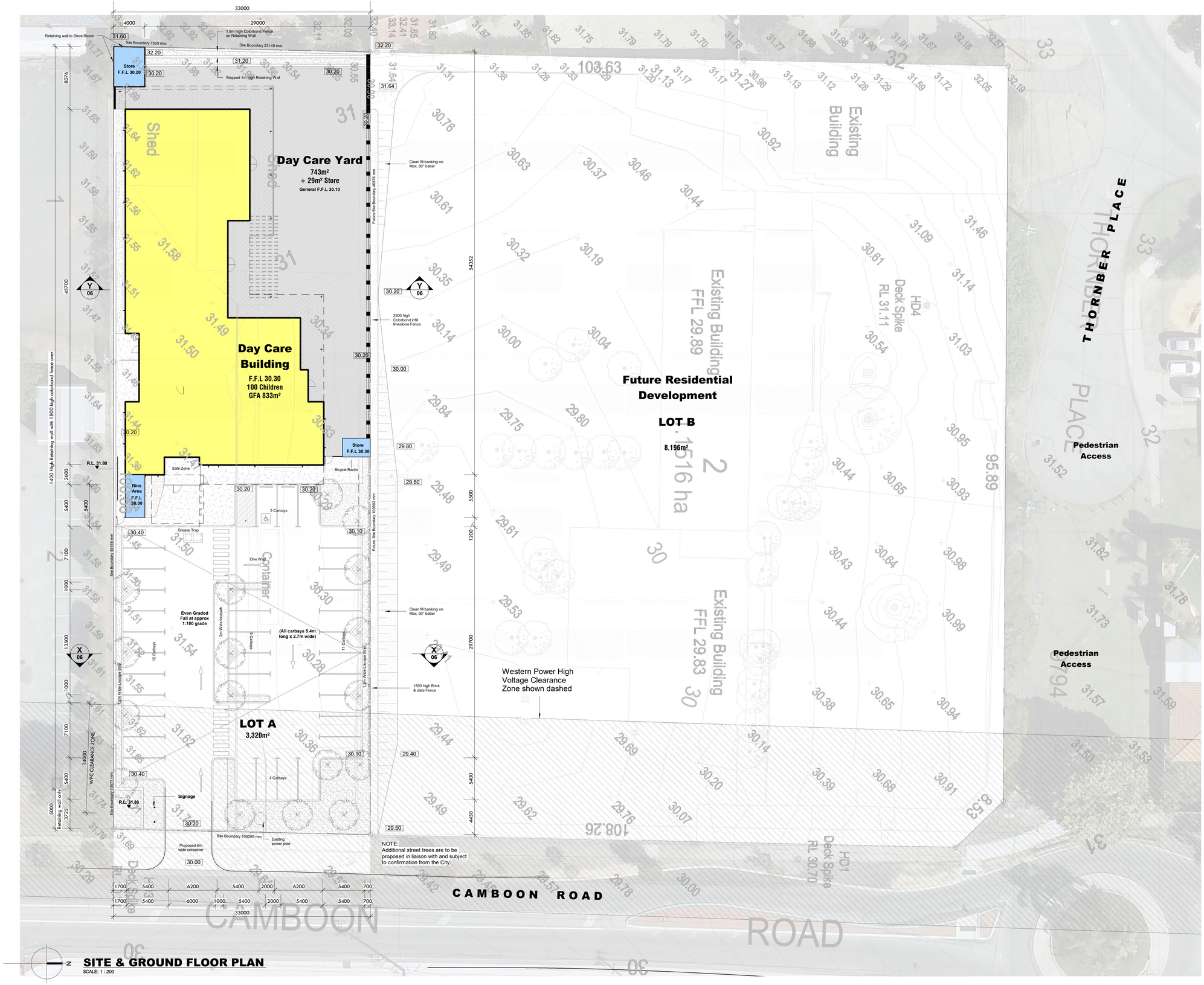
Conclusion:

Child day care centres are a discretionary use within the residential zone and the design and location of the development is an important consideration for the City in exercising its discretion within a residential zone. Whilst the subject site is an appropriate location for a child day care centre use, the design of the proposed development is not supported by the City's DRP and is not considered to be in accordance with the relevant planning framework and will result in a detrimental outcome of the streetscape and surrounding area.

In view of the above, the application is recommended for refusal.

Attachment 1 - Location Plan





N

SITE & GROUND FLOOR PLAN

SCALE: 1 : 200

SITE CRITERIA

1. Site Area		
a. Lot A		**3,320m²**
2. Landscaping		
a. Landscaping Required 10% of Site		332m²
b. Landscaping Provided		
i. Soft		311m²
ii. Hard		220m²
Total		**531m² (16.1% of Site)**
3. Proposed Floor Area		
a. Day Care		833m²
a. Yard		743m²
Total		**1,576m²**
4. Carparking		
a. Carparking Required		
i. Day Care	100 Children @ 1/5chld	20 Carbays
	15 Staff @ 1/Staff	15 Carbays
		35 Carbays
b. Carparking Provided		
Total		**35 Carbays**

Landscaping
A. Hard Landscaping
Defined as paved walkways either open or covered.
B. Soft Landscaping
Defined as vegetative landscaping.

Gross Floor Area : GFA
A. All Floor Areas on this plan are shown as GROSS FLOOR AREA.
Unless otherwise noted as Nett Floor Area
B. Definition of Gross Floor Area is defined as:
i/ GROSS FLOOR AREA OF TENANCY:
Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.
ii/ GROSS FLOOR AREA OF A BUILDING:
Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls

Nett Floor Area : NFA
A. Nett Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.

PROPOSED CHILD CARE CENTRE
LOCATION:LOT 2, CAMBOON ROAD, NORANDA WA
FOR:JARPEL P/L BY: VEND PROPERTY

SK012
12/09/2022
02
As indicated @ B1

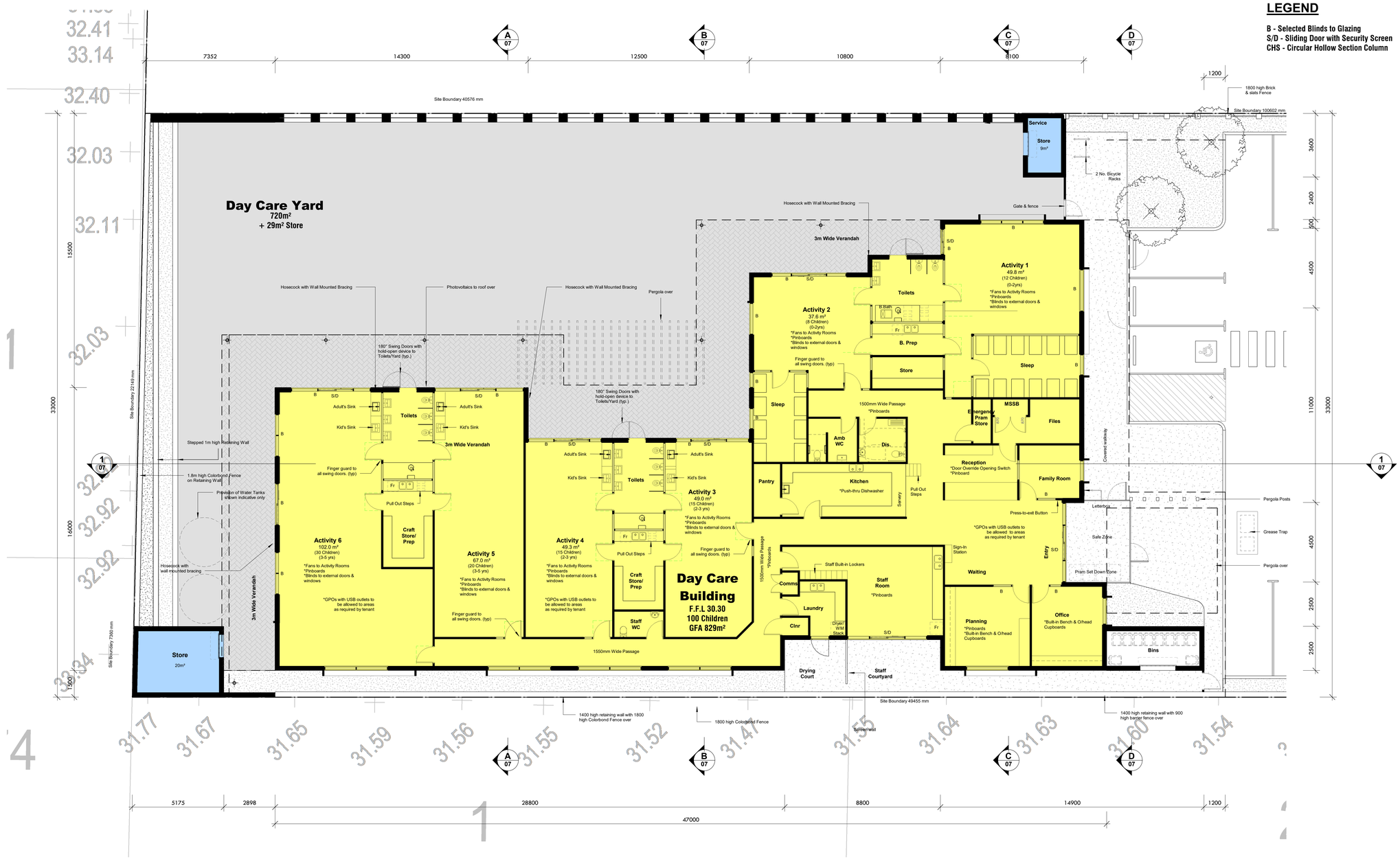
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PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

LEGEND

B - Selected Blinds to Glazing
S/D - Sliding Door with Security Screen
CHS - Circular Hollow Section Column



N

GROUND FLOOR PLAN

SCALE: 1 : 100

PROPOSED CHILD CARE CENTRE

LOCATION:LOT 2, CAMBOON ROAD, NORANDA WA
FOR:JARPEL P/L BY: VEND PROPERTY

SK012
13/09/2022
03
1 : 100 @ B1

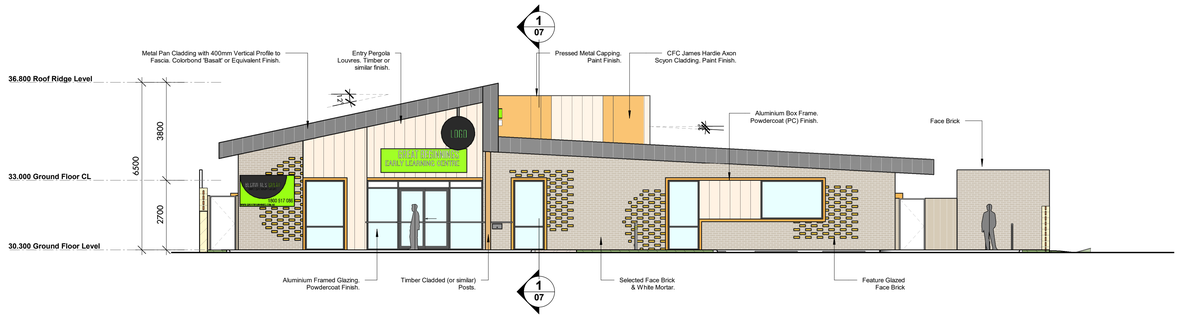
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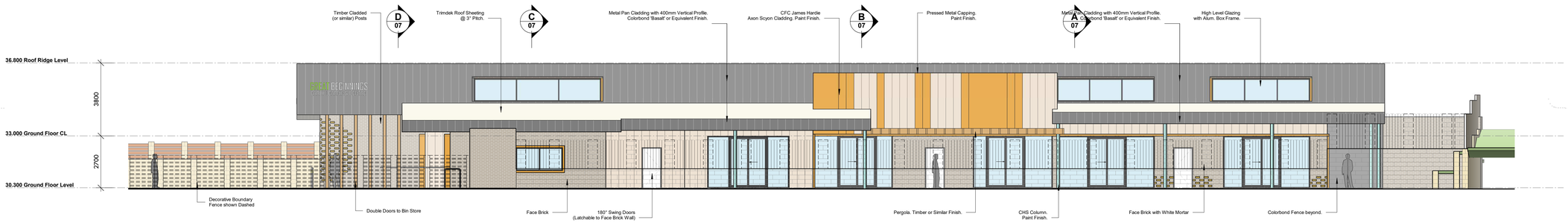
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t: 08 9381 8511 e: msa@meyershircore.com.au



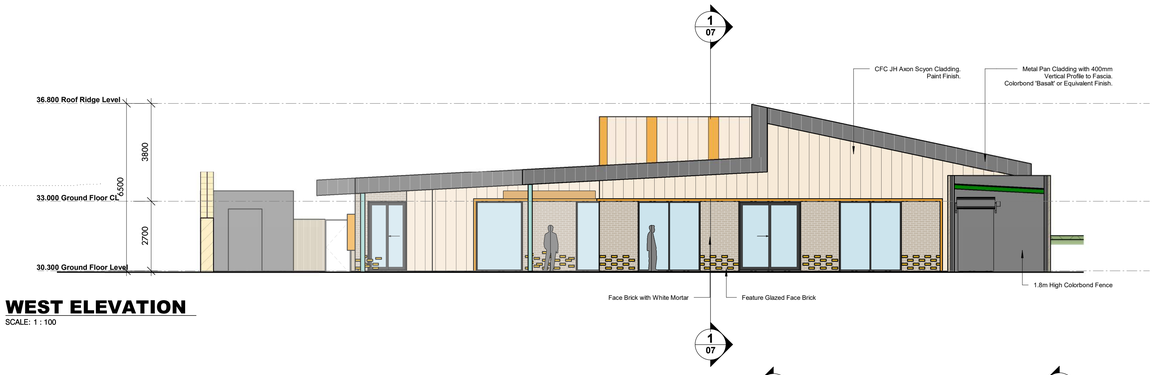
EAST ELEVATION

SCALE: 1 : 100



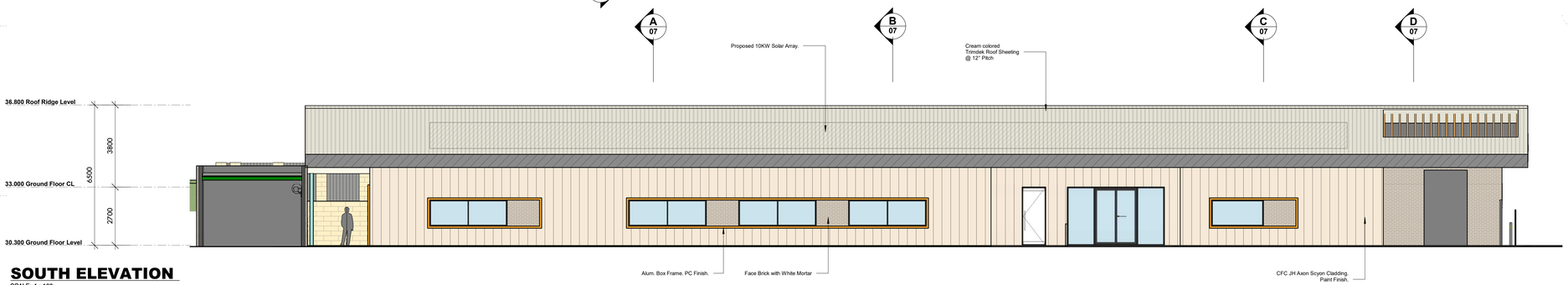
NORTH ELEVATION

SCALE: 1 : 100



WEST ELEVATION

SCALE: 1 : 100



SOUTH ELEVATION

SCALE: 1 : 100

PROPOSED CHILD CARE CENTRE

LOCATION:LOT 2, CAMBOON ROAD, NORANDA WA

FOR:JARPEL P/L BY: VEND PROPERTY

SK012
06/10/2022
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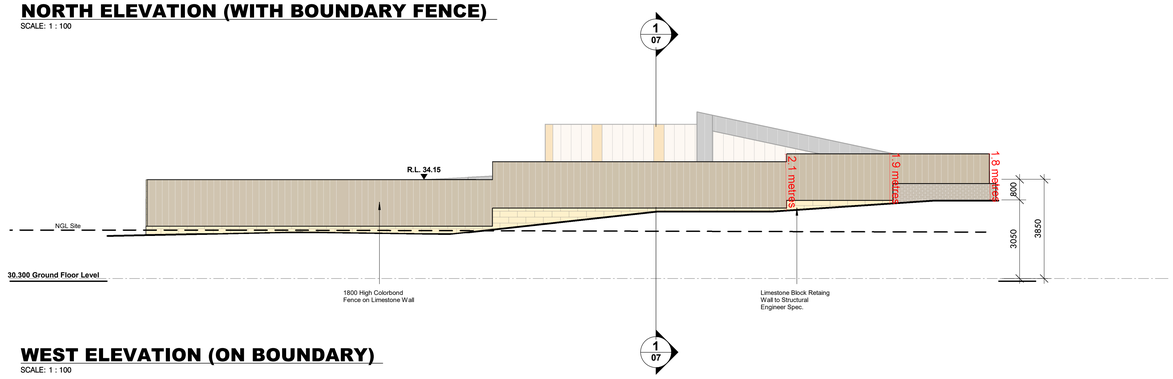
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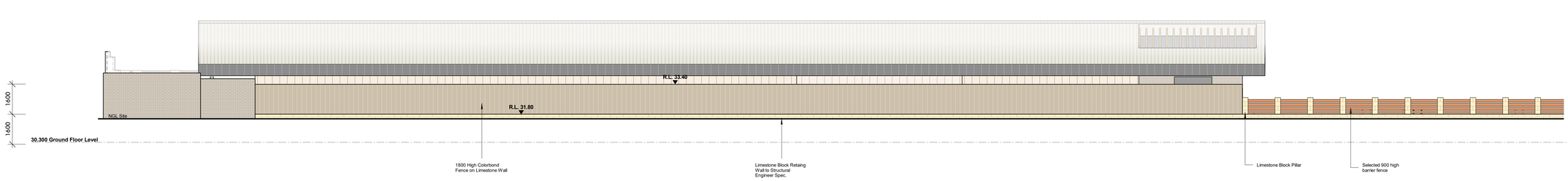
NORTH ELEVATION (WITH BOUNDARY FENCE)

SCALE: 1 : 100



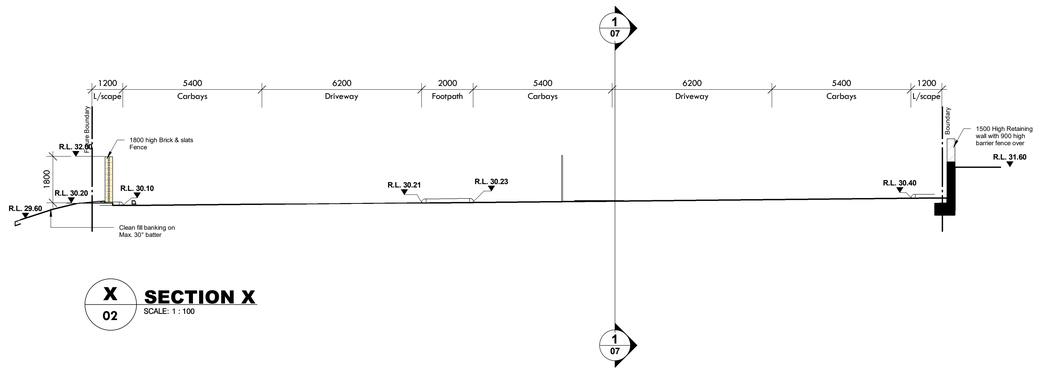
WEST ELEVATION (ON BOUNDARY)

SCALE: 1 : 100



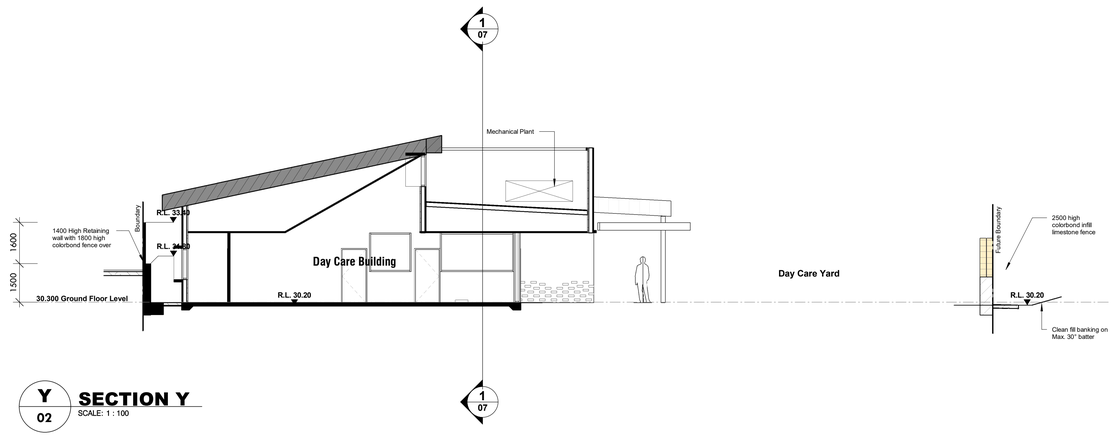
SOUTH ELEVATION (WITH BOUNDARY FENCE)

SCALE: 1 : 100



X 02 SECTION X

SCALE: 1 : 100



Y 02 SECTION Y

SCALE: 1 : 100

PROPOSED CHILD CARE CENTRE

LOCATION:LOT 2, CAMBOON ROAD, NORANDA WA

FOR:JARPEL P/L BY: VEND PROPERTY

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12/09/2022
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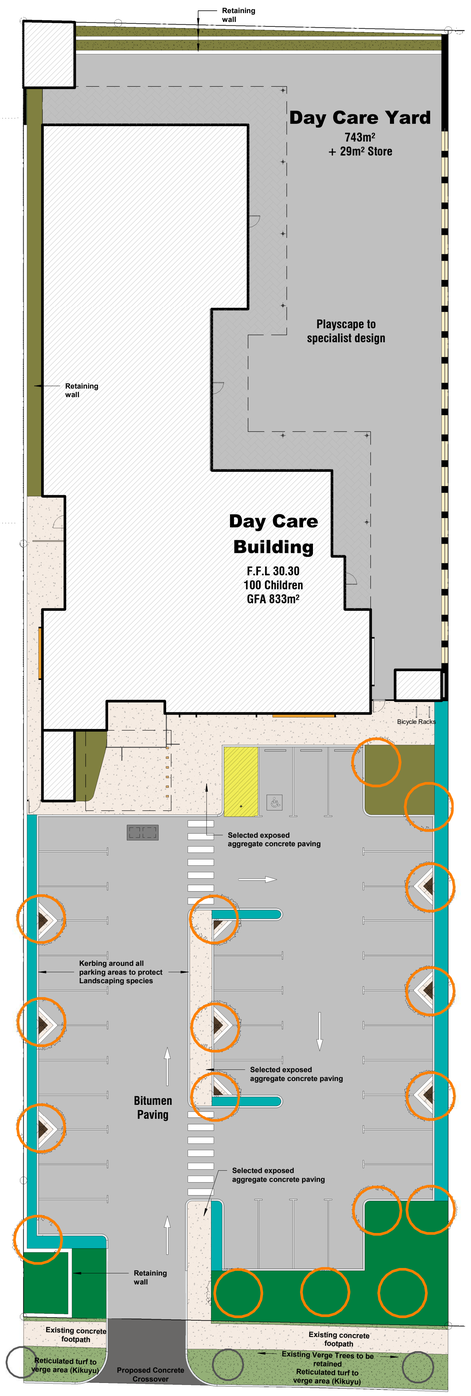
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t: 08 9381 8511 e: msa@meyershircore.com.au



CAMBOON ROAD

N

LANDSCAPING PLAN

SCALE: 1 : 200

LANDSCAPE LEGEND

PLANTING SCHEDULE

Symbol	Description	Spacing	Size
	MIX 01 - Groundcovers	3 per sqm.	140mm
	MIX 02 - Low Shrubs & Groundcovers	3 per sqm.	140mm
	MIX 03 - Low Shrubs & Groundcovers	3 per sqm.	140mm

TREE SCHEDULE

Symbol	Description	Spacing	Size
	TREE 01 - Corymbia ficifolia	As shown	100L
	EXISTING TREE		

PLANTING MIX 01


Hemiandra pungens


Hardenbergia comptoniana


Banksia dallanney


Kennedia prostrata

PLANTING MIX 02


Hemiandra pungens purpurea


Anigozanthos manglesii 'Bush Dance'


Melaleuca scabra


eremophila glabra

PLANTING MIX 03


Acacia saligna prostrate


Dianella revoluta


Hemiandra pungens alba


Westringia Grey Box

TREE


CORYMBIA FICIFOLIA


Banksia Prionotes

LANDSCAPE CALCULATIONS

1. **Shade Trees**
   a. *Trees Required* (1 per 350m² Site Area @ 3,320m²) — 10 Trees
   b. *Trees Supplied* — 17 Trees

2. **Parking Landscape**
   a. *Landscape Required* (1m² per 10m² Parking Area @ 1,475m²) — 148m² (10%)
   b. *Landscaped Area*
      i. Soft — 264m²(17.9%)
      ii. Hard — 172m²(11.7%)
      Total — **436m²(29.6%)**

NOTES

1. Landscape Works

1.1 Confirm set out of all trees and kerbs prior to commencement of works.
1.2 All areas are to be fine graded evenly to conform to kerb levels and surrounding finishes.
1.3 Final grading shall be provide consistently self draining falls to surfaces. Surfaces shall be free from depressions, irregularities and awkward and noticeable changes in grade. Generally, grades shall deviate in level no greater then 20mm in one linear metre.

2. Soil Preparation

2.1 Existing soil in planting areas shall be treated with soil wetting agent. Planted areas shall be spread with 50mm of approved standard soil conditioner that shall be ripped into existing soil to a min. depth of 200mm.
2.2 Turf areas shall be evenly spread w/50mm of medium texture general purpose garden soil, to comply with AS 2223-1978. rip into existing site soil to a depth of 50mm.
2.3 All Landscaping to have a minimum soil depth of 300mm

3. Planting

3.1 Planted areas shall be mulched with an organic mulch unless otherwise stated to a minimum depth of 100mm.
3.2 Advanced trees shall be staked w/ 3 x 85mm Dia CCA treated pine poles. Posts shall be painted black and installed to a min depth of 600mm. Trees shall be secured to poles w/ 3 x rubber ties.
3.3 Trees planted within 1000mm of boundary walls and/or parking areas shall be installed within 600mm depth nylex root barrier membrane. Membrane shall be installed as per manufacturers recomendations.
3.4 Structural Soils to be provided to trees within the carpark where a 2m radius is not provided around the tree with soil/soft scape beneath.

4. Irrigation

4.1 All planting and grassing to be irrigated via a fully automatic system from mains.
4.2 All turf to be irrigated via articulated risers. All shrubs to be irrigated w/ poly riser jets. All trees to be irrigated via bubblers.
4.3 Controller to be located in bin store unless otherwise directed.
4.4 System to overlap sufficiently to counteract wind blow and avoid drought shadow.
4.5 Sleeves beneath paved surfaces to be provided by others.
4.6 Irrigation system shall be dual program to allow turf and planting areas to be watered separately.

PROPOSED CHILD CARE CENTRE
LOCATION:LOT 2, CAMBOON ROAD, NORANDA WA
FOR:JARPEL P/L BY: VEND PROPERTY

SK012
06/10/2022
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As indicated @ B1

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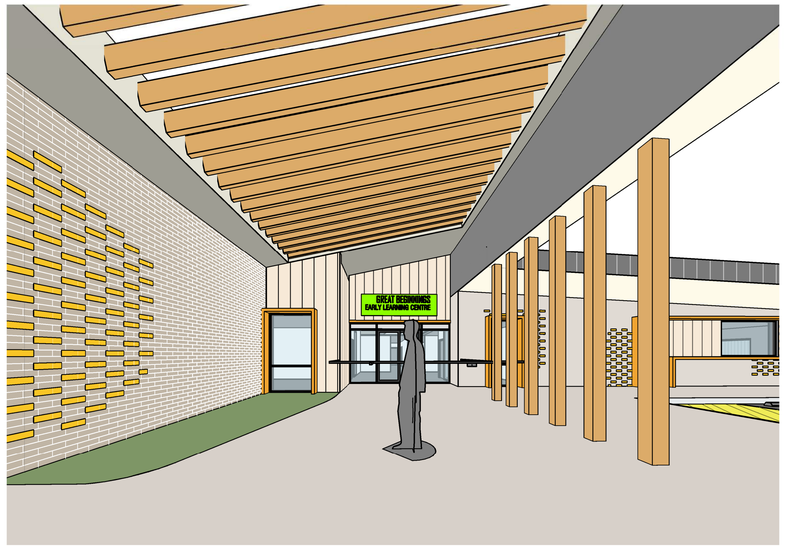
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© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor, 437 Roberts Road Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



VIEW 1



VIEW 2



VIEW 3



VIEW 4

PROPOSED CHILD CARE CENTRE
LOCATION:LOT 2, CAMBOON ROAD, NORANDA WA
FOR:JARPEL P/L BY: VEND PROPERTY

SK012
15/09/2022
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VIEW 5



VIEW 6
SCALE:



VIEW 7
SCALE:

PROPOSED CHILD CARE CENTRE
LOCATION:LOT 2, CAMBOON ROAD, NORANDA WA
FOR:JARPEL P/L BY: VEND PROPERTY

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Member Australian Institute of Architects
© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor, 437 Roberts Road Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

ROWE GROUP

CHILD DAY CARE CENTRE

LOT 2 (NO. 81) CAMBOON ROAD NORANDA

OUR REF: 9605 26/07/2022

Memorandum

Level 3
369 Newcastle Street
Northbridge 6003
Western Australia

p: 08 9221 1991
f: 08 9221 1919
info@rowegroup.com.au
rowegroup.com.au

The purpose of this memorandum is to provide amended plans to the City of Bayswater (the City) following the holding of a Design Review Panel (DRP) after lodgement of the development application at the abovementioned property.

In response to DRP comment, the proposed child care building has been reorientated to ensure the play space faces north, with the remainder of the floor plate being revised to support this improved solar outcome. This has subsequently required the provision of a noise wall on the northern boundary, adjacent to the play space to protect the amenity of future development to the north of the land the subject of this application.

It is noted that the planning report has not been revised as it represents a point in time document that was prepared for the purpose of the original plans. When considering the amended plans attached to this memorandum, it is clear that the amended plans respond to earlier DRP comment identified in said planning report.

The acoustic report is currently being amended to support the revised plans. It is noted that acoustic advice has been provided to the architect to ensure the revised plans comply with relevant requirements, which has necessitated the wall identified above. We understand no other changes to the proposed development are necessary to protect the amenity of adjoining properties to the west.

We are of the view that the traffic report does not require amendment at this point in time as the proposed vehicle access point and number of car parking spaces remains consistent with the earlier design scheme. Generally, any changes to car parking space location represent a mirror image of the earlier site plan. That said, as part of responding to any request for further

information from the City following completion of a full assessment of the application (including public consultation), we can have this report updated to reflect the final design, rather than make minor revisions at this point in time.

Finally, minor revisions have been made to the landscaping plan to address compliance with the local planning framework.

We trust this information is duly considered by the City's in its assessment of the development application and we understand will be subject to public consultation. Should there be any questions over the matters raised, please do not hesitate to contact the undersigned on 9221 1991.

Andrew Cumming
Rowe Group

DOCUMENT CONTROL

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This report has been authorised by;



David Maiorana
Manager Town Planning



Andrew Cumming
Principal Town Planner



Jamie Baxter
Quality Control

CONTACT PERTH OFFICE

p 9221 1991 **e** info@rowegroup.com.au **w** rowegroup.com.au
a 3/369 Newcastle Street, Northbridge 6003

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ATTACHMENTS

1. CERTIFICATE OF TITLE
2. DEVELOPMENT APPLICATION PLANS
3. CONTEXTUAL ANALYSIS PLAN
4. TRAFFIC IMPACT STATEMENT
5. ENVIRONMENTAL ACOUSTIC ASSESSMENT
6. WASTE MANAGEMENT PLAN

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1. City of Bayswater Development Control Unit Comment
2. City of Bayswater Design Review Panel Comment

1. INTRODUCTION

Rowe Group acts on behalf of Jarpel Pty Ltd, the owners of Lot 2 (No. 81) Camboon Road, Noranda (the subject site).

This report has been prepared in support of an application for approval to undertake development (development application) for a proposed Child Day Care Centre (Child Care) over a 3,320m^2 portion of the subject site.

The proposed development represents a high quality, essential service to the community of Noranda and surrounding suburbs which is appropriately located adjacent to non-residential land uses and in close proximity to the Noranda shopping and recreation precinct.

2. DESCRIPTION OF SITE

2.1 LOCATION

The subject site is located in the Municipality of the City of Bayswater (City), approximately nine (9) kilometres north-east of the Perth Central Area.

Refer Figure 1 – Regional Context.

The subject site is situated in the suburb of Noranda and is bound by Thornber Place and a local 'pocket-park' to the north, Camboon Road to the east, the Noranda Uniting Church and Juniper Ella Williams aged care facility to the south and low-density residential land to the west. Camboon Road is a District Distributor A road, with Thornber Place being a local access road. It is noted that Thornber Place terminates at the north-east corner of the subject site with a cul-de-sac.

As noted earlier, this development application only relates to the southern portion of the subject site, which adjoins the Noranda Uniting Church. The balance of the subject site will be subject to future residential development via a separate application.

The wider area is largely residential in nature, however the Camboon Primary School, Noranda Child Care Centre, Noranda Sporting Complex and Recreation Club and Noranda Shopping Centre are located within approximately 700m east of the subject site. This area is identified as a District Centre in *State Planning Policy 4.2 – Activity Centres*. It is noted that the Noranda Child Care Centre is a relatively small centre that accommodates 47 children.

Refer Figure 2 – Local Context.

2.2 CADASTRAL INFORMATION

The subject site comprises one land parcel, being:

- Lot 2 on Certificate of Title Diagram 74032, Volume 1813, Folio 913.

The subject site has a total land area of 11,516m^2, with frontages of 108.26m to Camboon Road and 94.51m to Thornber Place and the local reserve. As noted earlier, this development application relates to a 3,320m^2 portion of the subject site towards the southern boundary.

Appendix 1 – Certificates of Title.

2.3 EXISTING IMPROVEMENTS

The subject site was previously utilised as the Noranda Hill Nursery, with the office, indoor trade building, storage sheds, outdoor trade and display areas, propagation areas, shade structures and parking now removed from the subject site.

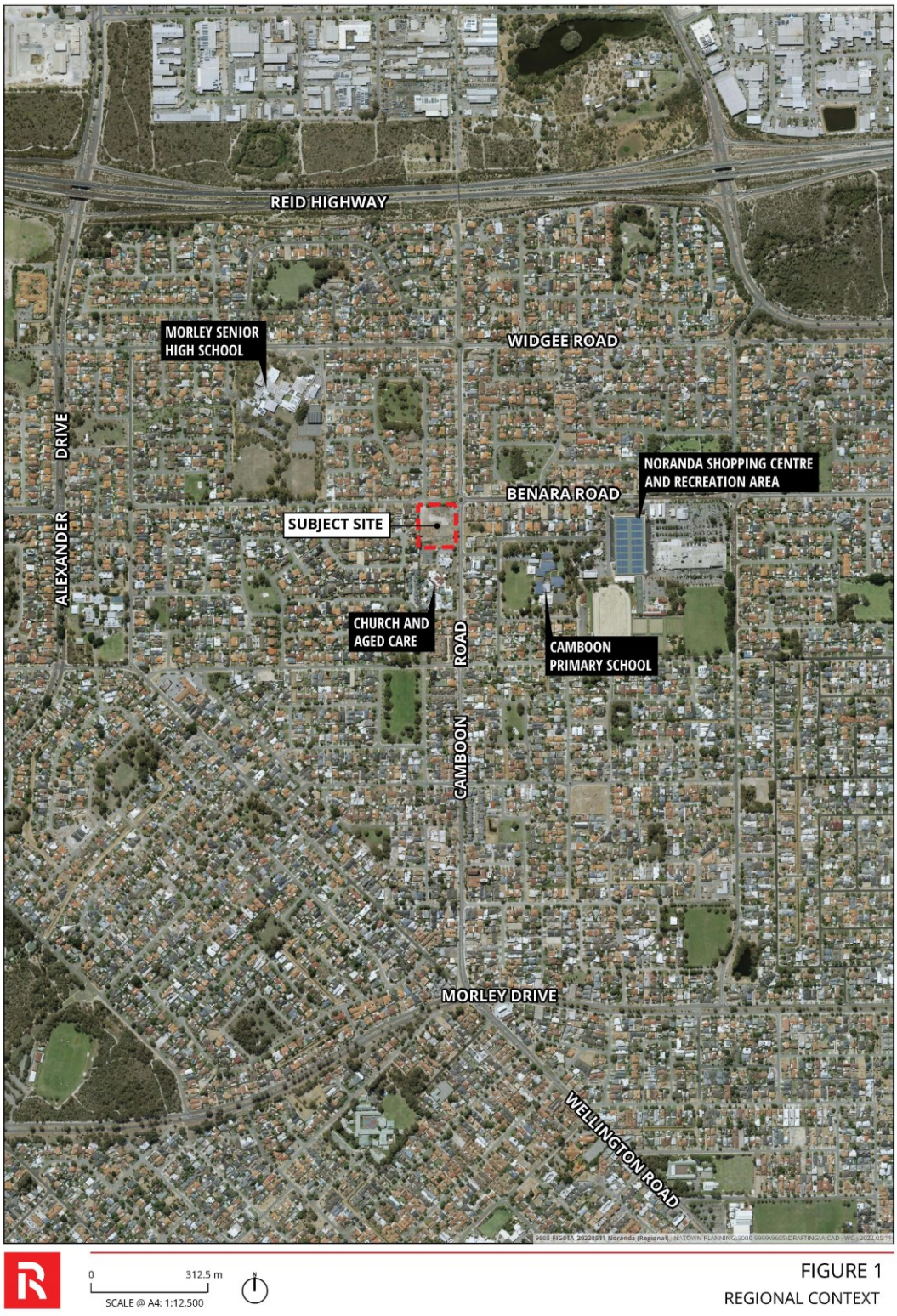


Figure 1 – Regional Context



Figure 2 – Local Context

3. DESCRIPTION OF PROPOSAL

The development application comprises of the following:

- Removal of all improvements over the 3,320m^2 portion of the subject site;
- Construction of a Child Care facility comprising of:
  - Child Care building inclusive of six (6) activity spaces, 772m^2 day care yard, reception area and associated amenities;
  - Two (2) stores;
  - One (1) Bin store;
  - A total of 35 car parking spaces located with access to Camboon Road via a six (6) metre crossover; and
  - Associated landscaping.
- The Child Care facility would:
  - accommodate a maximum of 100 children, including the following breakdown of ages:
    - Activity 1: 0-1 years – 12 places;
    - Activity 2: 0-2 years – 8 places;
    - Activity 3: 2-3 years – 15 places;
    - Activity 4: 2-3 years – 15 places;
    - Activity 5: 2-3 years – 20 places; and
    - Activity 6: 3 + years – 30 places.
  - have a maximum of 15 staff on-site at any one time;
  - include operating hours as follows:
    - Monday to Friday
    - Staff arrival / departure: 6.30am to 7.00pm;
    - Customer arrival / departure: 7.00am to 6.30pm; and
    - External play areas would be utilised: 7.00am to 6.00pm.

Refer **Attachment 1 – Development Application Plans**.

4. ENGAGEMENT PROCESS

4.1 PRE-LODGEMENT DISCUSSIONS

Rowe Group met with the City on 20 April 2022 to introduce the proposed development and to seek preliminary feedback over the proposed design response. At this meeting, it was recommended that the Project Team present the proposed development to the City's Design Review Panel (DRP) and seek feedback from the Development Control Unit (DCU).

Discussion on the DRP can be found under section 4.2 below.

The initial comments from the City's DCU are provided in the table below, together with responses where relevant:

CITY COMMENT	PROJECT TEAM CONSIDERATION
Front setback is not consistent with the expected setbacks within a residential area as required by Local Planning Policy. Note there is already non-residential uses adjoining (church)	See discussion below.
Parking area should ideally be at the rear as per LPP.	
Can building be flipped to better access northern light?	See discussion below.
The following reports will be required to be submitted with any application: Traffic Impact Statement. Waste Management Plan. Acoustic report that addresses noise generated by the development. Stormwater design – all stormwater must be contained on site. Operational Management Plan (can be conditioned) Detailed landscaping plan	Noted. All reports have been prepared, however in accordance with subsequent discussions with the City, stormwater design and management of the facility will be considered via conditions to be applied to the future development approval.
Have they indicated where they are proposing to provide access/entrance into the future site? Then City can provide meaningful comment but as it stands the installed pre deflection islands will greatly reduce the access to the site if they are requiring full movements in and out from Camboon Road. Otherwise it will be left in, left out arrangement using the Benara roundabout to turn and head south. Unless major changes are being proposed to the recent roadworks, the pre deflection island width precludes any sought of stacking to be permitted out of the site. Looking	The Transport Impact Statement attached to this report has considered this matter. In summary, when accounting for the proposed access point, future access to the site can be proposed in a safe manner.

CITY COMMENT	PROJECT TEAM CONSIDERATION
forward to reading the traffic consultants take on what can be achieved?	
The site used to store a lot of commercial fertilizers, suggest that the applicant check the Certificate of Title to see if there are any contamination issues.	No contamination issues are applicable to the site. The Certificate of Title attached to this report confirms this along with a desktop search of applicable databases.
Structural soils are required for trees in car park area.	Noted and addressed via the development plans attached to this report. Further discussion is found below.
Tree species proposed are ok.	Noted.
Setback from crossover to street tree is a concern, will need to have a closer look on site.	We await advice from the City in this regard and can accommodate amendments to the proposed development to account for any requests.
Will the two half tree wells adjacent the planted median have a separating kerb? Recommend not having a kerb separating the two to increase growing area for trees. Wheelstops could be used instead.	Noted and addressed via the development plans attached to this report. Further discussion is found below.
Recommend planting more trees within front entry gardens where plant mix 02 is shown.	Five (5) additional trees have been proposed.
Recommend getting an additional shrub in to planting mix 03. Westringia Grey Box or similar.	Westringia Grey Box has been added to the planting mix.

Table 1 – City of Bayswater Development Control Unit Comment

4.2 PRE-LODGEMENT DESIGN REVIEW PANEL

As part of the collaboration process to enable lodgement of a development application with the City, the preliminary development proposal was presented to the City's DRP at its meeting on 13 May 2022. The key aspects of the minutes of the meeting are summarised in the table below, together with our responses.

The responses and subsequent design changes and additional information represent a commitment by the applicant to listen and appropriately respond to DRP comments and suggestions, while also considering the State and local planning framework and what is enables and requires.

DRP COMMENT	PROJECT TEAM CONSIDERATION
<u>Summary Comment</u> Further contextual analysis required given the opportunity for a full master planning analysis. The development can be improved with further consideration of context, location of	See comments below this table.

DRP COMMENT	PROJECT TEAM CONSIDERATION
the building to the rear and internal planning of the building.	
Context and Character	
The Panel notes that further analysis and master planning including the larger northern site (and the broader context) would better assist the consideration of the siting of the proposed development.	See comments below this table.
The location of the car park at the front of the property is seen as an inappropriate urban design model for this neighbourhood in terms of its streetscape amenity and pedestrian access. The applicant should provide alternative solutions or further compelling details as to the reasons why the reconfiguration of the proposed building does not work with a north facing orientation and a car parking area to the rear of the site.	See comments below this table in regard to the location of the car park. Locating the play area on the north side of the building was explored as part of concept design, however acoustic advice was received that demonstrates the location of the play area to the south side of the building will ensure undue adverse impacts to existing and future residents to the west and north of the site are not experienced. It is also worth noting that locating the play area to the north side of the building would require high noise walls to be installed that would ensure a sense of enclosure to the play space that would also cause overshadowing. It is considered that the proposed location ensures an open area can be proposed that orientates itself to a non-residential land use, and removes potential noise issues. An overshadowing plan has been provided to demonstrate that adequate access to northern sunlight is available between June and September, when it is most needed.
Landscape Quality	
There is the opportunity for existing trees at the rear of the subject lot to be retained and incorporated into the development.	While existing trees were not able to be retained, seventeen (17) additional on-site trees are proposed along with the potential for additional trees to be located within the play area.
The proposed location of trees within the car parking area is a positive to soften the hardscape that currently exists with the location of the car park at the front of the property.	Noted and agreed.
The applicant should investigate further opportunities to install additional street trees given the state of the present angled street	The City has advised that replacement of the current street tree closest to the proposed crossover is acceptable or retention of the tree

DRP COMMENT	PROJECT TEAM CONSIDERATION
tree on the verge alongside the proposed crossover.	with a 2m setback to its base. Given the angle of the tree, it is proposed to replace the current street tree.
Built Form and Scale	
The proposed built form requires further development with further consideration of the orientation and location on site of the structure.	The finished ground level has been revised to respond to the remainder of the site and street (reduced by 1.2m), with bin store reorientated and located to ensure it is integrated with the wider building and does not obscure front facing windows. This ensures the built form and wider site is able to respond to its context and the street. The location of the building and associated car park is considered further below.
The roof of the building and use of bricks are effective features in the design.	Noted and agreed.
The Panel recommends further investigation into the impact of the existing levels onsite and how the building responds to them.	Refer comments above.
Demonstrate the impact of overshadowing to the proposed play area of the Child Care building.	An overshadowing plan has been supplied. Refer Attachment 2. This demonstrates solar access is more than sufficient for the play space.
Functionality and Build Quality	
The activation of the entrance could be improved through the relocation and better integration of the bin store which currently detracts from the building.	See comments above.
Sustainability	
The Panel notes that the inclusion of solar panels and 10-kilowatt capacity is a good feature of the design.	Noted and agreed.
Amenity	
The proposed sleep rooms have good light and natural ventilation.	Noted and agreed.
Consideration should be given to the layout of the play equipment area, provision of shade structures and opportunities for its associated landscaped area.	This can be considered via the conditions clearance process.
Legibility	
The main entrance is legible and easily identifiable through the car parking area at the front of the property.	Noted and agreed.

DRP COMMENT	PROJECT TEAM CONSIDERATION
Safety	
The placement of the bin store at the front of the building and associated walk way creates a small area for concealment for staff and children onsite.	Relocation, reorientation and integration of the bin store removes the safety issue.
Community	
The Panel considers that whilst the community will benefit from the provision of childcare facilities in the locality, the design and layout of the building is not currently a beneficial development to the users.	Refer comments above and below.
Aesthetics	
The diversity of materiality usage is supported.	Noted and agreed.

Table 2 – City of Bayswater Design Review Panel Comment

Further, and to address one of the key comments from the DRP, contextual analysis was undertaken, with a plan prepared, to demonstrate the following:

- The proposed location for the Child Care facility is appropriate and responds well to its context, in-particular, that it ensures:
  - non-residential land uses, including the proposed development and adjoining church and aged care facility, are contained to this section of Camboon Road;
  - non-residential traffic is contained to Camboon Road and is restricted from access to local access roads (Thornber Place);
  - residential lots would be contained to the northern portion of the subject site to better relate to adjoining residential land and land further north; and
  - only residential traffic would be permitted to access Thornber Place.
- The proposed location of the car park and Child Care building is appropriate and responds well to its context, in-particular, that it:
  - responds to the setback of the adjoining Church and enables a transitional setback from the Church to future residential development over the northern portion of the subject site;
  - provides an active interface to this section of Camboon Road, which is characterised by development that "turns its back" on the street. The active interface will be provided by the use of the car parking area throughout the day by staff and parents, which is arguably more active than a scenario where all activity is contained to the rear of the site due to the location of the car park. This is emphasised by the fact that locating the building to the front of the subject site would necessitate additional privacy and security measures being put in place by

the operator of the facility to limit the ability for people to look into the building as is often employed by these facilities;

- ensures safety and security is enhanced and removes the potential for after-hours anti-social behaviour to occur should the car park be located to the rear of the building and subject site. This is apparent as the car park would be located well away from view of any street and adjoining dwelling and adjacent to an open car park (church). It is contended that this represents a poor design and community outcome in recognition of the above; and
- ensures noise impacts to adjoining residential properties are reduced in-comparison to a scenario where vehicles, staff, parents and children would be accessing the rear of the site, particularly in morning periods, and creating an amenity impact to residents.

Refer **Attachment 3 – Contextual Analysis Plan**.

5. TOWN PLANNING CONSIDERATIONS

5.1 STRATEGIC CONTEXT

5.1.1 STATE

5.1.1.1 STATE PLANNING POLICY 7.0 – DESIGN OF THE BUILT ENVIRONMENT

State Planning Policy 7.0 – Design of the Built Environment ('SPP 7') provides the broad framework for the design of the built environment across Western Australia. The design has considered and responded to the ten (10) design principles, with this demonstrated in section 4.2 and further elaborated upon below.

1. Context and Character

The proposed development is compatible with its context as the subject site is located adjacent to other non-residential land uses in the immediate area, including a church and aged care facility, with the proposed land use representing a logical extension of non-residential uses along Camboon Road. Importantly, the proposed development responds to adjoining street setbacks and will enable appropriate transition through future residential development to the north. Further, residential development located directly opposite the subject site includes a solid brick wall and effectively "turns its back" on Camboon Road, ensuring the proposed development improves the streetscape.

2. Landscape Quality

The proposed development includes high quality landscaping within the front setback area as confirmed by the City's DRP, with this to be continued within the play areas in due course.

3. Built Form and Scale

Given the mixed character of the surrounding area, the overall built form and massing of the development is considered appropriate to respond to development pattern within the established area and are of an appropriate scale so as to not negatively impact the surrounding locality.

4. Functionality and Build Quality

The development has been architecturally designed and responds to the requirements of the child care operator. The proposed development will be constructed of high-quality and durable materials to ensure a high-quality streetscape outcome is provided.

5. Sustainability

The orientation of the development enables appropriate passive sun access and natural ventilation, particularly for the outdoor play spaces. This also balances the need for appropriate shade to be afforded to children in these play spaces.

6. Amenity

The internal amenity provided for staff and children is considered to be of a high standard and commensurate with expectations placed on child care facilities. This includes passive and active

play spaces or opportunities for children that will be further refined in due course, and staff amenities inclusive of staff room, planning and office spaces, as well as end-of-trip facilities.

7. Legibility

The building entrance has been enhanced to improve legibility by relocating a store. Further, signage proposed appropriately directs visitors to the building entrance.

8. Safety

The proposed design includes strong passive surveillance to the street and the internal areas of the site. The building is oriented towards the street to ensure visual sightlines are provided at all times, with the car park ensuring activity adjacent to the street is enhanced from what exists and what occurs on adjoining properties.

9. Community

The proposed development will provide a high-quality and essential service and offering to the wider community.

10. Aesthetics

The overall aesthetic appearance of the development is of a high-quality that balances the need to provide a 'playful' design for the benefit of children through materials and colours, while responding to surrounding residential character with massing, scale and form.

5.1.1.2 PLANNING BULLETIN 72/2009 CHILD CARE CENTRES

Planning Bulletin 72/2009 Child Care Centres outlines child care centre guidelines and a consistent policy approach to planning for the location and development of these facilities. The Planning Bulletin identifies that the ever-increasing demand for child care centres and the strong focus on their appropriate distribution and location is closely linked to demographic change. This is discussed further below within section 5.1.2 of this report.

The proposed development is consistent with the objectives of the Planning Bulletin for the following reasons:

- The subject site is located within walking distance of the Noranda District centre, including shopping centre, community facilities and reserves;
- The subject site is located adjacent to existing non-residential land uses;
- The subject site is serviced by public transport;
- The subject site is of a sufficient size to accommodate the development while including appropriate setbacks and provision of car parking;
- While the subject site is located within the same local area as an existing child care centre, this facility only accommodates a maximum of 47 children and as will be identified below, there is a demonstrated need for these services within the local area due to the number of child care aged children. When considering this, along with the other locational requirements of the Planning Bulletin, it is considered the subject site is appropriate;

- Parking is proposed in front of the proposed building to ensure it is clearly visible and easily accessible from the entry to the subject site; and
- A transport impact statement and acoustic report have been supplied and is discussed further within the remainder of this report. Signage is illustrated within the development plans.

5.1.2 LOCAL

The City has prepared a Local Housing Strategy (LHS), with the intent to establish a strategic framework for the City to guide and provide for the community's current and future housing needs. The LHS will ultimately form part of a Local Planning Strategy for the City.

The LHS states that larger family types and household sizes were concentrated towards the northern most parts of the City (i.e. Noranda). It is stated that this reflects the greater suitability of the housing stock for larger families in these areas (large single detached houses).

This is supported by demographic data contained within the LHS that confirms the greatest cohort of people within Noranda is the 20-54 year old bracket, with 52% (23% between 20 and 34) in this age bracket. When comparing this with data from the Australian Bureau of Statistics (ABS), it is identified that in 2020 there were 399 children within Noranda aged between 0-4 years. Given there is only one Child Care facility in this suburb and it has only 47 places, there is a distinct need for the proposed development in this area, which is confirmed by the LHS outlining this represents an opportunity for the area.

As a broader consideration, the City's Strategic Community Plan 2017 to 2027 identifies the need for additional Child Care facilities to meet the current and future needs of the community.

Overall, the proposed child day care centre would contribute towards meeting the needs of the local community, consistent with the local and regional strategic planning framework for the City.

5.2 ZONING

5.2.1 METROPOLITAN REGION SCHEME

Under the provisions of the Metropolitan Region Scheme (MRS), the subject site is zoned 'Urban'.

The proposed development is therefore considered consistent with the MRS zoning.

Refer Figure 3 – MRS Zoning.

5.2.2 DISTRICT TOWN PLANNING SCHEME NO. 24

Under the provisions of the City's District Town Planning Scheme No. 24 (DTPS 24), the subject is zoned 'Medium and High Density Residential with a residential density code of R50.

DTPS 24 does not provide any objectives for the Medium and High Density Residential zone, however it is noted that the Model Provisions contained within Schedule 1 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) include the following relevant objectives for the Residential zone:

- *To provide for a range of housing and a choice of residential densities to meet the needs of the community.*
- *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*
- *To provide for a range of non-residential uses, which are compatible with and complementary to residential development.*

The proposed development is considered consistent with the objectives for the following reasons:

- The proposed development will represent a high-quality built form outcome that provides an essential service for the local residential community;
- The proposed land use is compatible with, and complementary to, surrounding residential development as the subject site is located adjacent to other non-residential land uses in the immediate area, including a church and aged care facility, with this land use representing a logical extension of non-residential uses along Camboon Road;
- Residential development located directly opposite the subject site includes a solid brick wall and effectively "turns its back" on Camboon Road, ensuring occupants would not be impacted by the proposed development;
- Through the design and management methods for the proposed development, compatibility with adjoining residential development to the west can be accounted for.

Refer Figure 4 – LPS Zoning Plan.

5.2.3 LAND USE PERMISSIBILITY

The proposed Child Care use falls within the use class of 'Child Day Care Centre', which is defined within DTPS 24 as:

> *…land and buildings used for the daily or occasional care of children in accordance with the Community Services (Child Care) Regulations 1988).*

Table 1 – Zoning Table of DTPS No. 24 lists Child Day Care Centre as a discretionary ('D') use class in the Medium and High Density Residential Zone. This means that the use class is not permitted unless the City has exercised its discretion by granting development approval.

In considering the proposed land use class, the objectives of the zone and the provisions of clause 67 of Schedule 1 of the Regulations are to be given due regard, as provided below:

- As noted earlier, DTPS 24 does not include any objectives for the Medium and High Density Residential Zone. However, for guidance, consideration has been given to the objectives of the Residential zone contained within Schedule 1 of the Regulations and the objectives of DTPS 24. In this regard, the proposed land use is consistent with the objectives as it will represent an essential service for the local community and for this reason and its location adjacent to other non-residential land uses in the immediate area, will ensure it is compatible with, and complementary to surrounding residential development.

- The proposed land use class is compatible with the desired future character of the local area, which is anticipated by the strategic planning framework to include medium density housing and other appropriate supporting land uses in close proximity to the Noranda District Centre.
- As noted earlier, the design and management of the proposed use will ensure it is compatible with its setting, including its relationship to adjoining land.
- The proposed land use will impact positively on the community as a whole as it will provide an essential service and will relate well to the history of the subject site, which included non-residential land uses.

It is noted that the remaining relevant matters included within clause 67 of Schedule 2 of the Regulations will be addressed within the remainder of this report.

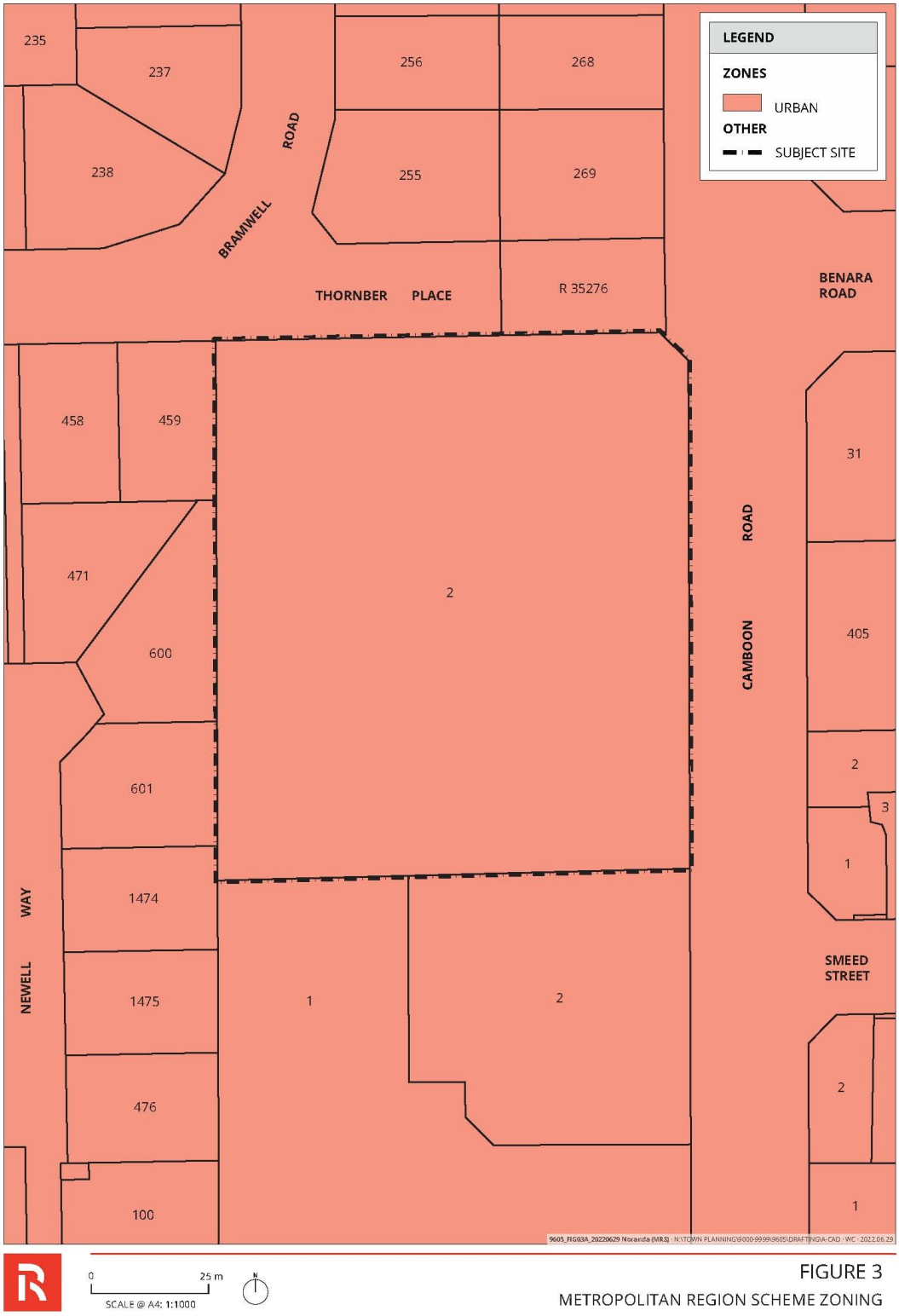


Figure 3 – Metropolitan Region Scheme Zoning

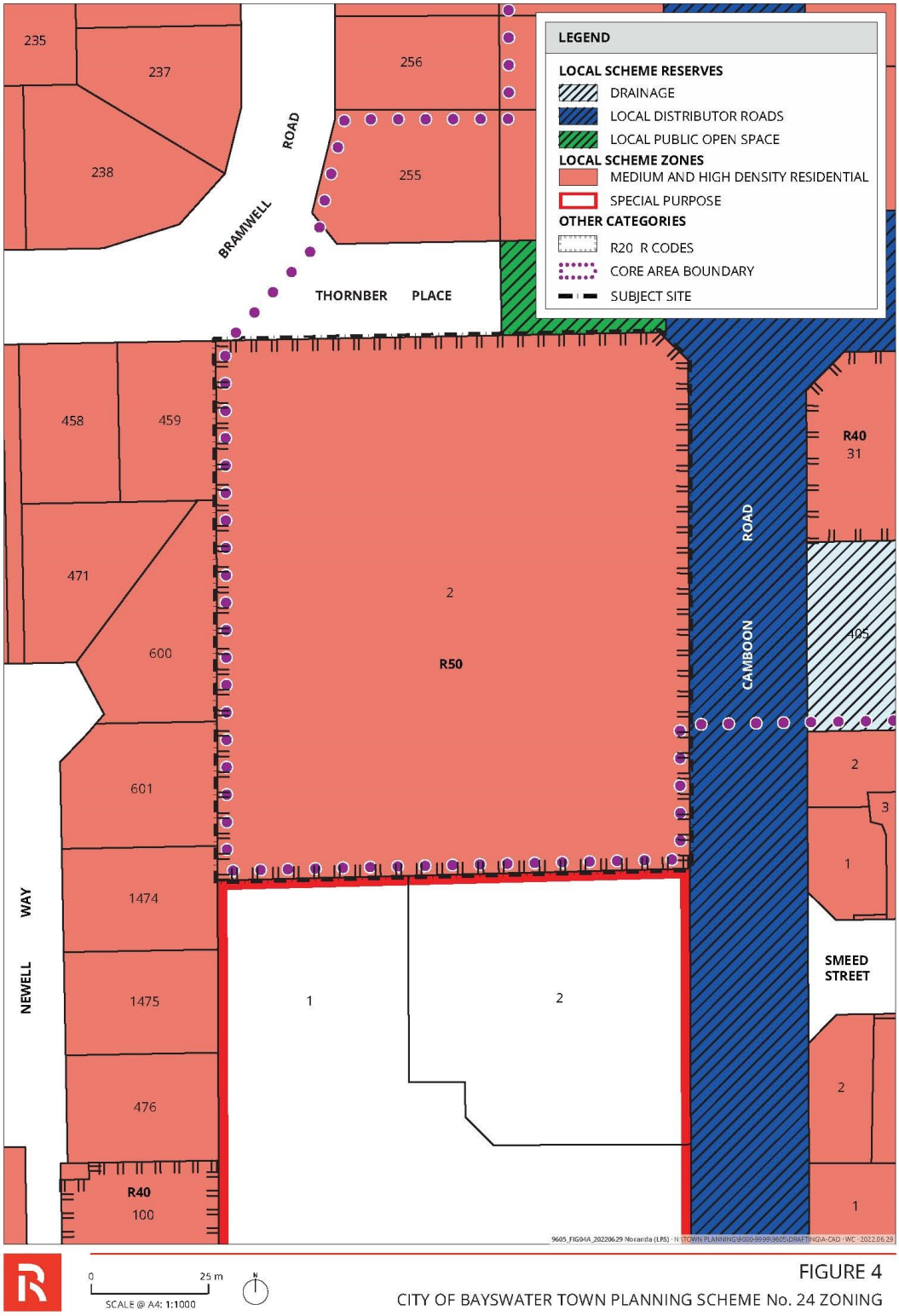


Figure 4 – City of Bayswater Town Planning Scheme No. 24 Zoning

5.3 DEVELOPMENT STANDARDS

5.3.1 SETBACKS

Clause 8.1, Table No. 2, of DTPS 24 provides the following primary street and lot boundary setback requirements:

- Primary street: Minimum 6m;
- Side lot boundary: Minimum 3m; and
- Rear lot boundary: Minimum 6m.

The proposed development satisfies the primary street and side lot boundary setbacks. However, it is noted that should a lot consistent with the subject site be created via a subdivision application, the setback to the northern lot boundary (Nil-4m) and rear lot boundary (Nil-7m) would not comply. Notwithstanding, it is considered that the proposed development would satisfy the provisions of clause 8.2 of DTPS 24, for the following reasons:

- Approval of the proposed setbacks would not have an undue adverse effect on the occupiers or users of the development as it would:
  - ensure adequate sunlight and ventilation is available to the building while maximising outdoor space available to children to the opposite side of the building; and
  - provide a suitably sized outdoor play area and storage facilities to the rear of the development.
- Approval of the proposed setbacks would not have an undue adverse effect on the inhabitants of the locality as it would not:
  - overshadow adjoining properties at noon on 12 June; and
  - obstruct adequate ventilation from accessing adjoining property to the west due to the combined rear setback of the proposed development and the adjoining dwelling. It is also important to note that vehicular access for the remainder of the subject site is likely to be situated adjacent to the northern lot boundary proposed due to access restrictions caused by recent improvements to Camboon Road, which would ensure impacts to future residential development are mitigated;
- Approval of the proposed setbacks would not affect the orderly and proper planning of the locality and the preservation of the amenities of the locality, including likely future development of the locality, as it would not affect the ability of the remainder of the subject site from being developed consistent with the amenity of the locality. The side and rear setbacks would also not affect the amenity of the locality as they are not readily visible from the street.

5.3.2 LANDSCAPING

Clauses 8.1, Table No. 2, and 8.3.9 of DTPS 24, along with the provisions of the Landscaping Policy, Trees on Private Land and Street Verges Policy and Landscaping Guidelines contain landscaping-

based development standards. The proposed development complies with these standards, as outlined in the table below:

REQUIRED	PROPOSED	COMPLIES/DIFFERENCE
10% of lot area to include 2m wide strip provided to street frontage.	16.1% of landscaping Minimum dimension of 2.45m	Complies
Minimum one standard tree for every 350m^2 (10 trees)	17 trees proposed	
1 tree for every 4 car parking spaces	17 trees for 35 bays (1 tree every 2 car parking spaces)	
Permanent landscaping between lot boundaries	Minimum 2m landscaping strip between lot boundaries.	
Tree growth zone of 2m proposed around base of new trees	Tree pits and structural soils proposed.	It is understood the City is supportive of this approach as it was required during the pre-lodgement phase.
Minimum 2m setback to the base of any verge tree	1.8m (approx.)	0.2m. The City is acceptable to replacement of the current angled street tree. The applicant is acceptable to this outcome.

5.3.3 CAR PARKING

Clauses 8.1, Table No. 2, of DTPS 24 includes car parking requirements for the proposed land use class. A total of one (1) bay per staff member (15 staff proposed) and one (1) bay per five (5) children (100 children proposed) is required. This equates to a total of 35 car parking spaces being required on-site, which have been proposed within the front setback area.

5.3.4 NON-RESIDENTIAL LAND USES IN RESIDENTIAL ZONES POLICY

The Non-Residential Uses in Residential Zones Policy is intended to guide the development of those non-residential uses that may be considered in the City's residential zones. The objectives of this policy are to:

- Ensure that development is consistent with, and will not detract from residential character and amenity.
- Ensure that any potential undue amenity impacts are appropriately managed.

The proposed development complies with the relevant requirements of the policy, including the following:

- The proposed development is adjacent to and faces the same street as existing non-residential land uses (church and aged care).
- The proposed development is located on a District Distributor A Road.

- The proposed development does not unduly impact on local amenity including traffic generation, car parking and emissions, including noise, odour or waste. This is discussed separately in relevant technical sections below.
- The proposed operating hours are consistent with those anticipated by the policy.
- The single storey scale and form of the proposed development is consistent with the surrounding residential area.
- Car parking is contained entirely within the site and arranged in a way that vehicles will enter the street in forward gear via one (1) crossover.
- Landscaping enhances the streetscape and car parking area as confirmed by the DRP.

It is acknowledged that the general requirements of the policy would ideally locate car parking to the rear of the building. In this regard, it is considered that the proposed development of the site for a child care facility satisfies the objectives of the policy and can be supported, for the following reasons:

- As noted earlier in this report, contextual analysis has been undertaken in response to DRP comment and guidance contained within this policy and it has been found that locating the car park to the front of the subject site is acceptable for the following main reasons:
    - The setback of the proposed building would respond well to the setback of the adjoining Church;
    - The location of the car park provides an active interface to the street (through its use), which is otherwise characterised by development that "turns its back" on the street;
    - Locating the car park to the front of the subject site enhances safety and security over a scenario where the car park is located to the rear of the building away from areas that enable casual surveillance; and
    - Locating the car park to the front of the subject site ensures noise impacts are reduced in-comparison to a scenario where vehicles, staff, parents and children would be accessing the rear of the site.
- The proposed development would not detract from the character and amenity of the area as outlined above, but also as the non-residential use and its car park, continue the character and amenity of the non-residential land uses in this location.

It is acknowledged that the policy includes development standards for a single sign of $0.2m^2$ in area and that larger signs can be considered where it can be demonstrated that no detrimental impacts to the residential character of an area will occur as a result.

The proposed development includes three (3) wall signs and one (1) under awning sign, with a cumulative area greater than $0.2m^2$. Each sign is well located to frame the building and indicate the main entrance to visitors, with 'playful' colours proposed given the child care land use and in accordance with the operator's requirements.

As noted elsewhere in this report, the character of the surrounding area is a mixture of residential and non-residential land uses, with non-residential land uses adjoining the southern boundary of the subject site. In this regard, it is contended that the character of the immediate area is not residential in nature. Further, the residential land uses in proximity to the subject site, do not address Camboon Road in any meaningful way. Due to this, it is considered that the proposed high quality signage is able to be favourably considered in this location.

It is acknowledged that the site plan indicates the presence of a sign adjacent to the vehicle access point proposed. Specific details over the sign proposed, particularly its dimensions and type, are not available at this time and we would accept a condition applied to the development approval to confirm this at a future date to be agreed between the City and applicant.

5.3.5 PERCENT FOR PUBLIC ART POLICY

The Percent for Public Art Policy provides the parameters for which a percent contribution for public art may be taken for development with a construction value of $1 million or greater. The contribution can be via provision of public art within the development or via a cash in lieu option.

As the estimated cost of construction for the proposed development is above $1 million, the provisions of this policy apply. In this regard, the Applicant will continue to work collaboratively with the City to realise a positive outcome, consistent with the objectives of this policy, with a condition of approval able to be accepted.

6. ORDERLY AND PROPER PLANNING

As discussed within section 4.2 of this report, there is a need to consider how the remainder of the subject site could be developed in future as part of this development application to ensure the orderly and proper development of the wider site. The Project Team has considered options for how residential subdivision and development would occur to the north of the proposed child care facility, particularly vehicle access, roads and the arrangement of allotments to respond to surrounding context and the proposed development.

While the Contextual Analysis Plan contained in Attachment 3 does not form part of this development application, the following observations are made as it relates to the option identified and how it was developed:

- The child care facility is logically located to the southern portion of the site to contain all non-residential land uses to one section of Camboon Road, rather than locate the child care facility further north where it would divide residential land uses.
- Locating the child care facility further north would result in the potential for non-residential traffic to access Thornber Place, Bramwell Road (local access roads) and the wider residential neighbourhood to the north and west. This represents a possible scenario utilising proposed roads illustrated within Attachment 3 or only utilising Thornber Place. This is considered a poor response to the context of the area, with the proposed development ensuring safe vehicle access for non-residential traffic is contained to a District Distributor A Road (Camboon Road).
- Locating the child care facility to the north of the site could mean a vehicle access point is located in close proximity to the intersection of Camboon Road and Benara Road, which would not represent a safe outcome.
- The arrangement of lots and roads as depicted within Attachment 3 represents a logical response to:
    - ensure vehicle access for each lot is not obtained direct from Camboon Road;
    - relate to the need to provide diverse housing opportunities while also responding to surrounding residential character via location and lot size; and
    - balance and spread the generation and flow of residential traffic, while ensuring vehicle access points for residential and child care land uses are safe in location and operation. This is confirmed by the Transport Impact Statement discussed within section 7 of this report.

7. TRAFFIC AND ACCESS

A Transport Impact Statement (TIS) has been prepared by Shawmac and is included at Attachment 4. The TIS has been prepared in accordance with the Western Australian Planning Commission Transport Assessment Guidelines.

The Conclusion within the TIS provides a summary of the findings, which are reproduced below:

- The development is estimated to generate approximately 80 vehicle trips during the morning peak period and 70 vehicle trips during the afternoon peak period. This volume of traffic is considered to be low to moderate and can be accommodated within the existing capacity of the road network.
- The available sight distance from the proposed vehicle crossover on Camboon Road meets the minimum AS2890.1 requirements.
- Based on the proposed 100 children and 15 staff, the minimum parking requirement according to the City's local planning scheme is 35 bays. The development plans indicate that 35 car parking bays will be provided which satisfies the minimum requirements.
- The parking layout is compliant with AS2890.1.
- A swept path analysis has also demonstrated that the parking layout will accommodate the B85 sized vehicle and an 8.8m MRV truck in a satisfactory manner.
- There is an existing path along the west side of Camboon Road and most other roads in the vicinity have at least one footpath. The pedestrian and cyclist demand of a child care centre is likely to be low and so the provision of additional paths is not considered to be warranted by the proposed development.
- Child care centres typically generate minimal demand for public transport and so the existing services are considered to be adequate.
- The crash history of the adjacent road network does not indicate any major safety issue. Recent upgrades at the Camboon Road / Benara Road roundabout are likely to address the high number of rear end crashes recorded at this intersection. The traffic generated by the development itself will be moderate and is unlikely to increase the risk of crashes to an unacceptable level.
- The proposed child care centre access is located further than 6m from the nearest tangent point of the indicative access intersection for future residential land uses to the north (Attachment 3). Therefore, the location of the access point for the child care should not proclude future access to the adjacent site.

Refer **Attachment 4 – Traffic Impact Statement**

8. ACOUSTIC

An Environmental Acoustic Assessment (EAA) has been undertaken and is detailed within a report prepared by Herring Storer Acoustics, which is included at Attachment 5.

The conclusion section within the EAA provides a summary of the findings. The key findings are reproduced below:

- Noise received at the neighbouring residences from the outdoor play area would comply with day period assigned noise level with the boundary fencing proposed.
- The air conditioning condensing units have also been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times.
- It is noted that noise associated with car movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors are not strictly exempt from the Regulations. Noise received at the neighbouring premises from these noise sources would also comply with the Regulatory requirements, at all times.
- Noise emissions from the proposed development, would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation, with the inclusion of the following:
    - Although the proposed facility would open before 7 am (i.e. during the night period), the outdoor play area would not be used until after 7am. Thus, noise received at the neighbouring existing residences from the outdoor play area needs to comply with the assigned day period noise level.
    - With regards to the outdoor play area, although not included in the noise modelling, it is recommended that a passive play area (such as a sand pit) be located in the south west corner of the play area.
    - Fencing to the development to be as required and shown on the development plans. Standard fencing can be used in other locations.
    - Should future residential development occur to the north at a scale above one (1) storey, mitigation measures could be implemented to achieve compliance should it be required.

Refer **Attachment 5 – Environmental Acoustic Assessment**

9. WASTE

Consistent with the local town planning framework, a Waste Management Plan (WMP) has been prepared by Talis Consultants and is included at Attachment 6.

The Conclusion within the WMP provides a summary of the findings, which are reproduced below:

- As demonstrated within the WMP, the proposal provides a sufficiently sized bin storage area for storage of refuse and recyclables, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed bin storage area has been provided, and collection of refuse and recyclables can be completed from the proposal.
- The above is achieved using:
  - Five (5) 240L refuse bins, collected three (3) times each week; and
  - Five (5) 240L recycling bins, collected three (3) times each week.
- A private contractor will service the proposed development onsite, directly from the bin storage area. The private contractor's waste collection vehicle will enter and exit the site in forward gear via Camboon Road.
- Building management will oversee the relevant aspects of waste management at the site.

Refer **Attachment 6 – Waste Management Plan**

10. CONCLUSION

The Application seeks approval for a Child Day Care Centre. The proposed development is considered consistent with the State and local planning framework for the following reasons:

- The proposed development represents a high quality, essential service to the community of Noranda and surrounding suburbs which is appropriately located adjacent to non-residential land uses and in close proximity to the Noranda shopping and recreation precinct.
- The proposal would contribute towards meeting the needs of the local community, consistent with the local and regional strategic planning framework for the City.
- The proposal would represent a high quality landscape outcome by retaining existing street trees and including the planting of a minimum seventeen (17) additional trees on-site.
- The proposed location for the Child Care facility is appropriate and responds well to its context, in-particular, that it ensures non-residential land uses, including the proposed development and adjoining church and aged care facility, are contained to this section of Camboon Road.
- The proposed location of the car park and Child Care building is appropriate and responds well to its context, in-particular, that it:
  - responds to the setback of the adjoining Church and enables a transitional setback from the Church to future residential development over the northern portion of the subject site; and
  - provides an active interface to this section of Camboon Road, which is characterised by development that "turns its back" on the street.
- The proposed development would enable logical redevelopment of the balance of the site for residential purposes that would be consistent with the orderly and proper planning of the locality.

On the basis of the above and attached, we respectfully request the Development Assessment Panel grant development approval for this application.

ATTACHMENT 1

CERTIFICATE OF TITLE

ROWE GROUP

ATTACHMENT 2

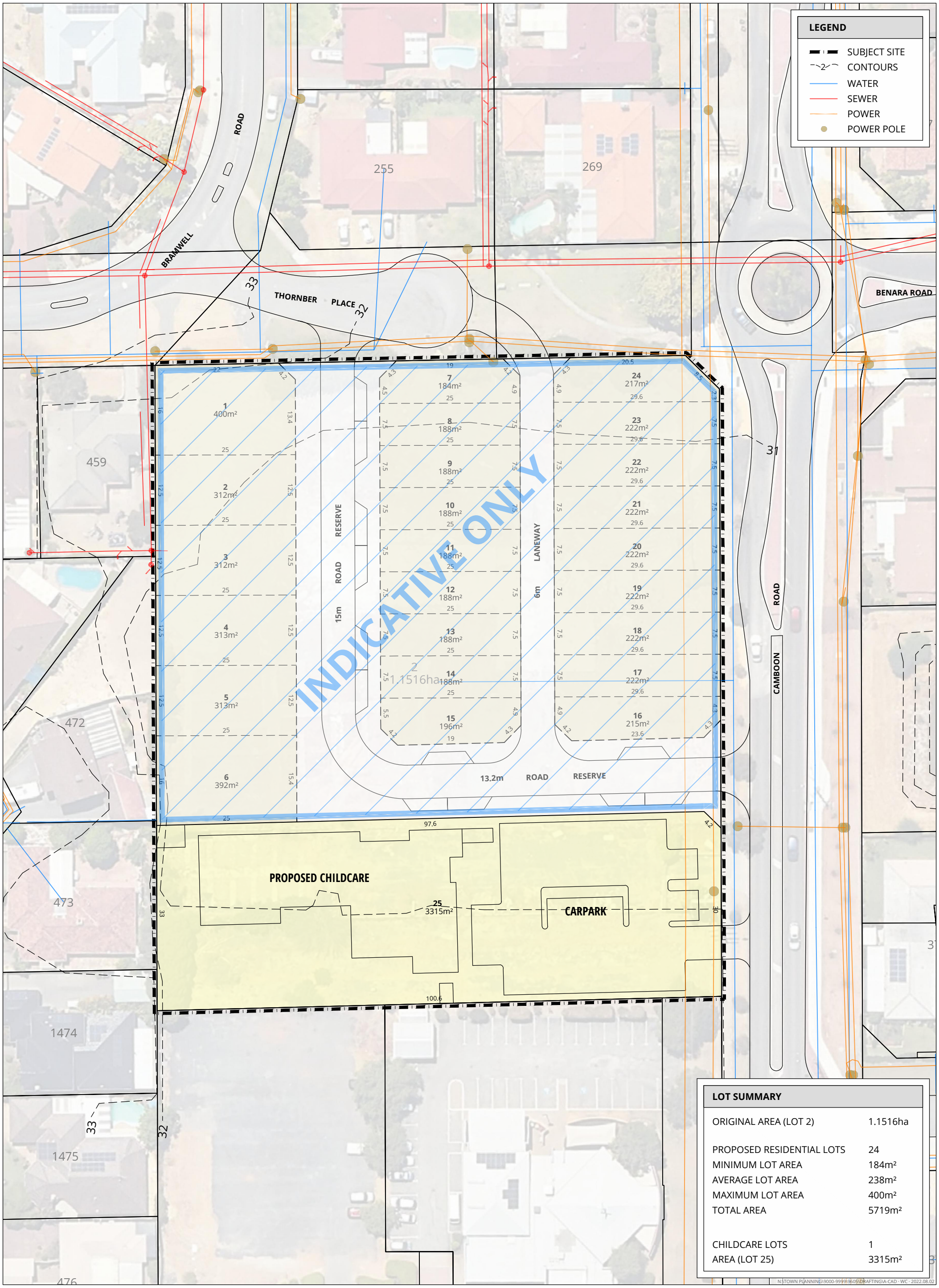
DEVELOPMENT APPLICATION PLANS

ROWE GROUP

ATTACHMENT 3

CONTEXTUAL ANALYSIS PLAN

ROWE GROUP



INDICATIVE CONCEPT PLAN

LOT 2 (No. 81) CAMBOON ROAD
NORANDA

N

0 25 m
SCALE @ A3: 1:1000

9605-CON-01-B

DRAWN: WC
DATE CREATED: 2022.07.29
PROJECTION: MGA50 GDA94
CADASTRE: LANDGATE
SURVEY: -
AERIAL: -

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ATTACHMENT 4

TRAFFIC IMPACT STATEMENT

ROWE GROUP



Transport Impact Statement

Project:	Proposed Child Care Centre Lot 2 Camboon Road, Noranda
Client:	Jarpel Pty Ltd c/o Meyer Shircore and Associates
Author:	Paul Nguyen
Date:	4th July 2022
Shawmac Document #:	2201003-TIS-001

CONSULTING CIVIL AND TRAFFIC ENGINEERS
1 ST. FLOOR, 908 ALBANY HIGHWAY, EAST VICTORIA PARK WA 6101.
PHONE|+61 8 9355 1300
EMAIL| admin@ shawmac.com.au

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A	Paul Nguyen	James Bridge	James Bridge	21/01/2022
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1. Introduction

1.1. Background

Shawmac Pty Ltd has been commissioned by Meyer Shircore and Associates, on behalf of Jarpel Pty Ltd, to prepare a Transport Impact Statement (TIS) for a proposed child care centre in Noranda.

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Impact Assessment Guidelines Volume 4 – Individual Developments* (TIA Guidelines).

1.2. Site Location

The site address is 81 (Lot 2) Camboon Road, Noranda. The local authority is the City of Bayswater.

The general site location is shown in **Figure 1**. An aerial view of the existing site is shown in **Figure 2**.



Figure 1: Site Location



Figure 2: Aerial View (April 2022)

2. Proposed Development

2.1. Land Use

The site was previously used as nursery.

The proposed development is a child care centre accommodating up to 100 children and 15 staff. The proposed operating hours are from 6am to 6pm on weekdays.

The development will only occupy the southern portion of the site and the remainder of the site is flagged for future residential development.

The proposed site plan is shown in **Figure 3**.

3. Traffic Management on Frontage Streets

3.1. Road Network

3.1.1. Existing Road Layout and Hierarchy

The layout and hierarchy of the existing local road network according to the Main Roads WA *Road Information Mapping System* is shown in **Figure 4**.

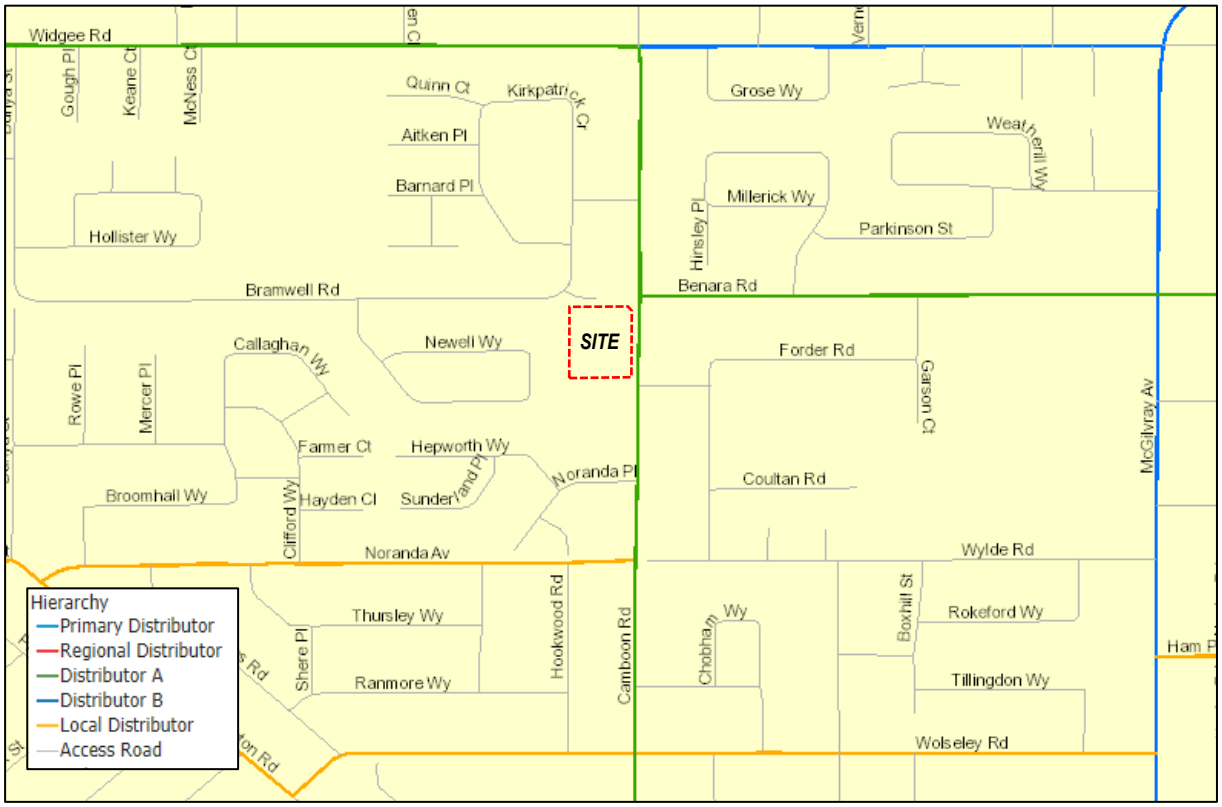


Figure 4: Existing Road Network Hierarchy

The speed limits are shown in **Figure 5**.

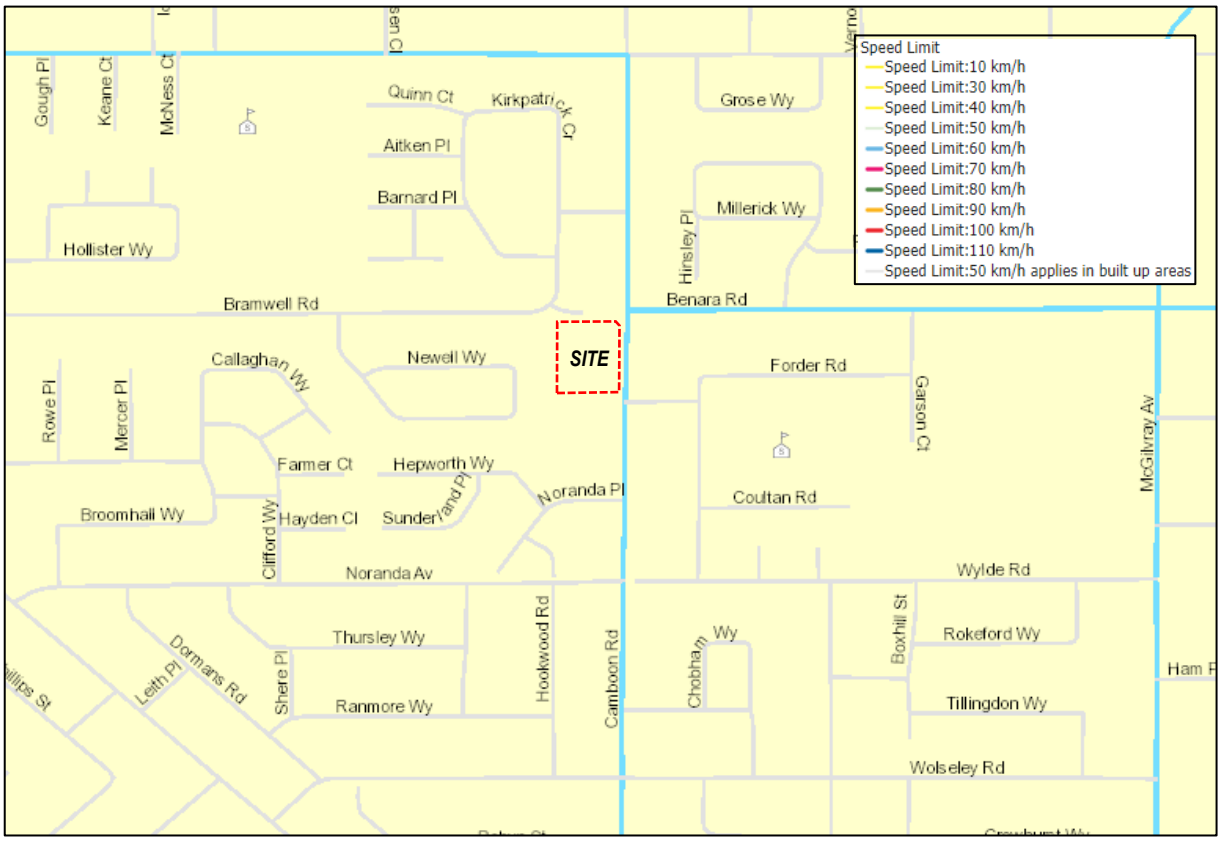


Figure 5: Existing Speed Limits

3.2. Traffic Volumes

The latest traffic volumes along Camboon Road were obtained from Main Roads WA as shown in **Figure 6**.

mainroads WESTERN AUSTRALIA

SITE 4422

Hourly Volume

Camboon Rd (1120018)

South of Benara Rd (SLK 1.38)

2018/19
Monday to Friday

	All Vehicles			Heavy Vehicles			
	NB	SB	Both	NB	SB	Both	%
00:00	28	16	44	2	0	2	4.5
01:00	14	9	23	1	0	1	4.3
02:00	4	10	14	0	2	2	14.3
03:00	6	9	15	0	1	1	6.7
04:00	16	24	40	0	3	3	7.5
05:00	35	65	100	4	2	6	6.0
06:00	79	171	250	3	21	24	9.6
07:00	160	349	509	13	26	39	7.7
08:00	235	430	665	19	21	40	6.0
09:00	248	374	622	18	17	35	5.6
10:00	291	358	649	15	18	33	5.1
11:00	331	395	726	17	19	36	5.0
12:00	371	373	744	17	17	34	4.6
13:00	391	352	743	29	21	50	6.7
14:00	425	384	809	21	21	42	5.2
15:00	457	397	854	15	21	36	4.2
16:00	512	400	912	17	12	29	3.2
17:00	495	366	861	11	14	25	2.9
18:00	344	295	639	9	8	17	2.7
19:00	209	184	393	6	7	13	3.3
20:00	177	124	301	3	3	6	2.0
21:00	160	85	245	7	2	9	3.7
22:00	95	42	137	1	0	1	0.7
23:00	58	33	91	0	0	0	0.0
TOTAL	5141	5245	10386	228	256	484	4.7

Peak Statistics

AM	TIME	11:45	07:30	11:30	07:45	06:30	07:45
	VOL	367	461	750	19	30	46
PM	TIME	16:15	15:45	16:15	13:00	12:45	13:00
	VOL	527	401	927	29	23	50

Figure 6: Camboon Road Traffic Volumes

According to Liveable Neighbourhoods, the indicative maximum traffic volume for a two-lane distributor road is 15,000 to 20,000 vehicles per day (vpd). The traffic volumes are well within the target capacity of the road.

The scale of development along Camboon Road has not changed significantly since 2018 and so the traffic volumes are unlikely to have increased. A historical count at the southern end of Camboon Road indicates that traffic volumes in the area have remained stable over the past 5 years.

4. Vehicle Access and Parking

4.1. Access

There are currently two crossovers to the site on Camboon Road.

Vehicle access to the development is proposed via a new crossover close to the southern boundary. The existing southern crossover will be removed.

The proposed vehicle access arrangement is shown in **Figure 7**.

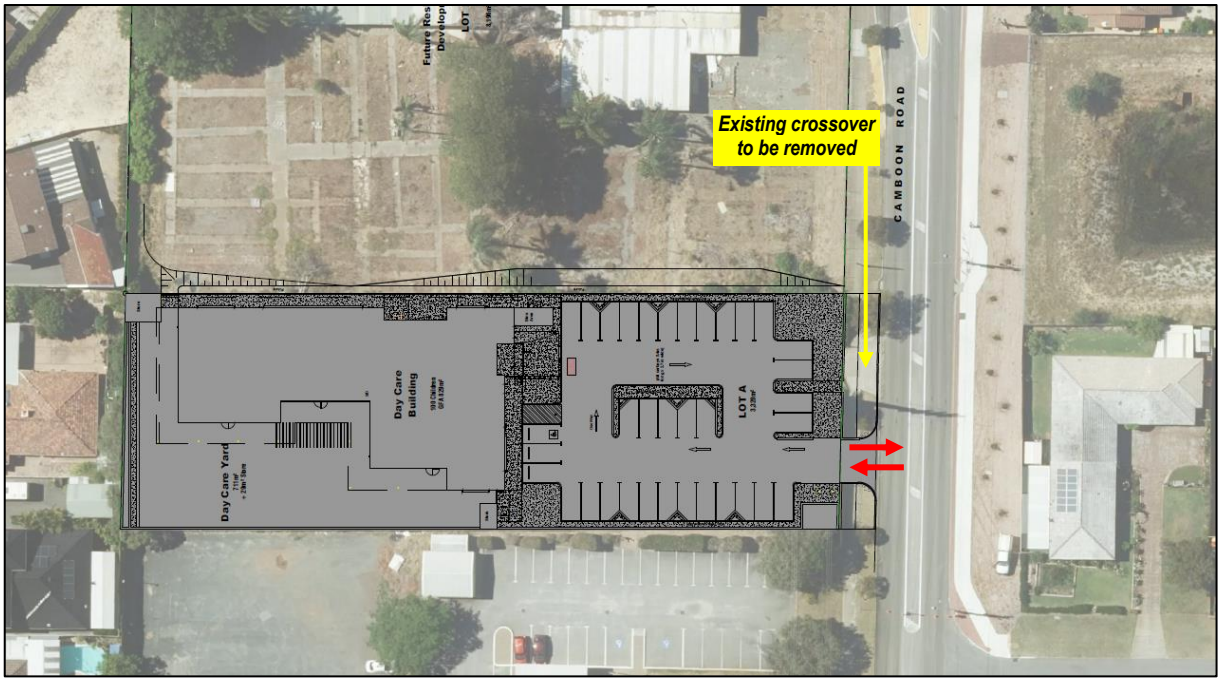
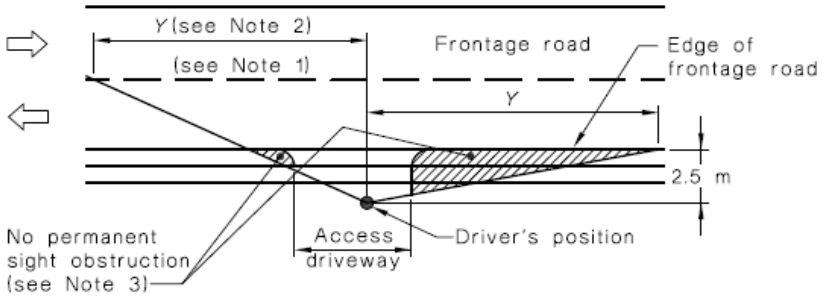


Figure 7: Vehicle Access Arrangement

4.1.1. Access Sight Distance

Sight distance requirements from exit crossovers is defined in Figure 3.2 of Australian Standard AS2890.1-2004 *Parking facilities Part 1: Off street car parking* (AS2890.1) as shown in **Figure 8**.



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2nd and 3rd columns
100	139	160	
110	153	190	

Figure 8: Sight Distance Requirements

Based on the 60km/h speed limit along Camboon Road, the minimum required sight distance is 65 metres (83 metres desirable). As shown in **Figure 9**, the desirable sight distance is achieved in both directions from the proposed crossover.

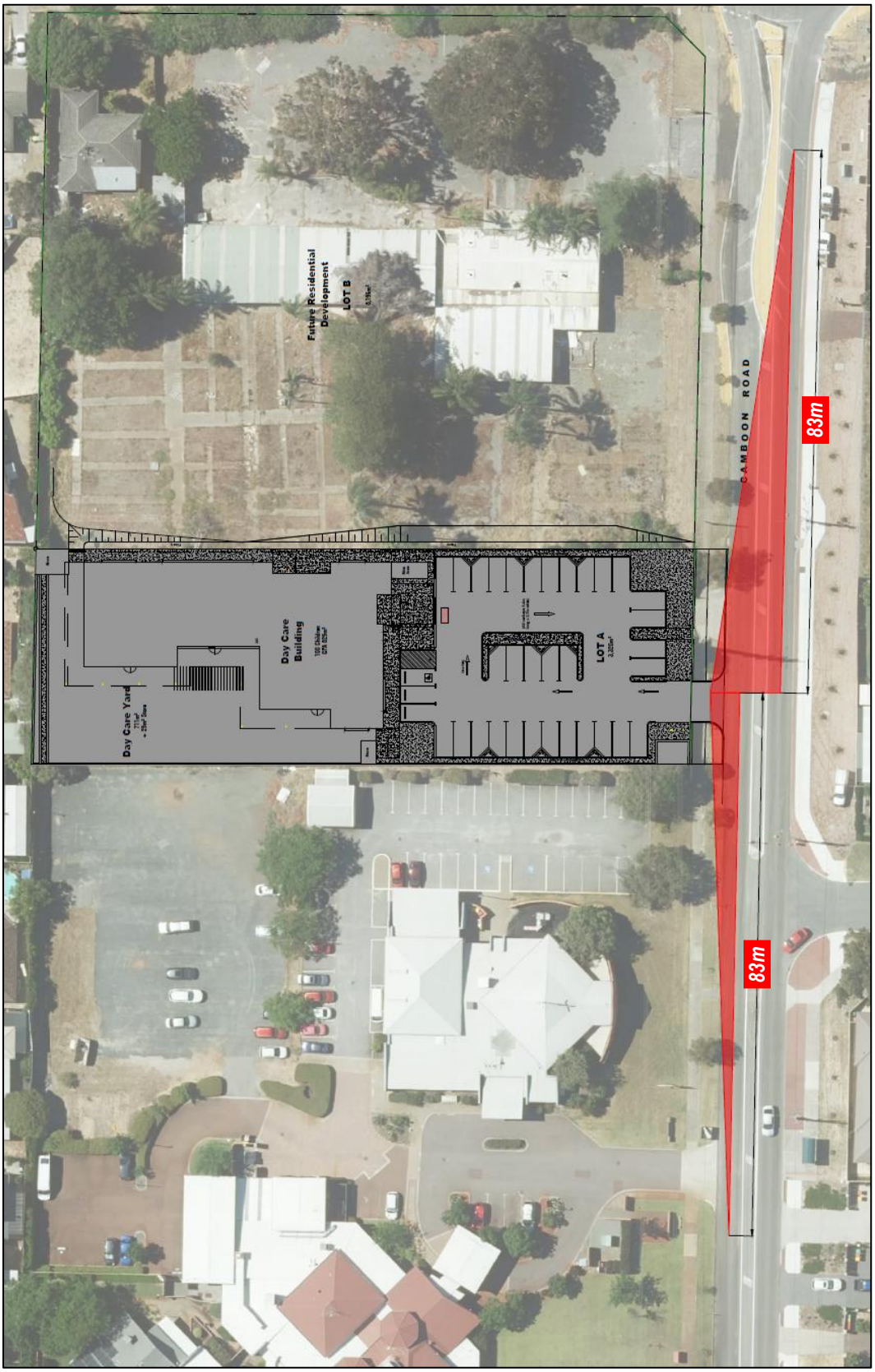


Figure 9: Sight Distance Check

Vertically, the geometry of Camboon Road is relatively flat. As shown in **Figure 10**, there is a slight crest towards the south but the crest does not reduce sight distance below the desirable sight distance.



Figure 10: Sight Distance south of Access

4.2. Car Parking

The total proposed on-site car parking provision is 35 bays including 1 ACROD bay.

The minimum car parking requirements for developments within the City of Bayswater are outlined in the City's Town Planning Scheme (TPS). The parking requirements for the proposed development are calculated in **Table 1**.

Table 1: Parking Requirements

Land Use	Criteria	Quantum	Bays
Child Care Centre	1 bay per staff member and 1 bay per 5 children attending	15 staff 100 children	15 bays 20 bays
		Total	**35 bays**

As shown, the development requires 35 bays and so the proposed parking provision satisfies the City's requirements. The average length of stay for pick-up / drop-off trips is approximately 6.8 minutes and so the 20 bays allocated for this use is considered to be sufficient.

Under the Building Code of Australia (BCA), a child care centre would be considered as a Class 9b building which requires 1 accessible parking space for every 100 car parking spaces or part thereof. The provision of 1 ACROD bay complies with the BCA requirements.

4.3. Parking Layout

Under Australian Standard AS2890.1:2004 *Parking Facilities Part 1: Off-street car parking* (AS2890.1), staff parking would be classified as User Class 1A (long term parking) and the pick-up/drop-off bays would be classified as User Class 3 (short term parking).

The minimum required dimensions for User Class 1A, 90 degree angled bays are 2.4m (bay width) x 5.4m (bay length) and the parking aisles should be 5.8m wide.

The minimum required dimensions for User Class 3, 90 degree angled bays are 2.6m (bay width) x 5.4m (bay length) and the parking aisles should be 5.8m wide.

All car bays are currently designed to be 2.7m wide by 5.5m long and the parking aisles are between 6.2m and 7.1m which all comply with or exceed the User Class 3 requirements.

A swept path analysis has been undertaken in Autodesk Vehicle Tracking to check the manoeuvrability of the parking layout. The assessment was undertaken using the Australian Standard B85 vehicle which the 85th percentile vehicle (i.e. equal or larger than 85% of light vehicles on Australian Roads). The result of the analysis is attached as **Appendix A** which demonstrate that all bays will accommodate the B85 vehicle in a satisfactory manner.

4.4. Provision for Service Vehicles

Waste will be collected on-site 3 times per week by a small private contractor vehicle.

Although, the actual waste vehicle is likely to be smaller, a swept path analysis has been undertaken using the Australian Standard 8.8m Medium Rigid Vehicle (MRV) to check manoeuvrability for heavy vehicles. The analysis results are also attached in **Appendix A** which show that there is also adequate room to accommodate an 8.8m MRV.

It is recommended that waste collection is scheduled outside of operating hours where possible to minimise impact on other vehicles and pedestrians.

5. Traffic Volumes and Vehicle Types

5.1. Proposed Traffic Generation

The volume of traffic generated by the childcare centre has been estimated using trip generation rates from the NSW Roads and Maritime Services (formerly RTA) *Guide to Traffic Generating Developments*. The proposed child care centre can be classified as a "Long day-care centre". The trip generation rate is 0.8 vehicle trips per child in the morning from 7 to 9am and 0.7 vehicle trips per child in the afternoon from 4 to 6pm. It is noted that child care centre traffic typically coincides with the peak periods on the road network.

Based on the 100 child capacity, the development is estimated to generate approximately 80 vehicle trips during the morning peak period and 70 vehicle trips during the afternoon peak period.

According to the WAPC TIA guidelines, an increase of between 10 to 100 peak hour vehicles is considered to have a low to moderate impact and is generally accepted as being acceptable without requiring detailed capacity analysis. Based on 70 to 80 vehicles during a two-hour period, the single peak hour volume is estimated to be around 50 to 60 vehicles which is in the middle of this range and so the development traffic is considered to have a low to moderate impact on the road network.

As mentioned previously, the current traffic volumes along Camboon Road are below that target daily traffic volumes for this road category and so there is adequate capacity to accommodate the additional child care centre traffic. It is also noted that once the traffic generated by the previous use has been subtracted, the net increase in traffic resulting from the proposed development would be reduced.

5.2. Vehicle Types

The development is expected to generate mostly light vehicles.

6. Public Transport Access

The only existing public transport service within walking distance of the site is Transperth Bus Route 347 which operates between Morley Bus Station and Noranda. The closest stops are located on Camboon Road towards the south of the site, approximately 150 metres walking distance.

As most children are driven to and from child care centres the demand for public transport is relatively minimal. The existing available public transport services will be adequate to meet the expected demand of the development.

7. Pedestrian and Cycle Access

There is an existing path along the west side of Camboon Road. Most other roads in the vicinity have at least one footpath.

The pedestrian and cyclist demand of a child care centre is likely to be low and so the provision of additional paths is not considered to be warranted by the proposed development.

8. Safety and Site Specific Issues

8.1. Safety Issues

8.1.1. Crash History

The crash history of the adjacent road network was obtained from the MRWA Reporting Centre. The search included the length of Camboon Road between Benara Road and Noranda Place.

A summary of the recorded incidents over the five-year period ending December 2021 is shown in **Figure 11**.

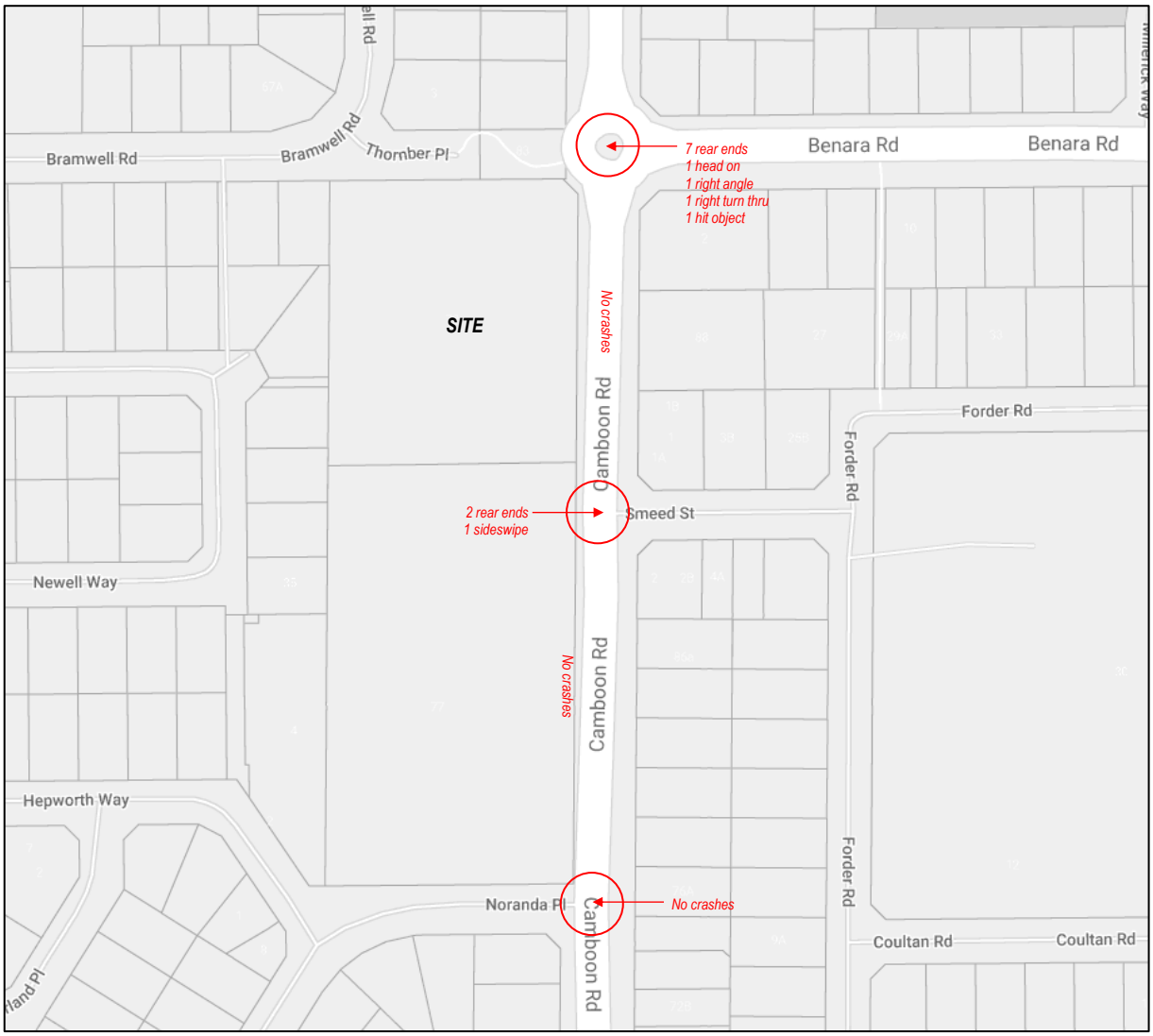


Figure 11: Crash History January 2017 to December 2021

As shown, a high number of rear end crashes have been recorded at the Camboon Road / Benara Road intersection. This intersection was recently upgraded to increase the deflections on approach to the roundabout which will reduce the approach speeds and therefore reduce the risk of crashes.

The upgraded intersection is shown in **Figure 12**.



Figure 12: Improvements at Camboon Road / Benara Road Roundabout

No mid-block crashes have been recorded between Noranda Place and Benara Road.

The proposed development itself will only generate a low to moderate volume of additional traffic and there is no indication that the development would increase the risk of crashes unacceptably.

8.2. Site Specific Issues

8.2.1. Future Development on Adjacent Site

It is understood that the City of Bayswater have requested confirmation that the proposed vehicle access to the child care centre will not preclude future access to the residential development on the remainder of the site when it is developed.

Rowe Group have provided a concept layout of the future residential development for the remainder of the site as shown in **Figure 13**. As shown, access to the future residential development is indicatively proposed on Camboon Road approximately 30m north of the proposed child care centre access.

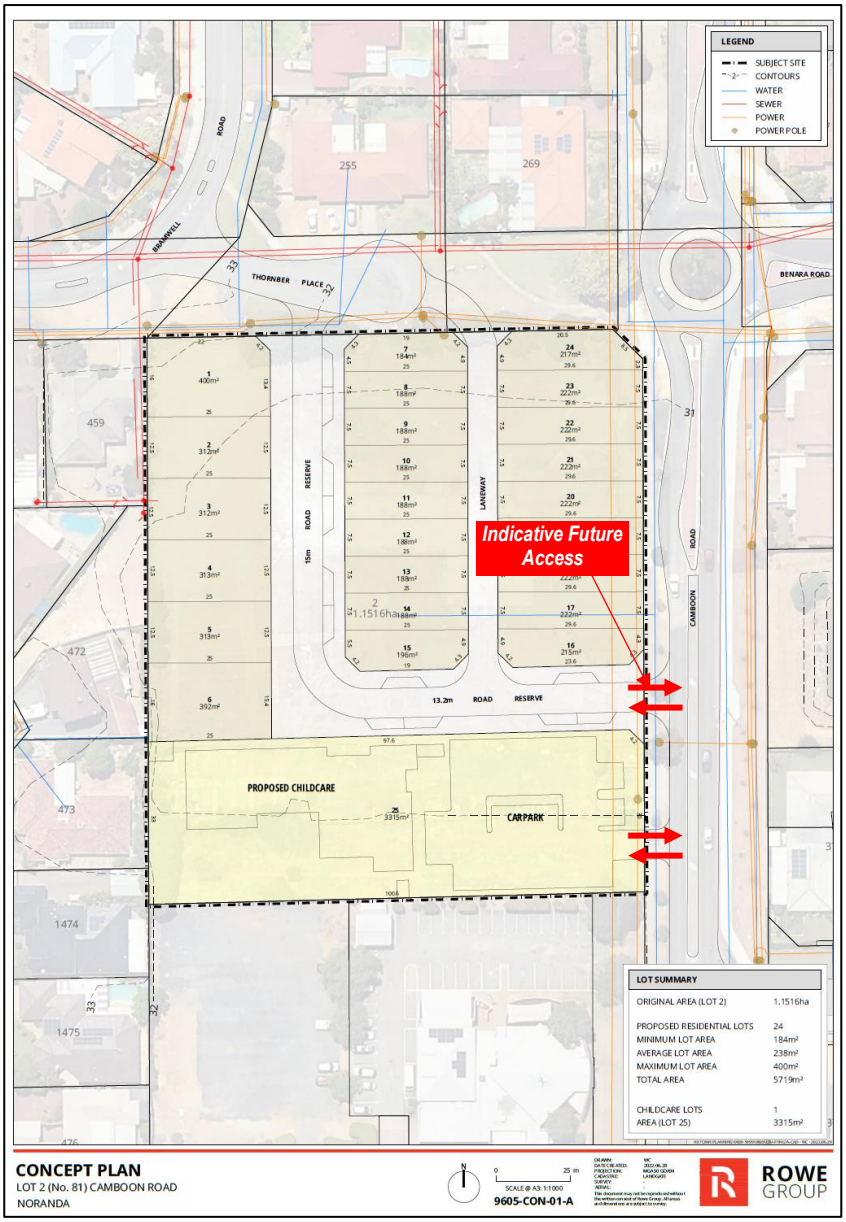
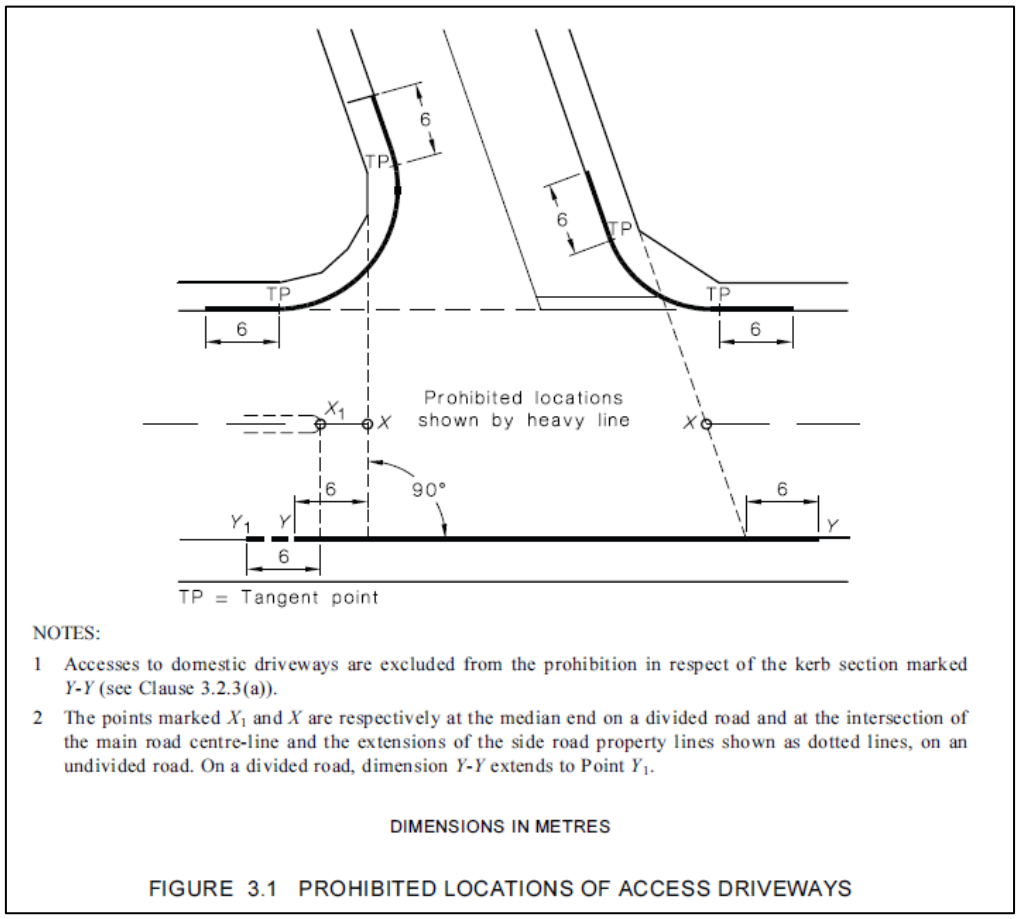


Figure 13: Future Residential Development

According to AS2890.1, the areas around an intersection that should be kept clear of driveways are 6m from the tangent points of the intersection as shown in **Figure 14**.



NOTES:

1 Accesses to domestic driveways are excluded from the prohibition in respect of the kerb section marked *Y-Y* (see Clause 3.2.3(a)).

2 The points marked X_1 and *X* are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension *Y-Y* extends to Point Y_1.

DIMENSIONS IN METRES

FIGURE 3.1 PROHIBITED LOCATIONS OF ACCESS DRIVEWAYS

Figure 14: AS2890.1 Prohibited Locations of Access Driveways

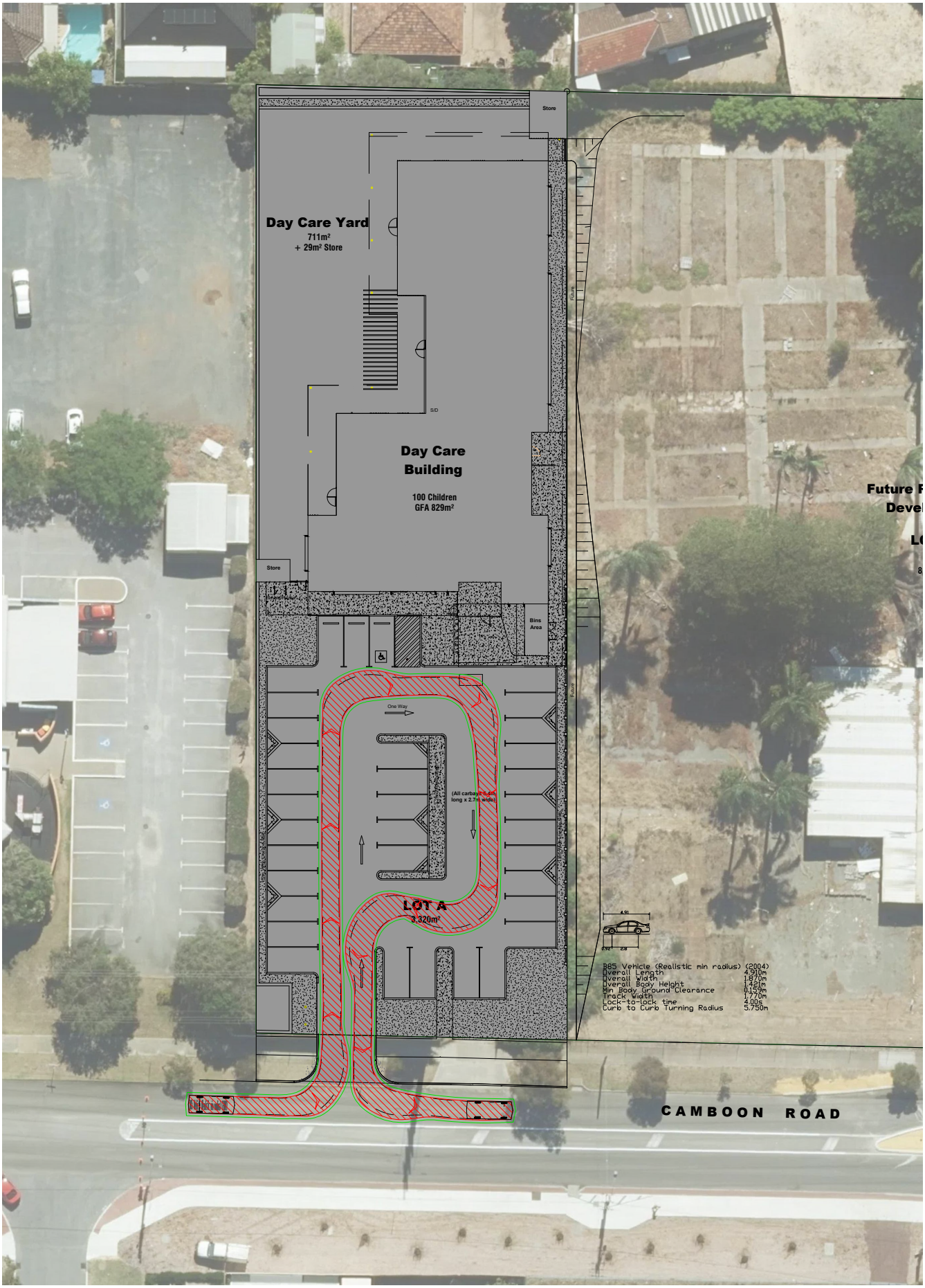
The proposed child care centre access is located further than 6m from the nearest tangent point of the indicative access intersection and so the location of the access should not preclude future access to the adjacent site.

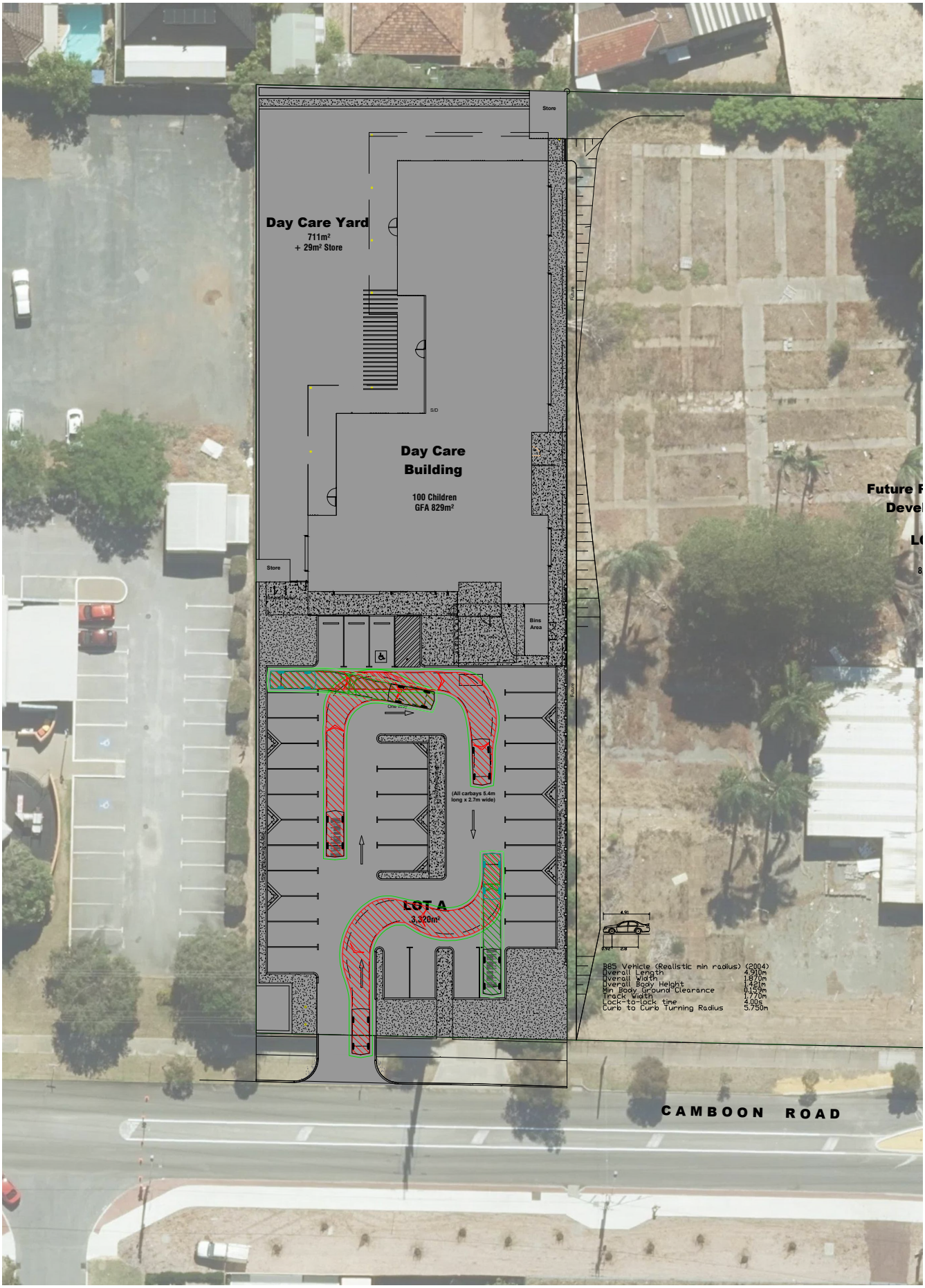
9. Conclusion

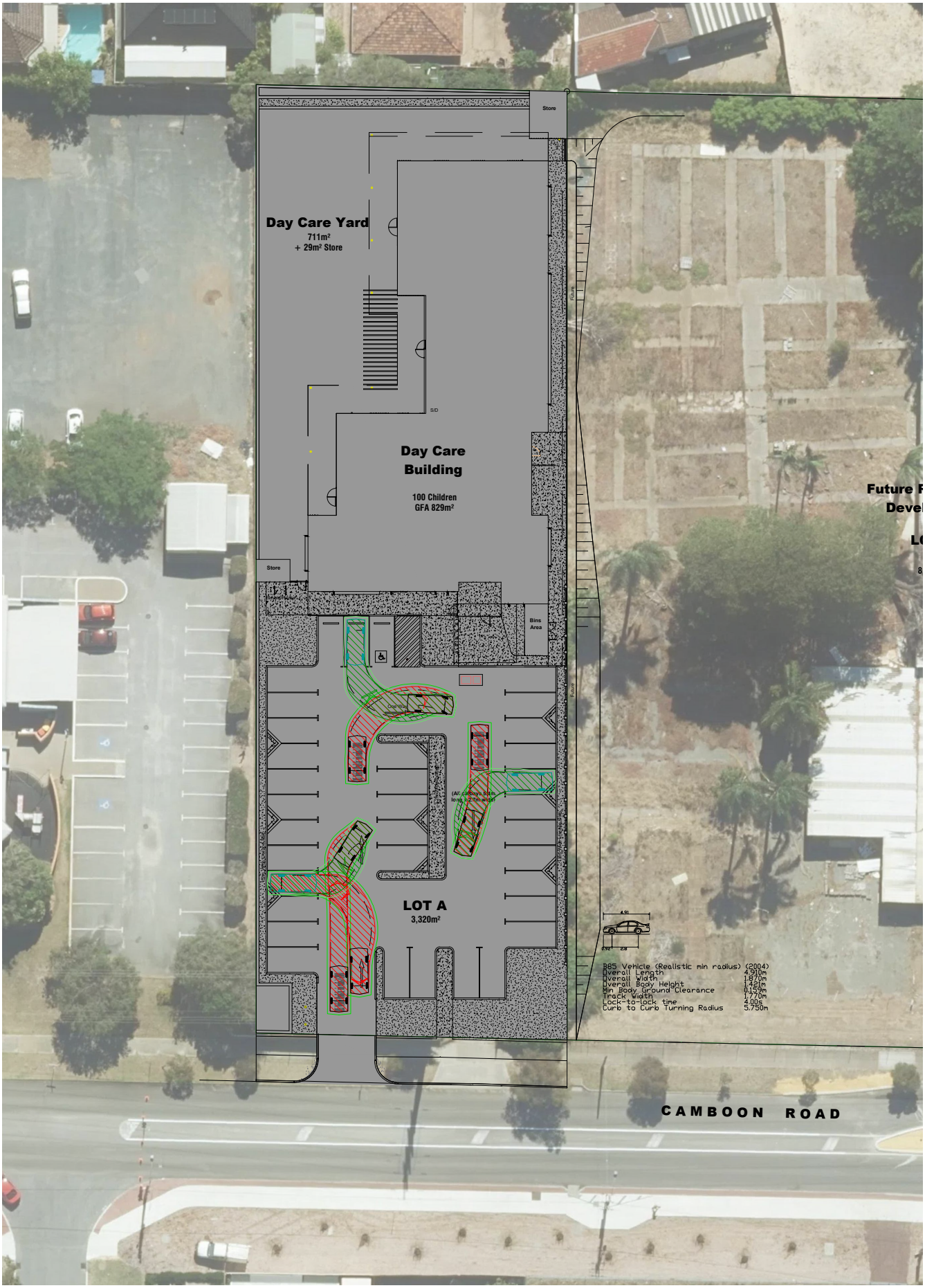
A Transport Impact Statement for the proposed child care centre on Lot 2 Camboon Road in Noranda concluded the following:

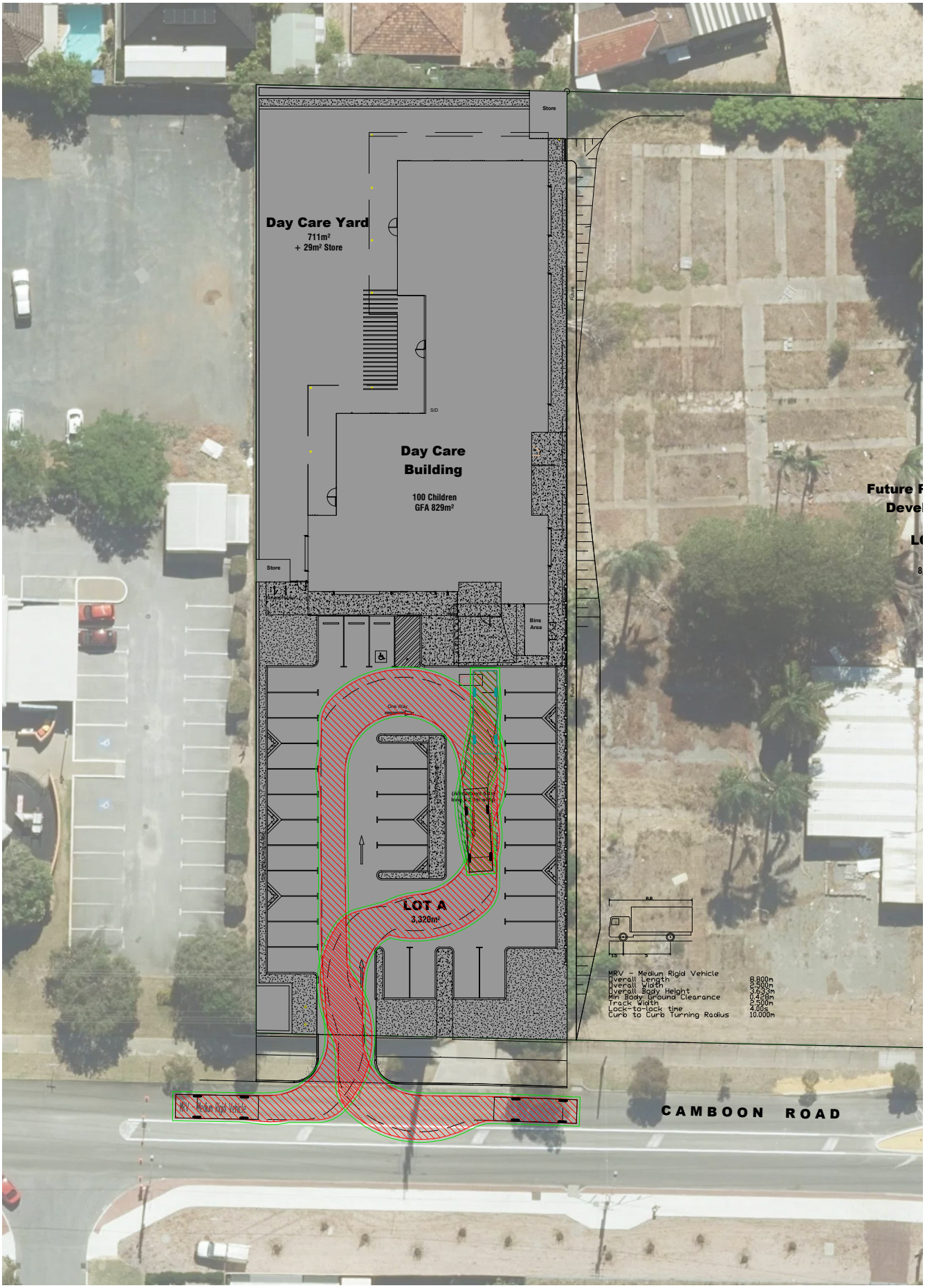
- The development is estimated to generate approximately 80 vehicle trips during the morning peak period and 70 vehicle trips during the afternoon peak period. This volume of traffic is considered to be low to moderate and can be accommodated within the existing capacity of the road network.
- The available sight distance from the proposed vehicle crossover on Camboon Road meets the minimum AS2890.1 requirements.
- Based on the proposed 100 children and 15 staff, the minimum parking requirement according to the City's Town Planning Scheme is 35 bays. The development plans indicate that 35 car parking bays will be provided which satisfies the minimum requirements.
- The parking layout is compliant with AS2890.1.
- A swept path analysis has also demonstrated that the parking layout will accommodate the B85 sized vehicle and an 8.8m MRV truck in a satisfactory manner.
- There is an existing path along the west side of Camboon Road and most other roads in the vicinity have at least one footpath. The pedestrian and cyclist demand of a child care centre is likely to be low and so the provision of additional paths is not considered to be warranted by the proposed development.
- Child care centres typically generate minimal demand for public transport and so the existing services are considered to be adequate.
- The crash history of the adjacent road network does not indicate any major safety issue. Recent upgrades at the Camboon Road / Benara Road roundabout are likely to address the high number of rear end crashes recorded at this intersection. The traffic generated by the development itself will be moderate and is unlikely to increase the risk of crashes unacceptably.

Appendix A – Swept Path Analysis


Store
Day Care Yard
711m²
+ 29m² Store
S/D
Day Care
Building
100 Children
GFA 829m²
Store
Bins
Area
One Way
LOT A
3,320m²
CAMBOON ROAD
Future
Deve
B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.420m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m


Store
Day Care Yard
711m²
+ 29m² Store
S/D
Day Care
Building
100 Children
GFA 829m²
Store
Bins
Area
(All carbays 5.4m
long x 2.7m wide)
LOT A
3,320m²
Future
Deve
L
8
CAMBOON ROAD
B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.420m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m


Store
Day Care Yard
711m²
+ 29m² Store
S/D
Day Care
Building
100 Children
GFA 829m²
Store
Bins
Area
LOT A
3,320m²
Future
Deve
L
8
4.91
2.8
B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.420m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m
CAMBOON ROAD


Store
Day Care Yard
711m²
+ 29m² Store
S/D
Day Care
Building
100 Children
GFA 829m²
Store
Bins
Area
One Way
LOT A
3,320m²
Future
Deve
L
CAMBOON ROAD
MRV - Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.623m
Min Body Ground Clearance 0.429m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.000m

ATTACHMENT 5

ENVIRONMENTAL ACOUSTIC ASSESSMENT

ROWE GROUP

HERRING STORER ACOUSTICS

PROPOSED CHILD CARE CENTRE
LOT 2 CAMBOON ROAD
NORANDA

ENVIRONMENTAL ACOUSTIC ASSESSMENT

SEPTEMBER 2022

OUR REFERENCE: 30066-1-21505-02

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

DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT

PROPOSED CHILD CARE CENTRE
CAMBOON ROAD, NORANDA

Job No: 21505-02

Document Reference: 30066-1-21505-02

FOR

MEYER SHIRCORE

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This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.

CONTENTS

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APPENDICIES

A PLANS

1. INTRODUCTION

Herring Storer Acoustics were commissioned to undertake an acoustic assessment of noise emissions associated with the proposed day care centre to be located at Lot 2 Camboon Road, Noranda.

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

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

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

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

2. SUMMARY

Noise received at the neighbouring premises from the outdoor play areas would comply with the requirements of the *Environmental Protections (Noise) Regulations 1997*, provided outdoor play is limited to the day period (ie after 7am), with the inclusion of the boundary fencing as shown on the architectural drawings attached in Appendix A.

Note: The possible exceedances to possible future first floor of some neighbouring residences to the north from the outdoor play area are noted. However, in the unlikely scenario of this situation occurring, then compliance would be achieved by providing additional screening.

Noise from the mechanical services has also been assessed to comply with the relevant criteria.

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

Note: The possible exceedances to possible future first floor of some neighbouring residences to the north from the car doors closing are noted. However, in the unlikely scenario of this situation occurring, then compliance would be achieved by either providing “carport” structures over the northern parking bays, or limiting the parking before 7am to the bays, to the southern and eastern car bays.

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

1 Although the proposed facility would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am. Thus, noise received at the neighbouring existing residences from the outdoor play area needs to comply with the assigned day period noise level.

2 Also, with regards to the outdoor play area, although not included in the noise modelling, it is recommended that a passive play area (such as a sand pit) be located along the northern side of the outdoor play area.

3 The noise modelling has been based on the fencing as shown on the architectural drawing attached in Appendix A. However, the northern boundary fence to the car park appears to be shown as an open type fencing. If this is the case, this fence type needs to be changed to a solid type fence. It is also noted that for child care centre, colourbond fencing is acceptable.

4 With regards to noise received at possible first floors, as outlined above, if this occurs and results in an exceedance, mitigation measures could easily be implemented to achieve compliance.

5 The air conditioning condensers to be located on the southern façade of the development.

3. CRITERIA

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

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

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

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

Under the Regulations, a 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 m of that building or that part of the building.

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

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

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

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

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

(c) is regular, cyclic and audible;

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

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

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

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

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

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

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

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

For this development, the neighbouring noise sensitive premises are as shown on Figure 3.1.



FIGURE 3.1 – NEIGHBOURING LOTS

At the neighbouring residences, with Camboon Road being a Secondary Road, the influencing Factor for the future residence to the north, the existing residence to the east and the Uniting Church to the South being within 100 metres, the influencing factor has been determined to be +2 dB for these premises. It is noted that the residences to the west are greater than 100 metres from Camboon Road, hence there Influencing Factor would be 0 dB. Thus, the assigned noise levels would be as listed in Tables 3.3 and 3.4.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL
FUTURE RESIDENCE TO NORTH, RESIDENCE TO EAST AND HIGHLY SENSITIVE AREA OF CHURCH

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area	0700 - 1900 hours Monday to Saturday (Day)	47	57	67
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	42	52	67
	1900 - 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

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

TABLE 3.4 - ASSIGNED OUTDOOR NOISE LEVEL
RESIDENCES TO WEST

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area	0700 - 1900 hours Monday to Saturday (Day)	45	55	65
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	42	50	65
	1900 - 2200 hours all days (Evening)	40	50	55
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35	45	55

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

It is noted that with regards to the Church, that the car parking area located adjacent to the child care centre would not be part of the “highly sensitive area”. Thus, the assigned noise level at the critical locations associated with the Church, adjacent to the child care centre, would be as listed in Table 3.5.

**TABLE 3.5 - ASSIGNED OUTDOOR NOISE LEVEL
CHURCH (ADJACENT TO FENCE)**

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80

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

4. PROPOSAL

From information supplied, we understand that the child care centre normal hours of operations would be between 0630 and 1830 hours, Monday to Friday (closed on public holidays). It is understood that the proposed childcare centre will cater for a maximum of 100 children: with the following breakdown:

Activity 1	0 – 1 years	12 places
Activity 2	0 – 2 years	8 places
Activity 3	2 – 3 years	15 places
Activity 4	2 – 3 years	15 places
Activity 5	2 – 3 years	20 places
Activity 6	3 + years	30 places

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

5. MODELLING

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

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

Calculations were based on the sound power levels used in the calculations are listed in Table 5.1.

TABLE 5.1 – SOUND POWER LEVELS

Item	Sound Power Level, dB(A)
Children Playing	83 (per 10 children)
Car Moving in Car Park	79
Car Starting	85
Door Closing	87
Air conditioning condensing Unit	6 @ 71

Notes:

1 Given the number and breakdown of children, noting that the noise emission from children under the age of 2 years is significantly reduced), acoustic modelling of outdoor play noise was made, based on 90 children playing within the outdoor play areas at the one time, utilising 9 groups of 10 children, sound power levels distributed as plane sources.

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

3 For this development, we recommend that the air conditioning condensing units be located on the southern façade.

4 The noise modelling has been based on the fencing as shown on the architectural drawing attached in Appendix A. However, the northern boundary fence to the car park appears to be shown as an open type fencing. If this is the case, this fence type needs to be changed to a solid type of fence.

5 To determine the restriction to the parking, a point noise source was located in each car bay.

6 The calculated noise levels received at the residence to the east, do not include the residences boundary fence. Thus, the results would be conservative.

7 Although, we believe it would be highly unlikely that multi-storey residences would be constructed on the land to the north, we have undertaken additional noise modelling to the first floors. Thus, this report outlines additional noise mitigation measures that could be implemented to maintain compliance, if multi-storey residences were built in close proximity to the child care centre.

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

6. ASSESSMENT

The resultant noise levels at the neighbouring residence from children playing outdoors and the mechanical services are tabulated in Table 6.1.

From previous measurements, noise emissions from children playing does not contain any annoying characteristics. Noise emissions from the mechanical services could be tonal and a +5 dB(A) penalty would be applicable, as shown in Table 6.1. Noise emissions from both outdoor play and the mechanical services needs to comply with the assigned L_{A10} noise levels.

TABLE 6.1 - ACOUSTIC MODELLING RESULTS FOR L_{A10} CRITERIA OUTDOOR PLAY AREAS AND MECHANICAL PLANT

Neighbouring Premises	Calculated Noise Level (dB(A))	
	Children Playing	Air Conditioning
West	44	10 (15)
North	45	23 (28)
East	35	28 (33)
South	46	45 (50)

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

With regards to noise associated with cars within the parking area, resultant noise levels are tabulated in Tables 6.2 and 6.3. It is noted that noise emissions from a moving car being an L_{A1} noise level, with noise emissions from cars starting and doors closing being an L_{Amax} noise level.

Based on the definitions of tonality, noise emissions from car movements and car starts, being an L_{A1} and L_{AMax} respectively, being present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable, and the assessment would be as listed in Table 6.2 (Car Moving) and Table 6.3 (Car Starting). However, noise emissions from car doors closing could be impulsive, hence the +10dB penalty has been included in the assessment.

TABLE 6.2 - ACOUSTIC MODELLING RESULTS L_{A1} CRITERIA
CAR MOVING

Neighbouring Premises	Calculated Noise Level (dB(A))
West	27
North	43
East	39
South	44

TABLE 6.3 - ACOUSTIC MODELLING RESULTS L_{Amax} CRITERIA
CAR STARTING / DOOR CLOSING

Neighbouring Premises	Calculated Noise Level (dB(A))	
	Car Starting	Door Closing
West	30	31 [41]
North	41	45 [55]
East	46	47 [57]
South	49	52 [62]

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

Tables 6.4 to 6.8 summarise the applicable Assigned Noise Levels, and assessable noise level emissions for each identified noise.

TABLE 6.4 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS
OUTDOOR PLAY (DAY PERIOD)

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
West	44	45	Complies
North	45	47	Complies
East	35	47	Complies
South	46	60	Complies

TABLE 6.5 – ASSESSMENT OF L_{A10} NIGHT PERIOD NOISE LEVEL EMISSIONS
AIR CONDITIONING

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
West	15	35	Complies
North	28	37	Complies
East	33	37	Complies
South	50	60	Complies

TABLE 6.6 – ASSESSMENT OF L_{A1} NIGHT PERIOD NOISE LEVEL EMISSIONS
CAR MOVEMENTS

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
West	27	45	Complies
North	43	47	Complies
East	39	47	Complies
South	44	75	Complies

TABLE 6.7 – ASSESSMENT OF L_{Amax} NIGHT PERIOD NOISE LEVEL EMISSIONS
CAR STARTING

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
West	30	55	Complies
North	41	57	Complies
East	46	57	Complies
South	49	80	Complies

TABLE 6.8 – ASSESSMENT OF L_{Amax} NIGHT PERIOD NOISE LEVEL EMISSIONS
CAR DOOR

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
West	41	55	Complies
North	55	57	Complies
East	57	57	Complies
South	62	80	Complies

With regards to noise that could possibly receive at upper floors of future residences to the north, we note that given the design of the child care centre and the verandah, noise from the outdoor play area is likely to comply. However, if required, additional screening could be added by way of pergolas, additional angled fencing and / or location of passive play areas.

The other source of noise that could result in an exceedance at upper floors of future residences to the north would be car doors closing during the night period. However, compliance could be achieved by either providing “carport” structures over the northern parking bays, or limiting the parking before 7am to the bays, to the southern and eastern car bays.

7. CONCLUSION

Noise received at the neighbouring residences from the outdoor play area would comply with day period assigned noise level with the boundary fencing, as shown on the architectural drawing attached in Appendix A.

The air conditioning condensing units have also been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times. However, it is recommended that the air conditioning condensing units be located on the southern façade.

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

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

1 Although the proposed facility would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am. Thus, noise received at the neighbouring existing residences from the outdoor play area needs to comply with the assigned day period noise level.

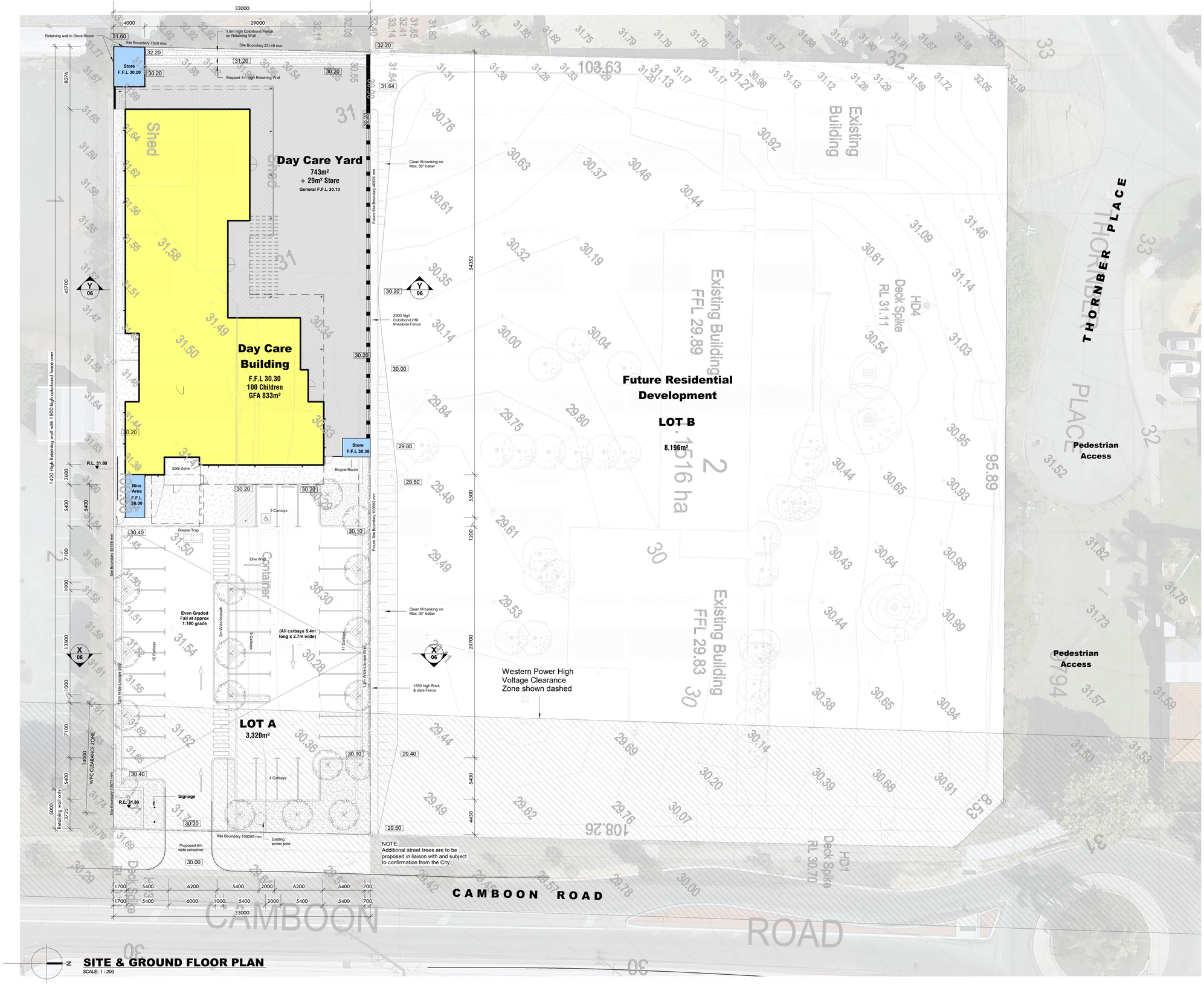
2 Also, with regards to the outdoor play area, although not included in the noise modelling, it is recommended that a passive play area (such as a sand pit) be located along the northern side of the outdoor play area.

3 The noise modelling has been based on the fencing as shown on the architectural drawing attached in Appendix A. However, the northern boundary fence to the car park appears to be shown as an open type fencing. If this is the case, this fence type needs to be changed to a solid type of fence. It is also noted that for child care centre, colourbond fencing is acceptable.

4 With regards to noise received at possible first floors, as outlines above, if this occurs and results in an exceedance, mitigation measures could easily be implemented to achieve compliance.

APPENDIX A

PLANS



N

SITE & GROUND FLOOR PLAN

SCALE: 1 : 200

SITE CRITERIA

1. Site Area		
a. Lot A		**3,320m²**
2. Landscaping		
a. Landscaping Required 10% of Site		332m²
b. Landscaping Provided		
i. Soft		311m²
ii. Hard		220m²
Total		**531m² (16.1% of Site)**
3. Proposed Floor Area		
a. Day Care		833m²
a. Yard		743m²
Total		**1,576m²**
4. Carparking		
a. Carparking Required		
i. Day Care	100 Children @ 1/5chld	20 Carbays
	15 Staff @ 1/Staff	15 Carbays
		35 Carbays
b. Carparking Provided		
Total		**35 Carbays**

Landscaping
A. Hard Landscaping
Defined as paved walkways either open or covered.
B. Soft Landscaping
Defined as vegetative landscaping.

Gross Floor Area : GFA
A. All Floor Areas on this plan are shown as GROSS FLOOR AREA.
Unless otherwise noted as Nett Floor Area
B. Definition of Gross Floor Area is defined as:
i/ GROSS FLOOR AREA OF TENANCY:
Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.
ii/ GROSS FLOOR AREA OF A BUILDING:
Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls

Nett Floor Area : NFA
A. Nett Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.

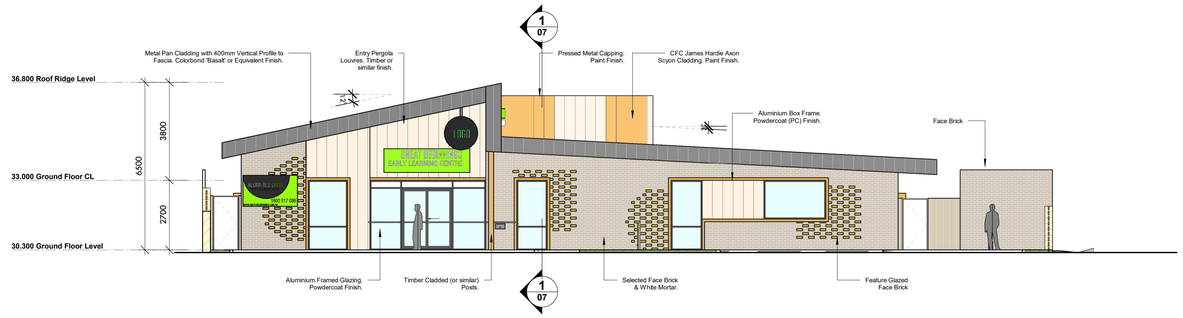
PROPOSED CHILD CARE CENTRE
LOCATION:LOT 2, CAMBOON ROAD, NORANDA WA
FOR:JARPEL P/L BY: VEND PROPERTY

SK012
12/09/2022
02
As indicated @ B1

8621

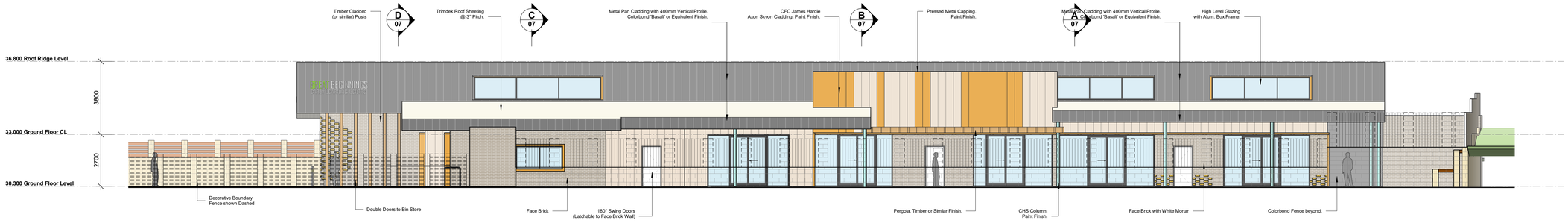
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t: 08 9381 8511 e: msa@meyershircore.com.au



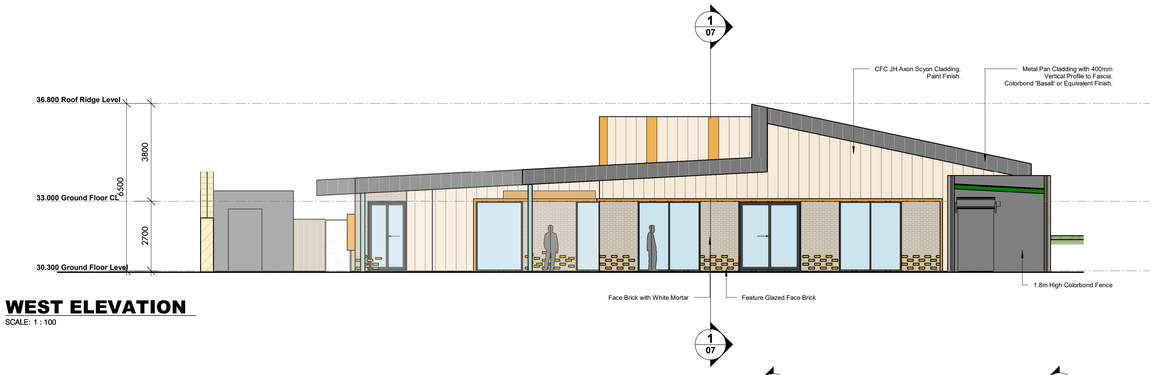
EAST ELEVATION

SCALE: 1 : 100



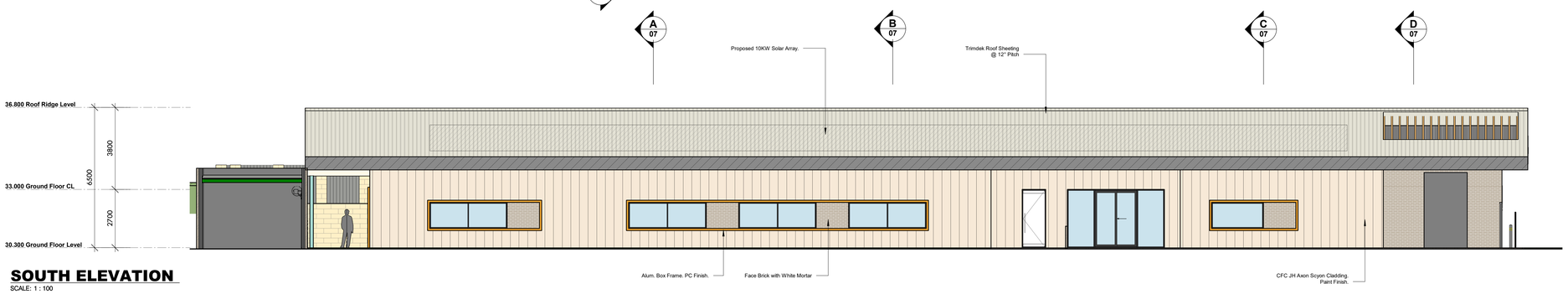
NORTH ELEVATION

SCALE: 1 : 100



WEST ELEVATION

SCALE: 1 : 100



SOUTH ELEVATION

SCALE: 1 : 100

PROPOSED CHILD CARE CENTRE

LOCATION:LOT 2, CAMBOON ROAD, NORANDA WA

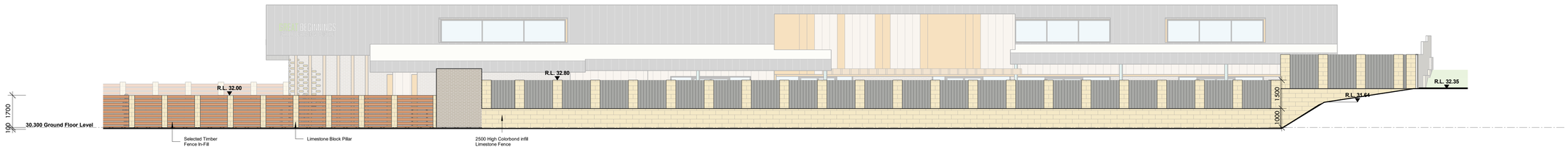
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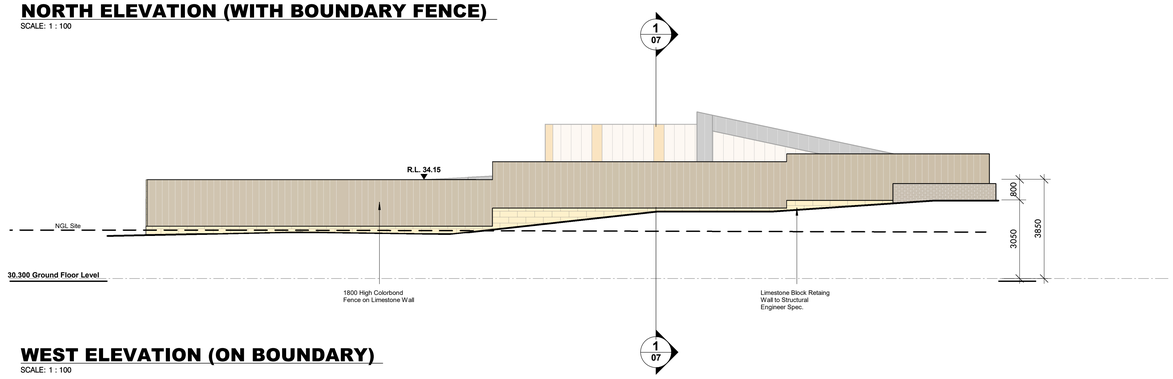
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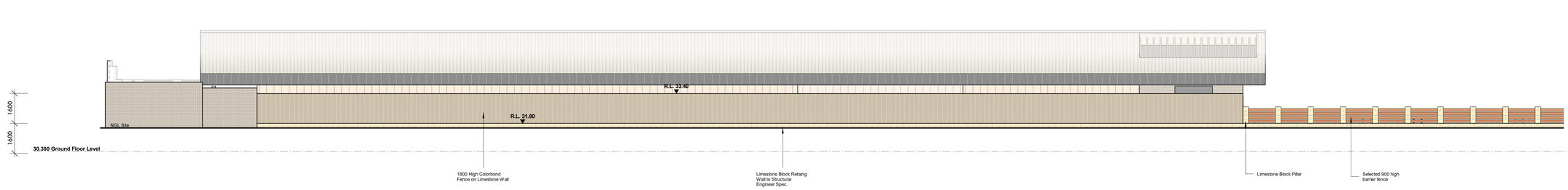
NORTH ELEVATION (WITH BOUNDARY FENCE)

SCALE: 1 : 100



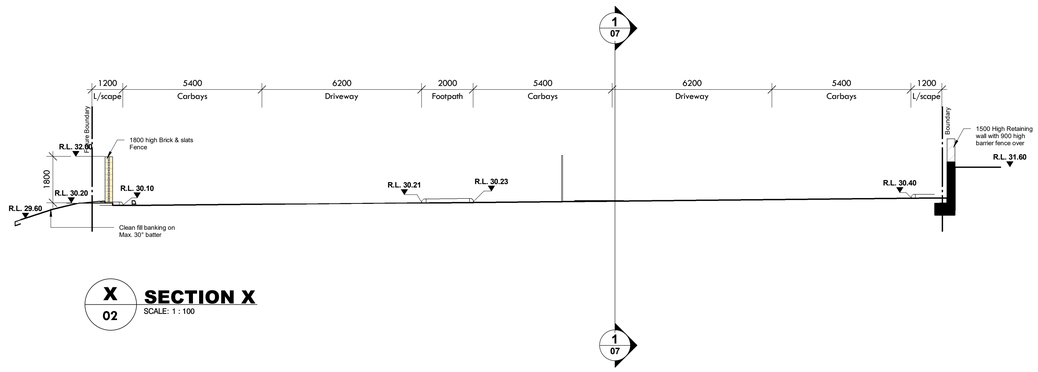
WEST ELEVATION (ON BOUNDARY)

SCALE: 1 : 100



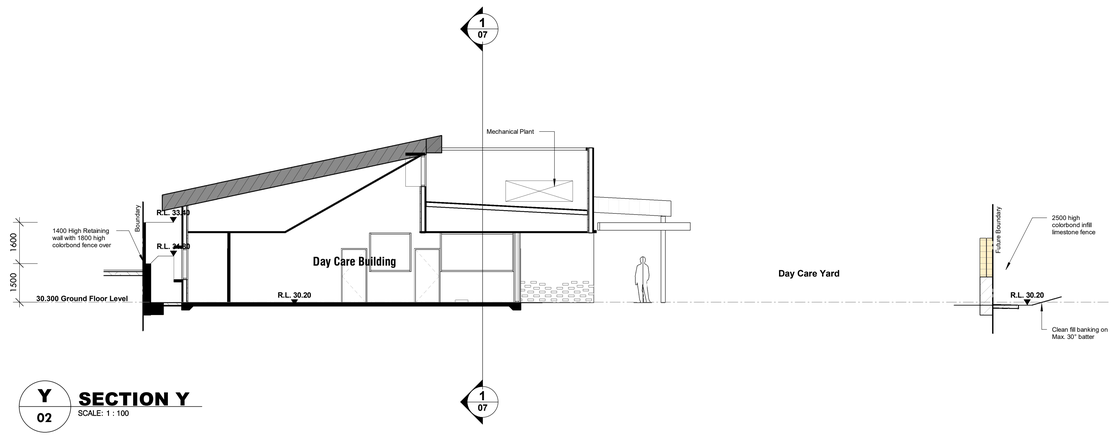
SOUTH ELEVATION (WITH BOUNDARY FENCE)

SCALE: 1 : 100



X 02 **SECTION X**

SCALE: 1 : 100



Y 02 **SECTION Y**

SCALE: 1 : 100

PROPOSED CHILD CARE CENTRE

LOCATION:LOT 2, CAMBOON ROAD, NORANDA WA

FOR:JARPEL P/L BY: VEND PROPERTY

SK012
12/09/2022
06
1 : 100 @ B1

8621

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

ATTACHMENT 6

WASTE MANAGEMENT PLAN

ROWE GROUP

Waste Management Plan

Lot 2, Camboon Road, Noranda

Prepared for Jardel Pty Ltd

29 June 2022

Project Number: TW21176

DOCUMENT CONTROL					
Version	**Description**	**Date**	**Author**	**Reviewer**	**Approver**
1.0	First Approved Release	3/02/2022	DP	SK	DP
2.0	Second Approved Release	29/06/2022	DP	RH	DP

Approval for Release

Name	**Position**	**File Reference**
Dilan Patel	Project Manager – Waste Management Consultant	TW21176-02_Waste Management Plan_2.0
Signature		

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Executive Summary

Jardel Pty Ltd is seeking development approval for the proposed Childcare Centre located at Lot 2, Camboon Road, Noranda (the Proposal).

To satisfy the conditions of the development application the City of Bayswater (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Bin Storage Area					
Refuse	2,902	240	Five	Three times each week	Private Contractor
Recycling	2,902	240	Five	Three times each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Camboon Road.

Building management will oversee the relevant aspects of waste management at the Proposal.

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2 Waste Generation 5
2.1 Proposed Tenancies 5
2.2 Waste Generation Rates 5
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Figure 2: Bin Storage Area

1 Introduction

Jardel Pty Ltd is seeking development approval for the proposed Childcare Centre located at Lot 2, Camboon Road, Noranda (the Proposal).

To satisfy the conditions of the development application the City of Bayswater (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by vacant land to the north, Camboon Road to the east, Noranda Uniting Church to the south and residential properties to the west, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide adequately sized Bin Storage Area, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the floor area (m^2) of the Childcare Centre – 829m^2.

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City of Melbourne's Guidelines for Preparing a Waste Management Plan (2017) as they contain a dedicated waste generation rate for Childcare Centres.

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	Guidelines	Refuse Generation Rate	Recycling Generation Rate
Childcare Centre	Melbourne	350L/100m^2/week	350L/100m^2/week

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

Waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-2. It is estimated that the Childcare Centre at the Proposal will generate 2,902L of refuse and 2,902L of recyclables each week.

Table 2-2: Estimated Waste Generation

Childcare Centre	Area (m^2)	Waste Generation Rate (L/100m^2/week)	Waste Generation (L/week)
Refuse	829	350	**2,902**
Recyclables	829	350	**2,902**

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Figure 2, and discussed in the following sub-sections.

3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, the Proposal will make provision for internal refuse and recycling bins for the separate disposal of refuse and recyclables.

Waste from these internal bins will be transferred by staff/cleaners to the Bin Storage Area and deposited into the appropriate bins.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions	Bin Sizes			
	240L	360L	660L	1,100L
Depth (mm)	730	848	780	1,070
Width (mm)	585	680	1,260	1,240
Height (mm)	1,060	1,100	1,200	1,300
Area (mm2)	427	577	983	1,327

Reference: SULO Bin Specification Data Sheets

3.3 Bin Storage Area Size

To ensure sufficient area is available for storage of bins, the amount of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse and recyclables three times each week.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

- Five 240L refuse bins; and
- Five 240L recycling bins.

Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required			
		240L	360L	660L	1,100L
Refuse	2,902	5	3	2	1
Recycling	2,902	5	3	2	1

The configuration of these bins within the Bin Storage Area is shown in Figure 2. It is worth noting that the number of bins and corresponding placement of bins shown in Figure 2 represents the maximum requirements assuming three collections each week of refuse and recyclables.

3.4 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Area;
- Adequate aisle width for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter into the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Area will be monitored by building management during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

4 Waste Collection

A private waste collection contractor will service the Proposal and provide the Childcare Centre with five 240L bins for refuse and five 240L bins for recyclables. The private contractor will collect refuse and recyclables three times each week utilising a rear loader waste collection vehicle.

The private contractor's rear loader waste collection vehicle will service the bins onsite, directly from the Bin Storage Area. The private contractors rear loader waste collection vehicle will travel with left hand lane traffic flow on Camboon Road and turn into the Proposal in forward gear, complete a multipoint turn within the Proposals carpark and pull up directly opposite the Bin Storage Area for servicing.

It is proposed that servicing will be conducted outside of normal operating hours to allow the waste collection vehicle to utilise the empty carpark for manoeuvring and mitigate impacts on local traffic movements during peak traffic hours.

Private contractor's staff will ferry bins to and from the rear loader waste collection vehicle and the bin storage area during servicing. The private contractor will be provided with key/PIN code access to the Bin Storage Area and security access gates to facilitate servicing, if required.

Once servicing is complete the private contractor's rear loader waste collection vehicle will exit in a forward motion, turning onto Camboon Road moving with traffic flow.

The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection.

4.1 Bulk and Speciality Waste

Bulk and speciality waste materials will be removed from the Proposal as they are generated. Removal of these wastes will be monitored by building management, who will liaise with staff and cleaners to assist with the removal of these wastes, as required.

Sanitary wastes will be collected in situ. A suitably qualified sanitary waste collection and disposal provider will be engaged to determine storage and collection requirements.

5 Waste Management

Building management will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Area;
- Cleaning of bins and Bin Storage Area, when required;
- Ensure all tenants at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor tenant behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist tenants with its removal, as required;
- Regularly engage with tenants to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the private contractors to ensure efficient and effective waste service is maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for storage of refuse and recyclables, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse and recyclables can be completed from the Proposal.

The above is achieved using:

- Five 240L refuse bins, collected three times each week; and
- Five 240L recycling bins, collected three times each week.

A private contractor will service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Camboon Road.

Building management will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan

Figure 2: Bin Storage Area

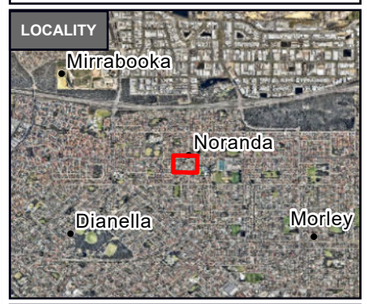
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LEGEND

- Site Layout
- Cadastre

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0 1 2 3 4 km

LOCALITY PLAN

Lot 2, Camboon Road,
Noranda, WA 6062

Jardel Pty Ltd

N 0 10 20 30 40 m

Coordinate System: GDA 1994 MGA Zone 50, Datum: GDA 1994
Scale @ A3: 1:1,000

Prepared: W Robertson	Date: 13/12/2021
Reviewed: D Patel	Revision: A
Project: TW21176	

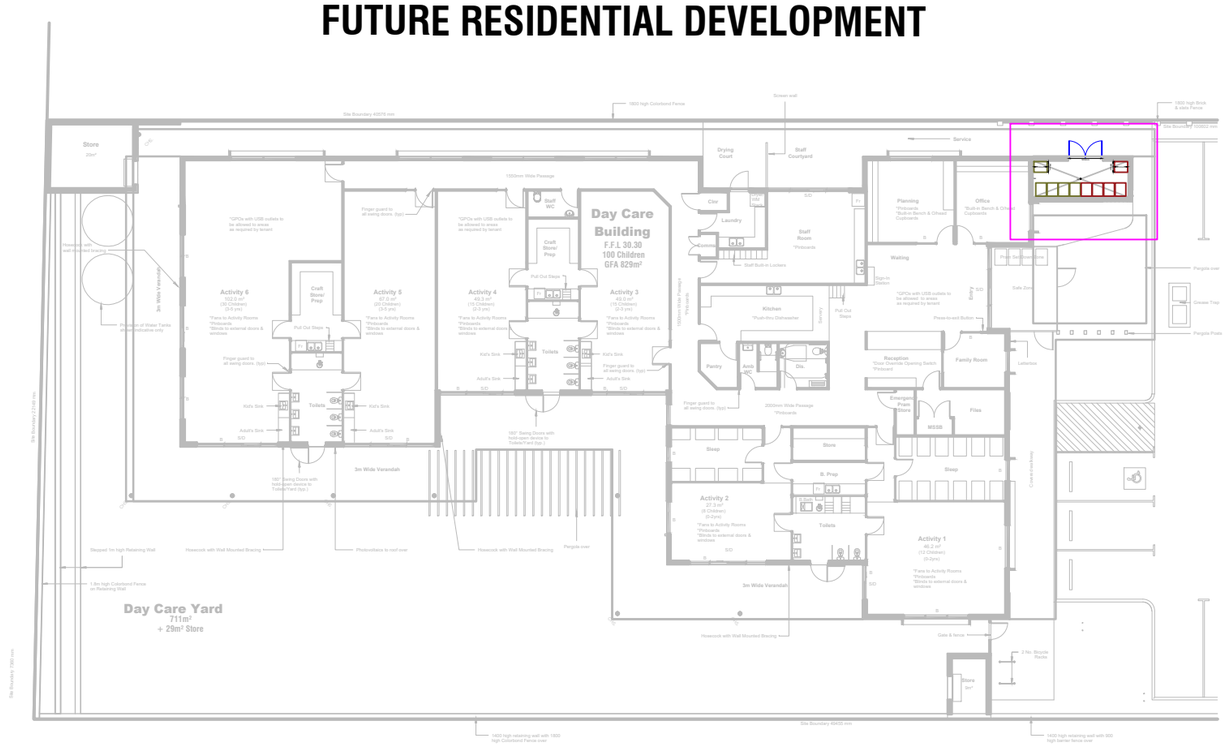
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Figure 1

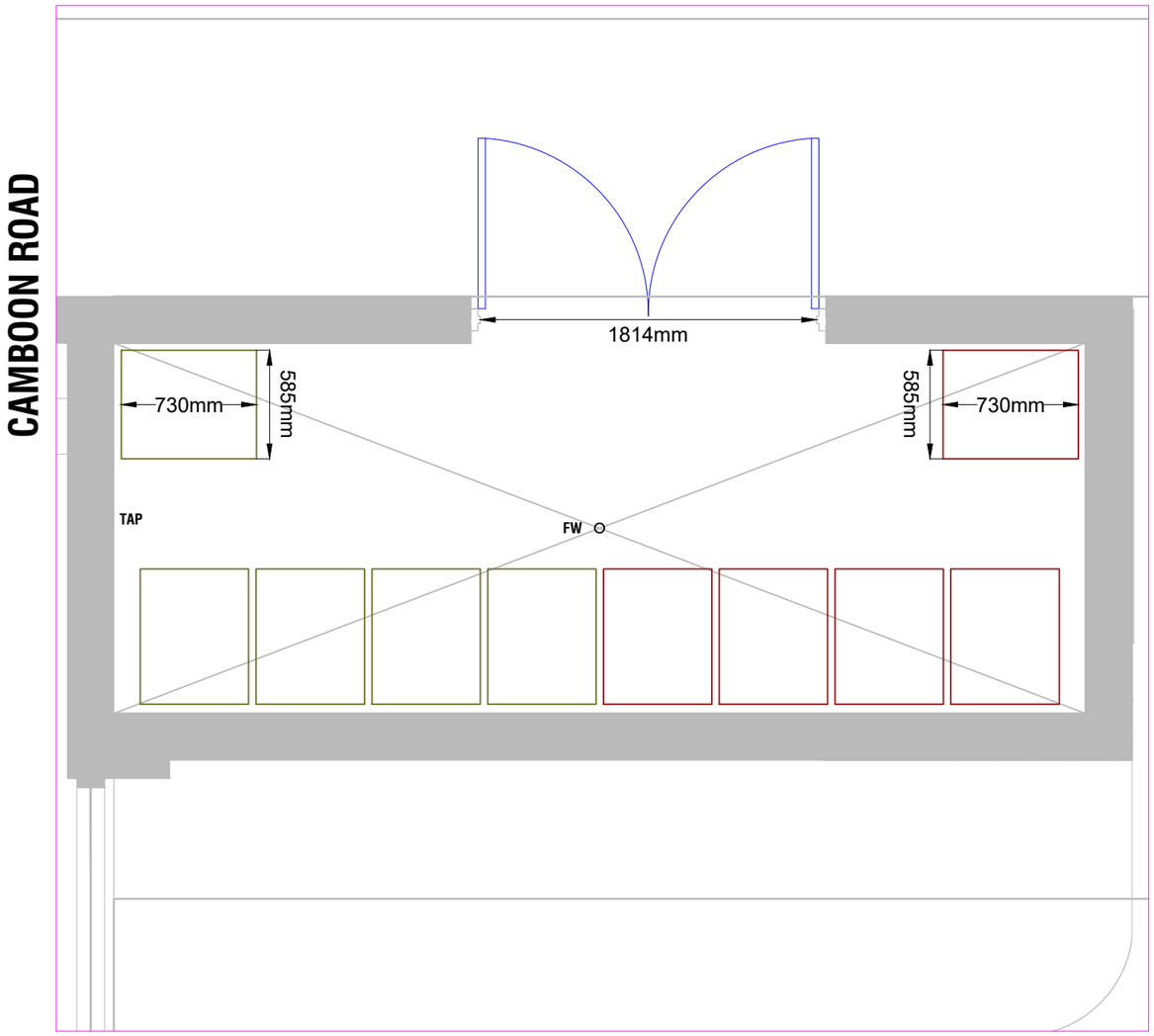
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FUTURE RESIDENTIAL DEVELOPMENT



Bin Storage Area



Legend:

Bin Storage Area

5 x 240L refuse (730mm x 585mm)

5 x 240L recycling (730mm x 585mm)

N

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ASSET MANAGEMENT
CIVIL ENGINEERING
ENVIRONMENTAL SERVICES
SPATIAL INTELLIGENCE
WASTE MANAGEMENT
NOISE MANAGEMENT

Level 1 604 Newcastle Street,
Leederville WA 6007
PO Box 454, Leederville WA 6903

Client: Jardel Pty Ltd

NOTES

1. This drawing is the property of Talis Consultants Pty Ltd. It is a confidential document and must not be copied, used, or its contents divulged without prior written consent.
2. All levels refer to Australian Height Datum.
3. DO NOT SCALE, use figured dimensions only, if in doubt please contact Talis Consultants.

No.	Date	Drawn / Chkd	Amendment / Issue	App.
C	29/06/22	DP / RH	THIRD ISSUE	DP
B	03/02/22	DP / SK	SECOND ISSUE	DP
A	20/01/22	DP / SK	FIRST ISSUE	DP

Project: Lot 2, Camboon Road, Noranda

Title: Bin Storage Area

Drawn by:	DP	Job No:	TW21176
Checked by:	RH	File No:	TW21176DWG001
Approved by:	DP	Fig. No: 002	Rev: C
Scale:	NTS		
Date:	29/06/22		

Assets | Engineering | Environment | Noise | Spatial | Waste

Talis Consultants

Head Office
Level 1, 604 Newcastle Street,
Leederville
Western Australia 6007

PO Box 454,
Leederville
Western Australia 6903

NSW Office
5/62 North Street, Nowra
New South Wales, 2541

PO Box 1189, Nowra
New South Wales, 2541

P: 1300 251 070
E: info@talisconsultants.com.au

DR2– Design review report and recommendations (Part 1/3)

This report is prepared by the panel coordinator and checked by the design review Chair. To maintain the integrity and independence of the design review process this report should be attached, unedited to Council reports and (if applicable) the Development Assessment Panel Responsible Authority Report.

Local government	City of Bayswater	
Item no.1	*81 Camboon Road, Noranda*	
Date	*12 August 2022*	
Time	*10:00am*	
Location	City of Bayswater	
Panel members	Philip Gresley Kris Mainstone Brett Wood-Gush Dennis Chew Simon Venturi	Chair
Local government officers	Courtney Wynn Adam Dyson	Coordinator Statutory Planning Statutory Planner
Proponent/s	Rowe Group Meyer Shircore	
Observer/s	N/A	
Conflicts of Interest	No Conflicts	
Briefings		
Development assessment	Adam Dyson	Statutory Planner
Technical issues	Adam Dyson	
Design review		
Proposed development	Proposed Child Day Care	
Property address	81 Camboon Road, Noranda	
Background	Vacant Lot	
Proposal	Proposed Child Day Care Centre comprising a single storey building with at grade car parking and associated landscaping.	
Applicant/representative addressing DRP	*Stephen Shircore – Meyer Shircore* *Andrew Cumming – Rowe Group* *David Maiorana – Rowe Group*	
Key issues/recommendations	This is the second DRP review of this proposal. The panel notes that the majority of the previous comments provided by the panel have not been addressed. Overall, the Panel reiterates that the development is not supported in its current form. The associated contextual analysis of the future subdivision to the north of the site highlights that the proposed layout of the development with the car park at the front provides little amenity to the streetscape or the future lots. The proposed development has not been designed to respond to and does not take advantages of the opportunities that the site has to offer, including access to northern light to play spaces, retention of existing trees at the rear and the opportunity to create an entry statement to the future subdivision to the north by moving the building as to the front of the site. The development offers little amenity for the future occupants and the internal layout of the building is inefficient and could be further improved. The Panel recommends that the owner/tenant be available for the next DRP meeting to assist with a full comprehension of the issues currently noted and ways for the	

	proposal to be improved. It is noted that the development can be improved with further consideration of the contextual analysis of the site, the location of the building on the site and its relationship to the surrounding context both current and future. Another review is recommended.
Chair signature	

DR2 – Design review report and recommendations (Part 2/3)

Design quality evaluation

		Supported
		Pending further attention
		Not supported
		Yet to be addressed
Principle 1 - **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		1a. The submitted indicative lot layout to the north of the subject lot does not take advantage of the potential co-location, or provide a good design outcome for the community or future residents. The Panel recommends developing an overall masterplan that can provide both a sustainable yield, better integration of the early learning centre and high-quality streetscapes. Further investigation into the surrounding built form context including sense of place and prevalent materiality should also be undertaken. 1b. The location of the car park at the front of the property remains an inappropriate urban design model for this neighbourhood in terms of its streetscape amenity and pedestrian access.
Principle 2 - **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		2a. The Panel recommends that a Landscape Architect be engaged to consider the site in totality in order to provide a considered landscaping plan. This should include at least key moves within the play and other outdoor areas showing trees, green space and how any visible shade devices will present to the public realm. 2b. The Panel notes in relation to the overall site, the removal of trees onsite was a lost opportunity. There is the opportunity for existing trees at the rear of the subject lot to be retained and incorporated into the development. 2c. The proposed location of trees within the car parking area is a positive to soften the hardscape that currently exists with the location of the car park at the front of the property. 2d. The wheel stop area within the car bays in the car park provides the opportunity for further landscaping to be provided. There is also the opportunity to further develop the diamond areas around the proposed trees to ensure they have as much area as possible to grow. 2e. Investigate further the opportunities to install additional street trees given the state of the present angled street tree on the verge alongside the proposed crossover.
Principle 3 - **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		3a. The proposed built form requires further development given the orientation of the structure and the internal corridors. 3b. The roof of the building and use of bricks is an effective feature in the design. 3c. The Panel recommends further investigation into the impact of the existing levels onsite and how the building responds to them. The current design will result in a significant length of wall/fencing to the future northern residential lot. There is an opportunity to work more closely to the existing levels, particularly within the landscaped areas. 3d. A significant portion of the inactive areas of the building face north which detracts from what would otherwise be a good opportunity for provision of good sunlight to active areas. 3e. There is the opportunity for the building to be over two levels which would assist in solving sunlight

		and ventilation issues, given the majority of the rooms and openings face south. 3g. The activation of the entrance could be improved through better integration of the bin store which currently detracts from the building.
Principle 4 - **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
		4a. The Panel recommends that the entry to the building be considered further. 4b. The Panel recommends the applicant provide sections to better delineate the impact of levels on site and how the building responds to them. 4c. The Panel reiterates that the planning of the proposal could be improved to reduce the very long circulation spaces which would remove the very circuitous path required to reach the furthest spaces. 4d. If possible, the kitchen could be provided with windows to bring daylight.
Principle 5 - **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		5a. The Panel notes that the inclusion of solar panels and 10-kilowatt capacity is a good feature of the design. 5b. The panel strongly encourages reorientation of the activity rooms and play areas to achieve better access to northern light. 5c. Generally, sustainable design needs to be further addressed with additional information required to be provided. This might also include promoting best practice through the use of natural light and ventilation. Such design can also serve as a teaching opportunity for the children using Biophilic design techniques.
Principle 6 - **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		6a. The Panel recommends that the internal areas of the building could be improved, particularly a reduction in the length of the corridors and provision of a skylight to the kitchen. 6b. There is the opportunity for further areas of the building to be north facing and more efficient floor plates. 6c. The proposed sleep rooms have good natural ventilation. 6d. Consideration into the layout of the play equipment area, provision of shade structures and opportunities for its associated landscaped area.
Principle 7 - **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		7a. The panel recommends that the length of the internal corridors be investigated to improve wayfinding through the building. 7b. The main entrance is legible and easily identifiable through the car parking area at the front of the property.
Principle 8 - **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
Principle 9 - **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		9a. The Panel considers that whilst the community will benefit from the provision of childcare facilities in the locality, the design and layout of the building is not currently a beneficial development. 9b. The Panel recommends that the provision of landscaping is improved throughout the site could be improved with the retention of existing species onsite. 9c. The overall design strategy for the proposal could be improved to provide a more positive outcome for the neighbouring (and broader) community.
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		10a. The diversity of materiality usage is supported. 10b. More work should be undertaken to reference the context and character of the area – both past and future to enhance the proposal.

		10c. The Panel suggests more thought be given to the integration of signing elements to ensure that key architectural elements are enhanced rather than semi-obscured. 

DR2 - Design review report and recommendations Part 3/3

Design Review Progress

	Supported
	Pending further attention
	Not supported
	Yet to be addressed

	DR1 *(13 May 2022)*	***DR2*** *(12 Aug 2022)*	***DR3*** *(insert date)*
Principle 1 - **Context and character**			
Principle 2 - **Landscape quality**			
Principle 3 - **Built form and scale**			
Principle 4 - **Functionality and build quality**			
Principle 5 - **Sustainability**			
Principle 6 - **Amenity**			
Principle 7 - **Legibility**			
Principle 8 - **Safety**			
Principle 9 - **Community**			
Principle 10 - **Aesthetics**			