Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 26 March 2025; 9:30am
Meeting Number: MODAP/70
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MODAP/70 – 26 March 2025 – City of Wanneroo

PART A – INTRODUCTION

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

PART B – CITY OF WANNEROO

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 1022 (150) St Andrews Drive, Yanchep – Proposed Child Care Premises – DAP/24/02814
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

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

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

ATTENDANCE

DAP Members

Dale Page (Presiding Member)
Clayton Higham (Deputy Presiding Member)
Jacky Jurmann (Specialist Member)
Cr Bronwyn Smith (Local Government DAP Member, City of Wanneroo)
Cr Jacqui Huntley (Local Government DAP Member, City of Wanneroo)

Minute Secretary

Claire Ortlepp (DAP Secretariat)

Officers in Attendance

Ashlee Kelly (DAP Secretariat)

PART A – INTRODUCTION

1. **Opening of Meeting, Welcome and Acknowledgement**
2. **Apologies**
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PART B – CITY OF WANNEROO

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 1022 (150) St Andrews Drive, Yanchep – Proposed Child Care Premises – DAP/24/02814

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 3.1 – LOT 1022 (150) ST ANDREWS DRIVE, YANCHEP – PROPOSED CHILD CARE PREMISES

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer DAP
Local Government Area:	City of Wanneroo
Applicant:	Carlo Famiano – CF Town Planning & Development
Owner:	MAC Homes (Sun City) Pty Ltd
Value of Development:	$2.1 million
Responsible Authority:	City of Wanneroo
Authorising Officer:	Nick de Vecchis – Acting Manager Approval Services
LG Reference:	DA2024/1598
DAP File No:	DAP/24/02814
Application Received Date:	9 December 2024
Report Due Date:	21 March 2025
Application Statutory Process Timeframe:	90 days with an additional 20 days agreed
Attachment(s):	**Attachment 1:** Development Plans **Attachment 2:** Location Plan **Attachment 3:** Schedule of Submissions **Attachment 4:** Bushfire Management Plan **Attachment 5**: Bushfire Emergency Plan **Attachment 6:** DFES Referral Response **Attachment 7:** Transport Impact Statement **Attachment 8:** Environmental Noise Assessment **Attachment 9:** Landscaping Concept Plan **Attachment 10:** Waste Management Plan

Responsible Authority Recommendation

That the Metro Outer DAP resolves to:

1. **Approve** DAP Application reference DAP/24/02814 and accompanying plans provided in **Attachment 1** in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Wanneroo District Planning Scheme No. 2, subject to the following conditions:

Conditions

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

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

3. The use of the approved **Child Care Premises** must conform to the District Planning Scheme No. 2 definition which states:

   "**Child Care Premises**: means premises where –

   (a) an education and care service defined in the *Education and Care Services National law (Western Australia)* section 5(1), other than a family day care service as defined in that section, is provided; or

   (b) a child care service as defined in the *Child Care Service Act 2007* section 4 is provided."

   A change of use from that outlined above may require further development approval of the City.

4. A maximum of **92 Children** and **15 Staff** are permitted within the **Child Care Premises** at any one time.

5. The hours of operation of the **Child Care Premises** are restricted to between the hours of **6:30am to 7:00pm Monday to Friday (excluding public holidays)**.

6. The use of the outdoor play area must only occur after 7:00am on days when the **Child Care Premises** operates.

7. All signage is to be contained entirely within the lot.

8. The applicant/owner must ensure that all illuminated signage must have any boxing or casing in which it is enclosed constructed of incombustible materials, must not comprise of flashing, pulsating, chasing or running lights and must not have such intensity as to cause annoyance to the public or illuminate beyond the extent of the lot boundaries.

9. Parking areas, driveways and points of ingress and egress must be designed and constructed in accordance with the Australian Standard for Offstreet Carparking (AS 2890) and must be drained, sealed, marked and maintained to the satisfaction of the City prior to occupation of the development.

10. Wheel stops must be provided in accordance with AS2890 where the parking bays abut a concrete path.

11. The parking areas and associated access indicated on the approved plans must not be used for the purpose of storage or obstructed in any way at any time, without the prior approval of the City.

12. The crossover must be constructed in concrete to commercial specifications (TS07-11) to the satisfaction of the City.

13. Staff car parking spaces for the **Child Care Premises** must be marked and clearly signposted as dedicated for staff use only, to ensure waste collection can be undertaken on the site in accordance with the approved Waste Management Plan prepared by **CF Town Planning & Development** dated **8 February 2025**, to the satisfaction of the City.

14. Prior to the lodgement of a building permit, a detailed schedule of external finishes (including materials, colour schemes and details) must be submitted and approved by the City. The development must be finished in accordance with the approved schedule.

15. Any graffiti applied to the external surfaces of the building shall be removed, to the satisfaction of the City of Wanneroo

16. A revised detailed landscaping plan for the subject site and the adjoining verge must be lodged for approval by the City prior to submission of a building permit. The landscaping plan must detail a minimum of 8% soft landscaping across the site and include a plant legend which includes botanical and common names and plant quantities, and confirmation of mulch details, and planting locations and shade trees. Planting and installation must be in accordance with the approved landscaping and reticulation plans and completed prior to occupation of the development and maintained thereafter, to the satisfaction of the City.

17. Detailed civil engineering drawings and specifications for works the verge are required in relation to the following:

    a) Modification to the existing pedestrian footpath, including installation of a pedestrian connection to the development; and
    b) Installation of embayment bays.

    Engineering drawings must be lodged for approval to the City and approved in writing prior to commencement of construction works. Construction works are to be undertaken in accordance with the approved development application, engineering drawings and specifications to the satisfaction of the City.

18. An onsite stormwater drainage system, sufficient to contain a 1:100 year storm event (over 24 hours) must be provided prior to a building permit. Plans illustrating the system proposed must be submitted and approved prior to a

building permit being issued. The system must be installed during the construction of the development.

19. The development is to comply with the recommendations and assumptions of the Acoustic Report (Ref **31640-1-22282**) prepared by **Herring Storer Acoustics** dated **September 2023**. Recommended works must be completed prior to the commencement of the use.

20. An Environmental Noise Assessment from a qualified acoustic (noise) consultant must be submitted to the City following construction of the development to demonstrate that the development complies with the *Environmental (Noise) Regulations 1997* prior to an occupancy permit being issued.

21. Lighting must be installed along all driveways, pedestrian pathways, car parking areas and in all common service areas prior to the development first being occupied. Lighting must be in accordance with the Australian Standards for the Control of Obtrusive Effects of Outdoor Lighting (AS4282) and must be oriented to not overspill into nearby lots. All floodlights shall be oriented and hooded to eliminate disturbance to occupants on the surrounding properties.

22. All storage areas, external fixtures and building plant, including air conditioning units and water tanks must be located so as to minimise any visual and noise impact on surrounding landowners and screened from view from streets, public places and adjacent properties to the satisfaction of the City.

23. Future operations on the lot must be undertaken in accordance with the approved Waste Management Plan prepared by **CF Town Planning & Development** dated **8 February 2025**.

24. The movement of trucks for delivery purposes must occur between 7:00am and 7:00pm, Monday to Saturday only.

25. The development must be implemented in accordance with the Bushfire Management Plan prepared by **Bushfire Smart** dated **3 February 2025**.

26. A revised fencing design for the fence proposed along the St Andrews Drive boundary must be submitted to the City for review and approval prior to an application for a building permit being made.

27. An updated Bushfire Emergency Plan is to be provided to the City for review and approval prior to the granting of an occupancy permit. The Bushfire Emergency Plan must address the following:

    a) Emergency Management Team;
    b) Roles and Responsibilities;
    c) Evacuation Procedures; and
    d) Evacuation Route.

    The development must then be operated in accordance with the approved Bushfire Emergency Plan, to the satisfaction of the City.

28. A Construction Management Plan must be submitted for approval prior to an application being made for a building permit. This plan is to detail how

construction will be managed to minimise disruption in the area and to adjoining landowners. The plan must address the following:

a) The delivery of and delivery times for materials and equipment to the site;
b) Storage of materials and the location and types of equipment on site;
c) Parking arrangements for contractors and sub-contractors;
d) The impact on traffic movement;
e) Construction times;
f) The relocation of public footpaths;
g) Measures to minimise impacts of noise and sand drift and dust from the site;
h) Tree protection zones to be established for trees identified to be retained in the approved landscaping plan (including any verge trees) where applicable;
i) The relocation/disruption of any public transport infrastructure; and
j) Any other matter required by the City.

The construction management plan is to be submitted to and approved by the City prior to the commencement of any development. Construction is to be implemented in accordance with the approved construction management plan.

Advice Notes

1. The owner/applicant is to submit the "Certification of Compliance with Development Approval Conditions" form certifying that all of the conditions specified in the approval by the Council for the development of the land have been completed in accordance with the approved plans, and the certification is to be lodged with the Council within 14 days from the date of practical completion, and applies to all of the conditions, except for those conditions relating to on-going compliance.

2. In relation to managing dust and sand drift in accordance with the Construction Management Plan condition, adequate measures to minimise any impacts of dust and sand drift from the site include all requirements as stipulated within the Department of Water and Environmental Regulation's *"A guidelines for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities".*

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone	Urban
Local Planning Scheme	City of Wanneroo District Planning Scheme No. 2 (DPS 2)
Local Planning Scheme - Zone	Residential
Structure Plan/Precinct Plan	Agreed Structure Plan No. 43 – Yanchep-Two Rocks District Structure Plan (ASP 43)
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Child Care Premises – Discretionary (D) use
Lot Size:	2062m^2
Existing Land Use:	Vacant land
State Heritage Register	No
Local Heritage	No
Design Review	N/A
Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

The application proposes to develop a Child Care Premises on the subject land comprising the following:

- The single storey Child Care Premises is to be developed on the southern portion of the site;
- A maximum of 92 children and 15 staff members to be accommodated on site at any one time;
- Operating hours of Monday to Friday between 6:30am to 7:00pm, excluding public holidays;
- A total of 23 car bays are located on the property (one of which is an ACROD bay), with three additional parking bays proposed in the St Andrews Drive verge; and
- Associated site works, landscaping and signage.

The development plans are included as **Attachment 1**.

Background:

Locality

The subject site, Lot 1022 (150) St Andrews Drive, Yanchep has an area of 2062m^2 and is currently vacant. The site is bound by the Sun City Country Club to the north and east, existing residential zoned land to the south east, and St Andrews Drive to the west. Existing residential development is also located to the west of St Andrews Drive. The site incorporates subdivisional retaining walls along the south eastern boundary, resulting in a substantial level difference between the subject site and the adjoining residential lot.

A location plan of the subject site is included as **Attachment 2**.

Application history

The proponent previously lodged an application with the City of Wanneroo for a Child Care Premises on the subject site in April 2024 (Ref: DA2024/526). That application was advertised in May 2024. Following the conclusion of the public consultation period, the application was withdrawn by the proponent for commercial reasons. The proposed application is fundamentally the same as the original application, with the addition of a landscaping strip within the outdoor play area adjacent to the southern lot boundary, and one extra parking bay proposed within the verge.

Legislation and Policy:

Legislation

Planning and Development Act 2005
Planning and Development (Local Planning Schemes) Regulations 2015
Metropolitan Region Scheme (MRS)
City of Wanneroo District Planning Scheme No. 2 (DPS 2)

State Government Policies

State Planning Policy 3.7 – Bushfire (SPP 3.7)
WAPC Planning Bulletin 72/2009: Child Care Centres) (Planning Bulletin 72/2009)

Structure Plans/Activity Centre Plans

Agreed Structure Plan No. 43 – Yanchep-Two Rocks District Structure Plan (ASP 43)

Local Policies

Local Planning Policy 2.3 – Child Care Centres (LPP 2.3)
Local Planning Policy 4.6 – Advertising Signs (LPP 4.6)

Consultation:

Public Consultation

The application was advertised for a period of 22 days, commencing on 12 December 2024 and concluding on 2 January 2025. The public consultation period was extended by 8 days as it occurred during the excluded holiday period as defined in the *Planning and Development (Local Planning Schemes) Regulations 2015*. Advertising was undertaken by way of notice in the local newspaper and in writing to surrounding landowners/occupiers within 200 metres of the proposed development. The development plans and all supporting documentation were also published on the City's website, and a sign was installed on site.

During the public consultation period, a total of 13 submissions were received. Of the submissions received, 12 objected to the proposal. One submission provided comments on the proposal.

The key concerns raised in the submissions included:

- Insufficient car parking;

- Increased traffic volumes and congestion in the surrounding road network and resulting safety impacts;
- The number of existing similar uses in the area;
- Noise resulting from the Child Care Premises; and
- The proximity of the proposed Child Care Premises to the Sun City Country Club and nearby residential development.

A summary of the submissions received, and the City's response is included as **Attachment 3**. The main issues and considerations raised during the advertising period, along with those identified by the City during the assessment process, are discussed in further detail in the 'Planning Assessment' section below.

Referrals/consultation with Government/Service Agencies

Department of Fire and Emergency Services

The subject site is located within a designated Bushfire Prone Area (Area 2) and as such SPP 3.7 applies. SPP 3.7 outlines that a Child Care Premises is a Vulnerable Class 9 Building land use, and as such the applicant was required to submit a Bushfire Management Plan (BMP) (**Attachment 4**) and a Bushfire Emergency Plan (BEP) (**Attachment 5**) to support the application. The BMP determined that the site has a Bushfire Attack Level (BAL) of BAL-12.5 and includes measures to demonstrate compliance with the relevant bushfire protection criteria.

As the land use is classified as a Vulnerable Class 9 Building land use, the proposal together with the BMP and BEP were referred to the Department of Fire and Emergency Services (DFES) for comment. DFES provided a formal response to the City on 3 January 2025, querying the inputs used to determine the vegetation classification of the BAL assessment contained within the BMP, and requesting additional evidence be provided to support the exclusion of the vegetation located within the Sun City Country Club. DFES's referral response is included as **Attachment 6**.

The applicant subsequently provided an amended BMP to address DFES' comments. The City is satisfied that the additional information provided satisfactorily addresses the concerns raised, and considers the BMP to comply with SPP 3.7. As such, the City recommends a condition be imposed requiring the development to operate in accordance with the recommendations of the BMP.

The City notes that details regarding staffing arrangements and evacuation procedures for the development are yet not known. Therefore, despite not being requested by DFES, the City recommends the imposition of a condition requiring a revised BEP to be provided prior to the issuing of an occupancy permit.

Design Review Panel Advice

Not applicable.

Planning Assessment:

An assessment has been carried out against the provisions of LPP 2.3 and DPS 2. The following matters have been identified as key considerations for the determination of this application:

- Compatibility with the Residential Zone and Locality;
- Built Form
- Traffic;
- Car Parking;
- Noise;
- Landscaping;
- Signage; and
- Waste.

These matters are discussed in detail below.

Compatibility with the Residential Zone and Locality

Submissions raised concerns with the compatibility of the proposed development within the locality. The subject site is zoned 'Residential' under the City of Wanneroo District Planning Scheme No. 2 (DPS 2). Agreed Structure Plan No. 43 – Yanchep-Two Rocks District Structure Plan (ASP 43) applies to the site, however does not designate zoning or land use permissibility for land within the structure plan area. The Child Care Premises land use is a discretionary ('D') use within the 'Residential' zone under DPS 2, and as such is capable of consideration on the site. To assess the suitability of the proposed Child Care Premises, the land use has been considered against the provisions and objectives of DPS 2 and the City's LPP 2.3.

The objectives of the 'Residential' zone under DPS 2 are provided below:

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

The proposed Child Care Premises is considered to provide a community benefit as an urban support service which is appropriately located within close proximity to residential areas. The proposal incorporates a single storey built form with a uniform skillion style roof design, which is consistent with the existing single storey residential character of the area. The location of the proposed development abutting the Sun City Country Club to the north and east and St Andrews Drive to the west minimises the number of residential lots immediately abutting the development. Where possible, the outdoor play areas have been located as far as practical from existing residences to reduce the impact of noise. Notwithstanding this, the Environmental Noise Assessment (ENA) provided by the applicant demonstrates that the proposal is capable of complying with the *Environmental Protection (Noise) Regulations 1997*, and as such the development is not considered to adversely impact the amenity of nearby residences. The Child Care Premises is considered to satisfy the objectives of the Residential zone and has been sensitively designed to minimise the potential impacts on adjoining residences.

Built Form

Submitters also raised concern regarding the interface of the proposal with the adjoining residential development.

Orientation and layout

The orientation of the building minimises the portion of built form which directly faces nearby residential properties. The outdoor play area is predominantly oriented toward the north east, however also partially faces existing residential development to the south of the development site and to the west of St Andrews Drive. Notwithstanding this, a landscape buffer is indicated on the southern boundary in accordance with the City's Local Planning Policy 2.3 – Child Care Centres (LPP 2.3). This buffer ensures the amenity of adjoining residences is not adversely impacted. Fencing design, landscaping and noise are discussed in further detail in subsequent sections of this report.

Setbacks

In accordance with LPP 2.3, building setbacks for Child Care Premises developments are to be in accordance with Clause 4.7 of DPS 2. A setback assessment against the applicable planning framework is provided below.

Planning Instrument	Minimum Required Setback	Setback Assessment	Compliance
DPS 2	6m to primary street (St Andrews Drive)	4.3 metres	No
	3m setback to adjoining residential development	3 metres to building	Yes
		1.5 metres to verandah	No
	Nil setback to side and rear boundaries	Nil to bin store and store 1.5 metres to building	Yes

The development proposes a variation to the required 6 metre primary street setback and 3 metre setback to adjoining residential development as assessed above. The reduced setback to the primary street is supported, noting that the surrounding residential land has an R40 density code which permits a 4-metre street setback. The proposal is therefore consistent with the existing and desired streetscape within the locality and is considered to positively contribute to the prevailing development context.

The reduced setback to the proposed verandah includes only the easternmost portion of the southern elevation. The verandah is unenclosed and as such does not result in unacceptable building bulk on the adjoining land. Further, the development incorporates multiple articulations on the southern elevation which minimises the portion of the verandah comprising a variation to the required setback. Noting the above, the development is consistent with the prevailing development context within the locality and does not detrimentally impact the adjoining land.

Street Fencing

The development proposes a visually permeable front fence along the St Andrews Drive boundary atop a proposed retaining wall. The front fence incorporates a maximum solid height of 2.2 metres above the finished level of the outdoor play area and 4.2 metres above the verge (inclusive of the proposed retaining wall). The materials and colours of the proposed front fence are consistent with the nature of the proposed land use and provide an appropriate transition between the development and the adjoining public realm. The design of the front fence generally permits passive surveillance from the development to the street and vice versa. However, the southern portion of the fence incorporates a solid design which is not conducive to streetscape

engagement. As such, the City recommends the imposition of a condition requiring a revised fencing design to be submitted for approval prior to the submission of a building permit. With the incorporation of this condition, the City is of the view that the development will deliver an appropriate built form outcome that will positively contribute to the amenity of the locality.

Traffic

Traffic Volumes

Submitters raised concern regarding the traffic generated from the development and its impact on safety and congestion within the locality. A Transport Impact Statement (TIS) was provided in support of the proposal (**Attachment 7**). The findings of the TIS are as follows:

- St Andrews Drive currently carries approximately 2,337 vehicles per day (VPD);
- The proposed development is anticipated to generate 75 vehicle trips in the AM peak hour and 74 vehicle trips in the PM peak hour, with a total of 273 vehicle trips generated per day; and
- In accordance with the WAPC Transport Impact Assessment (TIA) Guidelines, an increase of peak hour trips of less than 100 is deemed to have a low to moderate impact. As such, St Andrews Drive is considered to have sufficient capacity to accommodate the additional traffic generated by the proposal.

The City's Traffic Services have reviewed the TIS and are satisfied with its methodology and conclusions. While the proposal will result in an increase in traffic in the locality, sufficient capacity exists in the current road network to safely accommodate the increased volume. The traffic volumes generated and impacts on the surrounding road network are therefore considered acceptable.

Pedestrian Connectivity

The site is accessible via an existing pedestrian connection along St Andrews Drive. To enhance pedestrian connectivity, the development proposes a pedestrian path from the entry to connect with the existing footpath network. The development also proposes to relocate the pedestrian footpath around the embayment bays proposed within the St Andrews Drive verge. To address this, the City recommends the imposition of a condition requiring detailed engineering drawings for the pedestrian connection, realignment of the pedestrian footpath and provision of embayment bays within the verge to be submitted and approved by the City prior to the submission of a building permit.

Car Parking

Submissions were received suggesting insufficient parking is provided on the site to accommodate the proposed use. An assessment of the parking requirement for the development is provided below.

Car Parking Calculation

Land Use	Car Parking Standard	Proposed Capacity	Required
Child Care Premises	Staff bays: 1 bay per staff member	15 staff members	15 bays
	Customer bays: 9 bays plus one bay per 8 children accommodated in excess of 54	92 children	14 bays
Total number of bays required			**29 bays**
Total number of bays provided			**23 bays**
Proposed car parking shortfall			**6 bays**

A total of 23 bays are proposed on site, representing a 6-bay shortfall. Notwithstanding this, the number of parking bays provided is considered sufficient for the following reasons:

- 3 embayment bays are proposed within the St Andrews Drive verge which increases the actual number of car bays provided to service the development to 26, representing only a 3-car bay shortfall;
- Parking associated with Child Care Premises land uses are typically not long term, given that customer parking is to accommodate for drop-offs and pick-ups only;
- It is anticipated that some trips to the site will be via public transport; and
- Bicycle storage areas and end of trip facilities have been provided within the development.

In addition, a peak parking demand assessment was included within the TIS provided by the applicant. Due to the operational nature of a Child Care Premises, the peak drop-off and pick-up times extend over a 2-hour period, and parking demand is spread across the peak periods. The TIS indicates that the parking demand for Child Care Premises developments is highest between 7:30am-8:30am (AM peak) and 4:30pm-5:30pm (PM peak). During the AM peak, the modelling within the TIS indicates that based on a 10-minute dwell time per vehicle, a maximum of 8 car bays are required on site for drop-offs, based on a maximum of 42 children being dropped off during this period. During the PM peak, a maximum of 8 car bays are required on site for pick ups, based on a maximum of 47 children being picked up. Should 8 bays be utilised for drop-offs/pick-ups and 15 bays be utilised for staff during the peak periods, a total of 23 bays would be required on site at any one time, which has been sufficiently provided. As such, the TIS appropriately demonstrates that the development can accommodate the likely car parking demand.

Further, the recently adopted WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel requires a minimum of 0.5 spaces per staff member and 1 space per 20 children for Child Care Premises developments within residential precincts. Based on this minimum, the development requires 13 bays, which is exceeded by the number of bays provided on site.

Noting the above, the car parking provided on site is considered appropriate for the development. The proposed car parking shortfall is therefore supported. Notwithstanding this, the City recommends the imposition of a condition limiting the number of persons accommodated on site (both staff and children) to mitigate any potential parking concerns based on increased numbers.

Noise

Submissions were received objecting to the proposal on the basis that the noise generated from the Child Care Premises would negatively impact the amenity of the surrounding residential properties and the Sun City Country Club. An Environmental Noise Assessment (ENA) was provided with the application which is included as **Attachment 8**. The ENA concluded that the proposed development can comply with the *Environmental Protection (Noise) Regulations 1997* without the need for further noise mitigation measures. However, the ENA outlines multiple recommendations that the development should adhere to in order to ensure compliance with the *Environmental Protection (Noise) Regulations 1997.* These measures include the use of the outdoor play area being limited to after 7:00am, and fencing being constructed along the south eastern boundary in accordance with Section 5 of the report to achieve a specified level of acoustic performance. In accordance with the ENA, a 1.8 metre high colorbond fence is proposed above the existing subdivisional retaining wall along the southern property boundary to reduce the amount of noise received on the adjoining residential lot. The City's Health Services have reviewed the ENA and concurred with its findings.

Notwithstanding the above, the City recommends the imposition of a condition requiring the development to operate in accordance with the recommendations and assumptions of the ENA. The City also recommends the imposition of a condition requiring a revised ENA to be provided to the City following construction of the development prior to an occupancy permit being issued to demonstrate that the development complies with the *Environmental (Noise) Regulations 1997*, noting that the location of the air conditioning condensing units and mechanical plant is not yet confirmed.

Landscaping

Landscaping requirements for the development are contained within Schedule 6 of DPS 2. A concept landscaping plan was provided as part of the application (refer to **Attachment 9**). The proposed landscaping is assessed below.

DPS 2 Requirement	Proposal	Compliance
Minimum 8% landscaping on the lot (164.96m2)	85m2 (4.12%)	No
First 3 metres of the lot adjacent to street boundaries to be landscaped	2m	No
1 tree per 4 car parking bays (5.75 trees)	7 trees	Yes

The development proposes a substantial variation to the total landscaped area required as outlined above. However, the concept landscaping plan is preliminary in nature and does not provide sufficient detail relating to landscaping within the outdoor play area, mulch details and planting densities. With the inclusion of the outdoor play area, the development can exceed the minimum 8% landscaping required across the site. Noting this, it is recommended that a condition be imposed requiring a revised detailed landscaping plan to be submitted for review and approval prior to the granting of a building permit which includes the outdoor play area and indicates a minimum of 8% landscaped area across the site.

The proposal incorporates a variation to the 3 metre wide landscaping strip required under DPS 2 along the St Andrews Drive street frontage. However, the width of the verge provides opportunity for additional landscaping to be provided to soften the

visual impact of the built form upon the streetscape, as indicated within the landscape concept plan, albeit off site. As such, the reduced landscaping to the street frontage is supported.

Signage

The proposal incorporates three wall signs on the building and one pylon sign located adjacent to the primary street boundary. The signage has been assessed against the provisions of the City's LPP 4.6.

The wall signage incorporates a variation to LPP 4.6 due to the number of signs proposed on the north western elevation, and the aggregate area of the signs which exceed the permitted 1.2m^2 area. The signage is integrated into the built form of the development and is equally distributed to ensure the child care premises is provided with advertising space. The aggregate area of the signage is considered appropriate and is consistent with the realistic need for advertising for the business. Given the likely amount of passing pedestrian and vehicular traffic along St Andrews Drive, the additional signage proposed on this frontage is supported.

The pylon sign complies with the provisions of LPP 4.6 with the exception of the proposed nil setback to the St Andrews Drive boundary in lieu of the required 3 metre setback. However, the pylon sign is intended to promote the development to passing pedestrian and vehicular traffic and as such the reduced setback is supported. The pylon sign enhances the visual appeal of the development when viewed from the street and is not misleading or dangerous to vehicular or pedestrian traffic.

Noting the assessment above, the City is supportive of the proposed signage and is of the opinion that the signage will not detrimentally impact the existing residential character of the locality. However, the City recommends the imposition of a condition requiring signage to be located entirely within the lot boundaries, and a condition detailing permitted signage materials and illumination requirements.

Waste

To ensure that waste generated by the development is managed appropriately, a Waste Management Plan (WMP) was provided by the applicant (**Attachment 10**). The WMP provides details on waste collection procedures, and demonstrates that the bin store is accessible to waste collection vehicles and is capable of accommodating the number of bins required to service the development. As such, the City recommends the imposition of a condition requiring future operation of the Child Care Premises to be undertaken in accordance with the WMP, and a separate condition requiring staff bays to be marked to ensure waste collection can be undertaken in accordance with the WMP.

Conclusion:

The development application for a Child Care Premises at Lot 1022 (150) St Andrews Drive, Yanchep has been assessed against the relevant legislation and planning requirements. The Child Care Premises is a 'D' (Discretionary) land use on the site in accordance with DPS 2, and is therefore capable of approval in this location. The proposal is generally consistent with the relevant planning requirements, notwithstanding variations sought to DPS 2, LPP 4.6 and LPP 2.3 as discussed in this report. The proposal is considered to be sensitively located and well designed, providing consistency with the surrounding locality, and is compatible with the existing

surrounding residential area. The application is supported by technical reports which address concerns surrounding bushfire, traffic and noise.

MAC HOMES

Address:Lot 1020 (#150) St Andrews Drive, YANCHEP

Childcare Centre

Job Number: 21109

ATTACHMENT 1

Drawing No	Description
01	Cover Sheet
02	3D
03	Existing Site Survey
04	Site Plan
05	Context Plan
06	Floor Plan
07	Elevations
08	Roof Plan



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Revision	Description	Date
009	JDAP	29.10.24
009	Planner Comments	10.10.23
008	Hydraulic	23.08.23
007	Planning Drawings	31.07.23
006	Sketch	29.07.22
005	Sketch	24.02.22
004	Sketch	22.02.22
003	Sketch	11.02.22
002	Sketch	20.01.22

Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
3D

Scale:	Sheet Size:
1:3.57	A1
Project No:	**Revision Number:**
21109	9.00

Drawing No.:
02 of 08

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MOBILE 0419 255 999
EMAIL rossmac@iinet.net.au

LOT 1020 (No.150) ST ANDREWS DRIVE - YANCHEP

SITE PLAN - STRATA LOT 9

SCALE: 1:200 @ A1 SIZE	LOCAL AUTHORITY: CITY OF WANNEROO	SURVEYOR:	RAM
DATE: 24.7.2019	PLAN: LOT 9 ON STRATA PLAN 70720	DRAWN:	RAM
DATUM: AHD	AREA: 4138m ^{2}	SDR FILE:	YP5

CHECK CERTIFICATE OF TITLE FOR EASEMENTS, RESTRICTIVE COVENANTS, ETC.

THIS SURVEY DOES NOT GUARANTEE THE CORRECT POSITION OF BOUNDARY PEGS OR FENCES.

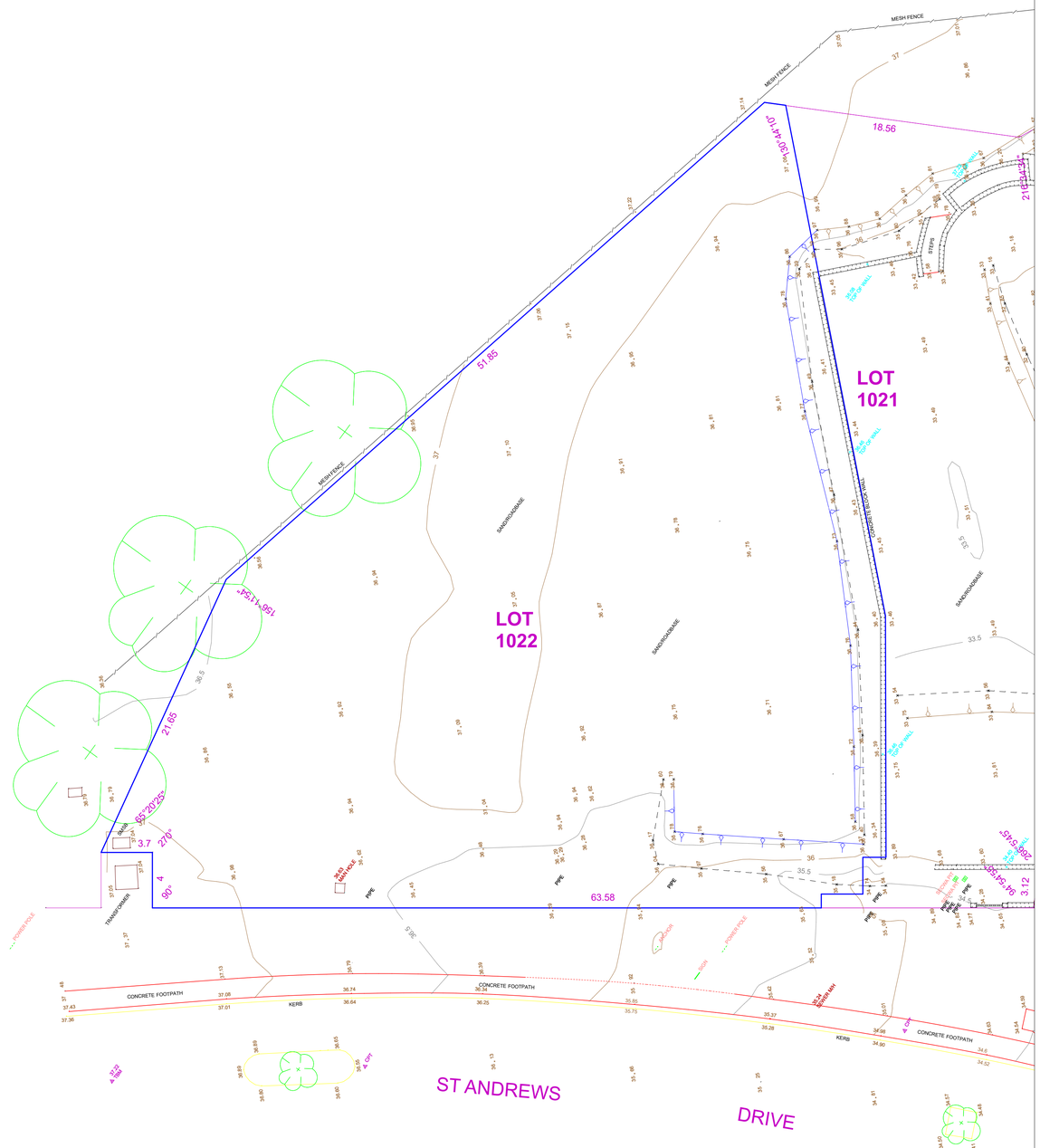
ALL FEATURES AND BUILDING POSITIONS ARE APPROXIMATE ONLY, AS THEY HAVE BEEN POSITIONED FROM MEASUREMENTS TAKEN FROM EXISTING PEGS, FENCES AND WALLS.

INFORMATION SHOWN ON THIS PLAN IS CURRENT AT THE DATE SHOWN.

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CADASTRAL BOUNDARY DIMENSIONS SHOWN HAVE BEEN OBTAINED FROM SURVEY PLANS AND ARE SUBJECT TO FIELD SURVEY.

A BOUNDARY RE-ESTABLISHMENT SURVEY IS RECOMMENDED PRIOR TO UNDERTAKING ANY SITE WORKS OR CONSTRUCTION.







Revision	Description	Date
009	JDAP	29.10.24
009	Planner Comments	10.10.23
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004	Sketch	22.02.22
003	Sketch	11.02.22
002	Sketch	20.01.22

Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
Existing Site Survey

Scale:	Sheet Size:
1:200	A1
Project No:	**Revision Number:**
21109	9.00

Drawing No.:
03 of 08

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MOBILE 0419 255 999
EMAIL rossmac@iinet.net.au

LOT 1020 (No.150) ST ANDREWS DRIVE - YANCHEP

SITE PLAN - STRATA LOT 9

SCALE:	1:200 @ A1 SIZE	LOCAL AUTHORITY: CITY OF WANNEROO	SURVEYOR: RAM
DATE:	24.7.2019	PLAN: LOT 9 ON STRATA PLAN 70720	DRAWN: RAM
DATUM:	AHD	AREA: 4138m ^{2}	SDR FILE: YP5

CHECK CERTIFICATE OF TITLE FOR EASEMENTS, RESTRICTIVE COVENANTS, ETC.

THIS SURVEY DOES NOT GUARANTEE THE CORRECT POSITION OF BOUNDARY PEGS OR FENCES.

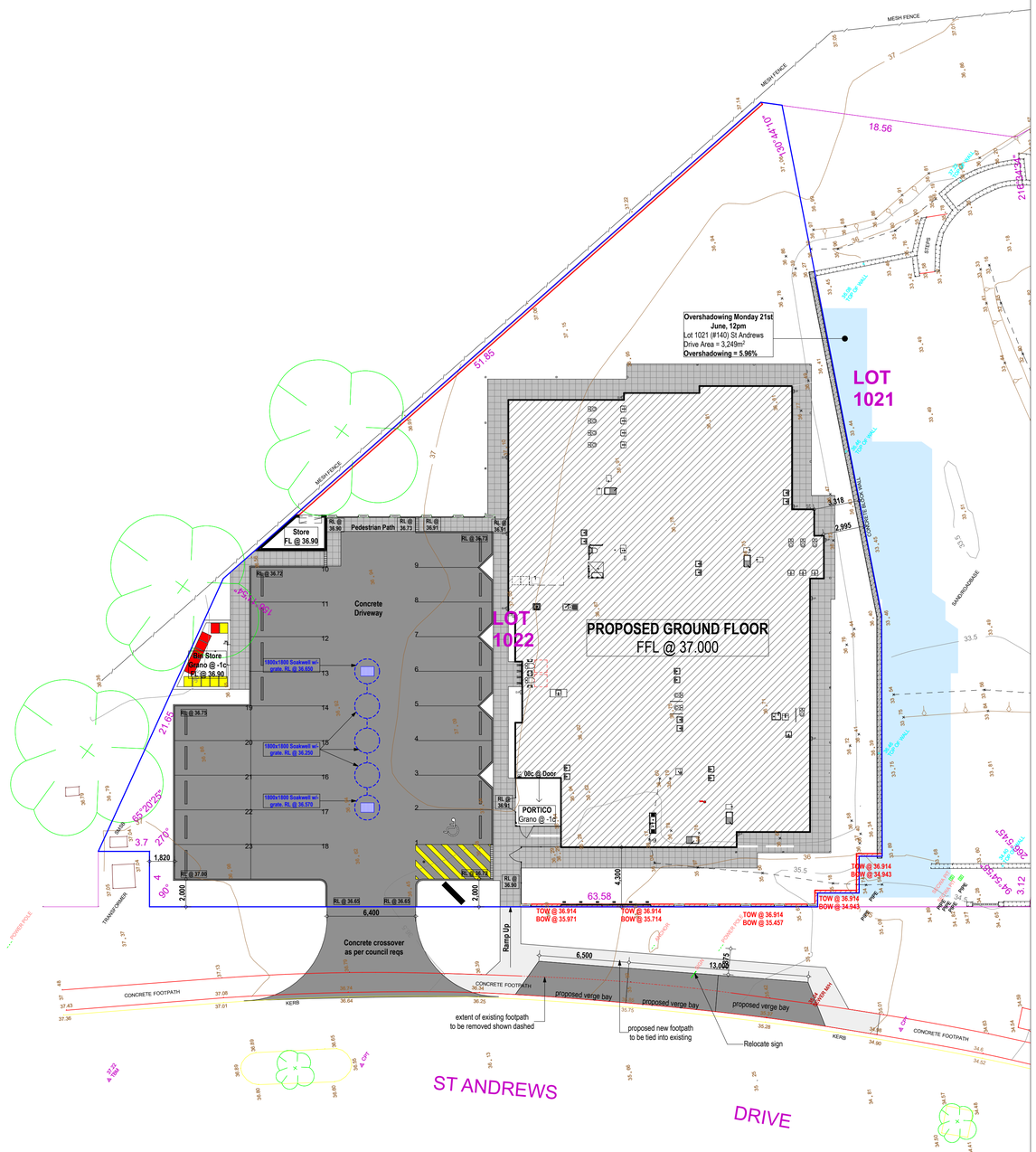
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002	Sketch	20.01.22

Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
Site Plan

Scale:	Sheet Size:
1:200	A1
Project No:	**Revision Number:**
21109	9.00

Drawing No.:
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Child / Room Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*40.12m²*	*3*
Activity 2	*2-3*	*20*	*65.28m²*	*4*
Activity 3	*2-3*	*20*	*65.05m²*	*4*
Activity 4	*3+*	*20*	*66.13m²*	*2*
Activity 5	*3+*	*20*	*64.90m²*	2
Piazza			*36.22m²*	(total 15 staff)
Total Internal = (Min 3.25m² per child)		**92**	**337.70m² (Min 299m² req)**	
Total External Play Area = (Min 7m² per child)		**92**	**645.52m² (Min 644m² req)**	

Parking Calculations

as per City of Wanneroo Policy

Requirement	Bays Reqd	Provided
9 bays plus 1 per 8 children accommodated in excess 54	20 child bays	23 bays (onsite)
1 per staff	15 staff bays	2 bays (verge)
	29 TOTAL	**25 TOTAL**

Ground Floor

Childcare Centre	673.42
Bin Store	15.09
Portico	11.55
Store	9.77
	709.83 m²



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Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
Floor Plan

Scale:	Sheet Size:
1:100, 1:1	A1
Project No:	**Revision Number:**
21109	9.00

Drawing No.:
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Material & Colour Schedule

Acrylic Render
Dulux "Mt Aspiring"



Acrylic Render
Dulux "Champignon"



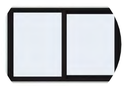
Face Brick
Midland Brick Recycled



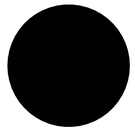
Vertical Cladding
"Axon Cladding"



Colorbond Roof
"Monument"



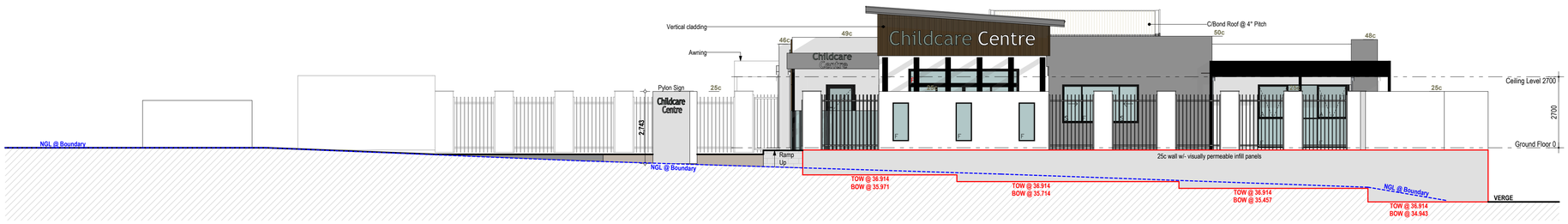
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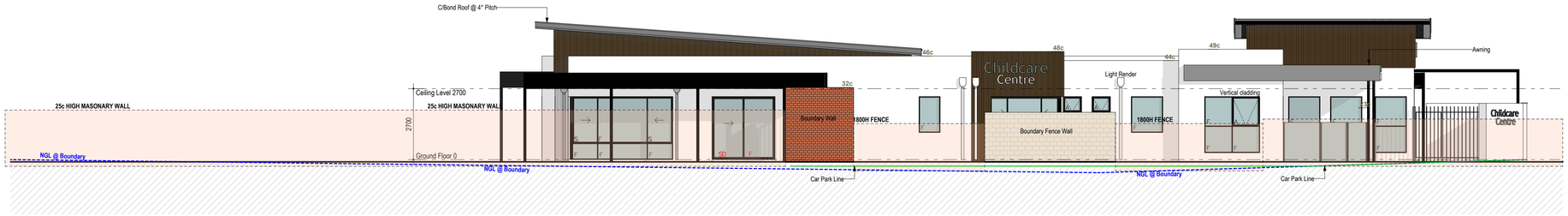
Awning
Dulux "Mt Aspiring



P/Coated Fence



1 West Elevation
1:100



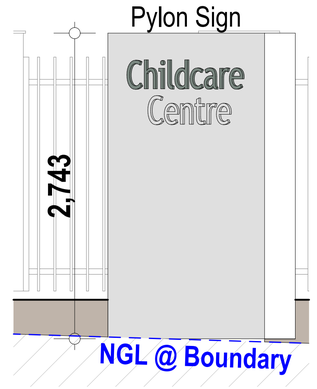
2 North Elevation
1:100



3 East Elevation
1:100



4 South Elevation
1:100



Pylon Sign
1:27.50

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Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

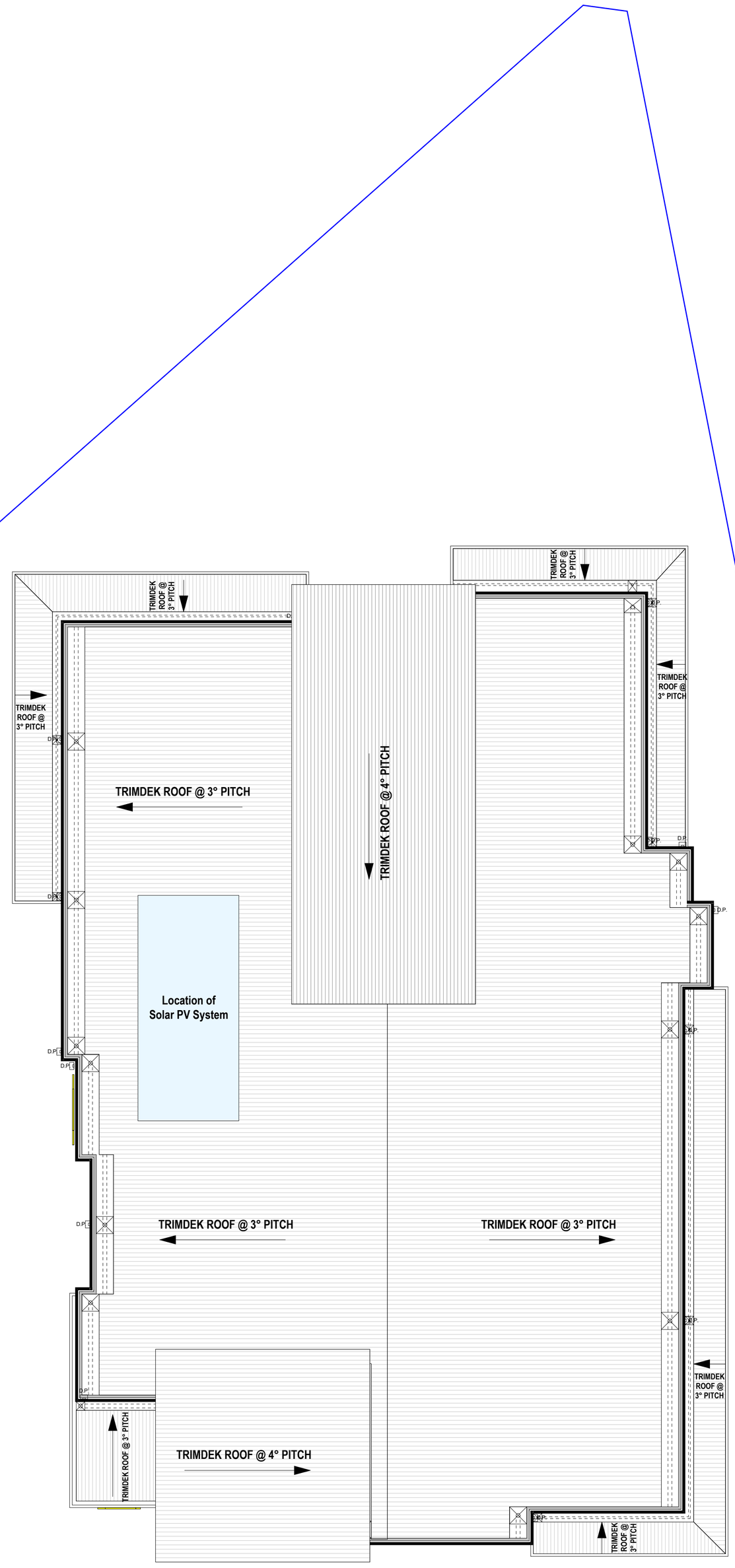
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Elevations

Scale:	Sheet Size:
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Project No:	**Revision Number:**
21109	9.00

Drawing No.:
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Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
Roof Plan

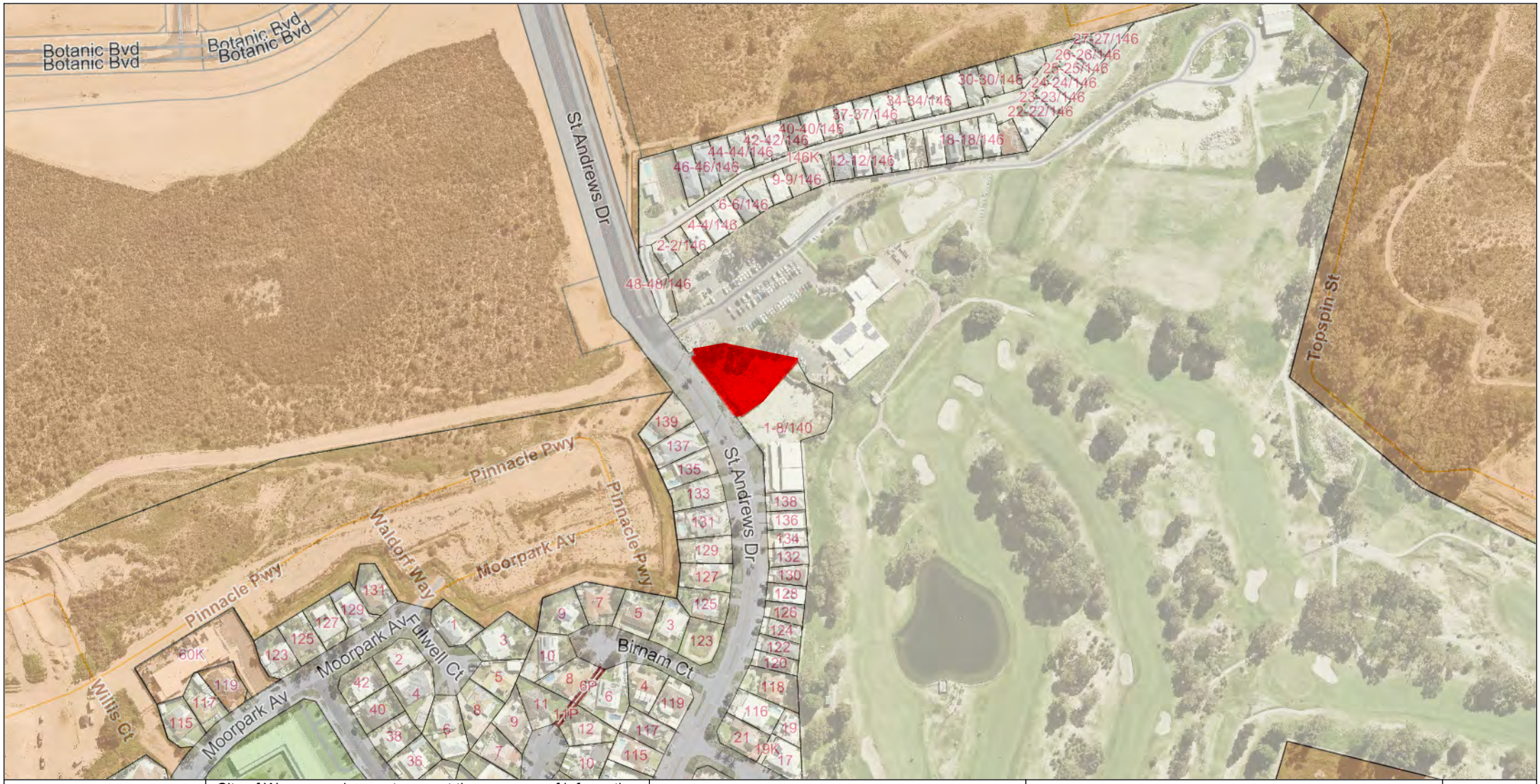
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Project No:	**Revision Number:**
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ATTACHMENT 2



City of Wanneroo

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SUBJECT SITE

Date: 26/02/2025

Printed by Houden, Raelee

Scale = 1:3773

N

ATTACHMENT 3

CITY OF WANNEROO
DA2024/1598 - DAP - Proposed Child Care Premises – 150 St Andrews Drive YANCHEP
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING

(Advertising period 12 December 2024 to 2 January 2025)

No.	Position	Ref	Summary of Submission	Administration Comments	Modification required?
1	Object	1.1	This is a very unsafe place for a childcare centre, due to increased traffic, now train line and buses are in place. Increased noise and fuel pollution will also affect the suburb.	As discussed in the body of the report, the Transport Impact Statement (TIS) provided to support the application concludes that the proposal will not result in significant increases in congestion within the surrounding road network. The City's Traffic Services concur with the findings of the report. There is no evidence to substantiate that the proposal would pose a safety risk to children. With regard to noise, the Environmental Noise Assessment (ENA) provided to support the application demonstrates that the proposal complies with the *Environmental Protection (Noise) Regulations 1997*. The ENA was referred to the City's Health Services who concur with the findings of the ENA. Notwithstanding this, the City recommends imposition of a condition requiring the proposal to comply with the findings and recommendations of the ENA. Fuel pollution from increased traffic is not a valid planning objection.	Imposition of a condition requiring the proposal to comply with the findings and recommendations of the ENA.
2	Object	2.1	How did this go ahead again as it was rejected last time; I am very concerned about it.	A similar application was previously lodged with the City and advertised in May 2024, and was subsequently withdrawn. The subject application is a	No modification required.

No.	Position	Ref	Summary of Submission	Administration Comments	Modification required?
				new application, and has been assessed separately to the previously withdrawn application.	
		2.2	We have between 5 Childcare Centres in Yanchep. We have one so close to the Railway station in Moorpark. if it goes ahead, it is about 4 minutes away from this one.	The location of the proposed Child Care Premises land use is driven by market demand and there are no provisions within the applicable planning framework which limit the number or proximity of these uses in a particular locality.	No modification required.
3	Object	3.1	We cannot believe that we are having to submit yet a further objection for this proposed child care centre. We understand that there was strong objection from the community and residents back in May 2024. Nothing has changed since this last proposal was withdrawn - but yet again, we find that we are having to outline the reasons why this proposed child care centre should not be granted planning permission.	Refer to the City's response in 2.1 above.	No modification required.
		3.2	There are currently 18 childcare facilities in Yanchep 6035. All of which have current vacancies. The closest of which is only about a four minute walk away in Moorpark Avenue. This indicates that there is currently enough capacity without the need for a further centre.	Refer to the City's response in 2.2 above.	No modification required.
		3.3	The location right next to Sun City Golf Club is totally inappropriate. The Drive will be impacted by more traffic coming and going from early morning to mid evening. The golf club entrance will be right next to the entrance to the child care centre and the entrance to the gated community - St Andrew's Drive was never originally	St Andrews Drive is a Local Distributor road and has a reserve width of 25 metres. The reserve width can accommodate a 'Neighbourhood Connector A' road as detailed within Liveable Neighbourhoods, which could service up to 7000 vehicles per day (VPD). The TIS provided to support the	No modification required.

No.	Position	Ref	Summary of Submission	Administration Comments	Modification required?
			designed to accommodate the volume of traffic. Nobody appears to adhere to the speed limit of 50kms and use the Drive like a race track - especially now the extension to the Drive has opened to a non built up area.	application concludes that the proposal will not result in significant increases in congestion within the surrounding road network, and that the surrounding road network can accommodate the increased traffic resulting from the proposal. The City's Traffic Services concur with the findings of the report. The proposal achieves appropriate separation distance to the existing crossovers to the Sun City Country Club and the private residential estate at 146 St Andrews Drive, as confirmed by the City's Engineers. Speeding along St Andrews Drive is not relevant to this application and should be referred to WA Police for investigation.	
		3.4	We are social members of Sun City Golf Club - and we are well aware that alcoholic drinks and the designated smoking area outside would be in close proximity to the proposed child care centre - this is totally unacceptable. Bad language can often be heard as is normal for a club or gathering place where alcohol is consumed. In addition, the noise from children playing would certainly put off any regular golfers. Stray golf balls are a further concern - we live on the opposite side of the road to the golf club and balls have landed on our property after travelling over the top of houses and the road!	The proposed Child Care Premises is on a separate lot to the existing golf course. The land uses will be separated by the installation of a dividing fence along the common boundary. The adjoining golf course is not a noise sensitive land use, and the ENA provided demonstrates that the development can comply with the *Environmental Protection (Noise) Regulations 1997*. In addition, the subject site is located approximately 50 metres from the closest fairway, providing adequate separation. Further, there is no existing legislation which prescribes a minimum buffer distance to be achieved between a Child Care Premises and recreational land uses such as a golf course. There is no evidence to suggest	No modification required.

No.	Position	Ref	Summary of Submission	Administration Comments	Modification required?
				that such safety incidents would occur.	
		3.5	The street lighting is poor on St Andrews Drive, particularly in the location of the proposed centre and there is currently only one foot-path.	The provision of street lighting along St Andrews Drive is provided in accordance with the requirements of Western Power. Notwithstanding this, the City recommends a condition be imposed requiring the applicant to provide sufficient lighting on site to pathways and car parking areas. Additional footpaths are not required as part of this application.	The City recommends a condition be imposed requiring sufficient lighting be installed on site to pathways and car parking areas.
		3.6	We feel that having a residential care home in this position would be more appropriate than a child-care centre at this stage.	Child Care Premises is a 'D' (Discretionary) use within the Residential zone and is therefore capable of being considered on the site. A Child Care Premises is proposed as part of this application. No other uses are proposed. The City is required to assess the subject application as presented.	No modification required.
		3.7	The new housing development that is planned (Yanchep Junction) would be more appropriate for a child-care centre alongside any new schools to accommodate new residents - rather than sticking it on a small piece of land in an inappropriate location just because the developers cannot think of anything else to build there.	Refer to the City's response in 3.6 above.	No modification required.
		3.8	To summarise, in our opinion to have a child care centre built in that location in close proximity to the golf club, on the busy through road is TOTALLY INAPPROPRIATE.	Refer to the City's responses in 3.1, 3.2, 3.3, 3.4, 3.5, 3.6 and 3.7 above.	No modification required.
4	Object	4.1	This proposal will cause a dangerous traffic situation. St Andrews drive is now the main	Traffic increases resulting from the operation of Yanchep Station are not part	No modification required.

No.	Position	Ref	Summary of Submission	Administration Comments	Modification required?
			bus route to the train station. There are busses every 15 minutes.	of this application and have been considered previously. In relation to traffic concerns specifically relating to this proposal, as discussed in the body of the report, the TIS provided by the applicant details that the proposed development is considered to generate approximately 75 vehicles per hour (VPH) and 74 VPH during AM and PM peak periods respectively. These figures account for both inbound and outbound vehicle movements. As the peak vehicle movements per hour is less than 100 VPH per lane, the proposed development is considered to be low impact under the WAPC Transport Impact Assessment Guidelines. Given the above, the increased volume in vehicles as a result of the development is considered to be low impact and no modifications are required.	
		4.2	Your planning department has also stated that St Andrews Drive will need to be widened due to the excess traffic that is expected.	St Andrews Drive has a reserve width of approximately 25 metres, which can accommodate a 'Neighbourhood Connector A' road as detailed within Liveable Neighbourhoods. Liveable Neighbourhoods stipulates that 'Neighbourhood Connector A' roads comprise two-lane divided streets with a median and are capable of accommodating an indicative volume of 7000 VPD.	No modification required.
		4.3	We currently have issues with our driveway (47 residences) entering and leaving all day.	Not relevant to this application.	No modification required.

No.	Position	Ref	Summary of Submission	Administration Comments	Modification required?
			200 golfers each day in the next driveway coming and going all day. We were advised that we could not have our driveway where it was originally planned due to the "Traffic expected on St Andrews Drive"		
		4.4	I believe that placing a daycare centre next to, two already busy driveways and, on a main bus route, will create a dangerous situation.	The proposal achieves appropriate separation distance to the existing crossovers to the Sun City Country Club and the private residential estate at 146 St Andrews Drive as confirmed by the City's Engineers. There is no evidence to suggest that the proposed crossover location poses a safety risk.	No modification required.
		4.5	I would like to invite someone from the council to visit the site and have a look for themselves.	Refer to the City's response in 4.4 above.	No modification required.
5	Object	5.1	It is with regret that i have to present my thoughts on the proposal for a child care centre at 150 St Andrews Drive for a second time. The regret is because we were glad to hear that the previous proposal had been withdrawn.	Refer to the City's response in 2.1 above.	No modification required.
		5.2	ITEM 1. Play areas for the child care centre will be directly adjacent to the outdoor smoking area which is part of the licensed bar area. We are of the opinion that a child care centre SHOULD NOT BE in close proximity of a licensed drinking area.	Refer to the City's response in 3.4 above.	No modification required.
		5.3	ITEM 2. Parking- 3 bays on the road, 23 onsite, i feel that that this allocation is inadequate for 15 staff members and up to 92 children being collected each day. At the moment on road parking is impossible due to St. Andrews Drive only	As discussed in the body of the report, the proposal incorporates 23 bays on site and 3 bays in the verge in lieu of the 29 total bays required by the City's Local Planning Policy 2.3 – Child Care Centres (LPP 2.3). The proposed shortfall is	No modification required.

No.	Position	Ref	Summary of Submission	Administration Comments	Modification required?
			having 2 traffic lanes with an island zone with trees every 50 to 100 meters, which makes it almost impossible to park a car on road.	considered acceptable noting that the TIS provides a peak parking demand assessment for the proposal which concludes that sufficient car parking is provided on site to accommodate the peak parking demand the development.	
		5.4	ITEM 3. Traffic- Since the opening of the rail road station, has increased significantly, including buses and construction vehicles for the new housing and business area being built a little North of the proposed child care centre and is only going to increase more traffic congestion and lack of parking.	Refer to the City's response in 4.1 above.	No modification required.
6	Comments	6.1	TRAFFIC MANAGEMENT - I had commented on this for the previous application submitted by the developer. Perhaps no-one read my comments as it was neither a Support nor Objection.	Refer to the City's response in 2.1 above.	No modification required.
		6.2	The company that has done the Traffic Management report for the developer has not updated their documentation to include the continuation of St Andrews Drive which now provides access to the new Yanchep Railway Station. Nor have they taken into account that the Transperth bus routes have now changed to accommodate services to the Yanchep Railway Station.	St Andrews Drive has a reserve width of approximately 25 metres, which is capable of accommodating a 'Neighbourhood Connector A' road as detailed within Liveable Neighbourhoods. The extension of St Andrews Drive to Yanchep Station has not changed its designation as a neighbourhood connector. Further, the applicant has provided an updated TIS which accurately reflects the current road network. As such, no further modification is required.	No modification required.
		6.3	There is actually a bus route which goes past the proposed childcare centre and	Refer to the City's response in 6.2 above.	No modification required.

No.	Position	Ref	Summary of Submission	Administration Comments	Modification required?
			there is a bus stop within about 30 metres.		
		6.4	I am surprised that the COW have not picked these errors up prior to putting the proposal out for consultation again.	Refer to the City's response in 6.2 above.	No modification required.
		6.5	I have included snapshots from the Traffic Management Plan documentation included with the proposal, which do not have up-to-date information on them. The developer should contact the company that did the Traffic Management Plan and ask them to update the documentation to give correct information and have that correct information available to the public.	Refer to the City's response in 6.2 above.	No modification required.
7	Object	7.1	St. Andrews Drive was once a peaceful road which came to halt about 50 metres passed our home so there was no through traffic. However, since then Yanchep railway station has been constructed and lots of natural bushland have been lost as a result of house building and amenities to serve the residents.	Not relevant to this application.	No modification required.
		7.2	The complex in which we reside and the gated lane a little further up is occupied mostly by retirees who deserve some peace and quiet in their twilight years.	The demographic of the surrounding locality is not relevant to this application. In relation to noise concerns, the Environmental Noise Assessment (ENA) provided to support the application demonstrates that the proposal complies with the *Environmental Protection (Noise) Regulations 1997*. The ENA was referred to the City's Health Services who concur with the findings of the ENA. Notwithstanding this, the City recommends imposition of a condition requiring the proposal to comply with the	Imposition of a condition requiring the proposal to comply with the findings and recommendations of the ENA.

No.	Position	Ref	Summary of Submission	Administration Comments	Modification required?
				findings and recommendations of the ENA.	
		7.3	A childcare facility would increase the amount of traffic and the sound of children enjoying themselves would adversely effect those who like to take a nap in the afternoon. Therefore I oppose the development and wish that we could return to the rural feel of Yanchep village that we had before the invasion of new residents.	In relation to increased traffic, refer to the City's responses in 3.3 and 4.1 above. In relation to noise concerns, refer to the City's response in 1.1 above.	No modification required.
8	Object	8.1	It is our opinion that this is not a good premises for young children to attend for the following reasons. It is on St Andrews Drive which has become a busy road with buses.	In relation to increased traffic, refer to the City's responses in 3.3 and 4.1 above. There is no evidence to suggest that the proposal would pose a safety risk.	No modification required.
		8.2	It is right on the entrance to a golf course and a private estate entrance.	Refer to the City's response in 4.4 above.	No modification required.
		8.3	It proposes 3 more bays on St Andrews Drive, there is a slight bend at this point that in our opinion will be a blind spot, not advisable for young children to be dropped off.	There is no evidence to suggest that the proposed embayment bays within the St Andrews Drive verge would pose a safety risk. The City recommends the imposition of a condition requiring detailed engineering drawings for the embayment bays to be submitted for review and approval prior to the lodging of a building permit to ensure compliance with the relevant Australian Standards.	Imposition of a condition requiring detailed engineering drawings for the embayment bays to be submitted for review and approval prior to the lodging of a building permit.
		8.4	The council have the power to do what ever they like, so why not use a more safe premises.	The City is not the determining authority for the application. The application will be determined by the Metro Outer Development Assessment Panel. The City is required to assess the application as presented. There is no evidence to suggest that the proposal would pose a safety risk.	No modification required.

No.	Position	Ref	Summary of Submission	Administration Comments	Modification required?
		8.5	We strongly disagree for this premises to be a child care centre. Please find some where safer. Money should not rule over safety.	The City is required to assess the application as presented. There is no evidence to suggest that the proposal would pose a safety risk.	No modification required.
9	Object	9.1	Inadequate Parking Facilities: The proposed development includes insufficient parking bays to accommodate staff, parents, and visitors during peak drop-off and pick-up times. This shortage is likely to result in illegal or unsafe parking on surrounding streets, causing congestion and reduced visibility for pedestrians. The lack of designated loading and unloading areas further exacerbates safety risks for young children.	Refer to the City's response in 5.3 above. In accordance with the Waste Management Plan prepared by the applicant, waste and deliveries are proposed to occur during off-peak periods to ensure there is no conflict with drop off and pick up times. The City recommends the imposition of a condition requiring the development to operate in accordance with the Waste Management Plan.	Imposition of a condition requiring the development to operate in accordance with the Waste Management Plan provided.
		9.2	Traffic Congestion and Safety Risks: The increase in traffic generated by the center will contribute to congestion on already busy roads, especially during morning and afternoon peak periods. The additional vehicular activity raises concerns about pedestrian safety, particularly for children entering and leaving the facility. Local infrastructure, including roads and intersections, may struggle to cope with the increased traffic volume, leading to potential accidents and delays.	Refer to the City's responses in 3.3, 4.1 and 5.3 above.	No modification required.
		9.3	Proximity to the Golf Club: The child care centre's close proximity to the neighbouring golf club raises concerns about the safety and well-being of children. Golf clubs may attract various individuals, including those not affiliated with the local community. This presents a potential safety risk due to the	Refer to the City's response in 3.4 above. The Child Care Premises has separate access to the adjoining golf course. There is no evidence to suggest that the proposal poses a safety risk.	No modification required.

No.	Position	Ref	Summary of Submission	Administration Comments	Modification required?
			lack of controlled access between the two premises.		
		9.4	Conclusion: While the development of child care facilities is essential, this proposed location presents critical safety and logistical challenges. We urge the planning committee to reconsider approval until these concerns are adequately addressed through revised site planning, increased parking provisions, traffic management solutions, and safety concerns for children in relation to individuals using the golf club.	The City is not the determining authority for the application. The application will be determined by the Metro Outer Development Assessment Panel. The City is required to assess the application as presented. There is no evidence to suggest that the proposal would pose a safety risk. Refer to the City's responses in 3.3 and 4.1 above regarding traffic. Refer to the City's response in 5.4 regarding the provision of car parking on site.	No modification required.
10	Object	10.1	Inadequate Parking Facilities: The proposed development includes an insufficient number of parking bays to accommodate staff, parents, and visitors during peak drop-off and pick-up times. This deficiency will likely cause illegal or unsafe parking along nearby streets, increasing congestion and reducing pedestrian safety. The lack of proper loading and unloading areas further elevates these risks.	Refer to the City's response in 5.3 above.	No modification required.
		10.2	Increased Traffic and Safety Risks: The expected surge in traffic from the child care center will worsen congestion on already busy roads, particularly during peak hours. This increased vehicular activity raises serious concerns about road safety, especially for residents and pedestrians living in the area. The current road infrastructure may struggle to handle the additional traffic, heightening the likelihood	Refer to the City's responses in 3.3 and 4.1 above.	No modification required.

No.	Position	Ref	Summary of Submission	Administration Comments	Modification required?
			of accidents and delays.		
		10.3	Proximity to the Golf Club: The child care center's location near the golf club raises concerns about child safety due to the potential presence of unknown individuals and stray golf balls posing a physical hazard. The lack of clear boundaries between the two sites increases these risks.	Refer to the City's response in 3.4 above. The Child Care Premises has separate access to the adjoining golf course. There is no evidence to suggest that the proposal poses a safety risk.	No modification required.
		10.4	Non-Compliance with DPS 2: The proposed child care center does not align with the city's District Planning Scheme No. 2 (DPS 2), as its commercial nature conflicts with the area's designated residential zoning. Allowing this development could disrupt the neighborhood's residential character and set a concerning precedent for future zoning breaches.	The Child Care Premises land use is a 'D' (Discretionary) land use within the Residential zone and is therefore capable of being accommodated on the site.	No modification required.
		10.5	Questionable Community Benefit: While the proposed building may be architecturally designed and feature tree plantings, these aesthetic considerations do not address the core issues of traffic, safety, and zoning compliance. The development appears to be another business venture that will increase road congestion and compromise the safety and well-being of residents.	In relation to traffic, refer to the City's response in 3.3 above. In relation to zoning and land use permissibility, refer to the City's response in 10.4 above. There is no evidence to suggest that the proposal will result in safety issues or negatively impact the amenity of the locality.	No modification required.
		10.6	Conclusion: Given these substantial concerns, I urge the planning committee to deny approval of the proposed child care center until these critical issues are resolved through revised site planning, increased	Refer to the City's responses in 10.1, 10.2, 10.3, 10.4 and 10.5 above.	No modification required.

No.	Position	Ref	Summary of Submission	Administration Comments	Modification required?
			parking provisions, traffic management strategies, enhanced safety measures, and clear compliance with DPS 2 zoning regulations.		
11	Object	11.1	I live in the Strata property 145 St Andrews Drive. next to Sun City Golf and Country Club. The Day Care Centre is next to the entrance of the golf club. At the back of the day care is outdoor area of the bar where the smoker's sit outside. The entrance to the Centre will cause traffic issues to and from the train station. Also the car parking on the street will cause all sorts of issues. I therefore oppose the Day Center.	In relation to the proximity of the development to the golf course, refer to the City's response in 3.4 above. In relation to traffic generated by the development, refer to the City's responses in 3.3 and 4.1 above. In relation to the provision of car parking on site, refer to the City's response in 5.3 above.	No modification required.
12	Object	12.1	We are a fully licensed premises right next door to this proposed Child Care Centre. Our bar has a smoking area adjacent to the interactive play garden on the plans. Our members like to sit on the balcony after golf and enjoy the peace and not be disturbed by children playing.	Refer to the City's response in 3.4 above. Further, the outdoor area of the golf course is located approximately 25 metres from the north eastern boundary of the subject site, providing adequate separation between the two land uses.	No modification required.
		12.2	Our tenth tee is directly below the proposed centre and our golfers need silence when trying to hit their ball. Children playing outside would be very noisy.	Refer to the City's response in 3.4 above.	No modification required.
		12.3	St Andrew's Drive is becoming a busy road due to the station opening and our membership growing. Please reconsider the location of this Child care centre.	In relation to traffic generated by the development, refer to the City's responses in 3.3 and 4.1 above. The City is required to assess the application as presented by the applicant.	No modification required.
13	Object	13.1	No comment provided.	Noted.	No modification required.

ATTACHMENT 4

Bushfire Management Plan (DA)

Proposed childcare facility at: Lot 1022 (#150) St Andrews Drive, Yanchep

Client: CF Town Planning & Development

Report Number:24-20350

Assessment Date: 4 June 2024

Report Date: 3 February 2025

Prepared by a BPAD Accredited Practitioner

Document Control

Doc name:	Bushfire Management Plan (DA) - Lot 1022 (#150) St Andrews Drive, Yanchep				
Version	Date	Author		Reviewer	
1	06/12/2024	Nathan Peart	NP	Nathan Peart	NP
	Initial Report Issued				
2	03/02/2025	Nathan Peart	NP	Nathan Peart	NP
	Response to DFES comments				

Disclaimer and Limitation

This report is prepared solely for the client, any future landowners of the subject lot and is not for the benefit of any other person and may not be relied upon by any other person. Bushfire Smart accepts no liability or responsibility whatsoever for or in respect of any use or reliance upon this report and its supporting material by any third party.

The mitigation strategies contained in this report are considered to be prudent minimum standards only, based on the writer's experience as well as standards prescribed by relevant authorities. It is expressly stated that Bushfire Smart and the writer do not guarantee that if such standards are complied with or if a property owner exercises prudence, that a building or property will not be damaged or destroyed by bushfire or that lives will not be lost in a bush fire. Fire is an extremely unpredictable force of nature. Changing climatic factors (whether predictable or otherwise) either before or at the time of a fire can also significantly affect the nature of a fire and in a bushfire prone area it is not possible to completely guard against bushfire.

Further, the growth, planting or removal of vegetation; poor maintenance of any fire prevention measures; addition of structures not included in this report; or other activity can and will change the bushfire threat to all properties detailed in the report. Further, the achievement of the level of implementation of fire precautions will depend on the actions of the landowner or occupiers of the land, over which Bushfire Smart has no control.

This report does not negate the need to follow Local government authority requirements for Firebreak and Fuel Hazard Reduction. The client agrees that in submitting this report they approve of and will comply with all requirements detailed.

Insurance Coverage Statement

Bushfire Smart is covered by Professional Indemnity Insurance up to $2,000,000 and Public Liability Insurance valued at $20,000,000. These policies provide comprehensive coverage for bushfire attack level assessments, planning, design, and advisory services, in accordance with the FPA Australia Bushfire Planning and Design Accreditation Scheme for a BPAD-Level 3 practitioner.

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Executive Summary

The proposal is at Lot 1022 (#150) St Andrews Drive, Yanchep regarding a building to be used for Childcare Centre on a vacant lot.

The proposal is in an area that has been designated as bushfire prone and must therefore comply with State Planning Policy 3.7 (SPP 3.7). Planning for Bushfire Guidelines Version: September 2024 (the Guidelines) has been used to determine the proposals compliance with SPP 3.7.

An assessment against the Bushfire Protection Criteria 6 is required to be undertaken. The following table summarises the outcome of this assessment.

Table A.1: Summary of assessment against Bushfire Protection Criteria 6

Element	Acceptable Solution	Compliance Method	Compliance notes.
1: Location	-	N/A	
2: Siting of development	A2.1 Siting and design	Acceptable Solution	The habitable building(s) is within an area that is BAL-29 or below.
	A2.2 Asset Protection Zone (APZ)	Acceptable Solution	The surrounding developed lots and managed gardens act as an APZ.
	A2.3 Clearing of native vegetation	N/A	The development does not require the clearing of native vegetation
	A2.4 Landscape management plan	N/A	An APZ is not required, therefore a landscape management plan is not required.
	A2.5 On-site shelter	N/A	
	A2.6 Storage of hazardous, flammable and/or combustible materials	N/A	The storage of hazardous, flammable and/or combustible materials will be within a BAL 29 area with suitable structure to shield the material and prevent the ignition of bushfire prone vegetation.
3: Vehicular Access	A3.1 Public Roads	Acceptable Solution	Public Roads meet the requirements in Appendix B.3, Table 10.
	A3.2 Access routes	Acceptable Solution	Public road access is provided in two different directions.
	A3.3a No-through roads	N/A	
	A3.3b No-through road requirements	N/A	
	A3.4 Emergency access ways	N/A	
	A3.5 On-site shelter	N/A	
	A3.6 Fire service access route	N/A	

	A3.7 Private driveways	Acceptable Solution	Private driveways can meet the requirements of the guidelines.
	A3.8 Signage	Acceptable Solution	Signage detailing emergency measures to be provided.
4: Water	A4.1 Water supply for residential habitable buildings	Acceptable Solution	Hydrants provided to comply with Water Corporation's No. 63 Water Reticulation Standard.

Action Required:

Compliance with this BMP, and therefore SPP 3.7, will require action prior, during and after development. The items requiring implementation include:

- Ensure the BEP is updated prior to operation of the facility.
- Install Signage as required by this BMP
- Conduct training with all senior members onsite as per BEP
- Conduct annual and daily preparation as per requirements of the BEP
- Ensure all visitors are aware of Bushfire risk and evacuation procedures
- Ongoing compliance with the local government's firebreak notice.

The entire report should be read in conjunction with the guidelines to ensure all requirements are understood.

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1 Proposal and Site Details

1.1 Proposal Details

Lot 1022 (#150) St Andrews Drive, Yanchep (subject lot) is a vacant lot within an urban area and bordered by a golf course. The proposal is for the construction of a building to be sued as a child care on the existing vacant lot.

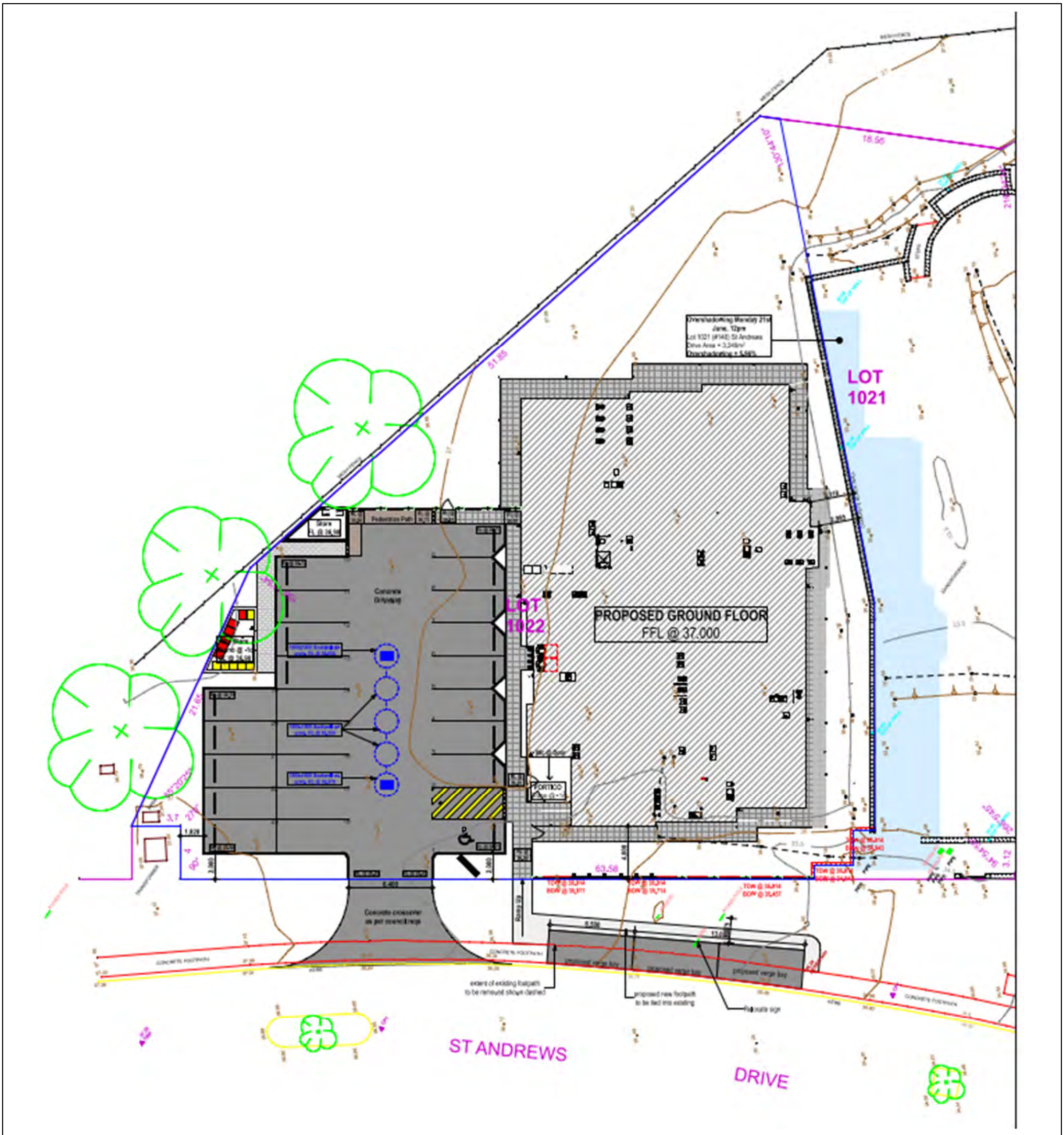


Figure: 1 Proposal Plan



Figure: 2 Location

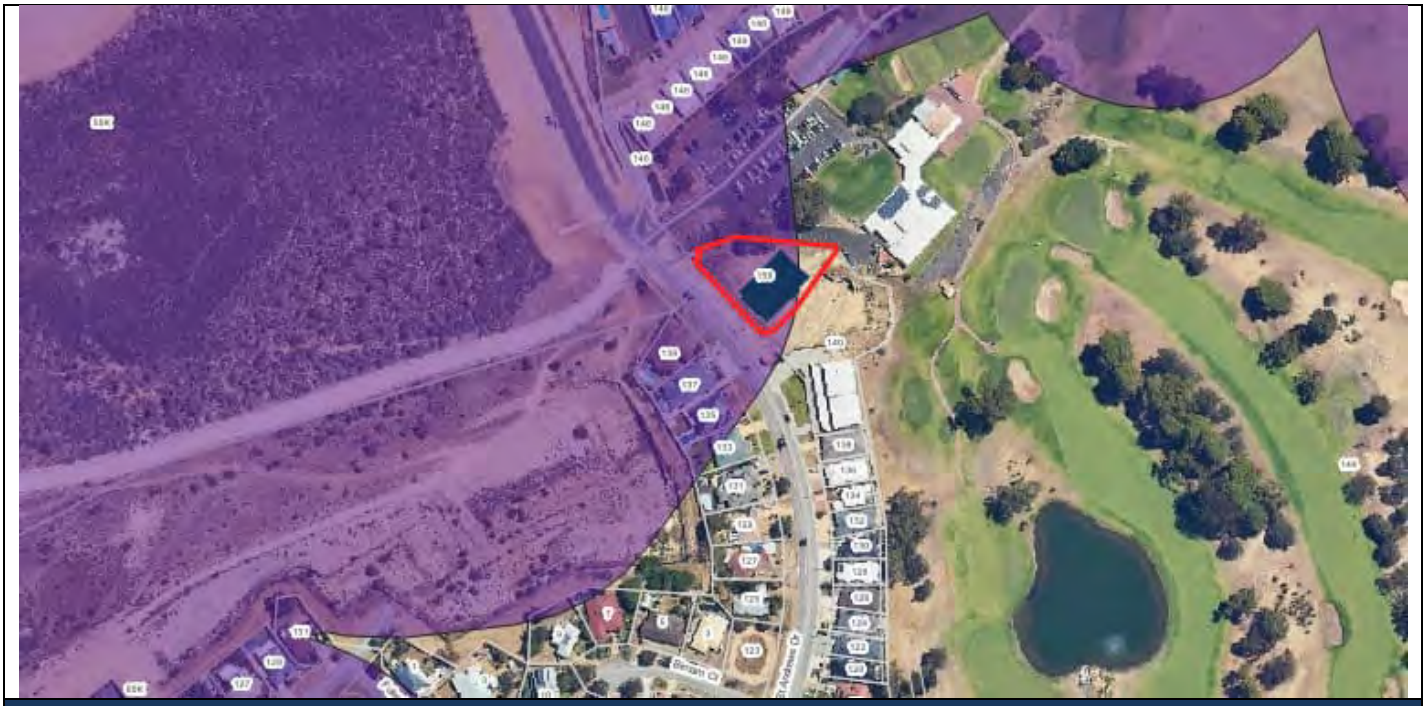


Figure: 3 Map of Bushfire Prone Area for Subject Site

2 Environmental Considerations

To identify environmental, biodiversity and conservation values on the subject site, the site has been examined against the following databases as shown in Table 1.

Table 1: Assessment against environmental considerations

Object	Database	Identified	Details
Geomorphic Wetlands: Swan Coastal Plain / Augusta to Walpole	DBCA-019 / DBCA-017	No	Site not identified within database.
Ramsar sites (Wetland areas designated under the Ramsar Convention)	DBCA-010	No	Site not identified within database.
Threatened and Priority Flora	DBCA-036	No	Site not identified within database.
Threatened and Priority Fauna	DBCA-037	No	Site not identified within database.
Threatened Ecological Communities	DBCA-038	No	Site not identified within database.
Bush Forever Areas - 2000	DPLH-019	No	Site not identified within database.
Clearing Regulations – Environmentally Sensitive Areas	DWER-046	No	Site not identified within database.
SWAN Bioplan Regionally Significant Natural Areas 2010	DWER-070	No	Site not identified within database.
Local government biodiversity/planning	-	No	-

The subject site has not been identified in the above databases.

2.1 Native vegetation – modification and clearing

The site has been checked against the Native Vegetation mapping conducted by the Department of Primary Industries and Regional Development (DPIRD-005). This database does not show native vegetation on the site, as seen in the image below.

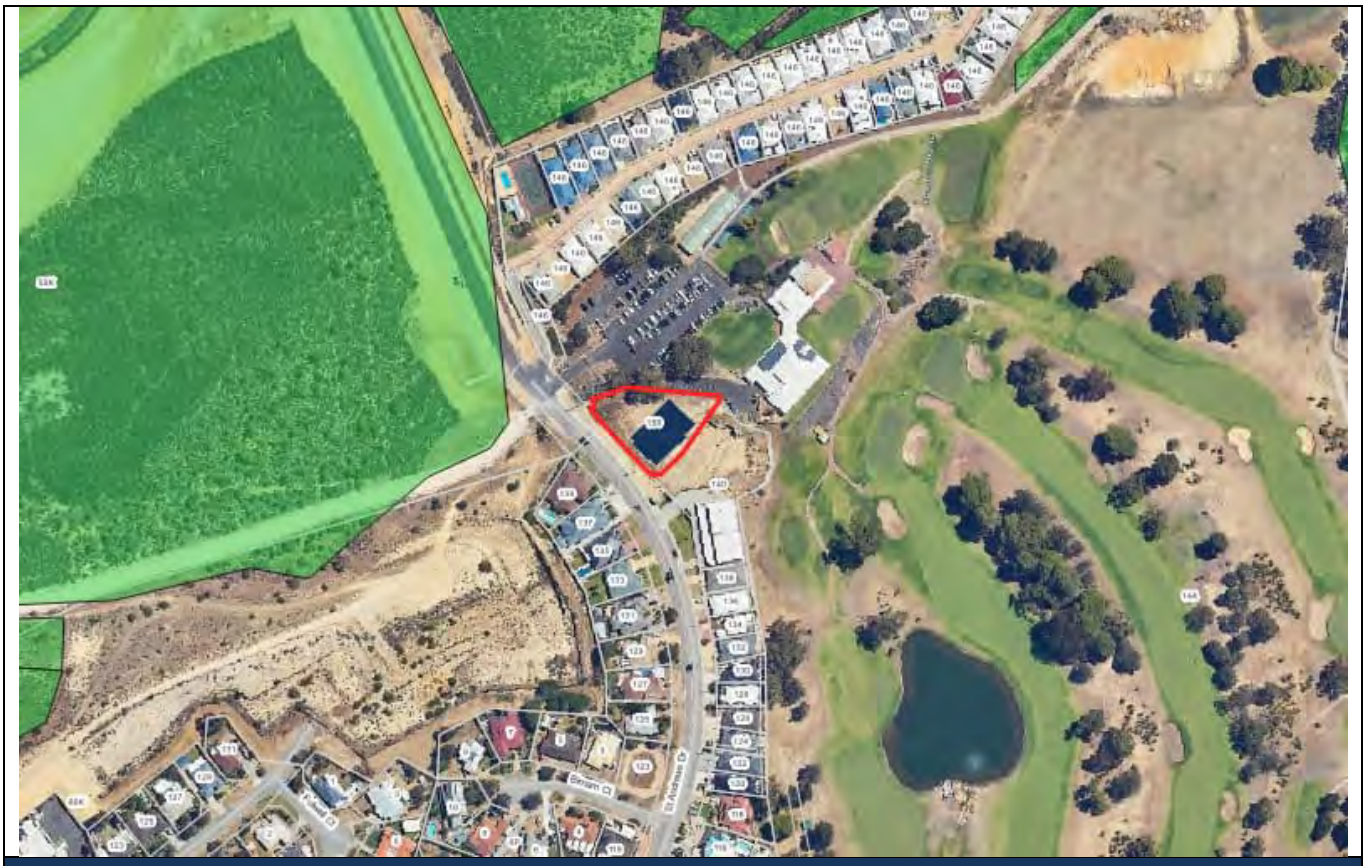


Figure: 4 Map of Native Vegetation Extents for Subject Site

2.2 Revegetation/landscape plans

No landscaping or revegetation plans relating to this proposal have been provided.

Any future landscaping for the site may need to comply with the APZ requirements of this report.

3 Bushfire Assessment

3.1 Site Assessment

The assessment of this site/development was undertaken by a BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959-2018 Simplified Procedure (Method 1).



Figure: 5 *Vegetation Classification*

Lot 1022 (#150) St Andrews Drive, Yanchep	Legend											
The aerial imagery used was the best available at the time of review; however, it may no longer reflect the most current conditions.	Proposed Structure	Subject Land	150m area assessment	100m area assessment	Photo point	A Forest	B Woodland	C Shrubland	D Scrub	G Grassland	Excluded	Other

3.2 Vegetation Classification

All vegetation within 150m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS 3959-2018. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

Table 2: BAL Analysis

Plot:	1	Effective Slope (°):	Flat/Upslope	Separation Distance (m):	71
Vegetation Classification or Exclusion Clause:			Class A Forest - Open forest A-03		
Description / Justification for Classification:					
Unmanaged vegetation with shrubs and trees, closer access not possible, therefore classified as Forest to ensure full bushfire risk is presented.					
					
Photo ID: 1				Photo ID: 2	

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Plot:	2a/b	Effective Slope (°):	See Table	Separation Distance (m):	See Table
Vegetation Classification or Exclusion Clause:			Class G Grassland – Tussock grassland G-22		
Description / Justification for Classification:					
Grassland with isolated shrubs >2 meters with bare sand areas. Potential development site as fenced, surrounding residential gardens. Contours show a cross slope, however					



Photo ID: 3



Photo ID: 4

Plot:	3	Effective Slope (°):	N/A	Separation Distance (m):	56
Vegetation Classification or Exclusion Clause:			Excludable - 2.2.3.2(c) Multi Areas < 0.25Ha		
Description / Justification for Classification:					
Area within and outside of fenced Golf course car park. Some re-planting and management of trees / shrubs. Low to mid-level fuel load.					



Photo ID: 5



Photo ID: 6

Plot:	4	Effective Slope (°):	N/A	Separation Distance (m):	N/A
Vegetation Classification or Exclusion Clause:			Excludable - 2.2.3.2 (e/f) Non-Vegetated Areas & Low Threat Vegetation		
Description / Justification for Classification:					
Surrounding residential gardens and golf course managed to low fuel threat, Vacant development lots have minimal vegetation and all grass is less than 100mm.					



Photo ID: 7



Photo ID: 8



Photo ID: 9



Photo ID: 10

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NOTE: Access to the golf course was not available at time of site visit. Therefore, only distant photos are available. However, these clearly demonstrate the maintained nature of the golf course. In addition, the exclusion of this area within the bushfire prone mapping validates the finding that the golf course is excludable.





The Fire Danger Index (FDI) – 80-and table 2.4.3 AS3959-2018 applied.

Potential Bushfire Impacts

The potential bushfire impact to the site / proposed development from each of the identified vegetation plots are identified below.

Table 3: BAL Analysis

Plot	Vegetation Classification	Effective Slope	Separation (m)	BAL
1	Class A - Forest	Flat/Upslope	71	BAL – 12.5
2a	Class G Grassland	Flat/Upslope	34	BAL – 12.5
2b	Class G Grassland	>0-5°	78	BAL – LOW
3	Excludable – Clause 2.2.3.2(c)	Flat/Upslope	56	BAL – LOW
4	Excludable - 2.2.3.2 (e/f) Non-Vegetated Areas & Low Threat Vegetation	N/A	N/A	BAL – LOW

Determined Bushfire Attack Level (BAL)

The Determined Bushfire Attack Level (highest BAL) for the site / proposed development has been determined in accordance with clause 2.2.6 of AS 3959-2018 using the above analysis.

Determined Bushfire Attack Level	BAL – 12.5

4 Assessment against the Bushfire Protection Criteria

An assessment against the bushfire protection criteria (Appendix Four of the guidelines) is required to be undertaken for any strategic planning proposal, subdivision and development application for a site that has or will, on completion, have a bushfire hazard level above 'Low' or a BAL rating above BAL LOW. The following section details the measure to be taken so that this proposal complies with these.

Element 1: Location

Not Applicable

Element 2: Siting and design of development

A.2.1: Siting and design

Every Habitable building can achieve BAL 29 as demonstrated within the potential bushfire impacts section of this report and A2.2 below. The existing maintained golf course and managed gardens act as an APZ.

A2.2 Asset Protection Zone (APZ)

The proposal achieves BAL 29 with no further APZ required. The existing maintained lots and urban area provides an APZ. No further APZ management is required.

A2.3 Clearing of native vegetation

The proposal does not require the clearing of native vegetation by ensuring.

A2.4 Landscape Management Plan

A landscape management plan is not required as the proposal achieves less than BAL 29 in its current condition.

A2.5 On Site Shelter (Safe building) – N/A

A2.4 Storage of hazardous, flammable and/or combustible materials – N/A

.

Element 3: Vehicular Access

A3.1 Public Roads

Public roads are existing and are assumed to meet the requirements as shown in Appendix B.3, Table 10 of the guidelines.

A3.2 Access Routes

The proposal has public road access to two suitable destinations in two different directions.

The first access route is through to Marmion Avenue via Botanic Blvd.
The second access route is through Marmion Avenue via Yanchep Beach Road.

A3.3a No-through Roads – Not applicable

All roads are through roads

A3.3b No-through Road Requirements – Not applicable

A3.4 Emergency Access Ways – Not applicable

A3.5 On-site Shelter – Not applicable

A3.6 Internal vehicular Access and Private Driveways – Not applicable

A3.7 Signage

Signage to be provided at main building exit advising of safe access route, where it travels to, distance to exit, which direction to head in case of a bushfire and how to access emergency information along with general information signs on what to do in the event of a bushfire.

Element 4: Water

A4.1 Water supply for residential habitable buildings

Water supply is via a reticulated system with hydrant connections provided in accordance with Water Corporation's Design Standard DS 63: Design and Construction Requirements for Water Reticulation Systems up to DN250. The hydrant is located along St Andrews Drive, approximately 33m from the proposed structure.

5 Implementation

The following tables set out the responsibilities of the developer(s), landowner(s) and local government for the initial implementation and ongoing maintenance associated with this proposal.

Management Action	Timing
Proponent/Landowner	
Update the BEP.	Prior to occupancy
Install Signage as required by this BMP	Prior to occupancy
Conduct training with all senior members onsite as per BEP	Prior to occupancy
Occupants	
Implement requirements of the BEP including establishing EMT and conducting reviews	Ongoing
Conduct annual and daily preparation as per requirements of BEP	Ongoing
Ensure all visitors are aware of Bushfire risk and evacuation procedures	Ongoing

5.1 Acknowledgement - Proponent

The proponent acknowledges the responsibilities as listed above and the requirement to ensure that should the land transfer to a new owner, that the new owner is aware of the BMP and their ongoing responsibility.

6 General References

Office of Bushfire Risk Management (OBRM). (2020). *Bushfire risk management (BRM) plan guidelines*. Retrieved October 2020.

Standards Australia. (2024). *AS 3959-2018 construction of buildings in bushfire-prone areas*. Sydney.

WA Department of Planning. (2016). *Visual guide for bushfire risk assessment in Western Australia*.

Water Corporation. (2018). *Design standard DS 63: Water reticulation standard design and construction requirements for water reticulation systems up to DN250 (Version 3, Revision 14)*. Water Corporation.

Western Australian Planning Commission. (2024). *State planning policy 3.7 Bushfire*. State of Western Australia.

Western Australian Planning Commission. (2024). *Planning for bushfire guidelines*. State of Western Australia.

7 Online references

Landgate. (2024). Map Viewer Plus. Government of Western Australia. Retrieved from https://map-viewer-plus.app.landgate.wa.gov.au/index.html

Office of Bushfire Risk Management (OBRM). (2024). Map of Bush Fire Prone Areas. Retrieved from https://maps.slip.wa.gov.au/landgate/bushfireprone/

WA Local Government Association (WALGA). Environmental Planning Tool. Retrieved from https://pbp.walga.asn.au/Tools/EnvironmentalPlanningTool.html

8 Acknowledgement of Country

We acknowledge the traditional custodians of the land on which we operate, the Noongar people. We pay our respects to their elders, past, present, and emerging, and recognise their enduring connection to the land and environment. As we conduct our bushfire management and reporting, we honour their legacy and their stewardship of our natural landscapes.

9 Appendices

Appendix A: Spatial Representation of proposed risk management measures (Next Page)

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Figure: 6 Spatial Representation of proposed risk management measures.

H Hydrant

Subject Lot

Indicative Building

NOTES

Asset Protection Zone (APZ)

APZ requirements:

The existing developed lots and golf course provide offset to the vegetation that acts as an AZP.

Water Supply

Water supply will be through reticulated water with hydrant connections provided in accordance with Water Corporation's No. 63 Water Reticulation Standard.

Access

The proposal is within a reticulated area, the speed limit on the road is 70km/h or less and all driveways are 70 metres long or less to the most distal part of the development. Therefore, there are no requirements.

The power dome is to be kept clear of vegetation.

Installation and upkeep of the asset protection zone, firebreaks, water supply and the driveway are the responsibility of the landowner. The measures listed above shall be implemented prior to the occupation of the dwelling and shall continue to be maintained in perpetuity.

Lot 1022 (#150) St Andrews Drive, Yanchep

08 9555 9444
BAL@bushfiresmart.com.au
Address: 71 Allnutt Street, Mandurah, 6210
Postal: PO Box 4160, Mandurah North, WA, 6210

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08 9555 9444
BAL@bushfiresmart.com.au
Address: 71 Allnutt Street, Mandurah, 6210
Postal: PO Box 4160, Mandurah North, WA, 6210

ATTACHMENT 5

ECOFORM
SUSTAINABILITY. ENERGY EFFICIENCY. BUSHFIRE

BUSHFIRE SMART

(08) 9555 9444
admin@ecoform.com.au
ecoform.com.au
71 Allnutt Street, Mandurah WA 6210

BUSHFIRE EMERGENCY PLAN

Prepared for: Proposed Child Care Facility.

At: 150 St Andrews Drive, Yanchep

Version: 1.0

Date: December 2024

To be reviewed annually.

This plan has been prepared having regard to AS3745-2010.

DOCUMENT CONTROL

Version	Date	Details	Undertaken by
1.0	06.12.24	Draft BEP	NP

Accredited Practitioner details:		
Name Nathan Peart	Signature	Company Details EcoForm

BPAD Bushfire Planning & Design Accredited Practitioner Level 3

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EMERGENCY MANAGEMENT TEAM

An Emergency Management Team (EMT) is to be established. The EMT is responsible for the development, documentation and review of this Emergency Evacuation Plan. The EMT is to include an accredited bushfire planning practitioner and the owner/operator of the facility.

NAME	ORGANISATION	CONTACT DETAILS

The EMERGENCY MANAGEMENT TEAM is:

- Responsible for ensuring the plan is promoted and available to appropriate persons.
- Responsible for nominating the key positions required as per responsibilities section of this plan and ensures the compliance of the facility with all bushfire safety measures.
- Responsible for maintaining the emergency plan and ensuring resources are provided for its implementation.

Bushfire Risk Analysis

Table 1 provides an assessment of the vulnerability of the development and location and extent of the bushfire hazard to understand how a bushfire may affect the facility and its occupants.

Table 1: Bushfire risk analysis

Bushfire risk element	Facility response	
Type of facility	Childcare	
Type of occupants	Youth/children	
Needs of occupants	Occupants are minors who may be unfamiliar with the area	
Health considerations	Potential for occupants to have a disability, asthma, anxiety or to be intoxicated	
Accessibility	Are there two different vehicle access routes that both connect to the public road network and provide access to two different destinations? ☐ Yes	
Quality of roads	The access roads are: Paved Well-maintained Dual-lane / Multi-lane Approximate width of access roads: 6 m or wider	
Bushfire prone vegetation adjacent to transport routes	The main evacuation route is through urban areas that has not bushfire prone vegetation alongside.	
Building condition / construction	The building is expected to be well maintained.	
Defendable space	The building will have an APZ by virtue if the managed urban area that surrounds the development.	
Overall likely bushfire impact	☒ Low	*The facility has the potential to house occupants who may require additional assistance during a bushfire event. The building is well-maintained and surrounded by extensive areas of managed grassland/cultivated gardens/lawns and is located a considerable distance from vegetation likely to be involved in a bushfire. The facility is serviced by more than one access route. The public road network is in good condition and relatively clear of vegetation meaning access and egress is unlikely to be restricted by a bushfire occurring in the wider area.*

Analysis of the bushfire risk assessment has determined that the Primary Action should be to Evacuate occupants early to another location (primary off-site refuge) away from the effects of a bushfire. However, in the event that there is insufficient time to conduct an evacuation, Shelter-in-place procedures are to be carried out as a last resort only.

Roles and responsibilities

Table 2 and Table 3 outline the people and organisations who are responsible for implementing the emergency procedures in the event of a bushfire.

Table 2: Roles and responsibilities

Position	Name of person	Phone number
TBC		

Table 3: Emergency contacts

Organisation	Office / contact	Information	Phone number / website
Local Fire Bridge	DFES Communications	Report a fire	000
Ambulance	Communications Centre	Report a medical emergency	000
Police	Communications Centre	Report other emergencies	000
Department of Fire and Emergency Services (DFES)	Communications Centre / website	Emergency warnings and incidents in local area	13 DFES (133 337) www.emergency.wa.gov.au
Department of Communities	Disaster Response Hotline	Evacuation centre and emergency management	1800 032 965.
Main Roads WA	Office / website	Road closures	138 138 www.mainroads.wa.gov.au
DFES State Emergency Service (SES)	Communications Centre	SES services	132 500

Bushfire preparation and awareness

Preparation

Preparation prior to and during the declared bushfire season is paramount to increasing a building and its occupants chance of surviving a bushfire event. The following provides a list of bushfire preparations that should be carried out within the facility prior to and during the bushfire season by the operator of the facility:

- ensure compliance with the annual Local Government Area Fuel Hazard Reduction and Firebreak Notice.
- ensure that this BEP is reviewed and updated annually
- practice evacuation and shelter-in-place procedures as outlined within this BEP
- ensure that an Evacuation Diagram is displayed within the facility and occupants are aware of the BEP
- test any firefighting equipment present within the facility (e.g. fire hose reels, sprinklers, smoke detectors)
- ensure compliance with Total Fire Bans.

Fire Danger Ratings

Fire Danger Ratings (FDRs) are issued by Department of Fire and Emergency Services (DFES) and provide advice about how dangerous a fire would be if one started on a particular day. An FDR of Catastrophic or Extreme means that a bushfire that starts is likely to be so intense that even well-prepared, well-constructed and actively defended homes may not survive. Under these conditions, DFES advice is to evacuate in the days or hours before a bushfire might threaten to increase the chances of survival.

Understanding the FDR categories and what they mean to the facility will help facility management to make decisions about what to do if a bushfire starts.

It is recommended that facilities with an overall risk rating of High or Extreme (from Table 1) plan to spend the day in a low bushfire risk location (such as a townsite) on days with a Catastrophic or Extreme FDR.
The FDR for your local area can be checked on the following websites:

- Emergency WA website (DFES): *https://www.emergency.wa.gov.au/#firedangerratings*
- Bureau of Meteorology website: *http://www.bom.gov.au/wa/forecasts/fire-danger.shtml*

CATASTROPHIC
For your survival, leave bushfire risk areas • If a fire starts and takes hold, lives are likely to be lost. • These are the most dangerous conditions for a fire. • It may be too late to make a bushfire plan. Prepare your emergency kit and choose where you will go and different ways to get there. • Stay safe by going to a safer location early in the morning or the night before. • Homes cannot withstand fires in these conditions. You may not be able to leave, and help may not be available.
EXTREME
Take action now • Fires will spread quickly and be extremely dangerous. These are dangerous fire conditions. • Put your bushfire plan into action. • If a fire starts, take immediate action. If you and your property are not prepared to the highest level, plan to leave early. • Avoid travel through bushfire risk areas.
HIGH
Be ready to act • Fires can be dangerous. There's a heightened risk. Be alert for fires in your area. • If a fire starts, your life and property may be at risk. • Leave bushfire risk areas if necessary.
MODERATE
Plan and prepare • Most fires can be controlled. • Stay up to date and be alert for fires in your area.

Emergency warnings

During a bushfire, DFES and the Department of Biodiversity, Conservation and Attractions (DBCA) will issue community alerts and warnings for bushfires that threaten lives and property.

The following warnings may be issued:

EMERGENCY WARNING
An out of control fire is approaching very fast. You are in danger as your area will be impacted by fire. You need to take immediate action to survive. Listen carefully as you will be advised whether you can leave the area or if you must shelter where you are as the fire burns through your area. An emergency warning may be supported with a siren sound called the Standard Emergency Warning Signal (SEWS). These factors should be reviewed on a regular basis as they may change at any time and without notice.
WATCH AND ACT
A fire is approaching and is out of control. Put your plan into action. If your plan is to leave, make sure you leave early. Only stay if you are mentally, physically and emotionally prepared to defend your property and you have all the right equipment.
ADVICE
A fire has started but there is no immediate danger. Stay alert and watch for signs of a fire.

Additional resources

Table 4 provides a list of publications that provide additional information relating to bushfire preparedness and awareness. It is recommended that facility management review these publications prior to and during the bushfire season.

Table 4: DFES preparation and awareness publications

Resource	Website
5 Minute Fire Chat online resource	*https://www.dfes.wa.gov.au/firechat/Pages/default.htm*
5 Minute Fire Chat publications	*https://www.dfes.wa.gov.au/safetyinformation/fire/bushfire/Pages/publications.aspx*
Bushfire Preparation Toolkit	*https://www.dfes.wa.gov.au/safetyinformation/fire/bushfire/BushfireManualsandGuides/DFES-Fire-Chat-Bushfire-Preparedness-Toolkit.pdf*

Pre-emptive procedures

Pre-emptive procedures are triggered:

- when occupants of the facility are made aware that there is a bushfire in the surrounding area with the potential to impact the facility (DFES 'Advice' alert)
- on days with a Fire Danger Rating of Very High, Severe or Extreme - DFES recommends that residents seek information and be ready to leave if a bushfire starts on these days
- on days with a Fire Danger Rating of Catastrophic - DFES considers that the only safe place in these conditions is away from bushfire risk areas.

Table 5 lists the stand-by procedures to be followed when the threat of a bushfire is not immediate.

Table 5: Stand-by procedures

TRIGGER: On becoming aware that there is a bushfire in the surrounding area (DFES 'Advice' alert) On days with a Fire Danger Rating of Very High, Severe, Extreme or Catastrophic	
Action	Person responsible
Consult State emergency Alerts and Warnings website, DFES phone (13 3337) and local ABC radio (*684 am, 1152 am*) for fire situation and updates	Facility manager and/ or occupants
Appoint one of the occupants as a person in charge and ensure that they have a mobile phone and are contactable	Facility manager and/ or occupants
Inform occupants of the fire situation and account for all occupants	Person in charge or delegate
Advise DFES (000) that the centre is operating as a tourist accommodation facility	Person in charge or delegate
Make arrangements for transportation for possible evacuation	Person in charge or delegate

Evacuation procedures (primary action)

Evaluation of the safety of occupants has determined that it would be safer for all persons to evacuate to a designated off-site refuge, if time permits.

On-site assembly point

An on-site assembly point is an area within the premise where facility occupants are to meet on becoming aware that there is a bushfire in the area and before carrying out evacuation procedures. The assembly point is to be clearly marked to identify its location to evacuees. The designated on-site assembly point is identified in Table 6.

Table 6: Designated on-site assembly points

Assembly point
Within the age appropriate activity area.

Off-site safe refuge areas

DFES and the Department of Communities will provide advice on the day as to the locations of the designated off-site safe refuge areas/welfare centres.

However it is recommended a reciprocal agreement is reached with a fellow child care centre or school to ensure an appropriate off site refuge.

Table 7: Designated off-site refuges

Primary off-site refuge	TBC
Address	
Nearest cross-street	
Travel distance and time	
Phone number	

Transportation arrangements

Table 8 details the transportation arrangements required for evacuation of the facility.

Table 8: Transportation arrangements

Transportation arrangements	
Number of vehicles required	To Suit 96 children + staff.
Type of vehicles	Private vehicles / bus charte
Special transport required	N/A
Time required to organise transport	TBC
Time required to evacuate to off-site refuge	TBC

Evacuation route

The Bushfire Evacuation Procedures diagram is displayed on the wall in the Foyer/Reception of the holiday home. The diagram depicts the safest evacuation route to the designated off-site refuge.

The primary evacuation route to <primary refuge TBC> is:

- Directions to be Confirmed

Safety considerations while driving:
If there is a lot of smoke:

- slow down as there could be people, vehicles and livestock on the road
- turn your car headlights and hazard lights on
- close the windows and outside vents
- if you can't see clearly, pull over and wait until the smoke clears.

If you become trapped by a fire:

- park the vehicle off the roadway where there is little vegetation, with the vehicle facing towards the oncoming fire front.
- turn the engine off.
- close the car doors, windows and outside vents.
- call 000.
- stay as close to the floor as possible and cover your mouth with a damp cloth to avoid inhalation of smoke. If smoke enters the vehicle, toxic fumes are released from the interior of the vehicle.
- stay covered in woollen blankets, continue to drink water and wait for assistance.
- stay in the car until the fire front has passed and do not open windows or doors. Once the front has passed and the temperature has dropped, cautiously exit the vehicle. Internal parts may still be extremely hot.

Evacuation procedures

Evacuation procedures are triggered:

- when an approaching bushfire threatens to impact the facility (DFES 'Watch and Act' alert)
- in the situation where little warning has been received in relation to an approaching bushfire but there is still time to conduct a safe evacuation
- when advised by emergency services personnel that evacuation is necessary.

Table 9 lists the evacuation procedures to be followed during an evacuation of the facility.

Table 9: Evacuation procedures

TRIGGERS:

- On becoming aware that an approaching bushfire threatens to impact the facility (DFES 'Watch and Act' alert)
- When little warning of an approaching bushfire has been received but there is still time to perform a safe evacuation
- When advised by emergency services that evacuation of the facility is necessary

Action	Person responsible
Move all occupants to the assembly area	Person in charge or delegate
Remain calm and explain evacuation procedures to occupants	Person in charge or delegate
Advise DFES (000) that the centre is operating as a tourist accommodation facility and is performing an evacuation (advise number of occupants and where they are going)	Person in charge or delegate
Arrange for vehicles to meet at designated assembly point to pick up evacuees	Person in charge or delegate
Ensure all doors and windows are closed and evaporative air conditioners turned off prior to leaving the facility	Person in charge or delegate
Notify fire brigade (000) if building is being impacted by fire	Person in charge or delegate
Contact refuge and inform them of impending arrival	Person in charge or delegate
All occupants to travel to the off-site refuge designated by local emergency services or as identified in this BEP in private vehicles and charted buses.	Individual occupants
Ensure all persons are accounted for as they leave the facility	Person in charge or delegate
Once at the refuge, move all persons inside and ensure everyone is accounted for and safe	Person in charge or delegate
Report any unaccounted or injured persons to emergency services (000)	Person in charge or delegate
Maintain situational awareness through State emergency Alerts and Warnings website, DFES phone (13 3337) and local ABC radio (*684 am*, *1152 am*)	Person in charge, delegate and individual occupants

Recovery procedures (evacuation)

Recovery procedures are triggered when emergency services have advised that the bushfire threat has passed and it is safe to return to the facility (DFES 'All Clear' alert). Table 10 lists the recovery procedures to be carried out during an evacuation of the facility.

Table 10: Recovery procedures

TRIGGER:

On being informed by emergency services that the bushfire threat has passed and it is safe to return to the facility (DFES 'All Clear' alert)

Action	Person responsible
Arrange for occupants to be moved back to the facility or to alternative accommodation	Person in charge or delegate
Ensure all occupants accounted for on return to facility	Person in charge or delegate
If the facility has been impacted by fire, ensure no persons re-enter the facility until emergency services have declared it as being safe	Person in charge or delegate

Shelter-in-place procedures (last resort action only)

Evaluation of the safety of occupants has determined that there is insufficient time to conduct a safe evacuation and it would be safer for all persons to shelter in a designated on-site refuge.

Shelter-in-place procedures may need to be carried out when a DFES 'Emergency Warning' has been issued for the location advising that it is no longer safe for occupants to evacuate and that you must shelter where you are.

Shelter-in-place procedures are to be carried out as a last resort only.

On-site refuge

An on-site refuge is a building within the property that is able to adequately accommodate all occupants ideally away from the effects of a bushfire.

The designated on-site refuge is identified in Table 11. The following criteria have been considered when choosing the most suitable on-site refuge:

- whether the building/room is situated away from the potential worst-case bushfire front and the possible effects of a bushfire
- whether the building/room has the capacity to house the maximum number of occupants
- whether the building/room has an easy escape route to the outside (e.g. door leading outside) and a water supply
- whether the building has been constructed to withstand bushfire attack and has an appropriate APZ.

Table 11: Designated on-site refuge

On-site refuge
Age appropriate activity area.

Shelter-in-place procedures

Shelter-in-place procedures are triggered:

- in the situation where a bushfire threatens to impact the facility imminently and there is no time to perform a safe evacuation, and/or
- when advised by emergency services or a DFES 'Emergency Warning' that sheltering in place is necessary.

Table 12 lists the procedures to be followed when sheltering-in-place is required as a last resort.

Table 12: Shelter-in-place procedures

TRIGGERS: • When a bushfire threatens to impact the facility imminently and there is no time to perform a safe evacuation • When advised by emergency services or a DFES 'Emergency Warning' that sheltering in place is necessary	
Action	Person responsible
Ensure all doors and windows are closed and evaporative air conditioners turned off	Person in charge or delegate
Remain calm and explain shelter-in-place procedures to occupants	Person in charge or delegate
Move occupants to designated on-site refuge	Person in charge or delegate
Ensure all persons are accounted for	Person in charge or delegate

TRIGGERS: • When a bushfire threatens to impact the facility imminently and there is no time to perform a safe evacuation • When advised by emergency services or a DFES 'Emergency Warning' that sheltering in place is necessary	
Action	Person responsible
Advise DFES (000) that the centre is operating as a childcare centre and occupants are sheltering-in-place (advise number of occupants and what room they are sheltering in)	Person in charge or delegate
Maintain situational awareness through State emergency Alerts and Warnings website, DFES phone (13 3337) and local ABC radio (*684 am*, *1152 am*)	Person in charge, delegate and individual occupants
Soak towels and rugs in water and lay them along the inside of external doorways. Soak woollen blankets and keep them available for protection against radiant heat. Take down curtains and push furniture away from windows.	Person in charge, delegate and / or individual occupants
Occupants to get down low to limit exposure to smoke and drink plenty of water to avoid becoming dehydrated.	Person in charge, delegate and individual occupants
Two persons to regularly inspect building exterior and roof cavity through the internal manhole (wearing suitable protective clothing - at a minimum long sleeves, trousers and leather boots) to identify embers and extinguish where possible	Person in charge or delegate
Stay in the building while the fire front is passing, if the building catches fire and conditions inside become unbearable, leave through the door furthest from the approaching fire and go to an area that has already burnt	Person in charge, delegate and / or individual occupants
Notify fire brigade (000) if building is being impacted by fire	Person in charge or delegate

Recovery procedures (shelter-in-place)

Recovery procedures are triggered when emergency services have advised that the bushfire threat has passed and it is safe to return to the facility (DFES 'All Clear' alert). Table 13 lists the recovery procedures to be carried out when sheltering-in-place.

Table 13: Recovery procedures

TRIGGER: On being informed by emergency services that the bushfire threat has passed (DFES 'All Clear' alert)	
Action	Person responsible
Inform emergency services that all occupants are safe and accounted for within refuge	Person in charge or delegate
If the facility has been impacted by fire, ensure no persons re-enter the facility until emergency services have declared it as being safe	Person in charge or delegate
Decision made to either reopen facility or remain as closed	Person in charge or delegate
Arrange for occupants to be relocated to alternative accommodation if facility remains closed	Person in charge or delegate

BUSHFIRE EMERGENCY EVACUATION PROCEDURES

ADDRESS:	150 St Andrews Drive, Yanchep
BUSINESS HOURS PHONE:	TBC
AFTER HOURS PHONE:	TBC

Notes:

EVACUATION PROCEDURE

Refer to **Bushfire Emergency Evacuation Plan** located within information book for full evacuation procedures.

- Move to the designated assembly point on becoming aware that a bushfire is in the surrounding area.
- Call **000** and advise that the centre is operating as a tourist accommodation facility.
- **Evacuate when**:
  - a bushfire threatens to impact the property (DFES 'watch and act' alert), or
  - little warning of approaching bushfire has been given but there is time to perform a safe evacuation, or
  - emergency services have advised that evacuation is necessary.
- **Shelter-in-place is to be used as a last resort only when:**
  - a bushfire threatens to impact imminently and there is no time to perform a safe evacuation, or
  - advised by emergency services that shelter-in-place is necessary.

Early evacuation is to be given the highest priority. Sheltering-in-place is to be carried out as a last resort only.

EVACUATION ROUTE

Evacuate to Childcare Centre or School (TBC)

Follow direction:

TBC

Follow instructions from the Emergency Services Incident Controller

Evacuation Map TBC

BUSHFIRE ASSEMBLY POINT & REFUGE AREAS

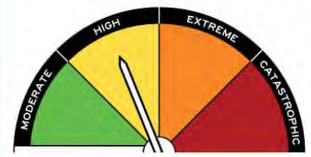
- Prior to evacuation, assemble at the designated bushfire assembly point
- Evacuate to <name of off-site refuge>, along <insert route> or to a location advised by emergency services.
- If it is too late to evacuate, the designated on-site refuge is <insert location> (to be used as a last resort only).

Refuge Map TBC

Bushfire Information and Updates:

DFES:	13 DFES (13 3337) www.emergency.wa.gov.au
Radio Updates:	*684 am (ABC South West)* *1152 am (ABC News)*
Fire Danger Ratings:	*www.dfes.wa.gov.au* *www.bom.gov.au*

The Australian Fire Danger Ratings (AFDRS) levels are:



MODERATE	Plan and prepare
HIGH	Be ready to act
EXTREME	**Take action now** to protect life and property
CATASTROPHIC	For your survival, **leave bushfire risk areas**

ATTACHMENT 6

Our Ref: D34920
Your Ref: DA2024/1598

[redacted]

Dear Ms Houden

RE: VULNERABLE CLASS 9 BUILDING – LOT 1022 (150) ST ANDREWS DRIVE, YANCHEP – PROPOSED CHILDCARE CENTRE – DEVELOPMENT APPLICATION

I refer to your email dated 9 December 2024 regarding the submission of a Bushfire Management Plan (BMP) (Version 1), prepared by Bushfire Smart and dated 6 December 2024, for the above development application. The BMP is accompanied by a report 'Development Application Lot 1022 (No. 150) St Andrews Drive, Yanchep' from the proponent dated 28 October 2024 for the development application.

The new *State Planning Policy 3.7 Bushfire* and associated *Planning for Bushfire Guidelines* were published on 24 September 2024 and became operational for applications lodged with decision makers from 18 November 2024. On this basis DFES has assessed the above application under the new planning framework.

It is the responsibility of the proponent to ensure the proposal complies with relevant planning and building requirements. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws.

Assessment

- Further clarification is required within the BMP of the requirements of SPP 3.7 and the supporting Guidelines as outlined in our assessment below.

1. Policy Measure 7.1 ii) (c) BAL assessment

Issue	Assessment	Action
Vegetation Classification	The BMP does not include any topographic contours, and the vegetation outputs do not include a slope. Without this information DFES cannot validate the inputs used for the BAL assessment.	Modification to the BMP is required.
Vegetation Exclusion	Evidence to support the exclusion of the golf course as managed to low threat in accordance with AS3959 is required. Specifically: • DFES notes that no photographs have been provided to ensure that all areas of the golf	Clarification required. The decision maker to be satisfied with the vegetation

	course are managed to low-threat. DFES notes that it does not appear that golf course would be classifiable, however the BMP should still provide evidence to validate the proposed exclusion. Alternatively, the vegetation should be classified as per AS3959, or the resultant BAL ratings may be inaccurate.	exclusions and vegetation management proposed.

2. Policy Measure 7.1 ii) (e) Compliance with the Bushfire Protection Criteria

Element	Assessment	Action
Siting & Design	**A2.1 – not demonstrated** The BAL ratings cannot be validated for the reasons outlined in the above table.	Modification to the BMP required.

3. AS3959 construction standards including clause 3.2.3 adjacent structures

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

4. Policy Measure 8 Vulnerable land uses

Issue	Assessment	Action
Bushfire Emergency Evacuation Plan (BEEP)	The referral has included a *'Bushfire Emergency Plan'* for the purposes of addressing the policy requirements. Consideration should be given to the Guidelines Section 8.3.1. This contains detail regarding what should be included in a BEP and will ensure the appropriate content is detailed when finalising the BEP to the satisfaction of the City.	Comment only.

Internal Referrals:

The proposal was referred to the Built Environment Branch who have provided the following comment:

As the proposed building is Class 9b, plans will need to be provided to DFES Built Environment Branch for assessment, as required by Regulation 18B of the Building Regulations 2012 (as amended). As the total floor area of the proposed building appears to exceed 500m^2, fire hydrant/hose coverage will be required. From the information provided, it is evident that hydrant coverage will not be achievable from street verge hydrants, therefore an on-site feed hydrant assembly meeting DFES Operational Requirements and AS2419 may be required."

Recommendation – compliance with acceptable solutions not demonstrated – modifications required

It is considered critical the bushfire management measures within the BMP are refined to ensure they are accurate and can be implemented to reduce the vulnerability of the development to bushfire. The proposed development has not demonstrated compliance with Element 2: Siting and Design.

If you require further information or wish to discuss the above, please do not hesitate to contact [redacted]

Yours sincerely

[redacted]

3 January 2025

ATTACHMENT 7

TRANSPORT IMPACT STATEMENT

Lot 1022 (No 150) St Andrews Drive,

Yanchep

February 2025

Rev D

kctt

PART OF Premise

HISTORY AND STATUS OF THE DOCUMENT

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
Rev A	29.07.2022	M Kleyweg	M Kleyweg	29.07.2022	Issued for Review
Rev B	1.08.2023	M Kleyweg	M Kleyweg	2.08.2023	Proposed layout amended
Rev C	6.10.2023	M Kleyweg	M Kleyweg	6.10.2023	Proposed layout amended
Rev D	18.02.2025	M Kleyweg	M Kleyweg	18.02.2025	Proposed layout amended

DISTRIBUTION OF COPIES

Revision	Date of issue	Quantity	Issued to
Rev A	29.07.2022	1 (PDF)	Joe Germano (Germano Designs)
Rev B	2.08.2023	1 (PDF)	Joe Germano (Germano Designs)
Rev C	6.10.2023	1 (PDF)	Carlo Famiano (Town Planning) Joe Germano (Germano Designs)
Rev D	18.02.2025	1 (PDF)	Carlo Famiano (Town Planning) Joe Germano (Germano Designs) Michael Knowles (MAC Group Pty Ltd)

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Appendix 1 - The layout of the proposed development
Appendix 2 - Transport Planning and Traffic Plans
Appendix 3 - Vehicle Turning Circle Plans

1. Executive Summary

Site Context

- The subject site is currently an unoccupied landholding. Proponent is looking to construct a childcare centre with capacity for a maximum of 92 children at a time and 15 staff members.

- The proposed development fronts St Andrews Drive to the west and proposes one vehicular access/egress point. Proposed development plans are enclosed in Appendix 1 for clarity.

Technical Findings

- The navigability of the proposed parking area was checked with a B99 Passenger vehicle (5.2m), B85 Passenger Vehicle (4.91m) and a Medium Rigid Vehicle (8.8m) in 2 variations (with 9m and 12.5m curb to curb turning radius). The analysis did not reveal any potential issues. Refer to Appendix 3 for the vehicle swept paths drawings.

- KCTT (Part of Premise) believe that a childcare centre does not require a dedicated delivery bay, since all deliveries can be conducted outside of peak hours of operation when all drop-off parking bays will be empty.

- A waste vehicle can approach and depart the site in a forward motion outside the development's peak hours, utilising the bays marked in yellow on plans S40 and S41 enclosed in Appendix 3 for clarity.

Relationship with Policies

- The plans for the proposed development show a total of 23 car parking bays on site, inclusive of 1 ACROD, 10 tandem bays (2x5) for staff members and 12 standard car parking bays. Additionally, 3 car bays are provided in verge, raising the total number of parking bays to 26.

  In accordance with the Local Planning Policy 2.3 a total of 29 parking bays are required, thereby resulting in a shortfall of 3 parking bays. However, KCTT (Part of Premise) believes that the childcare centre's pick up / drop off function can be effectively catered for and that would not negatively impact the surrounding area. This is elaborated in more detail in Section 2.7 of this report.

- The plans for the proposed development show a provision of 4 bicycle parking racks, which exceeds the requirement of 1 long stay bicycle bay for childcare centre in accordance with the Austroads' Guide to Engineering Practice Part 14: Bicycles.

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

Conclusion

- With the additional 273 daily vehicular trips, 75 vehicle trips in the AM peak and 74 vehicle trips in the PM peak the proposed development would have a moderate impact on the surrounding road network, per WAPC classification.

  KCTT (Part of Premise) believe surrounding road network can accommodate additional traffic from the proposed development. In summary, the proposed development will not have a negative impact on the surrounding road network.

2. Transport Impact Statement

Germano Designs engaged KCTT (Part of Premise) on behalf of the client to prepare a TIS for the proposed childcare centre at Lot 1022 (No 150) St Andrews Drive, Yanchep.

This report will primarily address the level impact of the proposed development and the requirements for integration of the proposed development with the surroundings, namely the existing and planned immediate road network.

2.1 Location

Lot Number	1022
Street Number	150
Road Name	St Andrews Drive
Suburb	Yanchep
Description of Site	The subject site is currently an unoccupied landholding. Proponent is looking to construct a childcare centre with capacity for a maximum of 92 children at a time and 15 staff members. The proposed development fronts St Andrews Drive to the west and proposes 1 vehicular access/egress point. Proposed development plans are enclosed in Appendix 1 for clarity.

2.2 Technical Literature Used

Local Government Authority	City of Wanneroo
Type of Development	Childcare Centre - Individual Development
Are the R-Codes referenced?	NO
Is the NSW RTA Guide to Traffic Generating Developments Version 2.2 October 2002 (referenced to determine trip generation / attraction rates for various land uses) referenced?	YES
Which WAPC Transport Impact Assessment Guideline should be referenced?	Volume 4 - Individual Developments
Are there applicable LGA schemes for this type of development?	YES
If YES, Nominate:	
Name and Number of Scheme	District Planning Scheme No. 2 (Updated to include AMD 172 GG 05/05/2023)
Are Austroads documents referenced?	YES
Is the Perth Transport Plan for 3.5 million and Beyond referenced?	NO

2.3 Land Uses

Are there any existing Land Uses	NO
Proposed Land Uses	
How many types of land uses are proposed?	One (1)
Nominate land use type and yield	Childcare Centre - 92 children - 15 staff members
Are the proposed land uses complementary with the surrounding land-uses?	Subject lot is designated as ''Residential – R40'' in the City of Wanneroo's District Planning Scheme No 2. Proposed land use – childcare is identified as 'D' use with the following meaning ''A use class that is not permitted, unless the local government grants its approval after following the procedures laid down by subclause 6.2.2;''

2.4 Local Road Network Information

How many roads front the subject site?	One (1)

Name of Roads Fronting Subject Site / Road Classification and Description:

Road Name	**St Andrews Drive**
Number of Lanes	two way, one lane per direction, divided
Road Reservation Width	App.25m
Road Pavement Width	App.10m
Classification	Local Distributor
Speed Limit	50kph or State Limit
Bus Route	NO
If YES Nominate Bus Routes	-
On-street parking	NO

2.5 Traffic Volumes

Are traffic volumes available on Main Roads WA website?	NO
Are traffic volumes provided by the Local Government?	The nearest available traffic volume data from the City of Wanneroo was collected approximately 1 km south of the subject site. Please refer to the following table for more details.

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH)				Date of Traffic Count
			AM Peak Time	AM Peak VPH	PM Peak Time	PM Peak VPH	
St Andrews Drive	North of Troon Court	2,337	08:00–252		14:00–225		Feb 2024

2.6 Vehicular Crash Information

Is Crash Data Available on Main Roads WA website?	NO
Nominate analysed survey locations:	
Location 1	St Andrews Dr (SLK 1.31 – 1.59)
Location 2	Intersection of St Andrews Drive & Birnam Court
Period of crash data collection	01/01/2019 - 31/12/2024
Comment	No crashes were reported at the above locations in the stated 5-year period.

2.7 Vehicular Parking

Local Government	City of Wanneroo
Local Government Document Utilised	City of Wanneroo's District Planning Scheme No 2 Local Planning Policy 2.3: Child Care Centres

Description of Parking Requirements in accordance with nominated documents:

City of Wanneroo's District Planning Scheme No 2 states the following:

' ' CAR PARKING STANDARDS

16.1 The number of on-site car parking bays to be provided for specified development shall be in accordance with Schedule 11. Where development is not specified in Schedule 11 the local government shall determine the parking standard. The local government may also determine that a general car parking standard shall apply irrespective of the development proposed in cases where it considers this to be appropriate.
16.2 The design of off-street parking areas including parking for disabled shall be in accordance with Australian Standards AS2890.1 or AS2890.2 as amended from time to time. Car parking areas shall be constructed, marked, drained and thereafter maintained to the satisfaction of the local government.

SCHEDULE 11 – CAR PARKING STANDARDS

- *Childcare premises - Per local planning policy but not less than 5"*

Car parking requirements prescribed within Local Planning Policy 2.3: Child Care Centres are as follows:

' 'Parking is to be provided on site at a rate of one parking bay for each staff member, in addition to the required number of bays as outlined in the table below"

children	***Car bays required***
25 or less	*5*
26-30	*6*
31-38	*7*
39-46	*8*
47-54	*9*
55 or more	***9 bays plus 1 per 8 children accommodated in excess of 54***

' 'This policy has been prepared under Schedule 2, Part 2 of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 and is to be read in conjunction with the City of Wanneroo's (the City) District Planning Scheme No. 2 (DPS 2)."

Calculation of Parking (in accordance with Local Planning Policy 2.3: Child Care Centres)

Land Use	Requirements	Yield	Total Parking
Childcare Centre	*one parking bay for each staff member*	15 staff	15
	9 bays plus 1 per 8 children accommodated in excess of 54	92 children	14 (9 + 4.75)
		Total Car Parking Requirement	**29**
		Total Volume of Parking Provided by Proponent	**26**
		Inclusive of:	*23 car bays on site* *3 bays on verge*

Justification

The plans for the proposed development show a total of 23 car parking bays on site, inclusive of 1 ACROD, 10 tandem bays (2x5) , 1 small bay dedicated for staff members only and 11 standard car parking bays. Additionally, 3 car bays are provided in verge, raising the total number of parking bays to 26.

In accordance with the Local Planning Policy 2.3 a total of 29 parking bays are required, thereby resulting in a shortfall of 3 parking bays. However, given the nature of the proposed land uses and site context, the following points inform KCTT (Part of Premise)'s opinion that the proposed parking can meet the development requirements:

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

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

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

The following tables were derived through many years of practice and research in this field that our office completed. We have worked with several established childcare providers who have provided sign-in data for a full week. The percentages outlined below have emerged as the current average arrival/departure pattern. As per our transport impact assessment, the estimated average dwell time is 10 minutes, which is significantly higher than the dwell time suggested by NSW RTA Guide to Traffic Generating Developments.

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

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

The table below was developed on the following assumptions:

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

Sign-in Time	Extracted Arrival Percentages (of the maximum number of children)	Expected Number of Children Signing In	Parking demand (assumed dwell time 10 minutes per vehicle)
07:00 - 07:30	13.97%	13	5
07:30 - 08:30	**40.55%**	**37**	**7**
08:30 - 09:30	30.68%	28	5
09:30 - 10:30	7.67%	7	2
After 10:30	1.37%	1	1
Total:	94.25%	87 children (94.25% capacity)	

Sign-Out Time	Extracted Arrival Percentages (of the maximum number of children)	Expected Number of Children Signing Out	Parking demand (assumed dwell time 10 minutes per vehicle)
Before 13:30	0.55%	1	1
13:30 - 14:30	1.92%	2	1
14:30 - 15:30	11.23%	10	2
15:30 - 16:30	24.93%	23	4
16:30 - 17:30	**45.21%**	**42**	**7**
17:30 - 18:30	10.41%	10	2
Total:	**94.25%**	**87 children (92 children – 100% capacity)**	

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

- **Staff arrival and presence on site**

Based on our prior experience with similar projects and the available data on staff arrival and attendance patterns, Premise anticipates that the assumed 15 staff members of the subject development will work in shifts, as shown in the following table.

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

Note – Abbreviations in the table above:

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

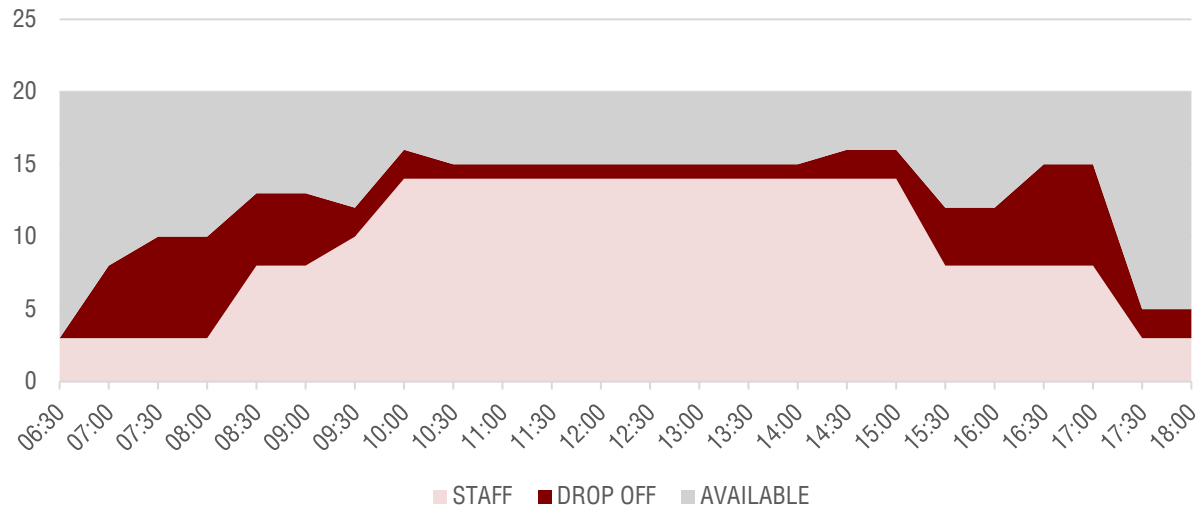
Therefore, it can be concluded that up to 14 staff members may be present on-site at any given time. However, during peak drop-off and pick-up periods (07:00-09:00 and 16:00-18:00), a maximum of 8 staff members would be on the premises.

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

Considering all the points mentioned above, Premise believes that the actual car parking requirement for the subject childcare centre is lower than the anticipated parking demand.

The table and graph below clearly demonstrate that the on-site car parking provision is sufficient to accommodate parking requirements throughout the full operational hours of the subject development. During the peak period from 16:30 to 17:30, at least 4 car parking bays are expected to be available at peak demand time.

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



Have Vehicle Swept Paths been checked for Parking? YES

The navigability of the proposed parking area was checked with a B99 Passenger vehicle (5.2m), B85 Passenger Vehicle (4.91m) and a Medium Rigid Vehicle (8.8m) in 2 variations (with 9m and 12.5m curb to curb turning radius). The analysis did not reveal any potential issues. Refer to Appendix 3 for the vehicle swept paths drawings.

2.8 Compliance with AS2890.1:2004 and AS2890.6

Number of Parking Bays on-site: 23

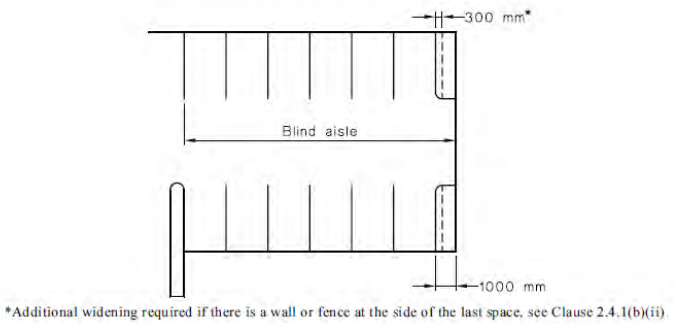
Are Austroads documents referenced? YES
If YES, Nominate:
- Australian/New Zealand Standard, Parking facilities, Part 1: Off-street car parking - Originated as AS 2890.1—1986.
- Australian/New Zealand Standard, Parking facilities, Part 6: Off-street parking for people with disabilities - Originated as AS2890.6

Proposed development User Class: User Class 1A (Residential, domestic and employee parking)
User Class 3 (visitors' parking)
User Class 4

Parking Bay Type	AS2890.1:2004 Off-street car parking AS2890.6 Off-street parking for people with disabilities					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A)	5.4m	5.5m	2.4m	2.5m	5.8m	6.4m
All bays at 90° (User Class 3)	5.4m	5.5m	2.6m	2.5m	5.8m	6.4m
ACROD Parking	5.4m	5.5m	2.4m–ACROD 2.4m–shared space	2.5m–ACROD 2.5m–shared space	5.8m	6.4m

Name the other requirements in the AS2890.1:2004 document.

''At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence.
In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards.''



*Additional widening required if there is a wall or fence at the side of the last space, see Clause 2.4.1(b)(ii)

DIMENSIONS IN MILLIMETRES

FIGURE 2.3 BLIND AISLE EXTENSION

KCTT (Part of Premise) comment:

Single-sided aisles	Not increased by 300 mm
Blind aisle	Extended by a minimum of 1 m
Reversing bay	Provided as shown on the layout plans enclosed in Appendix 1.

Does the parking area meet the requirements set in AS2890.1:2004?	KCTT (Part of Premise) reviewed the proposed development layout and concluded that dimensions of all car parking bays and aisle width generally comply with the Australian Standard AS/NZS 2890.1/2004. The width of the parking bays for visitors' is below standard for User Class 3 but in line with Class 2 and having in mind the increased width of the aisle, KCTT (Part of Premise) believe this could adequately serve proposed land use.
Does the parking area meet the requirements set in AS2890.6?	YES

2.9 Compliance with AS 2890.5—1993 for on-street parking bays

Number of Parking Bays on-site	3 on-street bays on St Andrews Drive
Are regulatory documents referenced?	YES
If YES, Nominate:	AS 2890.5—1993, Parking facilities, Part 5: On–street parking

AS 2890.5—1993 requirement		Proposed
Parking Bay Width	For cars and light commercial vehicles, normal conditions - 2.3m	2.5m
Parking Bay Length	**Length of intermediate space**—6.0 m to 6.7 m, depending on parking turnover and traffic volume (see Note 3) *Note 3 - Where parking turnover is high and vehicles backing into parking spaces cannot be readily tolerated, increased space lengths, up to 8 m, should be considered.*	-
	Length of end space which is obstructed at one end by a kerb or barrier—6.3 m or length Z of adjacent space, whichever is the greater	6.5m

Name the other requirements in the AS2890.1:2004 document.	*'' Roadway width limitations for parallel parking* *Width limitations which should be observed when determining the type of parking appropriate in a particular case, are as follows:* *(a) Parallel parking Under low speed urban conditions, i.e. traffic speeds past the site generally not exceeding 60 km/h, the width from kerb to left-hand edge of the nearest moving traffic lane that should be provided is the parking space width from Table 2.1, plus 0.5 m clearance. This clearance should be increased by 1.0 m for each 10 km/h by which traffic speeds exceed 60 km/h, up to a maximum of 3.0 m.''* Having in mind St Andrews Drive has a speed limit of 50kph and carriageway width of 10m for one-lane two-way traffic; there are no limitations for introducing parallel parking.
Does the parking area meet the requirements set in AS 2890.5—1993?	KCTT (Part of Premise) reviewed the proposed street parking bays and concluded that all car parking bays' dimensions comply with the Australian Standard AS 2890.5—1993.

2.10 Bicycle Parking

Local Government	City of Wanneroo
Reference Document Utilised	• District Planning Scheme No. 2 • Austroads' Guide to Engineering Practice Part 14: Bicycles

Description of Parking Requirements in accordance with Scheme:

" Bicycle Parking and End of Trip Facilities

18.1 The local government may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial developments and other employment centres in accordance with Austroads' Guide to Engineering Practice Part 14: Bicycles."

Austroads' Guide to Engineering Practice Part 14: Bicycles has been replaced by Guide to Traffic Management Part 11: Parking, therefore KCTT (Part of Premise) have referenced the latter document:

" Child day care centre: Bicycles (long-stay) -1 space"

Total Volume of Bicycle Parking Provided by Proponent	4 bicycle parking racks

Justification

The plans for the proposed development show a provision of 4 bicycle parking racks, which exceeds the requirement of 1 long stay bicycle bay for childcare centre in accordance with the Austroads' Guide to Engineering Practice Part 14: Bicycles.

2.11 ACROD Parking

Class of Building	Class 9b (Child Care Centre);
Does this building class require specific provision of ACROD Parking?	YES
Reference Document Utilised	Building Code of Australia

Description of Parking Requirements:
Class 9b — 1 space for every 100 carparking spaces or part thereof

Parking Requirement in accordance with regulatory documents

Land Use	Requirements	Yield	Total Parking
Childcare	*1 space for every 100 carparking spaces or part thereof*	23	1
	Total Volume of ACROD Parking Required		**1**

Total Volume of ACROD Parking Provided by Proponent	1

Justification

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

2.12 Delivery and Service Vehicles

Guideline Document used as reference	NSW RTA Guide to Traffic Generating Developments
Requirements	
Other uses - 1 space per 2,000m2	

Parking Requirement in accordance with regulatory documents

Land Use	Minimum Requirements	Yield	Total Parking
Childcare	*1 space per 2,000m2*	<2,000m^2	1
	Total Volume of Service and Delivery Parking Required		1

Justification

The above requirements are only stated as a guide. KCTT (Part of Premise) believe that a childcare centre does not require a specific bay, since all deliveries can be conducted outside of peak hours of operation when all drop-off parking bays will be empty.

A waste vehicle can approach and depart the site in a forward motion outside the development's peak hours, utilising the bays marked in yellow on plans S40 and S41 enclosed in Appendix 3 for clarity. This operation is exemplified using a Medium Rigid Vehicle (8.8m) in 2 variations (with 9m and 12.5m curb to curb turning radius).

2.13 Calculation of Development Generated / Attracted Trips

What are the likely hours of operation?	Child Care Centre – 07:00-19:00
What are the likely peak hours of operation?	07:00 - 08:00 and 16:00 - 17:00
Do the development generated peaks coincide with existing road network peaks?	YES
If YES, Which:	Both
Guideline Document Used	**NSW Guide to Transport Impact Assessment**
Rates from above document:	• Daily = 2.97 vehicle trips/licensed child places • AM peak hour = 0.81 vehicle trips/licensed child places • PM peak hour = 0.80 vehicle trips/licensed child places
Does the site have existing trip generation / attraction?	NO

Land Use Type	Rate above	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
				AM	PM
Child Care	*Daily = 2.97 vehicle trips/licensed child places* *AM peak hour = 0.81 vehicle trips/child* *PM peak hour = 0.80 vehicle trips/ child*	92 children 15 staff	273	75	74
Total Traffic impact of the proposed development (A):			**273**	**75**	**74**

What is the total impact of the new proposed development?	With the additional 273 daily vehicular trips, 75 vehicle trips in the AM peak and 74 vehicle trips in the PM peak the proposed development would have a moderate impact on the surrounding road network, per WAPC classification. KCTT (Part of Premise) believe surrounding road network can successfully accommodate additional traffic from the proposed development.

2.14 Traffic Flow Distribution

How many routes are available for access / egress to the site?	Two main routes as follows
Route 1 / Movement 1	
Provide details for Route No 1	From/to the south via St Andrews Drive
Percentage of Vehicular Movements via Route No 1	90%
Route 2 / Movement 2	
Provide details for Route No 2	From/to the north via St Andrews Drive
Percentage of Vehicular Movements via Route No 2	10%

For more detailed plans of the estimated vehicular traffic volumes and distribution, please refer to the plans provided in Appendix 2.

2.15 Vehicle Crossover Requirements

Are vehicle crossovers required onto existing road networks?	YES
How many existing crossovers?	None
How many proposed crossovers?	One

If there are greater numbers of new crossovers, than existing, provide justification:
An access to the road network via crossover must be provided for each development.

How close are proposed crossovers to existing intersections?	Approximately 20m
Does this meet existing standards?	YES

Justification

According to AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking the user class of the access point is: User Class 1 - Employee and commuter parking Proposed development plans indicate a total of 23 parking bays on site and 1 crossover.

This crossover serves less than 25 parking bays from a local road, making it a ''Category 1 driveway''

TABLE 3.1

SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

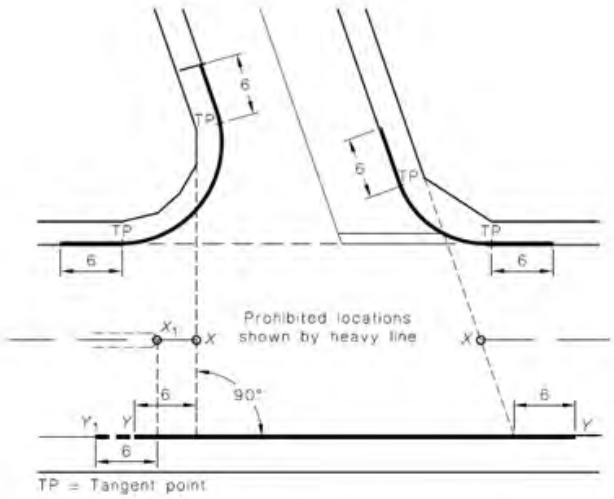
NOTES:

1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.

2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

Therefore, the following requirements from AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking apply:

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



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

As shown on the layout for the proposed development in Appendix 1, the proposed crossover is not located in any of the areas shown by heavy lines and therefore complies with the AS/NZS 2890.1:2004 requirements.

2.16 Pedestrian Safety

Are sight distances adequate for pedestrian safety? YES

Justification

There is more than 4.7m distance between the edge of the fence and the edge of the pedestrian path. Given the position of the rear-view mirror and wing mirrors on the vehicle - the driver would be able to see the pedestrian well before any part of the vehicle encroaches the footpath. Also, any pedestrian on the path would have more than enough sight line to see the egressing vehicle. Pedestrians walking along the verge would be an absolute minority and limited to delivery people (post is distributed in motorised vehicles in general).

Clearance between the path and the fence (>4.7m) is more than sufficient for the pedestrian to clearly see and hear the vehicle leaving the driveway and to adjust their behaviour.

In addition, MRWA data base do not have any records of any incident along St Andres Drive occurring within last 5 years.

2.17 Public Transport Accessibility

How many bus routes are within 400 metres of the subject site? One

How many rail routes are within 800 metres of the subject site? One

Bus /Rail Route	Description	Peak Frequency	Off-Peak Frequency
496	Eglinton Station - Yanchep Station via Marmion Avenue & St Andrews Drive	20 minutes	60 minutes on Saturday, Sunday and Public Holidays
Yanchep Line*	All Stops : Elizabeth Quay – Perth - Underground – Leederville – Glendalough - Stirling - Warwick – Greenwood - Whitfords - Edgewater - Joondalup Currambine - Clarkson - Butler - Alkimos Eglinton - Yanchep	10 minutes	15 minutes on Saturday, Sunday and Public Holidays

*Note * - The Yanchep Line is a key suburban railway in Perth, Western Australia, providing a direct connection between the central business district and the northern suburbs, including Yanchep in the City of Wanneroo. Spanning 54.5 kilometers with sixteen stations, it extends from Butler to Yanchep as part of the METRONET Yanchep Rail Extension Project, completed on July 14, 2024. This extension introduced three new stations, Alkimos, Eglinton, and Yanchep, enhancing transport accessibility for the growing northern corridor. The project improves connectivity, reduces travel times, and decreases reliance on road transport by offering a direct rail link to key metropolitan destinations.*

Is the development in a Greenfields area? YES

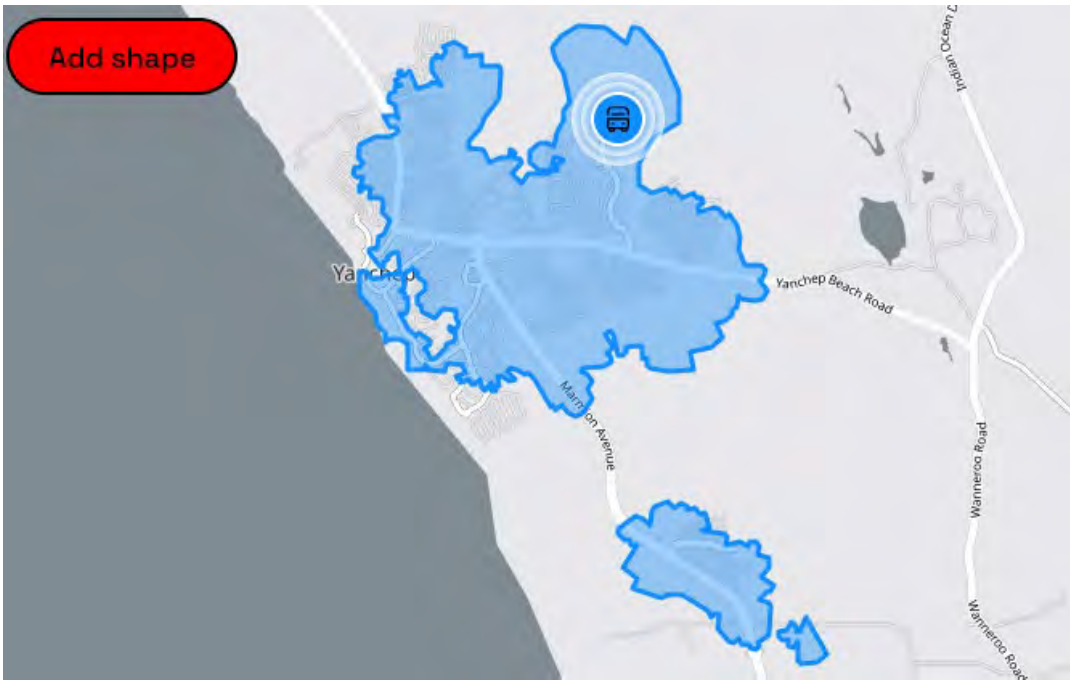


Figure 1 - 30min public transport catchment (app.traveltime.com)

2.18 Pedestrian Infrastructure

Does the site have existing pedestrian facilities	YES
Does the site propose to improve pedestrian facilities?	YES

If YES, describe the measures proposed.

The proposed walkway and covered entry veranda allow the pedestrian connection of the existing pedestrian path on St Andrews Drive and pedestrian entrances of the proposed facility.

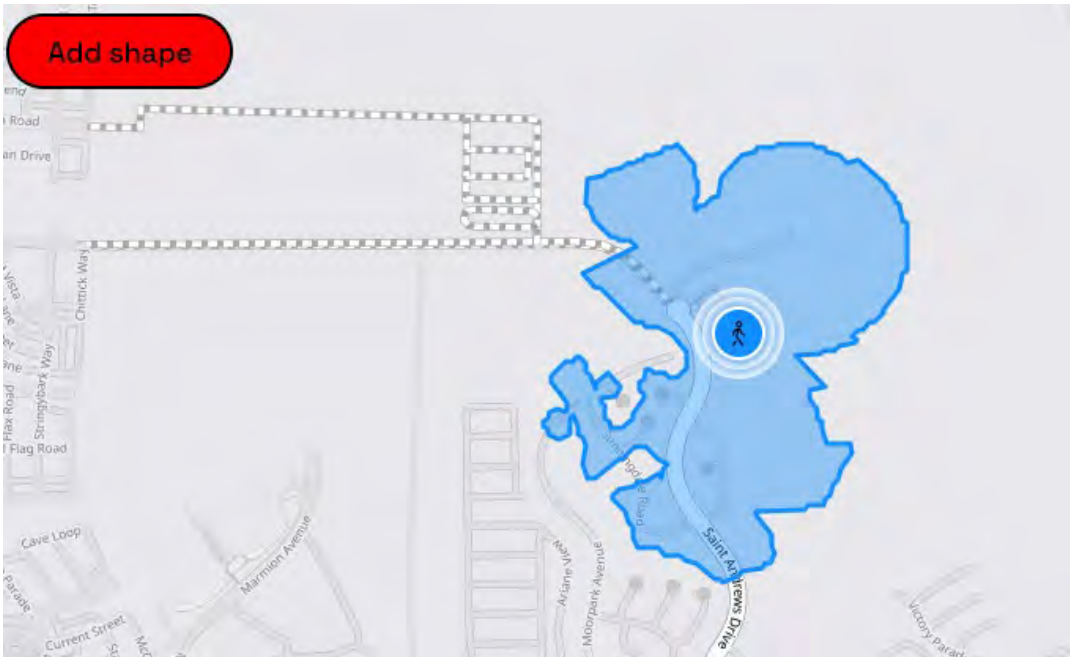


Figure 2 - 10min walking catchment (app.traveltime.com)

2.19 Cyclist Infrastructure

Are there any PBN Routes within an 800m radius of the subject site? NO

Although there are no bike routes classified by the Department of Transport, the area surrounding the subject site could be consider as very cycling friendly and provides good connectivity through the area.

Are there any PBN Routes within a 400m radius of the subject site? NO

Does the site have existing cyclist facilities? NO

Does the site propose to improve cyclist facilities? YES

If YES, describe the measures proposed.

The plans for the proposed development show a provision of 4 bicycle parking racks

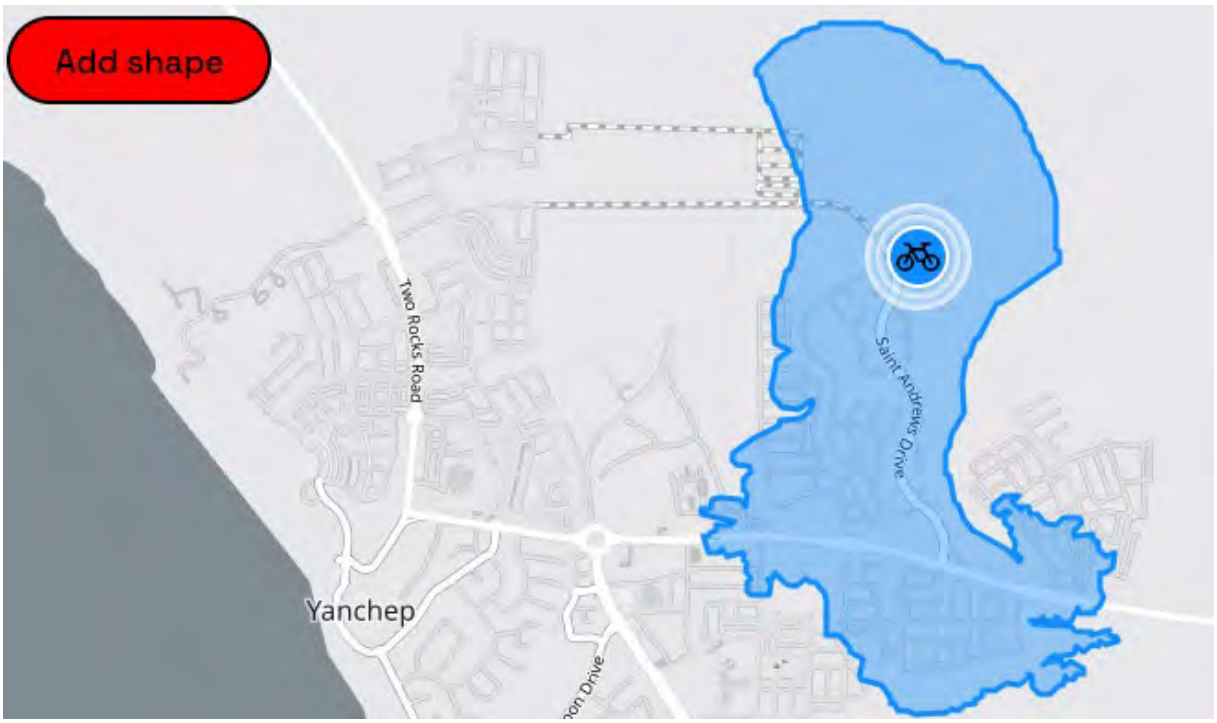


Figure 3 - 15min cycling catchment (app.traveltime.com)

2.20 Site-Specific Issues and Proposed Remedial Measures

How many site-specific issues need to be discussed? One

Site-Specific Issue No 1	**Parking provision**
Remedial Measure / Response	The proposed car parking has a statutory shortfall of 3 bays. The childcare centre's pick up / drop off function can be effectively catered for and that would not negatively impact the surrounding area. This is elaborated in more detail in Section 2.7 of this report.

Appendix 1

The Layout of the Proposed Development

MAC HOMES

Address:Lot 1020 (#150) St Andrews Drive, YANCHEP

Childcare Centre

Job Number: 21109

Drawing No	Description
01	Cover Sheet
02	3D
03	Existing Site Survey
04	Site Plan
05	Context Plan
06	Floor Plan
07	Elevations
08	Roof Plan



GERMANO DESIGNS

Unit: 3/1 Mulgul Road, Malaga W.A 6090 (08) 9248 8392 germanodesigns.com.au

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Revision	Description	Date
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009	Planner Comments	10.10.23
008	Hydraulic	23.08.23
007	Planning Drawings	31.07.23
006	Sketch	29.07.22
005	Sketch	24.02.22
004	Sketch	22.02.22
003	Sketch	11.02.22
002	Sketch	20.01.22

Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
3D

Scale:	Sheet Size:
1:3.57	A1
Project No:	**Revision Number:**
21109	9.00

Drawing No.:
02 of 08

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ROSS McLOUGHLIN
CONSULTING SURVEYOR
JOONDALUP: UNIT 1, 9 MERCER LANE
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MOBILE 0419 255 999
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LOT 1020 (No.150) ST ANDREWS DRIVE - YANCHEP

SITE PLAN - STRATA LOT 9

SCALE: 1:200 @ A1 SIZE	LOCAL AUTHORITY: CITY OF WANNEROO	SURVEYOR: RAM	
DATE: 24.7.2019	PLAN: LOT 9 ON STRATA PLAN 70720	DRAWN: RAM	
DATUM: AHD	AREA: 4138m 2	SDR FILE: YP5	

CHECK CERTIFICATE OF TITLE FOR EASEMENTS, RESTRICTIVE COVENANTS, ETC.

THIS SURVEY DOES NOT GUARANTEE THE CORRECT POSITION OF BOUNDARY PEGS OR FENCES.

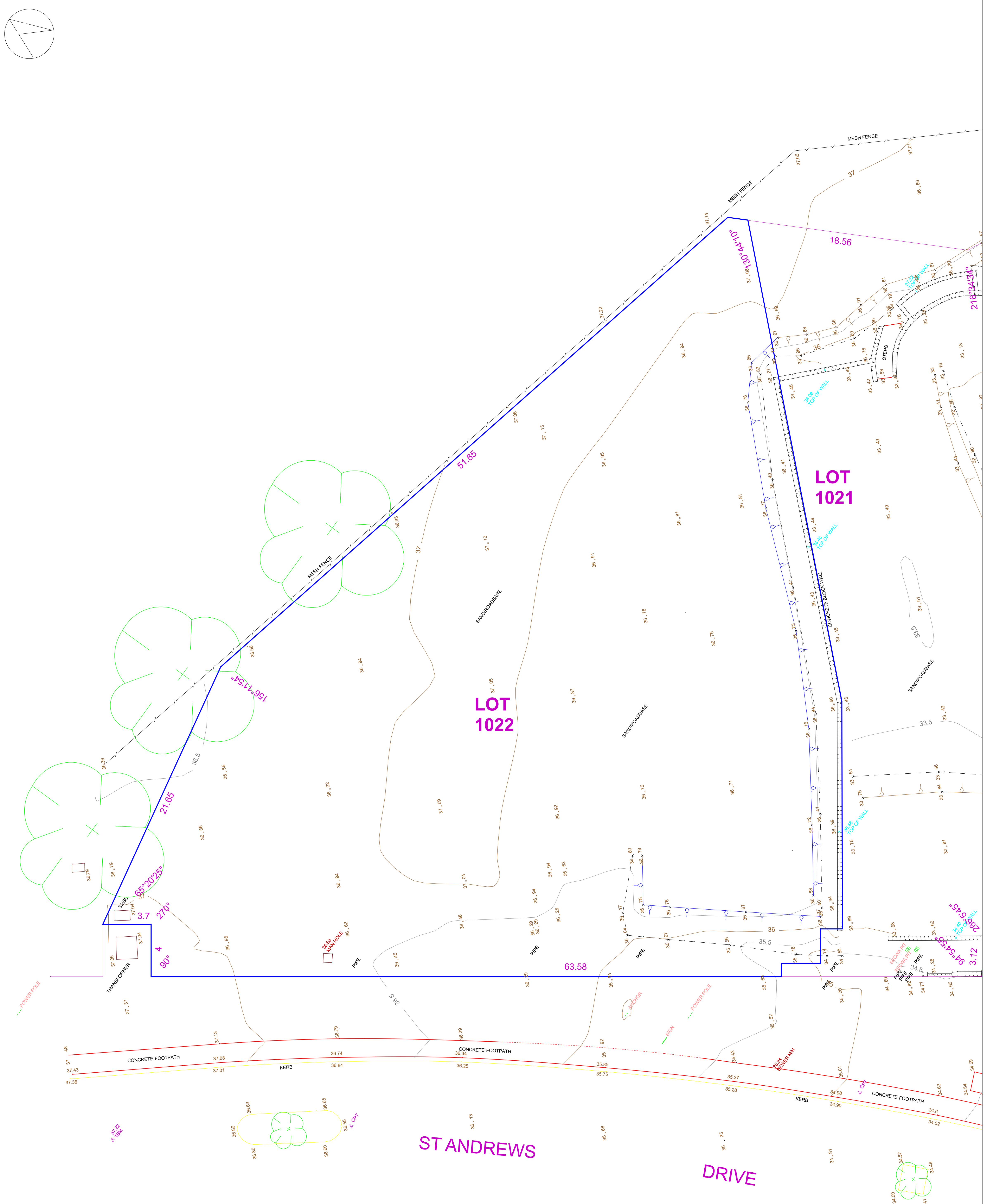
ALL FEATURES AND BUILDING POSTIONS ARE APPROXIMATE ONLY,AS THEY HAVE BEEN POSITIONED FROM MEASUREMENTS TAKEN FROM EXISTING PEGS, FENCES AND WALLS.

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CADASTRAL BOUNDARY DIMENSIONS SHOWN HAVE BEEN OBTAINED FROM SURVEY PLANS AND ARE SUBJECT TO FIELD SURVEY.

A BOUNDARY RE-ESTABLISHMENT SURVEY IS RECOMMENDED PRIOR TO UNDERTAKING ANY SITE WORKS OR CONSTRUCTION.







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003	Sketch	11.02.22
002	Sketch	20.01.22

Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
Existing Site Survey

Scale:	Sheet Size:
1:200	A1
Project No: 21109	Revision Number: 9.00

Drawing No.:
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LANCELIN: 4 SALVAIRE CRESCENT
MOBILE 0419 255 999
EMAIL rossmac@iinet.net.au

LOT 1020 (No.150) ST ANDREWS DRIVE - YANCHEP

SITE PLAN - STRATA LOT 9

SCALE:	1:200 @ A1 SIZE	LOCAL AUTHORITY: CITY OF WANNEROO	SURVEYOR: RAM
DATE:	24.7.2019	PLAN: LOT 9 ON STRATA PLAN 70720	DRAWN: RAM
DATUM:	AHD	AREA: 4138m ^{2}	SDR FILE: YP5

CHECK CERTIFICATE OF TITLE FOR EASEMENTS, RESTRICTIVE COVENANTS, ETC.

THIS SURVEY DOES NOT GUARANTEE THE CORRECT POSITION OF BOUNDARY PEGS OR FENCES.

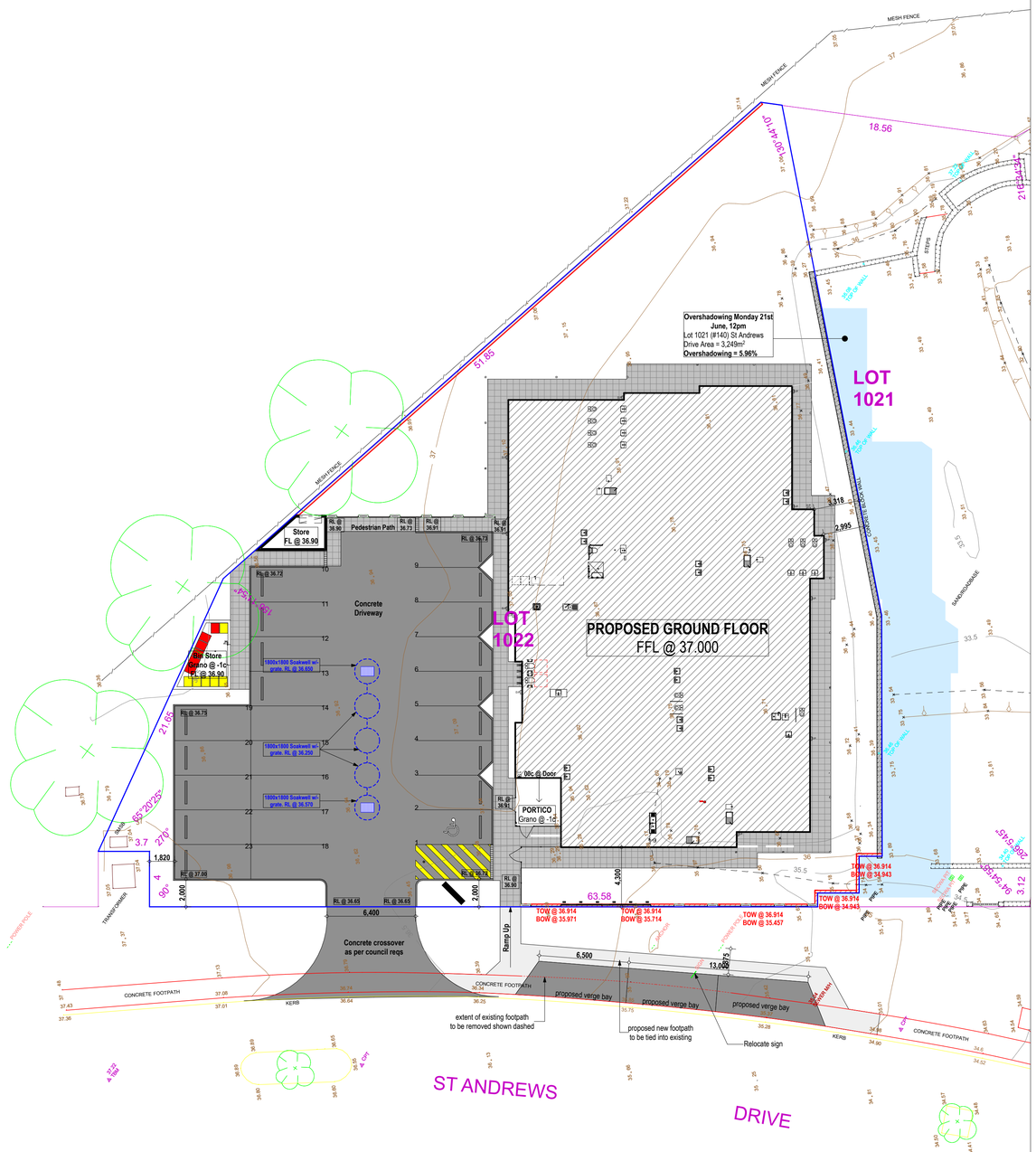
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Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
Site Plan

Scale:	Sheet Size:
1:200	A1
Project No:	**Revision Number:**
21109	9.00

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144 St Andrews Dr, Yanchep



Residential - St Andrews Drive



Yanchep Rise Primary School

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003	Sketch	11.02.22
002	Sketch	20.01.22

Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
Context Plan

Scale:	Sheet Size:
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Project No:	**Revision Number:**
21109	9.00

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Child / Room Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*40.12m²*	*3*
Activity 2	*2-3*	*20*	*65.28m²*	*4*
Activity 3	*2-3*	*20*	*65.05m²*	*4*
Activity 4	*3+*	*20*	*66.13m²*	*2*
Activity 5	*3+*	*20*	*64.90m²*	2
Piazza			*36.22m²*	(total 15 staff)
Total Internal = (Min 3.25m² per child)		**92**	**337.70m² (Min 299m² req)**	
Total External Play Area = (Min 7m² per child)		**92**	**645.52m² (Min 644m² req)**	

Parking Calculations

as per City of Wanneroo Policy

Requirement	Bays Reqd	Provided
9 bays plus 1 per 8 children accommodated in excess 54	20 child bays	23 bays (onsite)
1 per staff	15 staff bays	2 bays (verge)
	29 TOTAL	**25 TOTAL**

Ground Floor

Childcare Centre	673.42
Bin Store	15.09
Portico	11.55
Store	9.77
	709.83 m²



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002	Sketch	20.01.22

Project North:

Client
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Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
Floor Plan

Scale:	Sheet Size:
1:100, 1:1	A1
Project No:	**Revision Number:**
21109	9.00

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Material & Colour Schedule

Acrylic Render
Dulux "Mt Aspiring"



Acrylic Render
Dulux "Champignon"



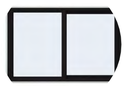
Face Brick
Midland Brick Recycled



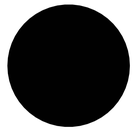
Vertical Cladding
"Axon Cladding"



Colorbond Roof
"Monument"



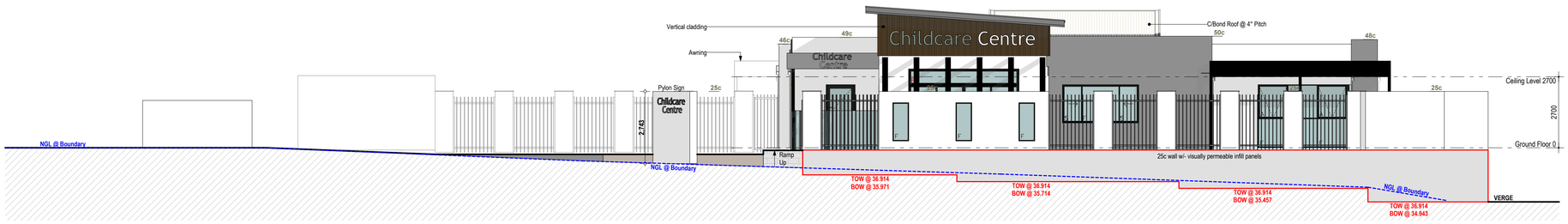
Window Frames
"Marble Black Satin"



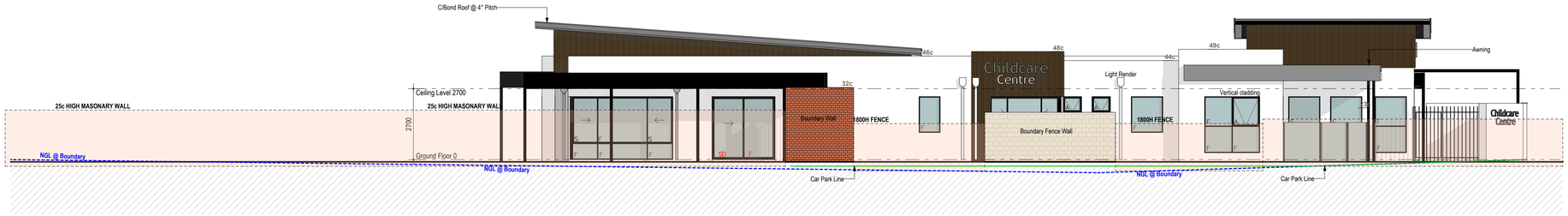
Awning
Dulux "Mt Aspiring



P/Coated Fence



1 West Elevation
1:100



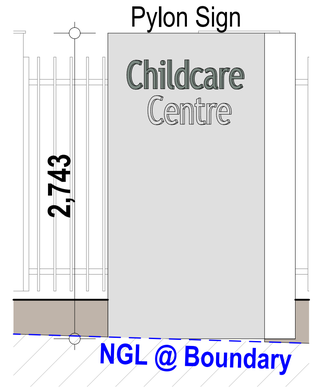
2 North Elevation
1:100



3 East Elevation
1:100



4 South Elevation
1:100



Pylon Sign
1:27.50

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Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

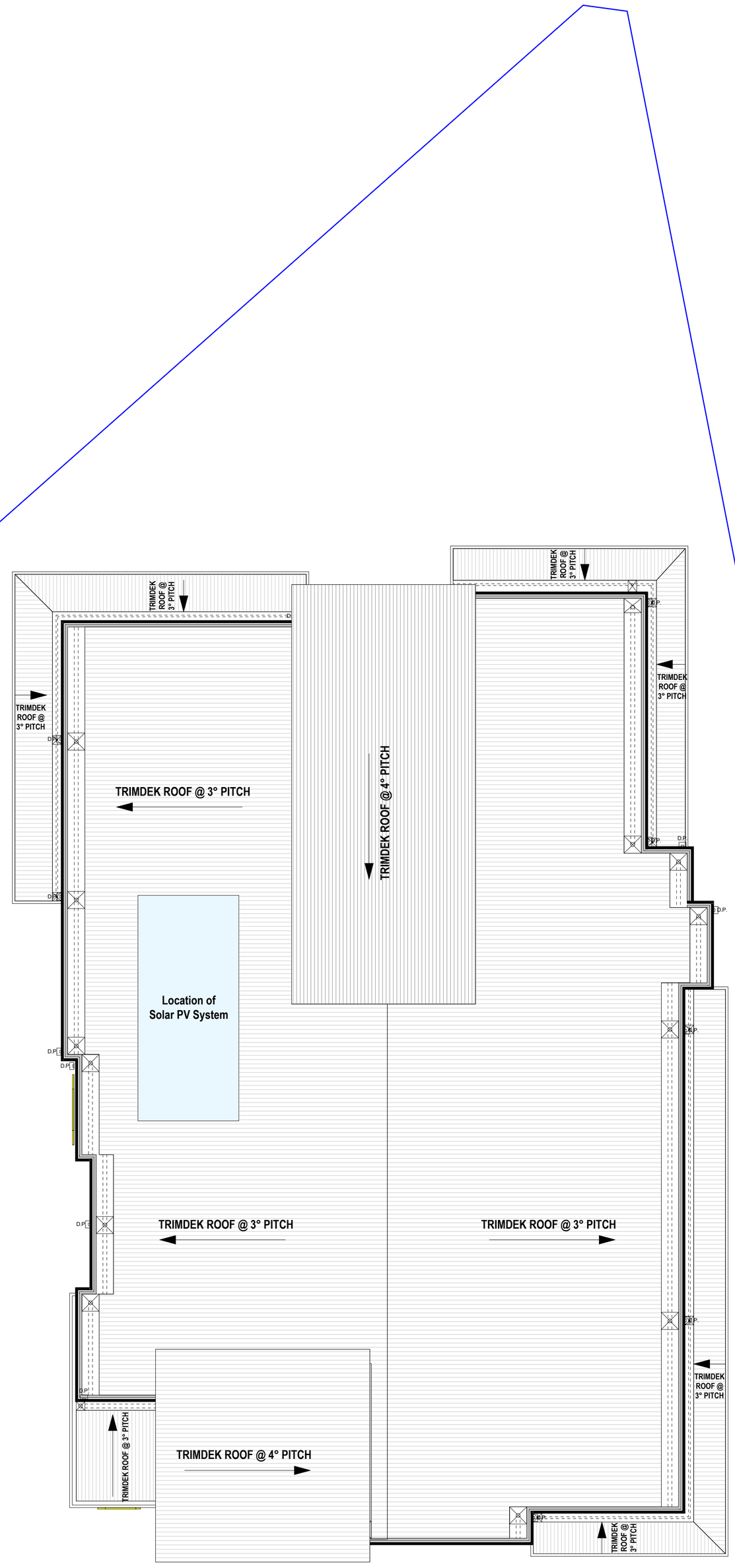
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Elevations

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002	Sketch	20.01.22

Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
Roof Plan

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
21109	9.00

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Appendix 2

Transport Planning and Traffic Plans



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street — STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF WANNEROO — LOCAL GOVERNMENT NAME
NORTHBRIDGE — SUBURB NAME

LEGEND

No	DATE	AMENDMENT
C	10-02-2025	INFORMATION UPDATED
B	01-08-2023	INFORMATION UPDATED
A	21-07-2022	ISSUED FOR REVIEW

PROJECT: LOT 1022 (NO 150) ST ANDREWS DRIVE, YANCHEP

TITLE: LOCALITY PLAN - 800M RADIUS

DRAWING NUMBER: P002920/KC01437.000_S01

DRAWN BY: J.S.

Civil & Traffic Engineering Consultants
KCTT (Trading as KC Traffic and Transport Pty Ltd)
PO Box 1456 Scarborough WA 6922
PH: 08 9441 2700
WEB: www.kctt.com.au
kctt PART OF Premise



Wanneroo Key Bicycle Routes Map

Legend

- Missing Links Identified by DoT
- Missing Links Identified by Jacobs

Activity Centres

- Facility Centre (Shop, Park, Recreation)
- Strategic Centres / Stations
- School
- Train Station

Key Bicycle Routes

- Key Corridor
- New High Quality Shared Paths
- PSP

Roads

- Main Road
- Minor Road
- Railways

LGA Boundary

KCTT addition on above Inset

Approximative possition of the subject developent site

Botanic Boulevard
Wellness Place
St Andrews Drive
Birnam Court
Sunningdale Road
Russley Grv
Moorpark Avenue
Wentworth Street
Victory Parade

PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street — STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF WANNEROO — LOCAL GOVERNMENT NAME
NORTHBRIDGE — SUBURB NAME

Given there are no bike routes classified by the Department of Transport within 800m radius from the subject development site Inset from ''Wanneroo Key Bicycle Routes Map'' is shown above to indicate the closest existing cycling falicities. network

Approximative possition of Strategic Centre/Station based on the information collected from ''Wanneroo Key Bicycle Routes Map'' which inset is enclosed for clarity

LEGEND

No	DATE	AMENDMENT
C	10-02-2025	INFORMATION UPDATED
B	01-08-2023	INFORMATION UPDATED
A	21-07-2022	ISSUED FOR REVIEW

PROJECT: LOT 1022 (NO 150) ST ANDREWS DRIVE, YANCHEP

TITLE: BICYCLE NETWORK PLAN - 800M RADIUS

DRAWING NUMBER: P002920/KC01437.000_S02

DRAWN BY: J.S.

Civil & Traffic Engineering Consultants
KCTT (Trading as KC Traffic and Transport Pty Ltd)
PO Box 1456 Scarborough WA 6922
PH: 08 9441 2700
WEB: www.kctt.com.au
kctt PART OF Premise



PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF WANNEROO LOCAL GOVERNMENT NAME
NORTHBRIDGE SUBURB NAME
TRAIN AND BUS TRANSFER
BUS ROUTES
103 BUS ROUTE NUMBER

LEGEND

No	DATE	AMENDMENT
C	10-02-2025	INFORMATION UPDATED
B	01-08-2023	INFORMATION UPDATED
A	21-07-2022	ISSUED FOR REVIEW

PROJECT: LOT 1022 (NO 150) ST ANDREWS DRIVE, YANCHEP

TITLE: PUBLIC TRANSPORT PLAN - 800M RADIUS

DRAWING NUMBER: P002920/KC01437.000_S03

DRAWN BY: J.S.

Civil & Traffic Engineering Consultants
KCTT (Trading as KC Traffic and Transport Pty Ltd)
PO Box 1456 Scarborough WA 6922
PH: 08 9441 2700
WEB: www.kctt.com.au
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PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street STREET NAME
RAILWAY
ROAD BRIDGE
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF WANNEROO LOCAL GOVERNMENT NAME
NORTHBRIDGE SUBURB NAME
PEDESTRIAN PATH

LEGEND

No	DATE	AMENDMENT
C	10-02-2025	INFORMATION UPDATED
B	01-08-2023	INFORMATION UPDATED
A	21-07-2022	ISSUED FOR REVIEW

PROJECT: LOT 1022 (NO 150) ST ANDREWS DRIVE, YANCHEP

TITLE: PEDESTRIAN PATHS PLAN - 800M RADIUS

DRAWING NUMBER: P002920/KC01437.000_S04

DRAWN BY: J.S.

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

LEGEND

No	DATE	AMENDMENT
C	18-02-2025	INFORMATION UPDATED
B	01-08-2023	INFORMATION UPDATED
A	21-07-2022	ISSUED FOR REVIEW

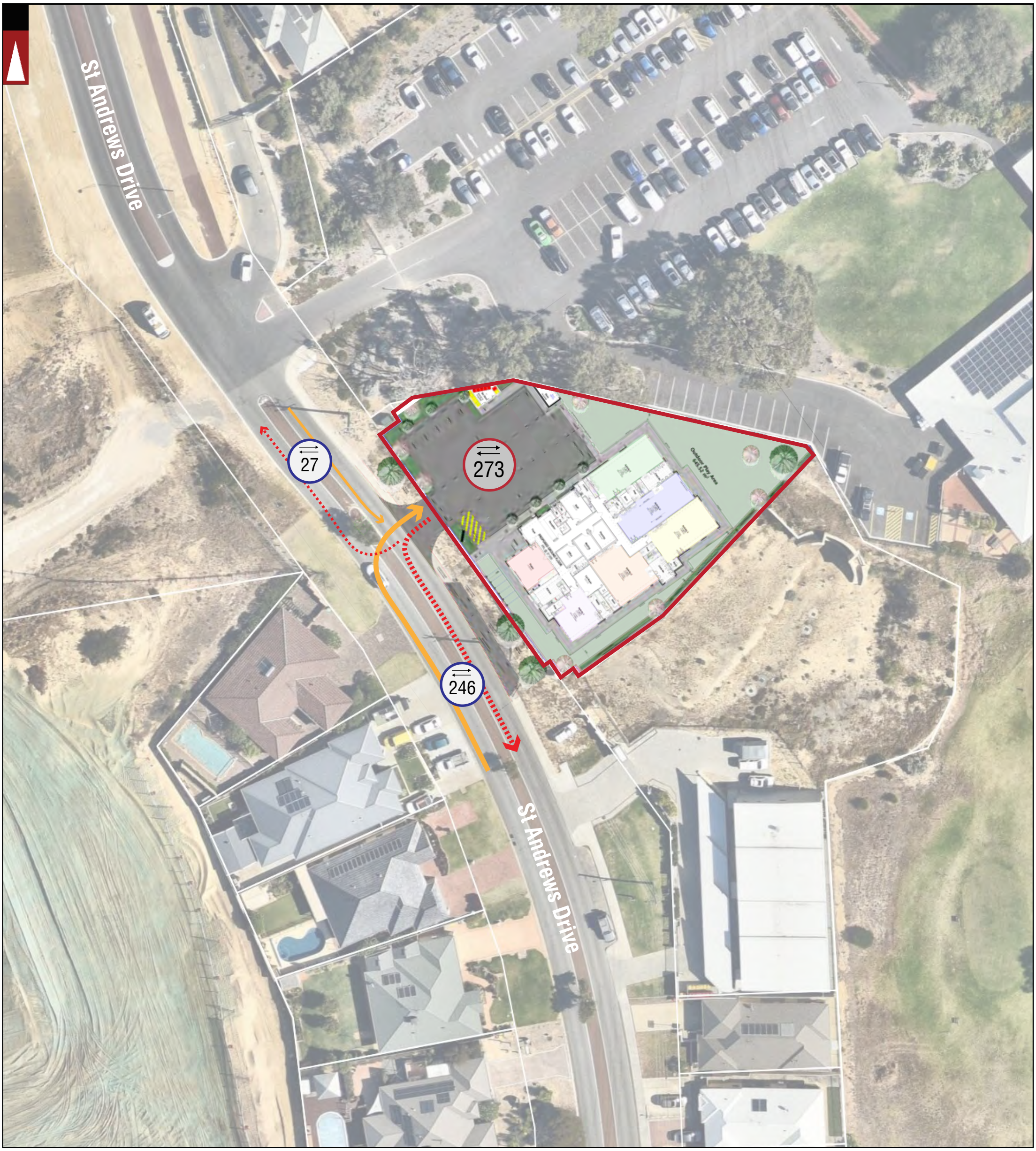
PROJECT: LOT 1022 (NO 150) ST ANDREWS DRIVE, YANCHEP

TITLE: EXISTING TRAFFIC COUNTS - 800M RADIUS

DRAWING NUMBER: P002920/KC01437.000_S05

DRAWN BY: J.S.

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LOCATION BOUNDARY

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development

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

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF GERMANO DESIGN

LEGEND

No	DATE	AMENDMENT
C	11-02-2025	PROPOSED LAYOUT AMENDED
B	01-08-2023	PROPOSED LAYOUT AMENDED
A	22-07-2022	ISSUED FOR REVIEW

PROJECT: LOT 1022 (NO 150) ST ANDREWS DRIVE, YANCHEP

TITLE: TRAFFIC FLOW DIAGRAM - DAILY

DRAWING NUMBER: P002920/KC01437.000_S06

DRAWN BY: J.S.

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LOCATION BOUNDARY

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development

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

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF GERMANO DESIGN

LEGEND

No	DATE	AMENDMENT
C	11-02-2025	PROPOSED LAYOUT AMENDED
B	01-08-2023	PROPOSED LAYOUT AMENDED
A	22-07-2022	ISSUED FOR REVIEW

PROJECT: LOT 1022 (NO 150) ST ANDREWS DRIVE, YANCHEP

TITLE: TRAFFIC FLOW DIAGRAM - AM PEAK

DRAWING NUMBER: P002920/KC01437.000_S07

DRAWN BY: J.S.

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LOCATION BOUNDARY

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development

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

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF GERMANO DESIGN

LEGEND

No	DATE	AMENDMENT
C	11-02-2025	PROPOSED LAYOUT AMENDED
B	01-08-2023	PROPOSED LAYOUT AMENDED
A	22-07-2022	ISSUED FOR REVIEW

PROJECT: LOT 1022 (NO 150) ST ANDREWS DRIVE, YANCHEP

TITLE: TRAFFIC FLOW DIAGRAM - PM PEAK

DRAWING NUMBER: P002920/KC01437.000_S08

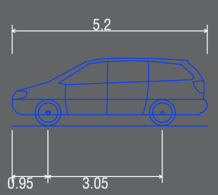
DRAWN BY: J.S.

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Appendix 3

Vehicle Turning Circle Plan





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

Lot boundary

Wheel Path (Forward Vehicle Motion)

Vehicle Chasis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
E	10-02-2025	PROPOSED LAYOUT AMENDED
D	28-01-2025	ISSUED FOR REVIEW
C	05-10-2023	ISSUED FOR REVIEW
B	02-08-2023	PROPOSED LAYOUT AMENDED

PROJECT:
Lot 1022 (No 150) St Andrews Drive, Yanchep

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

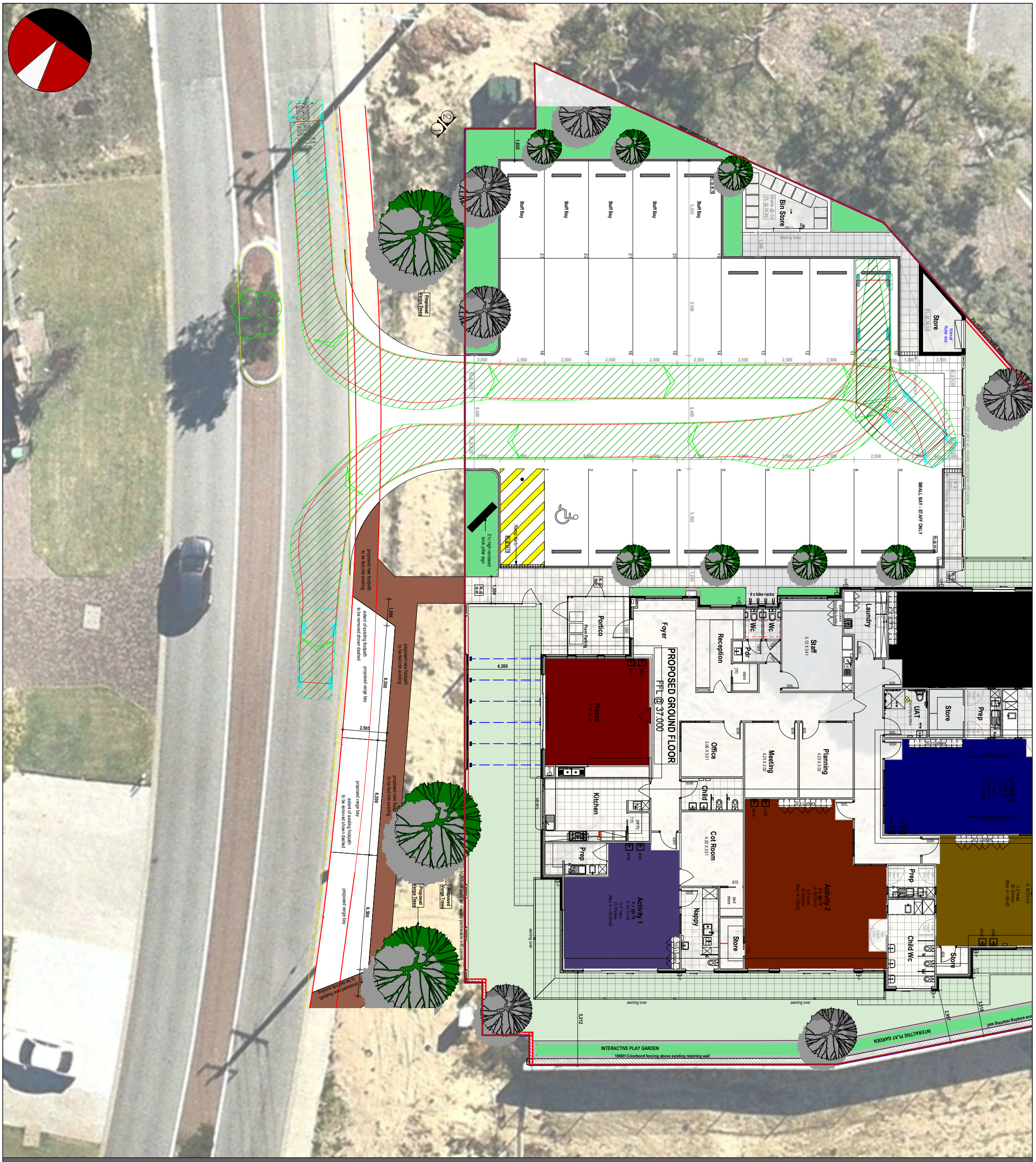
DRAWING NUMBER:
KC01437.000_S10

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5.2

0.95 3.05

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

Lot boundary

Wheel Path (Forward Vehicle Motion)

Vehicle Chasis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
E	10-02-2025	PROPOSED LAYOUT AMENDED
D	28-01-2025	ISSUED FOR REVIEW
C	05-10-2023	ISSUED FOR REVIEW
B	02-08-2023	PROPOSED LAYOUT AMENDED

PROJECT:
Lot 1022 (No 150) St Andrews Drive, Yanchep

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

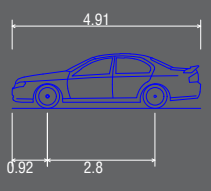
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KC01437.000_S20

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

Lot boundary

Wheel Path (Forward Vehicle Motion)

Vehicle Chasis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
E	10-02-2025	PROPOSED LAYOUT AMENDED
D	28-01-2025	ISSUED FOR REVIEW
C	05-10-2023	ISSUED FOR REVIEW
B	02-08-2023	PROPOSED LAYOUT AMENDED

PROJECT:
Lot 1022 (No 150) St Andrews Drive, Yanchep

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

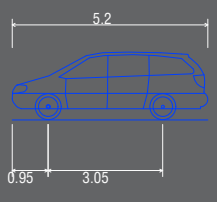
DRAWING NUMBER:
KC01437.000_S21

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

Lot boundary

Wheel Path (Forward Vehicle Motion)

Vehicle Chasis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
E	10-02-2025	PROPOSED LAYOUT AMENDED
D	28-01-2025	ISSUED FOR REVIEW
C	05-10-2023	ISSUED FOR REVIEW
B	02-08-2023	PROPOSED LAYOUT AMENDED

PROJECT:
Lot 1022 (No 150) St Andrews Drive, Yanchep

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

DRAWING NUMBER:
KC01437.000_S22

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

Lot boundary

Wheel Path (Forward Vehicle Motion)

Vehicle Chasis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
E	10-02-2025	PROPOSED LAYOUT AMENDED
D	28-01-2025	ISSUED FOR REVIEW
C	05-10-2023	ISSUED FOR REVIEW
B	02-08-2023	PROPOSED LAYOUT AMENDED

PROJECT:
Lot 1022 (No 150) St Andrews Drive, Yanchep

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

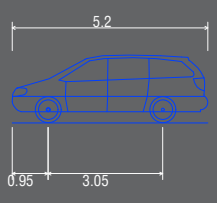
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KC01437.000_S23

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

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

LEGEND

NO	DATE	AMENDMENT
E	10-02-2025	PROPOSED LAYOUT AMENDED
D	28-01-2025	ISSUED FOR REVIEW
C	05-10-2023	ISSUED FOR REVIEW
B	02-08-2023	PROPOSED LAYOUT AMENDED

PROJECT:
Lot 1022 (No 150) St Andrews Drive, Yanchep

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

DRAWING NUMBER:
KC01437.000_S24

DRAWN BY:
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E	10-02-2025	PROPOSED LAYOUT AMENDED
D	28-01-2025	ISSUED FOR REVIEW
C	05-10-2023	ISSUED FOR REVIEW
B	02-08-2023	PROPOSED LAYOUT AMENDED

PROJECT:
Lot 1022 (No 150) St Andrews Drive, Yanchep

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

DRAWING NUMBER:
KC01437.000_S25

DRAWN BY:
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WEB: www.kctt.com.au



E	10-02-2025	PROPOSED LAYOUT AMENDED	PROJECT: Lot 1022 (No 150) St Andrews Drive, Yanchep	DRAWN BY:	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922 PH: 08 9441 2700 WEB: www.kctt.com.au	kctt PART OF Premise
D	28-01-2025	ISSUED FOR REVIEW	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	J.S.		
C	05-10-2023	ISSUED FOR REVIEW	DRAWING NUMBER: KC01437.000_S26			
B	02-08-2023	PROPOSED LAYOUT AMENDED				
NO	DATE	AMENDMENT				

LEGEND

Lot boundary

Wheel Path (Forward Vehicle Motion)

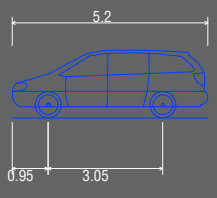
Vehicle Chasis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chasis Envelope (Reverse Vehicle Motion)

Passenger vehicle (5.2 m)

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





NO	DATE	AMENDMENT
E	10-02-2025	PROPOSED LAYOUT AMENDED
D	28-01-2025	ISSUED FOR REVIEW
C	05-10-2023	ISSUED FOR REVIEW
B	02-08-2023	PROPOSED LAYOUT AMENDED

PROJECT:
Lot 1022 (No 150) St Andrews Drive, Yanchep

TITLE:
Vehicle Turning Circle Plan - Service Vehicle (8.8m)

DRAWING NUMBER:
KC01437.000_S30

DRAWN BY:
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NO	DATE	AMENDMENT
E	10-02-2025	PROPOSED LAYOUT AMENDED
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C	05-10-2023	ISSUED FOR REVIEW
B	02-08-2023	PROPOSED LAYOUT AMENDED

PROJECT:
Lot 1022 (No 150) St Andrews Drive, Yanchep

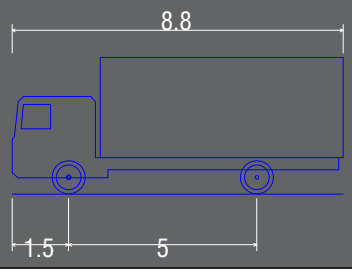
TITLE:
Vehicle Turning Circle Plan - Service Vehicle (8.8m)

DRAWING NUMBER:
KC01437.000_S31

DRAWN BY:
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MRV - Medium Rigid Vehicle 9m radious

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.000m

LEGEND

NO	DATE	AMENDMENT
E	10-02-2025	PROPOSED LAYOUT AMENDED
D	28-01-2025	ISSUED FOR REVIEW
C	05-10-2023	ISSUED FOR REVIEW
B	02-08-2023	PROPOSED LAYOUT AMENDED

PROJECT:
Lot 1022 (No 150) St Andrews Drive, Yanchep

TITLE:
Vehicle Turning Circle Plan - Medium Rigid Vehicle (8.8m)

DRAWING NUMBER:
KC01437.000_S40

DRAWN BY:
J.S.

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PO Box 1456 Scarborough WA 6922

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WEB: www.kctt.com.au

ATTACHMENT 8

PROPOSED CHILD CARE CENTRE
150 St ANDREWS DRIVE
YANCHEP

ENVIRONMENTAL ACOUSTIC ASSESSMENT

SEPTEMBER 2023

OUR REFERENCE: 31640-3-22282

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
YANCHEP

Job No: 22282

Document Reference: 31640-3-22282

FOR

GERMANO DESIGN GROUP

DOCUMENT INFORMATION			
Author:	Tim Reynolds	**Checked By:**	George Watts
Date of Issue:	27 September 2023		

REVISION HISTORY

Revision	Description	Date	Author	Checked
1	Council comments	11/02/2025	TR	N/A
2	Correct operating hours	13/02/2025	TR	N/A

DOCUMENT DISTRIBUTION

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1	1	Germano Design Group Attn: Joe Germano Email: joe@germanodesigngroup.com.au		✓
1	3	CF Town Planning & Development Attn : Carlo Farmiano Email : carlo@cftp.com.au		

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

1.	INTRODUCTION	1
2.	SUMMARY	1
3.	CRITERIA	2
4.	PROPOSAL	4
5.	MODELLING	5
6.	ASSESSMENT	6
7.	CONCLUSION	9

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 150 St Andrews Drive, Yanchep.

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

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

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

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

2. SUMMARY

Noise received at the neighbouring residences from the outdoor play area would comply with day period assigned noise level for the day period.

The air conditioning condensing units, being located on the northern façade outside the reception / staff room, would also comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* at the neighbouring residences. However, to achieve compliance during the night period, the air conditioning condensing units need to be installed with “low noise” night modes which reduce noise levels by a minimum of 6 dB(A).

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

Note : The fence to the north / north west side of the child care centre, as shown on Figure 5.1 can be a permeable open type fence, and the noise modelling has been based on an open type fence providing no barrier to the neighbouring residences.

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 The fencing to the north, as shown on Figure 5.1 in Section 5 - Modelling can be permeable / open type fencing. We note that for this development, colourbond is an acceptable fencing material.

3 The air conditioning condensing units located on the northern façade, outside the reception / staff room. However, to achieve compliance during the night period, the air conditioning condensing units are to be installed with "low noise" night modes which reduce noise emission by a minimum of 6 dB(A).

4 As the air conditioning has not been design at this stage, it is recommended that the design be reviewed / assessed to ensure compliance with the Environmental Protection (Noise) Regulations 1997 are achieved and mitigation measures are as required for the final design.

3. CRITERIA

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

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

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

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

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

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

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

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

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

(c) is regular, cyclic and audible;

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

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

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

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

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

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

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

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

For this development, the closest existing neighbouring residences are located to the north, west and south of the proposed development. An aerial showing the neighbouring premises are shown below on Figure 3.1.

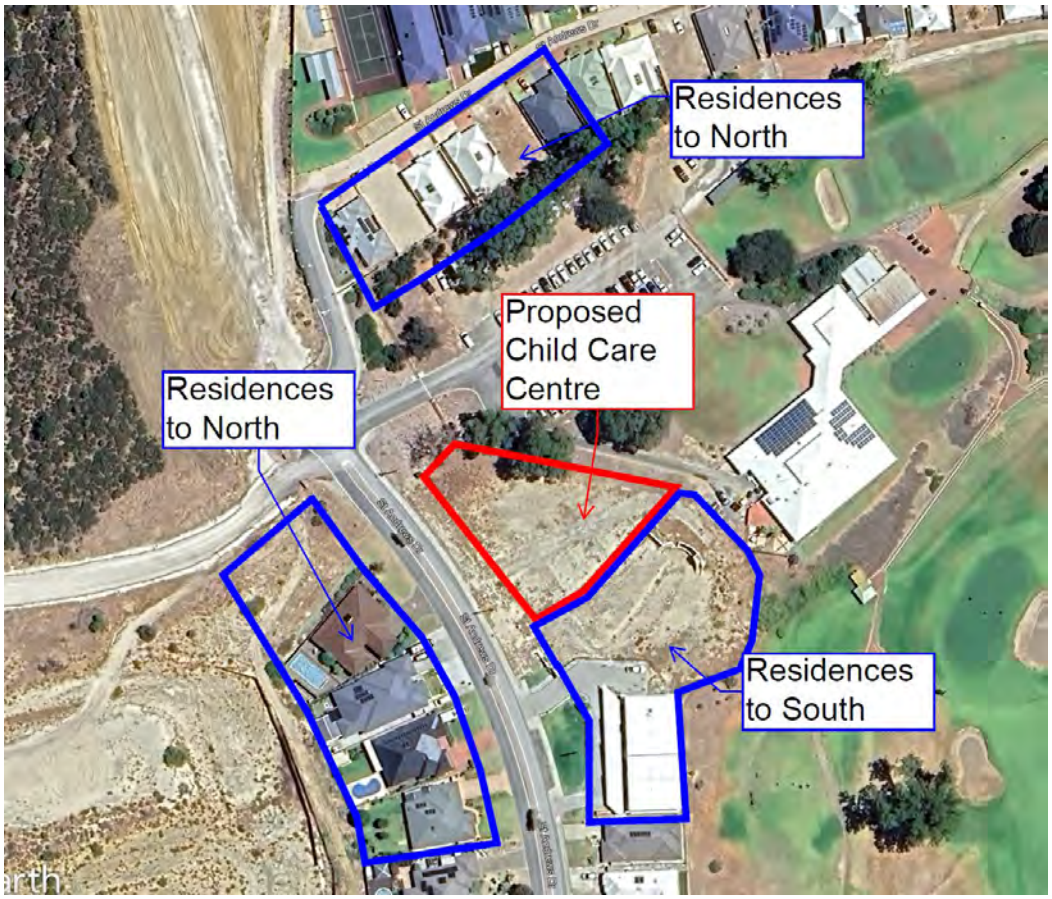


FIGURE 3.1 – NEIGHBOURING LOTS

At the neighbouring residences, with the golf course and associated Club House, the Influencing Factor has been determined to be +2 dB. Thus, the assigned noise levels would be as listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area	0700 - 1900 hours Monday to Saturday (Day)	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.

4. PROPOSAL

From information supplied, we understand that the child care centre normal hours of operations would be between 0630 and 1900 hours, Monday to Friday (closed on public holidays). It is understood that the proposed childcare centre will cater for a maximum of 92 children: with the following breakdown:

Activity 1	0 – 2 years	12 places
Activity 2	2 – 3 years	20 places
Activity 3	2 – 3 years	20 places
Activity 4	3+ years	20 places
Activity 5	3+ years	20 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	5 @ 73

Notes:

1 Even though the noise emissions from children under the age of 2 years is relatively low compared to the other children, to be conservative, 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, it is recommended that the air conditioning condensing units would be located on the western façade, outside the Reception / staff room and be screened with louvres from neighbouring premises. Although not required for compliance, it is recommended that the air conditioning condensing units are to be installed with "low Noise" night modes that reduce noise emission by at least 6 dB(A).

4 It is noted that the fence to the north / north west side of the child care centre, as shown on Figure 5.1 can be a permeable open type fence, and the noise modelling has been based on an open type fence providing no barrier to the neighbouring residences.

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

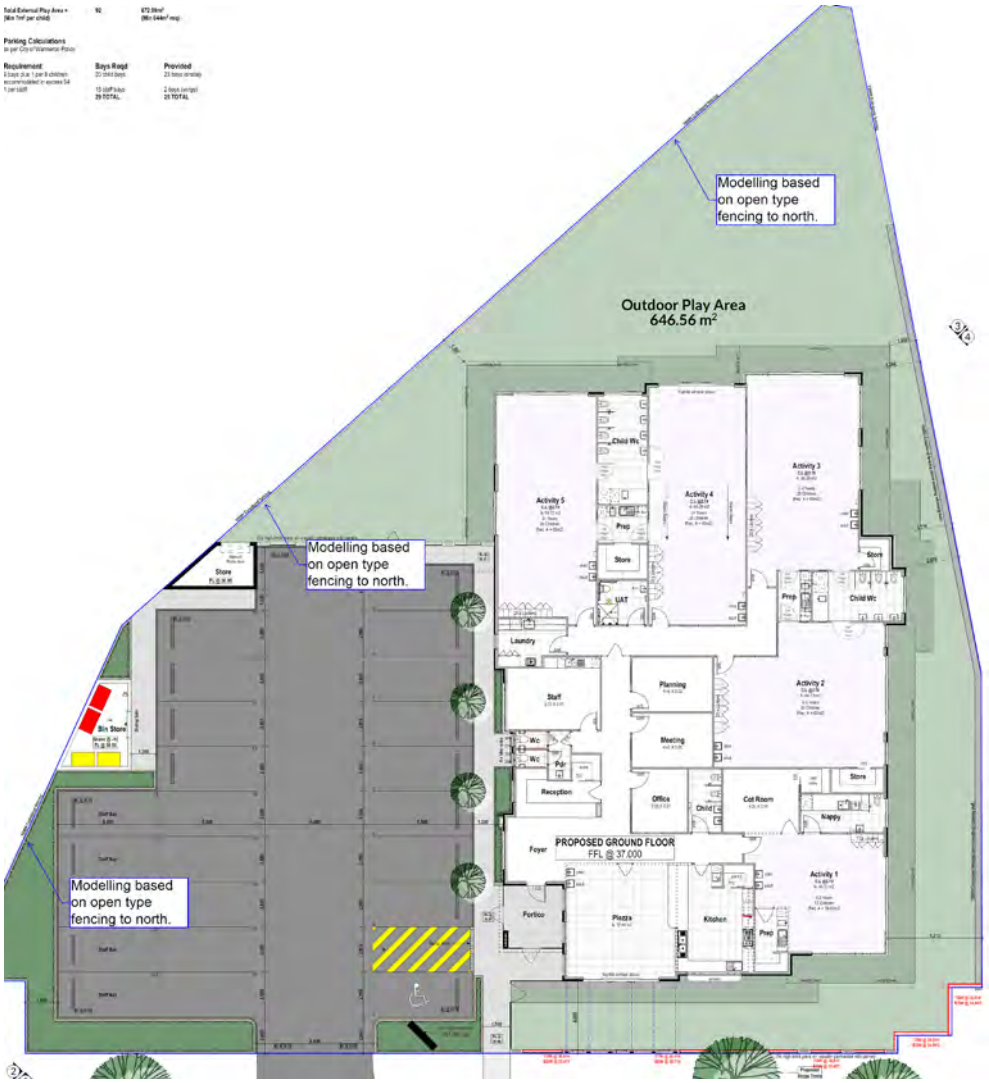


FIGURE 5.1 – BOUNDARY FENCING

With regards to the use of a colourbond fence along the southern boundary, we note that the fence is acting as a barrier. Thus, the material that the fence is constructed, only needs to reduce the noise passing through the fencing material sufficiently as not to contribute to the noise going over the top of the barrier. Noise from child care centre (ie children within the outdoor play area), is dominant in the middle to upper frequencies and the noise reduction through a colourbond or masonry fence is such that in either case it does not affect the performance of the fence acting as a barrier. Therefore, the noise received on the other side of the fence would be the same regardless of whether the fences were constructed of colourbond, limestone or masonry. Hence, colourbond fencing is acceptable in this case.

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	
		Day Period	Night Period
North	41	32 (37)	26 (31)
West	45	35 (40)	29 (34)
South	40	14 (19)	8 (13)

( ) 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 +10 dB 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))
North	34
West	42
South	25

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

Neighbouring Premises	Calculated Noise Level (dB(A))	
	Car Starting	Door Closing
North	39	40 [50]
West	46	47 [57]
South	24	25 [35]

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

Tables 6.4 to 6.9 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
North	41	47	Complies
West	45	47	Complies
South	40	47	Complies

TABLE 6.5 – ASSESSMENT OF L_{A10} DAY NOISE LEVEL EMISSIONS
MECHANICAL SERVICES

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	37	47	Complies
West	40	47	Complies
South	19	47	Complies

TABLE 6.6 – ASSESSMENT OF L_{A10} NIGHT NOISE LEVEL EMISSIONS
MECHANICAL SERVICES

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
North	31	37	Complies
West	34	37	Complies
South	13	37	Complies

TABLE 6.7 – 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
North	34	47	Complies
West	42	47	Complies
South	25	47	Complies

TABLE 6.8 – 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
North	39	57	Complies
East	46	57	Complies
South	24	57	Complies

TABLE 6.9 – 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
North	50	57	Complies
East	57	57	Complies
South	35	57	Complies

7. CONCLUSION

Noise received at the neighbouring residences from the outdoor play area would comply with day period assigned noise level for the day period.

The air conditioning condensing units, being located on the northern façade outside the reception / staff room, would also comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* at the neighbouring residences. However, to achieve compliance during the night period, the air conditioning condensing units need to be installed with "low noise" night modes which reduce noise levels by a minimum of 6 dB(A).

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

Note : The fence to the north / north west side of the child care centre, as shown on Figure 5.1 can be a permeable open type fence, and the noise modelling has been based on an open type fence providing no barrier to the neighbouring residences.

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 The fencing to the north, as shown on Figure 5.1 in Section 5 - Modelling can be permeable / open type fencing. We note that for this development, colourbond is an acceptable fencing material.

3 The air conditioning condensing units located on the northern façade, outside the reception / staff room. However, to achieve compliance during the night period, the air conditioning condensing units are to be installed with "low noise" night modes which reduce noise emission by a minimum of 6 dB(A).

4 As the air conditioning has not been design at this stage, it is recommended that the design be reviewed / assessed to ensure compliance with the Environmental Protection (Noise) Regulations 1997 are achieved and mitigation measures are as required for the final design.

APPENDIX A

PLANS

MAC HOMES

Address:Lot 1020 (#150) St Andrews Drive, YANCHEP

Childcare Centre

Job Number: 21109

Drawing No	Description
01	Cover Sheet
02	3D
03	Existing Site Survey
04	Site Plan
05	Context Plan
06	Floor Plan
07	Elevations
08	Roof Plan



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009	JDAP	29.10.24
009	Planner Comments	10.10.23
008	Hydraulic	23.08.23
007	Planning Drawings	31.07.23
006	Sketch	29.07.22
005	Sketch	24.02.22
004	Sketch	22.02.22
003	Sketch	11.02.22
002	Sketch	20.01.22

Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
3D

Scale:	Sheet Size:
1:3.57	A1
Project No:	**Revision Number:**
21109	9.00

Drawing No.:
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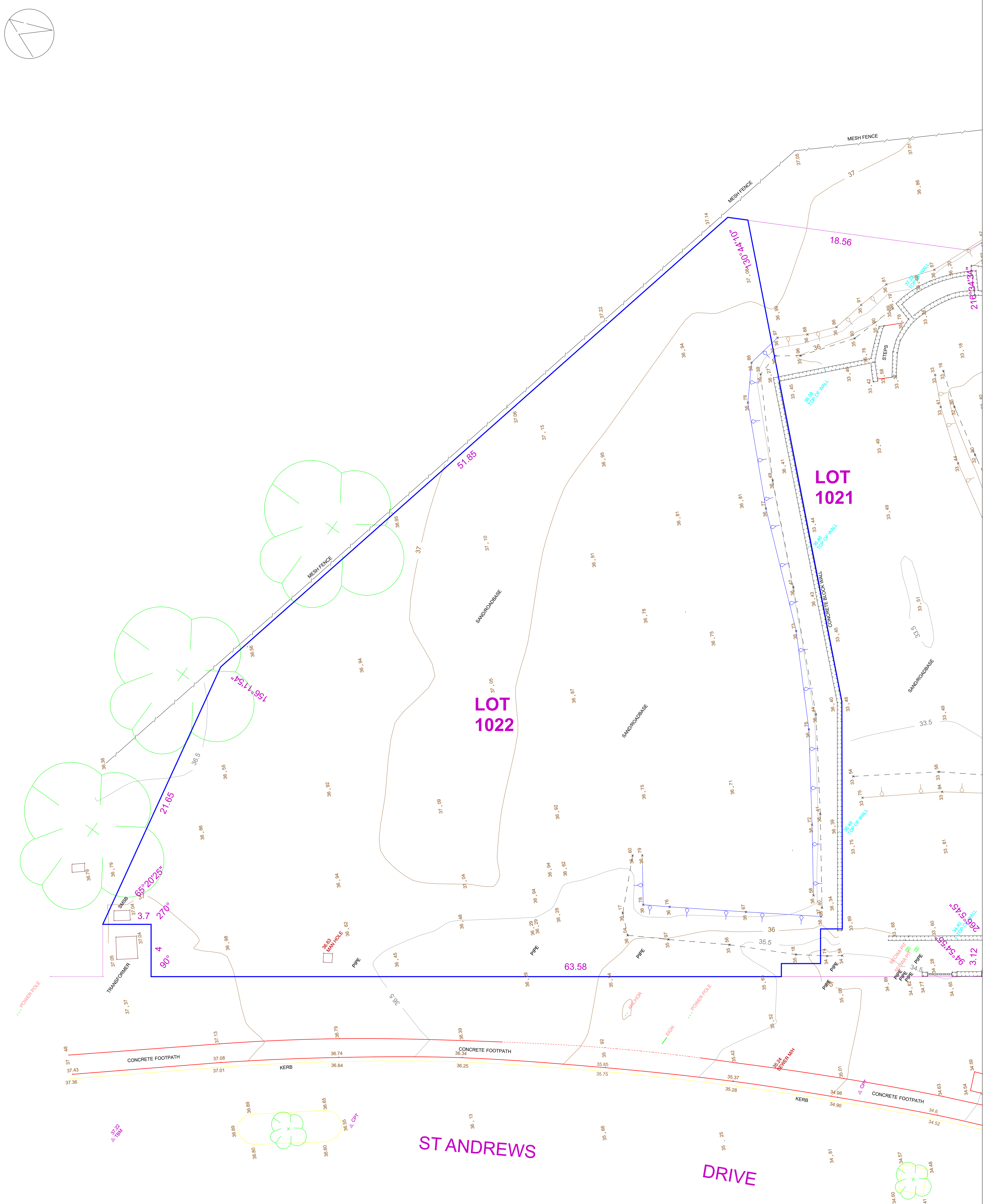
ROSS McLOUGHLIN
CONSULTING SURVEYOR
JOONDALUP: UNIT 1, 9 MERCER LANE
LANCELIN: 4 SALVAIRE CRESCENT
MOBILE 0419 255 999
EMAIL rossmac@iinet.net.au

LOT 1020 (No.150) ST ANDREWS DRIVE - YANCHEP

SITE PLAN - STRATA LOT 9

SCALE:	1:200 @ A1 SIZE	LOCAL AUTHORITY: CITY OF WANNEROO		SURVEYOR:	RAM
DATE:	24.7.2019	PLAN: LOT 9 ON STRATA PLAN 70720		DRAWN:	RAM
DATUM:	AHD	AREA: 4138m 2		SDR FILE:	YP5

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







Revision	Description	Date
009	JDAP	29.10.24
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005	Sketch	24.02.22
004	Sketch	22.02.22
003	Sketch	11.02.22
002	Sketch	20.01.22

Project North:

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Project Name
Childcare Centre

Project Address
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Drawing Title:
Existing Site Survey

Scale: 1:200
Sheet Size: A1
Project No: 21109
Revision Number: 9.00
Drawing No.: 03 of 08

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LOT 1020 (No.150) ST ANDREWS DRIVE - YANCHEP

SITE PLAN - STRATA LOT 9

SCALE: 1:200 @ A1 SIZE	LOCAL AUTHORITY: CITY OF WANNEROO	SURVEYOR:	RAM
DATE: 24.7.2019	PLAN: LOT 9 ON STRATA PLAN 70720	DRAWN:	RAM
DATUM: AHD	AREA: 4138m ^{2}	SDR FILE:	YP5

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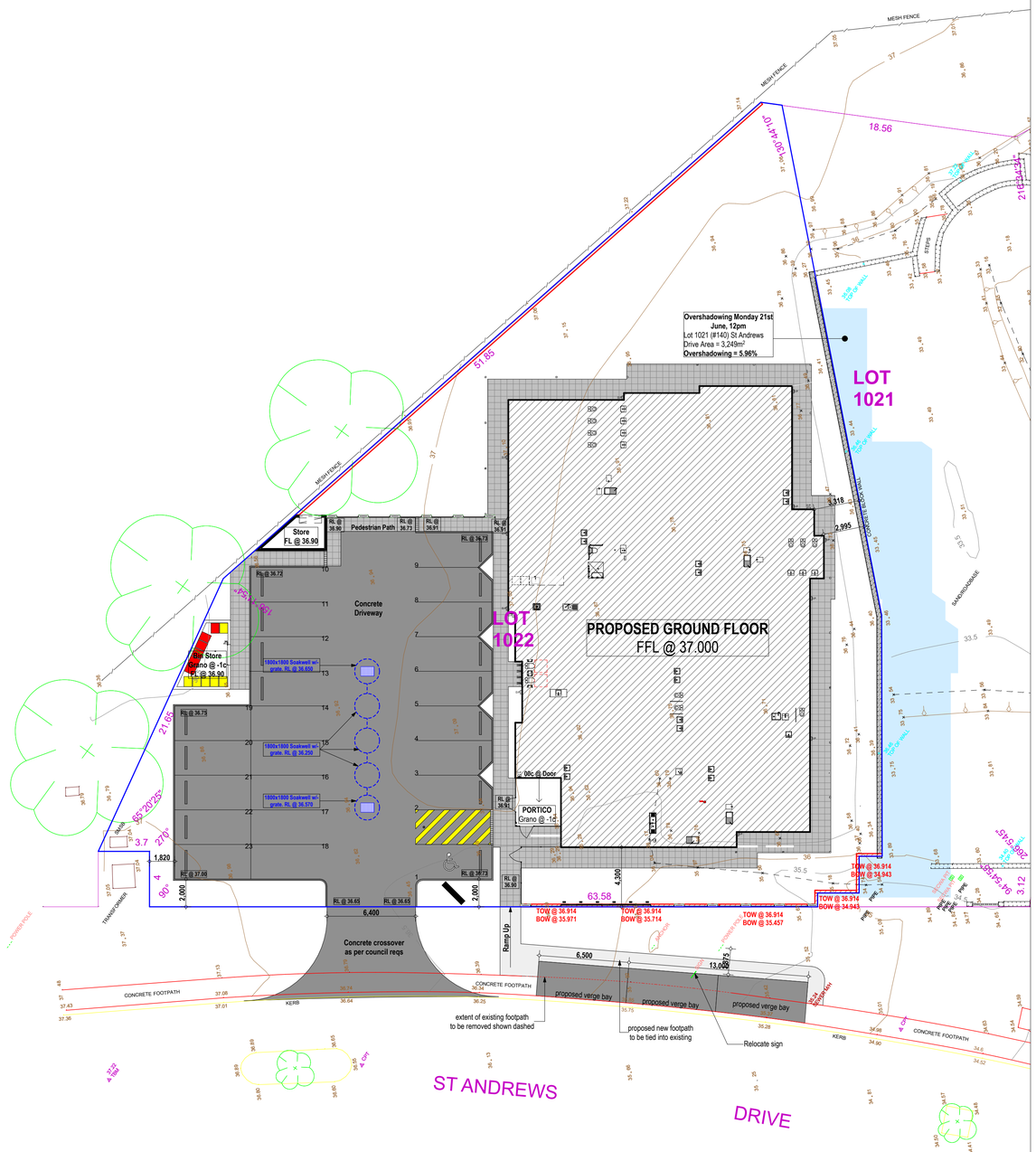
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Site Plan

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144 St Andrews Dr, Yanchep



Residential - St Andrews Drive



Yanchep Rise Primary School

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002	Sketch	20.01.22

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Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
Context Plan

Scale:	Sheet Size:
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Project No:	**Revision Number:**
21109	9.00

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Child / Room Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*40.12m²*	*3*
Activity 2	*2-3*	*20*	*65.28m²*	*4*
Activity 3	*2-3*	*20*	*65.05m²*	*4*
Activity 4	*3+*	*20*	*66.13m²*	*2*
Activity 5	*3+*	*20*	*64.90m²*	2
Piazza			*36.22m²*	(total 15 staff)
Total Internal = **(Min 3.25m² per child)**		**92**	**337.70m²** **(Min 299m² req)**	
Total External Play Area = **(Min 7m² per child)**		**92**	**645.52m²** **(Min 644m² req)**	

Parking Calculations

as per City of Wanneroo Policy

Requirement	Bays Reqd	Provided
9 bays plus 1 per 8 children accommodated in excess 54	20 child bays	23 bays (onsite)
1 per staff	15 staff bays	2 bays (verge)
	29 TOTAL	**25 TOTAL**

Ground Floor

Childcare Centre	673.42
Bin Store	15.09
Portico	11.55
Store	9.77
	709.83 m²



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Floor Plan

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Material & Colour Schedule

Acrylic Render
Dulux "Mt Aspiring"



Acrylic Render
Dulux "Champignon"



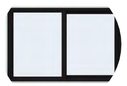
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Midland Brick Recycled



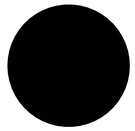
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"Axon Cladding"



Colorbond Roof
"Monument"



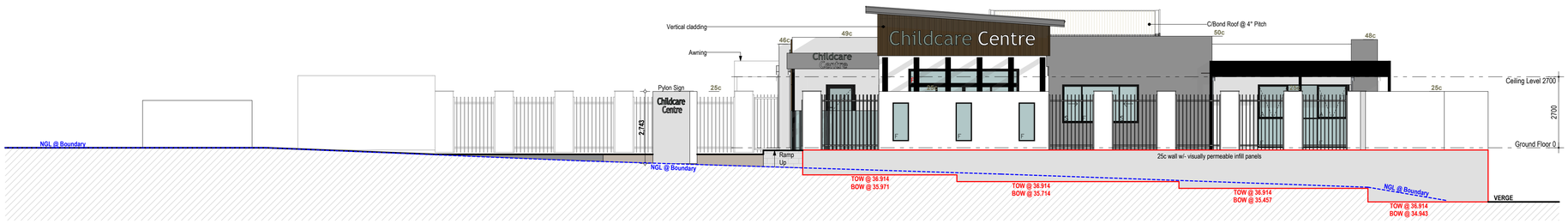
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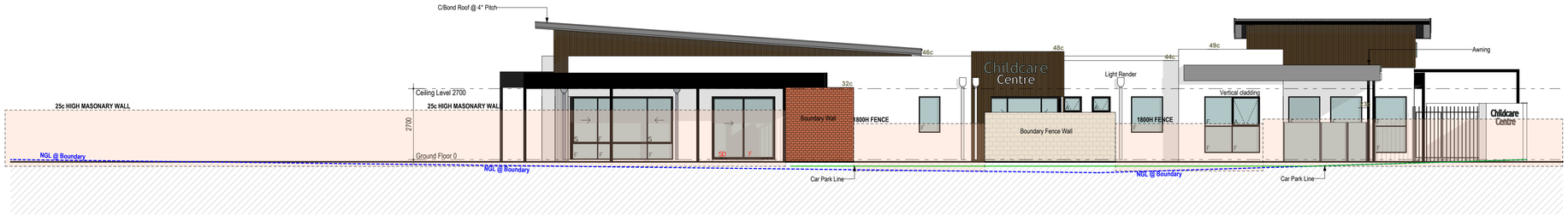
Awning
Dulux "Mt Aspiring



P/Coated Fence



1 West Elevation
1:100



2 North Elevation
1:100



3 East Elevation
1:100



4 South Elevation
1:100



Pylon Sign
1:27.50

Revision	Description	Date
009	JDAP	29.10.24
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Project North:

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Project Name
Childcare Centre

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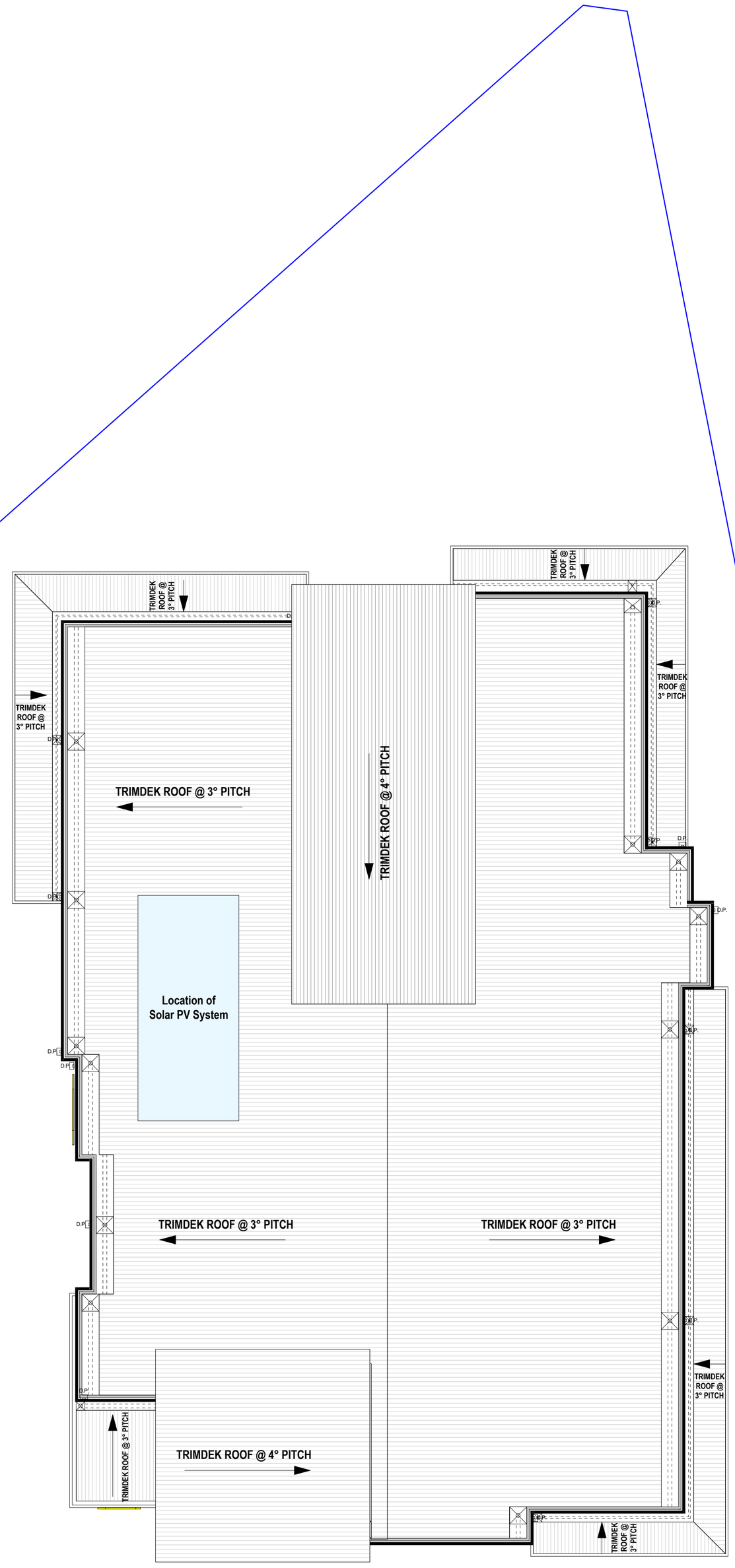
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004	Sketch	22.02.22
003	Sketch	11.02.22
002	Sketch	20.01.22

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Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
Roof Plan

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1:100	A1
Project No:	**Revision Number:**
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ATTACHMENT 9



BOTTLEBRUSH 'KINGS PARK SPECIAL'



EREMOPHILA 'KALBARRI CARPET'



CUPANIOPSIS 'TUCKAROO'



EREMOPHILA 'SPRING MIST'



ACACIA 'PROSTRATE WATTLE'



HIBBERTIA 'GUINEA GOLD VINE'



CONOSTYLIS 'GREY COTTONHEAD'



KENNEDIA 'CORAL PEA'



CORREA 'DUSKY BELLS'



ORTHROSANTHUS 'MORNING IRIS'

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	QTY	REMARKS
TREES					
	CAL KIN	Callistemon x 'Kings Park Special' / Kings Park Special Bottlebrush	90lt	7	4m x 3m
	CUP ANA	Cupaniopsis anacardioides / Tuckaroo	90lt	3	8m x 6m
SHRUBS					
	ACA SAL	Acacia saligna 'Prostrate' / Prostrate Wattle	14cm	80	0.3m x 3.0m
	CON CAN	Conostylis candicans / Grey Cottonhead	14cm	58	0.3m x 0.5m
	COR DUB	Correa x 'Dusky Bells' / Dusky Bells Australian Fuchsia	5lt	13	1.2m x 1.2m
	ERE KAL	Eremophila glabra 'Kalbarri Carpet' / Kalbarri Carpet Emu Bush	14cm	52	0.2m x 2.0m
	ERE SPR	Eremophila nivea 'Spring Mist' / Spring Mist Emu Bush	5lt	16	1.5m x 1.5m
	HIB SCA	Hibbertia scandens / Guinea Gold Vine	14cm	128	0.3m x 2.0m
	KEN PRO	Kennedia prostrata / Coral Pea	14cm	88	0.1m x 5.0m
	ORT LAX	Orthrosanthus laxus / Morning Iris	14cm	136	0.4m x 0.4m
	SCA CRA	Scaevola crassifolia / Fan Flower	5lt	36	1.2m x 1.2m
	SYZ TIN	Syzygium australe Tiny Trev / Tiny Trev Lilly Pilly	5lt	24	1.0m x 1.0m

NOTES

1. LANDSCAPE WORKS

1.1 All areas are to be fine graded to conform with kerb levels and surrounding surfaces.

1.2 Surfaces shall be free from depressions, irregularities, and noticeable changes in grade.

2. SOIL PREPARATION

2.1 Planted areas shall be spread with min of 50mm soil conditioner ripped into soil to a min depth of 200mm.

2.2 Trees in the carpark shall have a 2000mm x 2000mm x 600mm deep pit filled with Eclipse structural soil, compacted every 150mm as per specification.

3.PLANTING

3.1 Planted areas shall be mulched with pine chip mulch to a minimum of 75mm.

3.2 Tree locations are as shown please refer to plan.

3.3 Shrubs & groundcovers in mixed planting areas are to be planted in random groupings.

3.4 All garden beds to be mulched with pine chip at a min of 75mm depth.

4. IRRIGATION

4.1 All planting and turf areas are to be irrigated via a fully automatic, dual program system fitted with a rain sensor and run off the mains.

4.2 All garden beds within playscape to be irrigated with 300mm pop up risers and trees with bubblers on 100mm pop-ups ('traditional spray system with tree bubblers – not a sub-surface drip system). The location, direction and type of sprinkler heads are to be selected to prevent water from being sprayed onto buildings and paved areas.

4.3 All garden beds in the carpark and verge shall be irrigated with 100mm pop-ups with bubblers to each tree.

4.4 As constructed irrigation plans shall be submitted on completion of works.

4.6 All carpark landscaping is to be low height so as not to obscure sight lines for vehicles and pedestrians. Low maintenance waterwise planting is to be provided to garden beds and adjacent verges to Local Authority requirements.

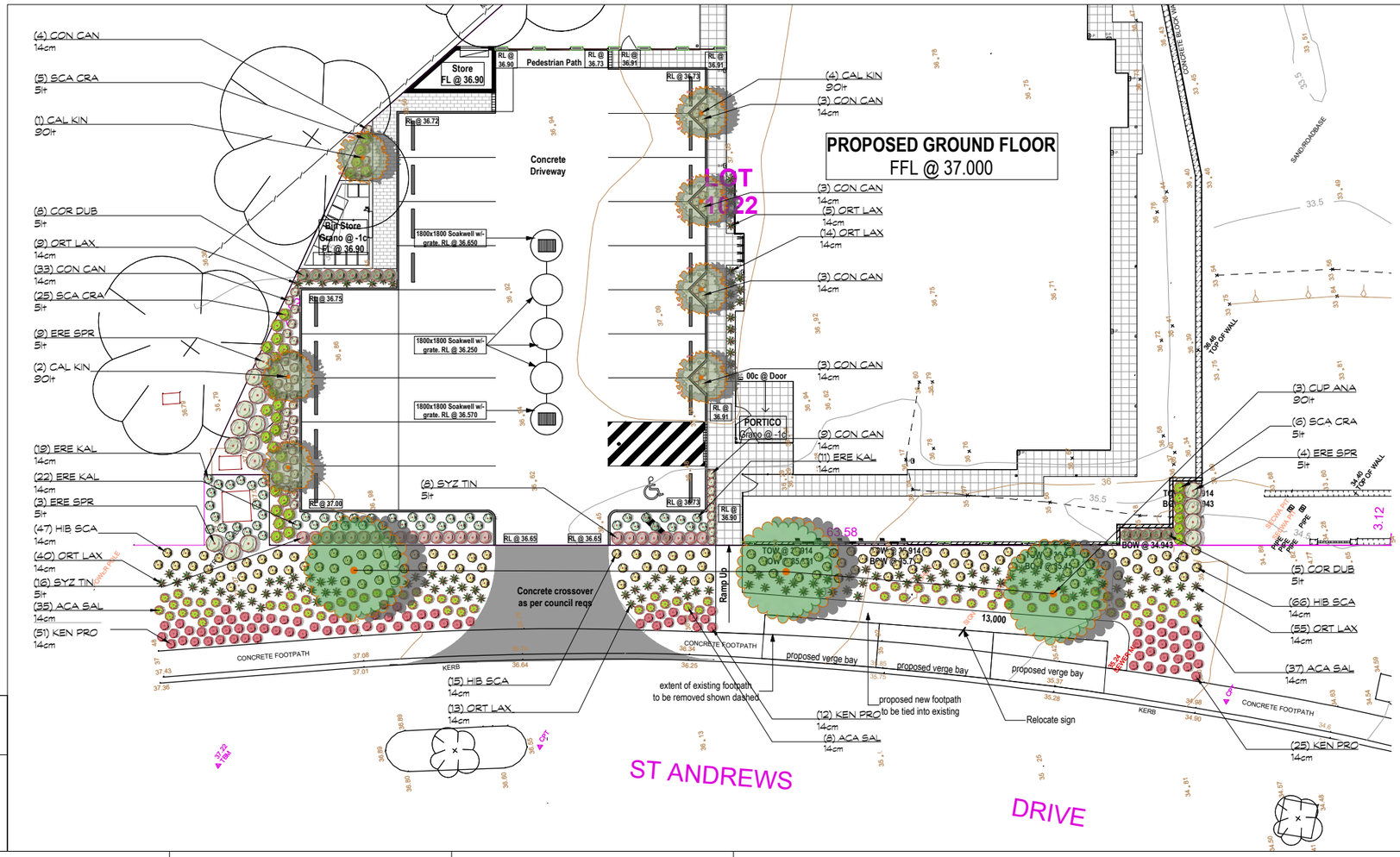
4.7 Landscaping beds are to have horticultural quality soil and be fully enviromulched.



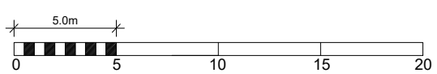
SYZYGIUM 'TINY TREV'



SCAEVOLA 'FAN FLOWER'



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



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PROJECT	DRAWING	ISSUE
LOT 1020 (#150) ST ANDREWS DVE YANCHEP	OVERALL CONCEPT PLAN	ISSUED FOR FEEDBACK

CLIENT	DRAWING NO	SCALE	SHEET	REVISION	DRAWN	DATE
MAC HOMES	L-01	1:300	A3	0	CRM	19/11/24

REVISIONS

No	DATE	DRAWN	DETAILS
0	19/11/25	CRM	PLANTING PLAN- ISSUED FOR FEEDBACK

ATTACHMENT 10

2025

WASTE MANAGEMENT PLAN



LOT 1022 (NO.150) ST ANDREWS DRIVE, YANCHEP

PROPOSED CHILD CARE PREMISES
CITY OF WANNEROO

CF Town Planning & Development

Prepared for

Germano Designs and the landowners for the construction of a new child care premises on Lot 1022 (No.150) St Andrews Drive, Yanchep.

Prepared by

CF Town Planning & Development
Planning & Development Consultants

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CF Town Planning & Development

Name	Position	Document Revision	Date
Mr Carlo Famiano	Town Planner	Waste Management Plan	28 October 2024
Mr Carlo Famiano	Town Planner	Waste Management Plan	8 February 2025

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Appendix 1: Bin Store Location

Appendix 2 - Waste Truck Movement

Appendix 3: - Site Development Plans

1.0 BACKGROUND & DESCRIPTION

CF Town Planning & Development have been commissioned by Germano Designs and the landowners to prepare a Waste Management Plan (WMP) in support of the development application currently being considered by the Metro Outer Development Assessment Panel (DAP) and the City of Wanneroo for a new child care premises on Lot 1022 (No.150) St Andrews Drive, Yanchep ('Subject Land').

The subject land is classified 'Residential' zone under the City of Wanneroo's current operative District Planning Scheme No.2 (DPS No.2) with a density coding of R40. Lot 1022 is also located within the Agreed Structure Plan Area No.43 entitled 'Yanchep-Two Rocks District Structure Plan No.73', with a Detailed Area Plan (DAP) entitled 'Sun City – Lot 122 (No.140) St Andrews Drive, Yanchep' being prepared and includes the Subject Land.

Under the terms of the City's DPS No.2, the development and use of land classified 'Residential' zone for 'Child Care Premises' purposes is identified as a discretionary ("D") use, meaning a use is not permitted unless the local government has exercised its discretion by granting development approval.

Lot 1022 is irregular in shape, comprises an area of 2,062m^2 and contains vehicular access from St Andrews Drive along its western lot boundary. The Subject Land is currently vacant/unused land and does not comprise any physical improvements or vegetation.

The proposed development includes the construction of a single storey building for child care premises.

1.1 Building Area

A copy of the site development plans are provided in Appendix 3. It is significant to note that the development will comprise a floor area of 1,341.45m^2 (including the outdoor play area and other facilities). The following table provides a breakdown of the areas for the development:

Table 1 – Floor Area Usage

USAGE	AREA
Child Care Premises	675.36m^2
Outdoor Plan Area	644.77m^2
Store & Portico	21.32m^2
Total Active Area of Child Care Centre	**1,341.45m^2**

For the purpose of calculating waste generation, it should be noted that the floor area of the staff room, reception, kitchen/prep, cot room, meeting room, planning room and playrooms (i.e. active areas) of the proposed child care premises totals 403.2m^2 (round up to **405m^2** for the purpose of this WMP).

2.0 PURPOSE OF WASTE MANAGEMENT PLAN

This Waste Management Plan has been prepared and submitted to the Metro Outer Development Assessment Panel (DAP) and the City of Wanneroo as part of the current development application being considered for the Subject Land.

The aim of this Plan is to:

1. Identify the indicative volume of waste generation.
2. Ensure adequate facilities are provided to serve the future operations of the child care premises on the Subject Land.
3. Demonstrate the proposed design meets industry best practice.
4. Provide for an adequate on-site bin pick-up location and minimize any impacts on traffic safety and vehicle movements along the adjoining road network.
5. Develop the framework of operational procedures required from the center operator to ensure that the management of waste is to best practice.

3.0 KEY REFERENCE MATERIAL

- WALGA Commercial and Industrial Waste Management Plan Guidelines;
- New South Wales (NSW) Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities;
- Sustainability Victoria (Victorian State Government); and
- Discussions with the City of Wanneroo Planning Department.

4.0 ESTIMATED VOLUMES & BIN TYPE

4.1 Types of Waste Generated

Commercial and industrial operations can generate a wide variety of the waste types. Table 2 below lists the types of waste typically generated for commercial/industrial developments (Table from WALGA *'Commercial and Industrial Waste Management Plan Guidelines'*). It is recognised that the waste type generated will vary between different business operations.

Table 2 – Waste Types

WASTE STREAM	COMMENT
General Waste	The quantity and composition of general waste generated by a commercial or industrial operation can vary significantly. General waste includes non-recyclable plastics, food waste, recyclable packaging which is contaminated with food waste and other non-recyclable materials, as well as recyclables which have not been placed in the correct bin.
Recyclables	Workers frequently consume beverages packaged in recyclable containers, such as aluminium cans and polyethylene terephthalate (PET) bottles and milk is often provided by organisations in liquid paperboard or high density polyethylene (HDPE) containers. These materials can form a

	significant proportion of the waste stream in commercial and industrial buildings. Occasional company events can also generate irregular but significant quantities of glass and other containers.
Glass	Glass bottles are a primary component of the waste streams generated within licensed venues such as pubs and clubs, as well as food retailers such as cafes and some take-away shops. Glass is very dense which makes it difficult to store and move efficiently
Office Paper	Waste audits have shown that by quantity, paper is by far the largest waste stream generated from offices. Office paper is generally white, A4-size and 80 grams per square metre (gsm, g/m2), although many other combinations of colour, size and grade are also generated. Office paper is a higher grade paper and as it is usually generated in large quantities it is generally collected separately and recycled.
Cardboard and Bulk Packaging	Most waste generated from non-food retail facilities is bulk packaging material that protects goods delivered to the facility for sale or distribution.
Plastic Film	Plastic film, such as shrink pallet wrap, is another major component of non-food retail building waste. This material is very bulky, but very light weight and compacts well.
Food Waste	Most commercial and industrial developments generate some quantities of food waste. The volumes of food waste generated within a development can vary significantly depending on the type and scale of the business; ranging from uneaten employee/staff meals within office buildings through to food outlets, which can produce large quantities of food waste on a daily basis.
Cooking Oil & Grease	Used cooking oil is produced in large volumes by food retailers such as fish and chips shops and fried chicken stores. Waste oil can cause significant issues if improperly disposed of to the sewage system.
Controlled Waste	The Environmental Protection (Controlled Waste) Regulations 2004 apply to a controlled waste that is produced by, or as a result of: • An industrial or commercial activity • A medical, nursing, dental, veterinary, pharmaceutical or other related activity • Activities carried out on or at a laboratory • An apparatus for the treatment of sewage. An apparatus for the treatment of sewage. Controlled Waste is defined as all liquid waste, and any waste that cannot be disposed at a Class I, II or III landfill site.
Other Wastes	These can include printers, copies, and toner cartridges, IT equipment, batteries, mobile phones, furniture, florescent lights, paint, pallets and mattresses, timber, ferrous and non-ferrous metal

The staff of the child care centre will be responsible to sort the waste through the provision of labeled bins throughout the building. The waste and recyclable streams that would apply to the proposed child care premises on the Subject Land would be as following:

- General waste; and
- Co-mingled recycling, which includes all paper, cardboard, plastic, glass, aluminum and steel cans.

4.2 Volume

As previously mentioned, the proposed new child care premises on the Subject Land will include the construction of one (1) building comprising an active area (i.e. internal and external) of 1,341.45m^2. For the purpose of calculating waste generation, it should be noted that the floor area of the staff room, reception, kitchen/prep, cot room, meeting room, planning room and playrooms (i.e. active areas) of the proposed child care premises total 405m^2.

In order to provide the necessary service, this Waste Management Plan estimates the volume of waste generated by the use. The waste generation rates prescribed by 'Sustainability Victoria' has been adopted for the proposed child care centre (using the generation rates prescribed for 'Commercial Development – Childcare').

In light of the above and in accordance with Sustainability Victoria, the following weekly waste generations rates associated for each stream of waste (i.e. general waste and recycling) are provided:

Table 3: Waste Generation Rates

USE TYPE	GENERAL WASTE	RECYCLE WASTE
Childcare	350L/100m^2 per week	350L/100m^2 per week

It should be noted that the proposed child care centre on the Subject Land will operate between Monday to Friday (i.e. 5 days).

The following equation was used to calculate the anticipated weekly general waste and recycling generation:

- Waste, recycle generation calculations

  Total Amount of Waste Type = (Floor Area/100m^2) x Waste Rate

The following weekly waste generation calculations are provided in support of the development for the purpose of establishing the number of bins required in support of the new child care centre, based on the entire usable area of the site:

Table 4 – Weekly Waste Generation

USE TYPE	AREA OF BUILDING (ACTIVE SPACE)	GENERAL WASTE	RECYCLE WASTE
Child Care Premises	405m^2	1,417 litres	1,417 litres

4.3 Bin Type

Given the volume of waste being generated by the proposed use on the land, this Waste Management Plan recommends the use of 240L rubbish bins to service the property with collection rates for each stream of waste will be once per week. Figure 1 illustrates the dimension of a 240L bin.

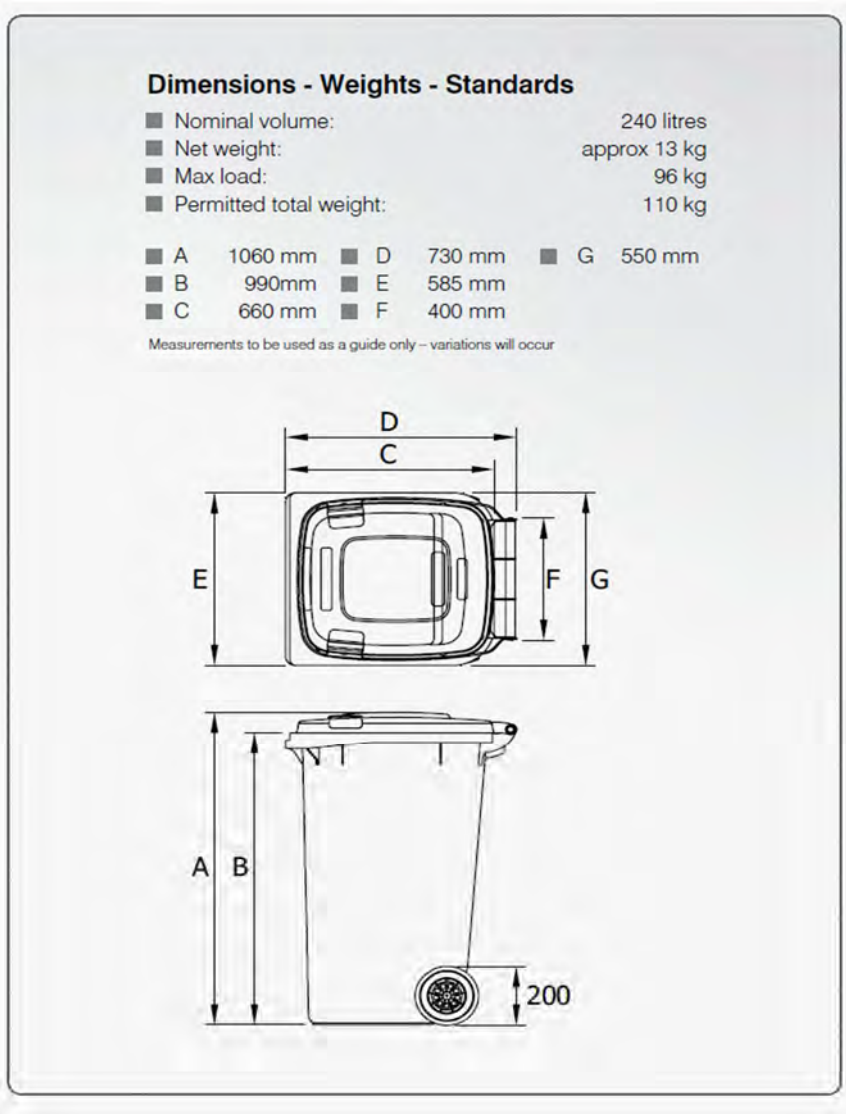


Figure 1 – Bin type & dimensions

The following equation was used to calculate the number of bins required to service the development:

- Total bins required for general/recycle waste

  Total Number of Bins Required = Total Weekly Waste Generated/240L.

Given the waste generation calculation outlined in Table 4, the following bin requirements will be applied to the proposed child care centre on the Subject Land:

- General waste bins- 6 x 240L
- Recycle waste bins- 6 x 240L

It should be noted that there is sufficient space within the proposed bin storage areas to accommodate the various bins required to service the development. The following calculation (i.e. Table 5) are provided in support of the waste generation and the number of bins required to service the use:

The following calculation are provided in support of the waste generation and the number of bins required to service the use:

Table 5 – Bin Capacity

WASTE TYPE	BIN SIZE	NUMBER OF BINS	COLLECTION INTERVALS	BIN CAPACITY	ACTUAL WASTE COLLECTION
General Waste	240L	6	1 per week	1,440L per week	1,417 litres
Recycle Waste	240L	6	1 per week	1,440L per week	1,417 litres

In light of the above bin capacity calculations, it is contended that the provision of the bin numbers and pick up intervals listed in Table 5, including associated storage facilities, is sufficient to accommodate the needs of the future occupants of the development.

5.0 COLLECTION FREQUENCY & PROVIDER

The operator of the child care premises will appoint a private contractor as the rubbish collection service provider, with the following indicative collection services being provided for the development on the Subject Land:

- Weekly 240 litre general waste bin collection (i.e. potentially Friday).
- Weekly 240 litre recycling bin collection (i.e. potentially Monday).

It is significant to note that all green waste will be collected and disposed of by a private landscape contractor which will collect and disposal of green waste (i.e. small garden prunings etc) as part of the weekly maintenance of the landscaping area and outdoor activity areas of the development.

All bins will be collected by the private contractor on-site using an 8.8 metre long truck (see Figure 2). The rubbish truck will service the development from the St Andrews Drive, accessing the site in a forward gear, with the ability to turn on-site and exit onto St Andrews Drive in a forward gear to avoid any adverse impacts on traffic movements along the local road network. Pick-up times will be undertaken during non-peak periods of the child care premises during time when parents are not attending the site and therefore allowing for vacant bays within the car parking area. Appendix 2 illustrates the truck movement paths prepared by Premise (consulting traffic engineers).

On collection day, the truck will be stationary for a short period of time, with collection time being outside of the peak vehicle movement periods for the child care premises (i.e. outside the pick-up and

drop-off times). This will result in the rubbish service attending the site between 10am and 2pm once per week per rubbish type/stream. Given this, it is expected that there will be little disruptions to the on-site vehicle movements experienced during the weekly rubbish pick-up period. Furthermore, the service will not conflict with the peak vehicles movements on the adjoining streets.

In light of the above, the service will not impact the nearby residential properties in terms of noise or vehicular movements. Appendix 1 (Bin Storage Location) illustrates the approximate location of the truck being positioned on-site to service the bins.

Overall length	Up to 11m
Overall width	2.5m
Height (travel)	Up to 4.2m
Height (in operation)	Up to 4.2m
Weight (vehicle only)	16.5t
Weight (payload)	11t
Turning circle	20m



Figure 2 – Rubbish truck & specifications to be adopted for the development.
The truck comprises a reverse camera to allow for easy and safe access.

6.0 LOCATION, SIZE & FEATURES OF BIN STORAGE AREA

6.1 Bin Store Area & layout

As previously mentioned, the proposed child care premises on the Subject Land will require a total of twelve (12) 240 litre bulk rubbish bins. The following table provides a breakdown of the required area for the bin storage area to accommodate the required bins:

Table 6 – Bin Storage Area

BIN SIZE	BIN AREA ALLOWANCE	QUANTITY	MANOEURING SPACE ALLOWANCE	AREA REQUIRED
240L MGB (General Waste)	0.41m^2	6 bins	X 2	4.92m^2
240L MGB (Recycle Waste)	0.41m^2	6 bins	X 2	4.92m^2
		Total Area Required		**9.84m^2**
		Total Area provided		**15.09m^2**

As demonstrated above, the bin store area comprises sufficient area to accommodate the bins and provide surplus area to accommodate any other waste materials. The bin store area proposed for the

development will comprise gates to allow for easy access and storage of the bins. The store has been designed to provide easy removal of the bins for servicing and cleaning (see Appendix 1 – Bin Store Location & Figure 4).

6.2 Bin Store Location & Features

The development will include one (1) bin storage area to service the child care premises on the land.

The bin storage area will be located along the northern side boundary of the Subject Land, abutting the driveway entrance and car parking area associated with the adjoining golf course. As such, the bin store will be located well away from any adjoining residential lots. The bin store will be screened from being visible from the St Andrews Drive by a masonry screen fence (see Appendix 1 – Bin Store Location & Figure 3).



Figure 3 – Aerial Site Plan. Location of the bin store on the Subject Land.

The proposed location of the bin storage area will:

i) Minimise odour levels impacting on the occupants/patrons of the child care premises;

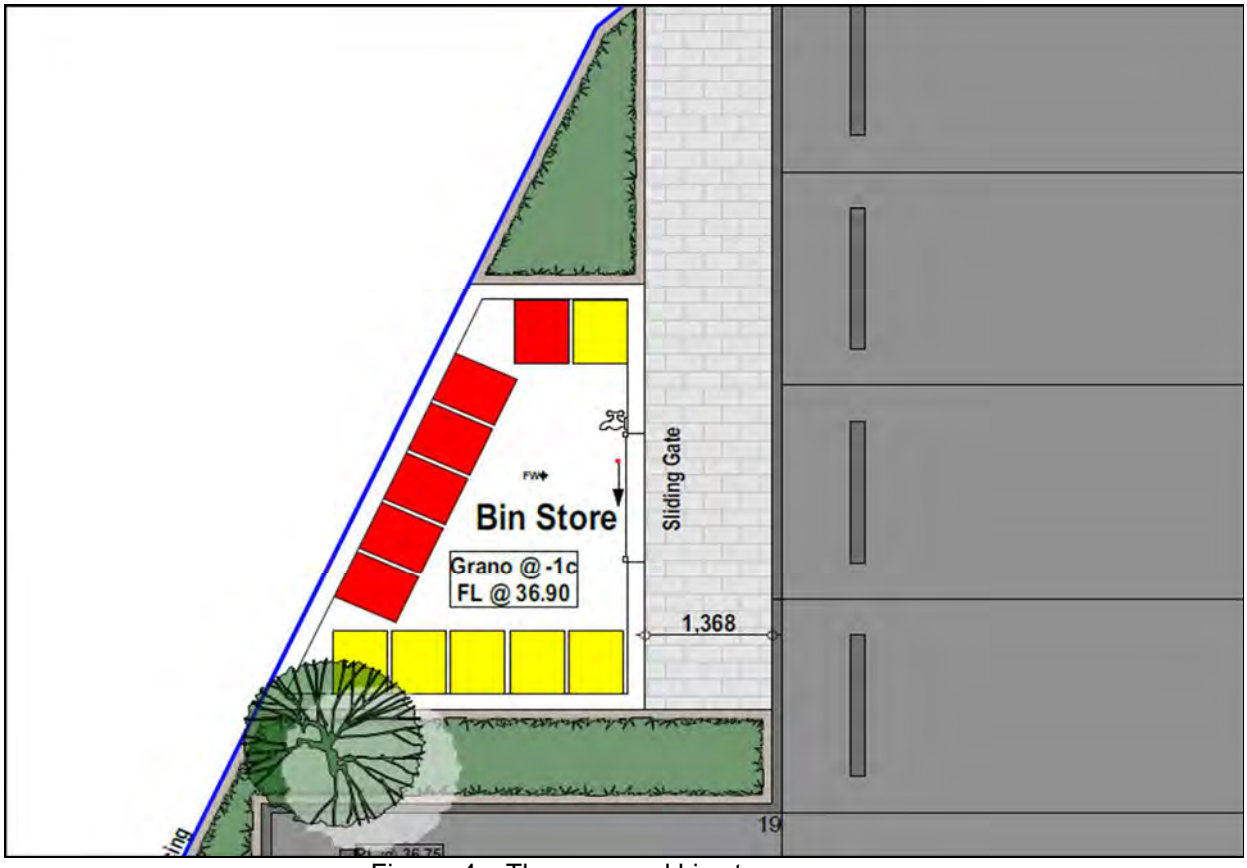
ii) The bin store is located away from any habitable rooms of the existing dwelling/s on any adjoining/adjacent properties (in fact the bin store is well away from any residential lots);

iii) There is sufficient separation between the bin store of the Subject Land and the usable space associated with adjoining golf course; and

iv) Provide easy access for the future operators of the child care premises.

Key design points of the bin storage area are as follows:

- The bin storage area will comprise a tap and connection to sewer for wash-down purposes.
- The bin storage area will comprise a 100mm concrete floor.
- The bin store area will be screened (i.e. 1.8 metre high masonry wall) and gated to hide its view from the street, the car parking area, the outdoor play area and will provide security.
- The bin store will be well away from the outdoor play area and will provide security.
- The bin storage area will be secured and screened from the operators of the development.
- Adequate space to move and access bins.
- Provide adequate ventilation of the bins store area.
- Install appropriate signage.
- Provide a secure area from theft and vandalism.
- Adequate on-site collection area (see Appendix 1 – Bin Store Location & Figure 4).



Figu re 4 – The proposed bin storage area.

7.0 NOISE, ODOUR & MINIMIZING LANDFILL

It is anticipated that the location of the bin storage area within the car parking area will provide easy access by the operators, in terms of emptying waste from the child care premises operations and servicing the bins for collection.

Noise

The bin storage area will be screened and located within the Subject Land, abutting the car parking area, with adequate separation to any nearby residential developments or sensitive land uses. A masonry fence will be provided between the bin store and the lot boundary to provide a buffer. The bin storage area will comprise a masonry wall around the perimeter of the compound to provide security and reduce any transfer of noise.

It is expected that the bin storage area will generate minimal vertical and horizontal noise transfer during use. As such, it is contended that the noise generated from the bin storage area will not result in any undue impacts on the adjoining properties and would be consistent with noise generated by a typical residential or small commercial development.

In light of the above, it is contended that there will be no notable impacts on the surrounding residential development of the adjoining golf course or any other future development within the immediate area from the proposed child care premises in terms of waste management.

Odour

Strategies to minimize odour are:

- Locating the bin storage area in close proximity to the car parking area, away from any key activity areas/windows to the child care premises;
- Construction of a masonry wall around the perimeter of the bin storage area.
- Screening the bin storage area.
- Allowing for natural ventilation of the bin storage area.
- Regular washing of the bins and storage area.
- Ensure general waste is bagged prior to placement in bins. Recyclables must be rinsed and loose.
- Ensure that bin lids are kept firmly closed.
- Arrange for the general waste bin to be collected on a Friday to limit the amount of waste within the bin over the weekend period.

Minimising landfill

Given that the proposed child care premises on the Subject Land will be provided with two (2) separate bin types (i.e. general waste & recycling), it allows operators of the child care premises to sort rubbish accordingly. The provision of recycling bins will enable occupants of the development to place the following items for recycle collection:

- Glass bottles and jars (excluding broken glass, plates, pottery etc).
- Plastic bottles and containers.
- Newspapers and glossy magazines, paper, envelopes.
- Cardboard boxes etc.
- Cans - steel and aluminum, excluding aerosols cans.
- Milk and juice cartons.



This Waste Management Plan has been developed with the aim of reducing waste through best practices and education of staff. It is contended that adequate measures are available for the operators of the child care premises to minimize disposal of rubbish within the general waste bin resulting in long term reduction of landfill.

Vermin

The bin lids will remain closed at all times to reduce access by vermin. The use of bait stations could be implemented/considered by the operator in instances of vermin appearing.

8.0 SCREENING & BLENDING OF BIN STORARE AREA

The bin storage area will be a purpose built compound specifically designed and screened from the public realm (i.e. screened from St Andrews Drive or the adjoining golf course). The materials and finishes of the bin storage compound will harmonise with those materials to be used for the proposed development/building on the land (i.e. masonry).

9.0 IMPACT ON ADJOINING/ADJACENT PROPERTIES

The development on the Subject Land has been designed to locate the bin storage area in a location away from any internal activity areas of the child care premises and provides adequate separation from any key sensitive areas on the adjoining properties.

It is contended that the bin storage area is consistent with a bin storage area akin to a conventional residential development (i.e. grouped or multiple dwelling development) or a small commercial development. Notwithstanding this fact, it is significant to note that the bin store for the new child care premises on the Subject Land is located and will be constructed to minimize any adverse impacts on the adjoining or adjacent properties.

In light of the above, it is contended that any potential impacts on the adjoining and adjacent properties from the proposed bin storage area on the Subject Land is expected to be minimal and would be consistent with the waste disposal activities of a typical a residential or small commercial type development within the immediate locality.

10.0 GENERAL WASTE & RECYCLING TRANSFER

The new child care premises will include adequate general waste and recycle bins within each key functional area of the building to enable staff and patrons of the use to appropriately dispose of waste. This includes the activity areas/outdoor play areas for the child care premises, all amenities and staff rooms throughout the development. The bins will be no larger than 60 litres and will be appropriately labelled or coloured to distinguish between the different waste types.

All bins will be regularly cleaned to reduce the extent of odours and attraction of pests. All waste within the bins located throughout the development will be transferred to the large storage bins once full and at the end of every day. This will include cleaning and sanitizing the bins on a daily basis to reduce any potential odours or pests.

11.0 MANAGEMENT REQUIREMENTS (WASTE MANAGEMENT)

The appointed centre manager for the child care centre will be responsible to:

i) Appoint a staff member to be responsible for:
- arranging pick-up times for the bins by the private contractor;
- arrange for all internal bins to be emptied daily or when full and arrange for the bins to be cleared and sanitized daily;
- coordinating the cleaning of the bins and bin storage areas every two (2) to three (3) weeks;
- Ensure the bins are in working order and arrange maintenance if required; and
- Ensure all staff/cleaners of the child care premises are aware of the requirements/responsibility of the waste management plan.

ii) Ensure litter is cleaned up through regular landscape maintenance;

iii) Co-ordinate the ordering of any skip bins if required for bulk pick-ups;

iv) Deal promptly with any issues or complaints relating to hygiene, noise, odour or other inconvenience; and

v) Arrange for a private contractor to collect and disposal of green waste (i.e. small garden prunings etc) as part of maintaining the landscaping areas for the development.

A copy of the Waste Management Plan will be maintained within the office/administration area of the child care centre for reference and records.

12.0 CONSTRUCTION WASTE

During construction, a waste compound will be provided on-site to store any waste produced during the construction process and will be serviced regularly (when required) by a private contractor. The contractor will provide off-site sorting of the waste to ensure that waste is recycled where possible to minimize landfill waste.

Sub-contractors will be responsible for pre-sorting of waste products into appropriate areas within the waste compound as much as possible to reduce overall construction costs. The site manager will monitor the disposal of waste and sorting of recycle material.

No waste compounds or rubbish will be placed or stored on the street verge area or footpaths surrounding the project boundaries. All pedestrian and vehicle access areas will remain clear from construction debris at all times.

More details regarding on-site management during the construction phase of the development will be provided as part of a Construction Management Plan (CMP) to be prepared by the builder prior to the commencement of construction. The requirement for a CMP is typically imposed as a condition on any development approval granted by the determining authority.

13.0 CONCLUSION

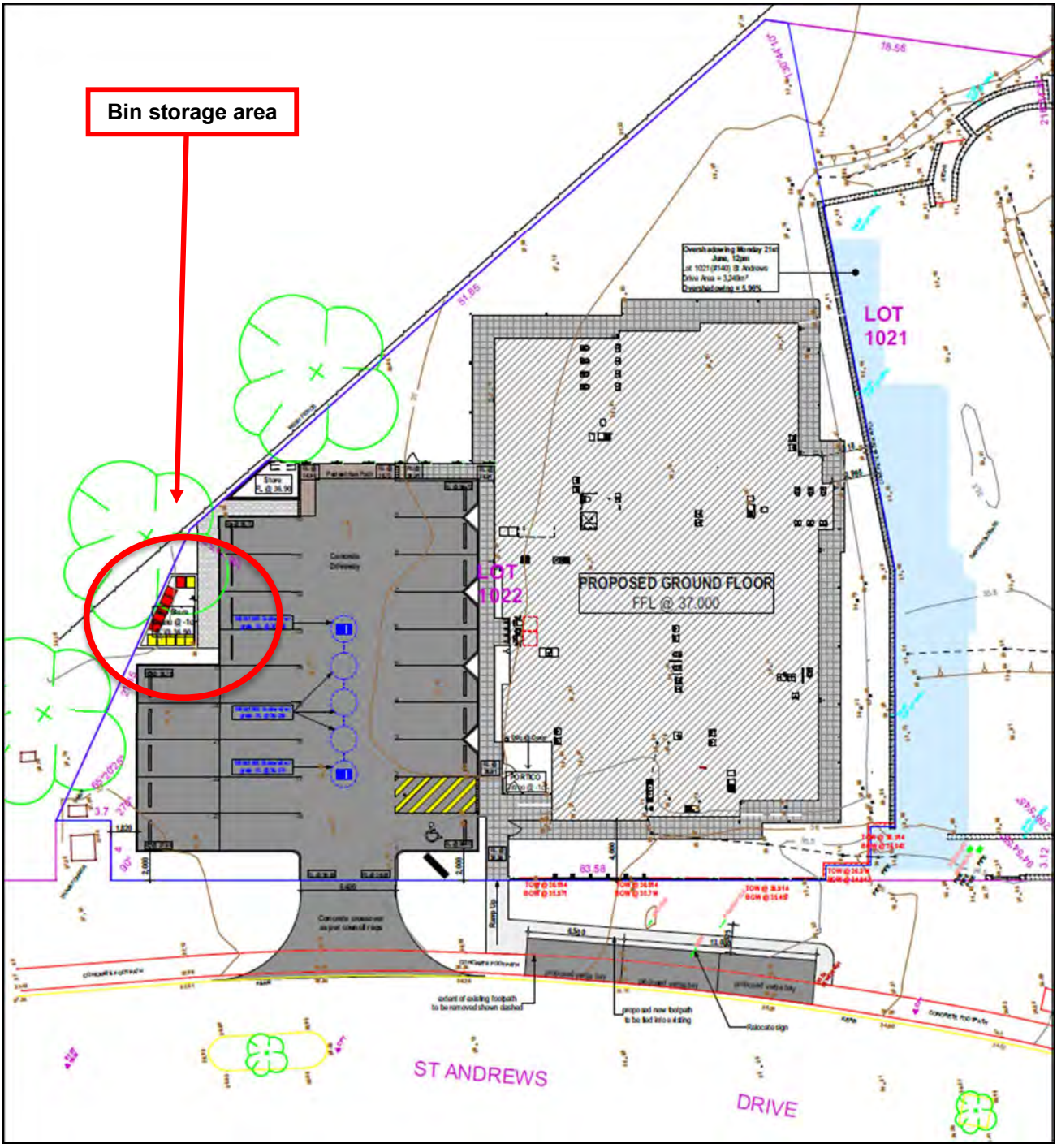
As demonstrated within this Waste Management Plan, the proposed child care premises on Subject Land provides sufficient bin storage and adequate bins to service the business operations for both general waste and recyclables. Given the waste levels generated, the use of 240 litre bins for each waste stream and collected once per week is adequate to service the needs of the proposed development on the Subject Land.

Furthermore the servicing of the bins by the private contractor (on-site) can adequately be achieved without having an adverse impact on the local residents and the local street network. An appointed staff member of the child care premises will be responsible to oversee the operation/implementation of the waste management plan.

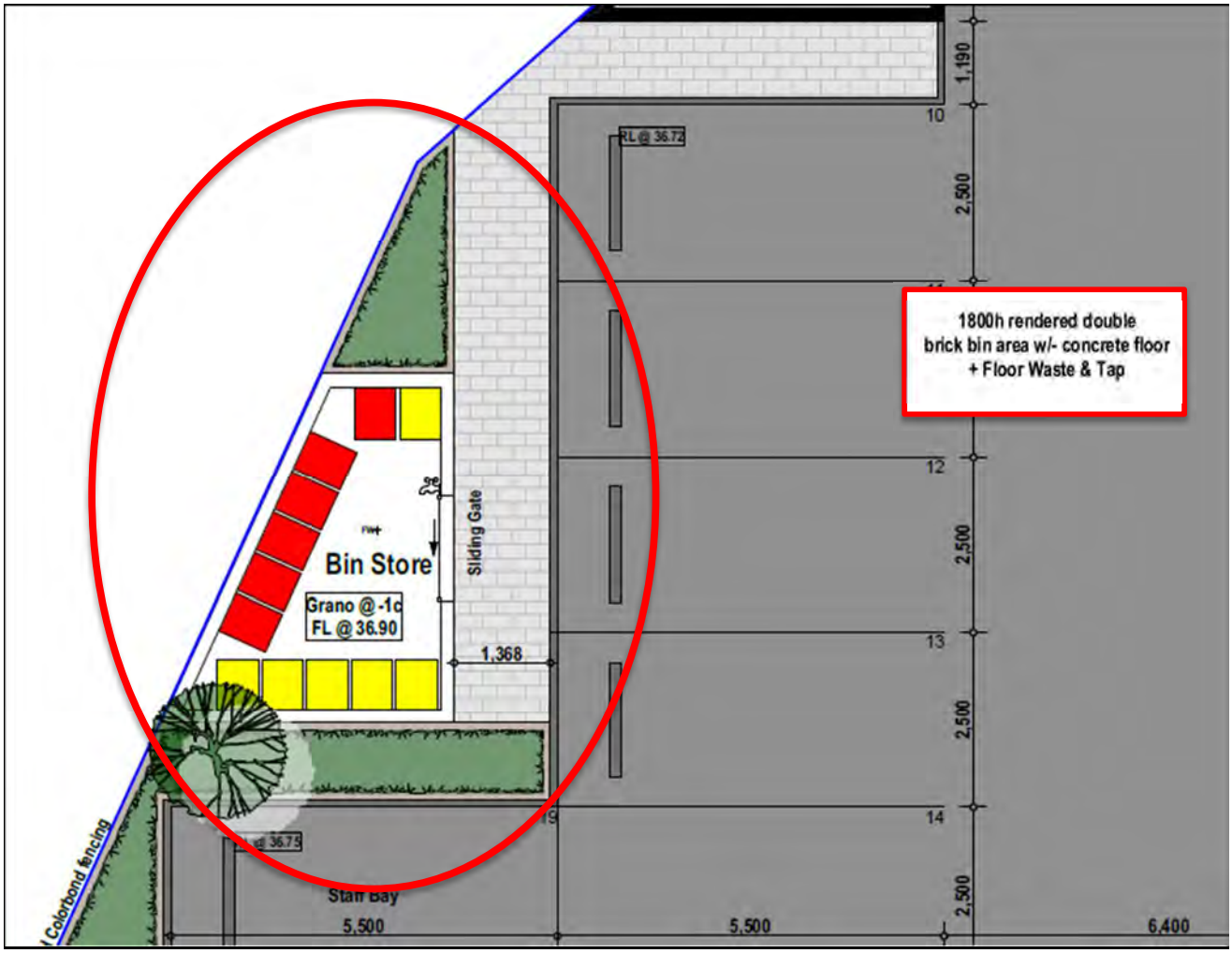
8 February 2025

CF Town Planning & Development
Planning & Development Consultants

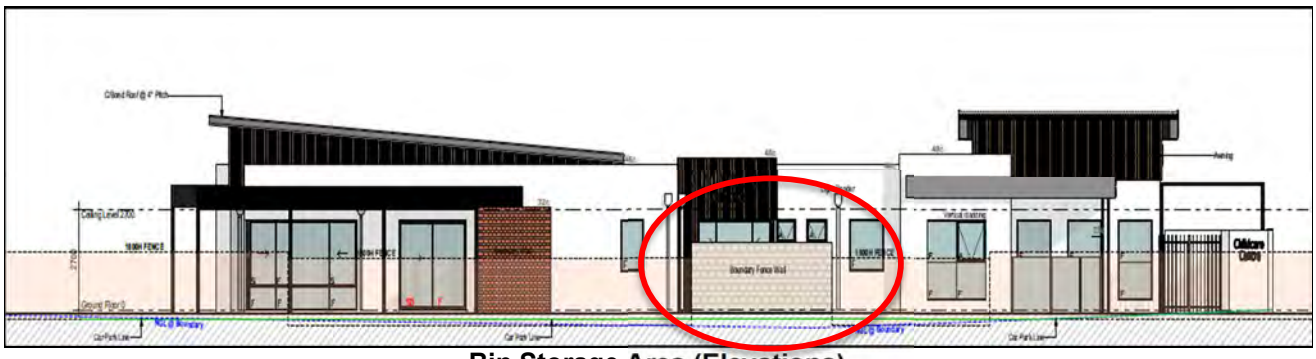
APPENDIX 1 – BIN STORE LOCATION



Location of Bin Storage Area



Bin Storage Area (Site Plan)



Bin Storage Area (Elevations)

APPENDIX 2 – WASTE TRUCK MOVEMENTS



NO	DATE	AMENDMENT
D	28-01-2025	ISSUED FOR REVIEW
C	06-10-2023	ISSUED FOR REVIEW
B	02-08-2023	PROPOGED LAYOUT AMENDED
A	20-07-2022	ISSUED FOR REVIEW

PROJECT: Lot 1022 (No 150) St Andrews Drive, Yanchep
TITLE: Vehicle Turning Circle Plan - Medium Rigid Vehicle (8.8m)
DRAWING NUMBER: KC01487.000_S40
DRAWN BY: J.C.
Civil & Traffic Engineering Consultants
kctt

APPENDIX 3 – SITE DEVELOPMENT PLANS

MAC HOMES

Address:Lot 1020 (#150) St Andrews Drive, YANCHEP

Childcare Centre

Job Number: 21109

Drawing No	Description
01	Cover Sheet
02	3D
03	Existing Site Survey
04	Site Plan
05	Context Plan
06	Floor Plan
07	Elevations
08	Roof Plan



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Revision	Description	Date
009	JDAP	29.10.24
009	Planner Comments	10.10.23
008	Hydraulic	23.08.23
007	Planning Drawings	31.07.23
006	Sketch	29.07.22
005	Sketch	24.02.22
004	Sketch	22.02.22
003	Sketch	11.02.22
002	Sketch	20.01.22

Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
3D

Scale:	Sheet Size:
1:3.57	A1
Project No:	**Revision Number:**
21109	9.00

Drawing No.:
02 of 08

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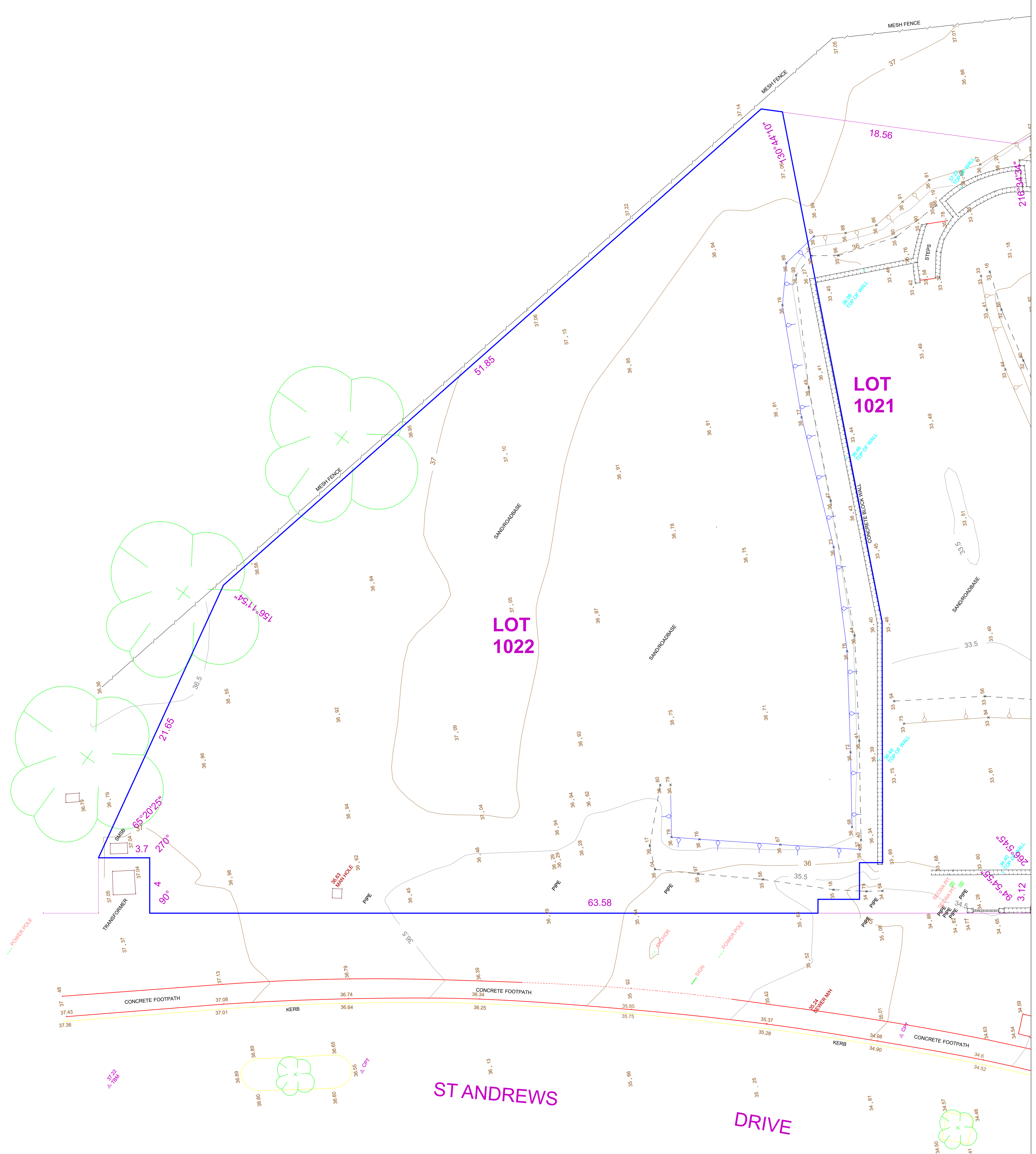
ROSS McLOUGHLIN
CONSULTING SURVEYOR
JOONDALUP: UNIT 1, 9 MERCER LANE
LANCELIN: 4 SALVAIRE CRESCENT
MOBILE 0419 255 999
EMAIL rossmac@iinet.net.au

LOT 1020 (No.150) ST ANDREWS DRIVE - YANCHEP

SITE PLAN - STRATA LOT 9

SCALE: 1:200 @ A1 SIZE	LOCAL AUTHORITY: CITY OF WANNEROO	SURVEYOR:	RAM
DATE: 24.7.2019	PLAN: LOT 9 ON STRATA PLAN 70720	DRAWN:	RAM
DATUM: AHD	AREA: 4138m ^{2}	SDR FILE:	YP5

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







Revision	Description	Date
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005	Sketch	24.02.22
004	Sketch	22.02.22
003	Sketch	11.02.22
002	Sketch	20.01.22

Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
Existing Site Survey

Scale:	Sheet Size:
1:200	A1
Project No:	**Revision Number:**
21109	9.00

Drawing No.:
03 of 08

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

LOT 1020 (No.150) ST ANDREWS DRIVE - YANCHEP

SITE PLAN - STRATA LOT 9

SCALE: 1:200 @ A1 SIZE	LOCAL AUTHORITY: CITY OF WANNEROO	SURVEYOR:	RAM
DATE: 24.7.2019	PLAN: LOT 9 ON STRATA PLAN 70720	DRAWN:	RAM
DATUM: AHD	AREA: 4138m ^{2}	SDR FILE:	YP5

CHECK CERTIFICATE OF TITLE FOR EASEMENTS, RESTRICTIVE COVENANTS, ETC.

THIS SURVEY DOES NOT GUARANTEE THE CORRECT POSITION OF BOUNDARY PEGS OR FENCES.

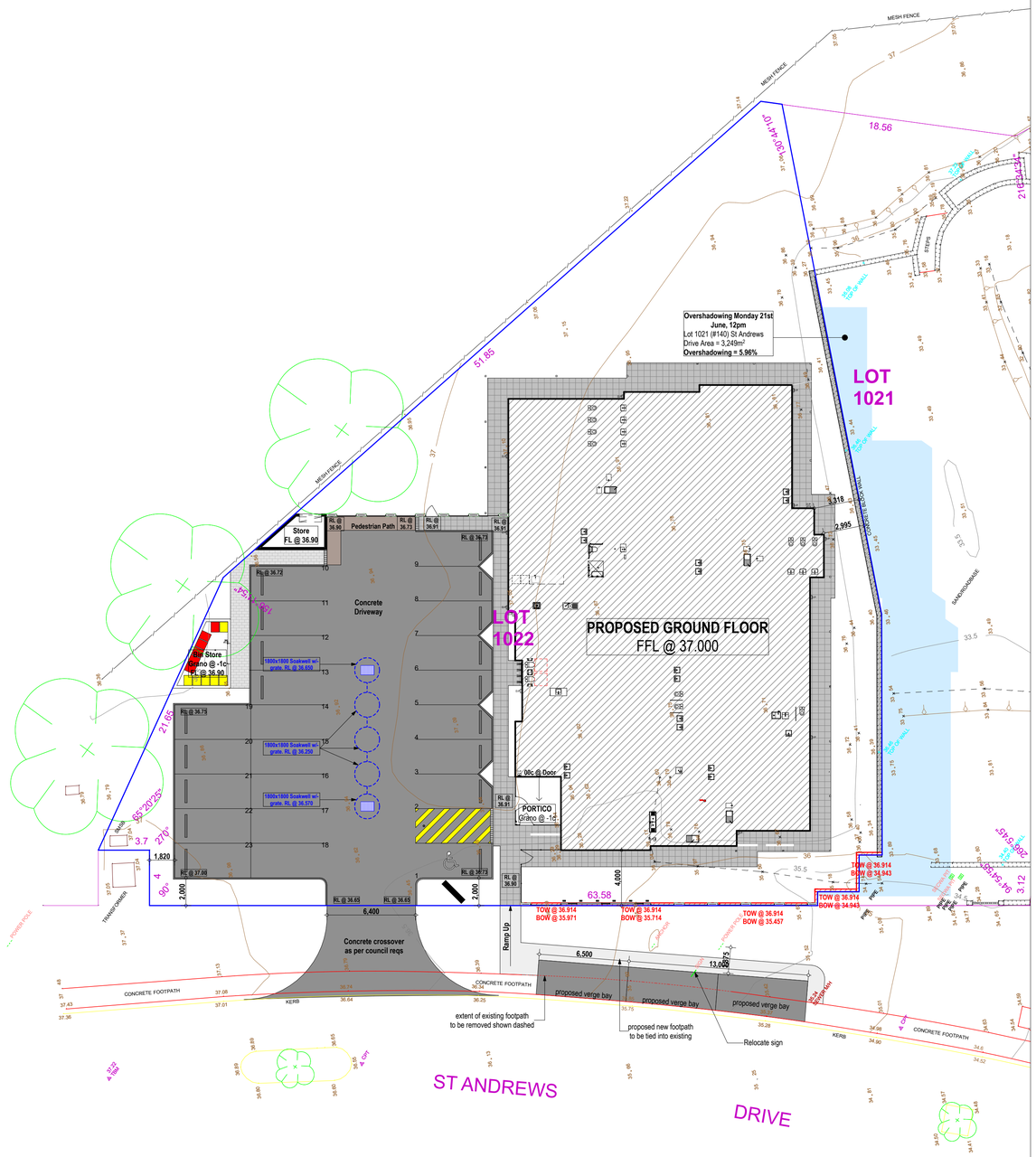
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002	Sketch	20.01.22

Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
Site Plan

Scale: 1:200
Sheet Size: A1
Project No: 21109
Revision Number: 9.00
Drawing No.: 04 of 08

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144 St Andrews Dr, Yanchep



Residential - St Andrews Drive



Yanchep Rise Primary School

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003	Sketch	11.02.22
002	Sketch	20.01.22

Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
Context Plan

Scale:	Sheet Size:
	A1
Project No:	**Revision Number:**
21109	9.00

Drawing No.:
05 of 08

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Child / Room Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*40.12m²*	*3*
Activity 2	*2-3*	*20*	*65.28m²*	*4*
Activity 3	*2-3*	*20*	*65.05m²*	*4*
Activity 4	*3+*	*20*	*66.13m²*	*2*
Activity 5	*3+*	*20*	*64.90m²*	2
Piazza			*37.86m²*	(total 15 staff)
Total Internal = **(Min 3.25m² per child)**		**92**	**339.34m²** **(Min 299m² req)**	
Total External Play Area = **(Min 7m² per child)**		**92**	**644.77m²** **(Min 644m² req)**	

Parking Calculations

as per City of Wanneroo Policy

Requirement	Bays Reqd	Provided
9 bays plus 1 per 8 children accommodated in excess 54	20 child bays	23 bays (onsite)
1 per staff	15 staff bays	2 bays (verge)
	29 TOTAL	**25 TOTAL**

Ground Floor

Childcare Centre	675.36
Bin Store	15.09
Portico	11.55
Store	9.77
	711.77 m²



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002	Sketch	20.01.22

Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
Floor Plan

Scale:	Sheet Size:
1:100, 1:1	A1
Project No:	**Revision Number:**
21109	9.00

Drawing No.:
06 of 08

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Material & Colour Schedule

Acrylic Render
Dulux "Mt Aspiring"



Acrylic Render
Dulux "Champignon"



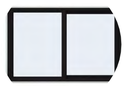
Face Brick
Midland Brick Recycled



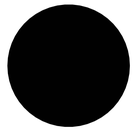
Vertical Cladding
"Axon Cladding"



Colorbond Roof
"Monument"



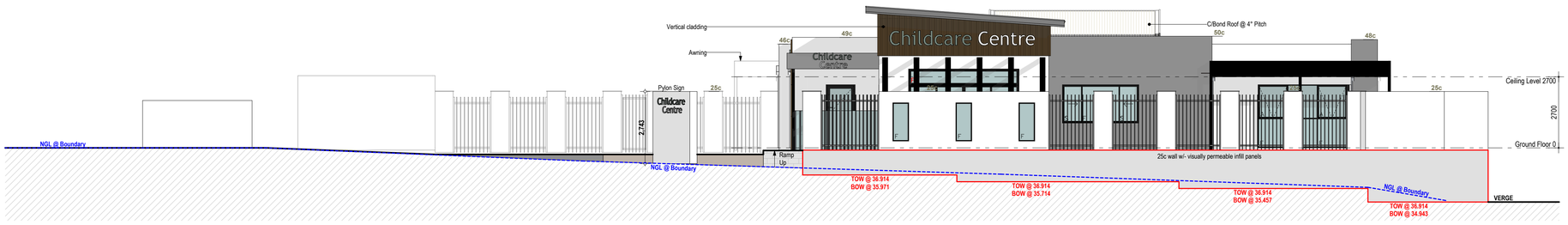
Window Frames
"Marble Black Satin"



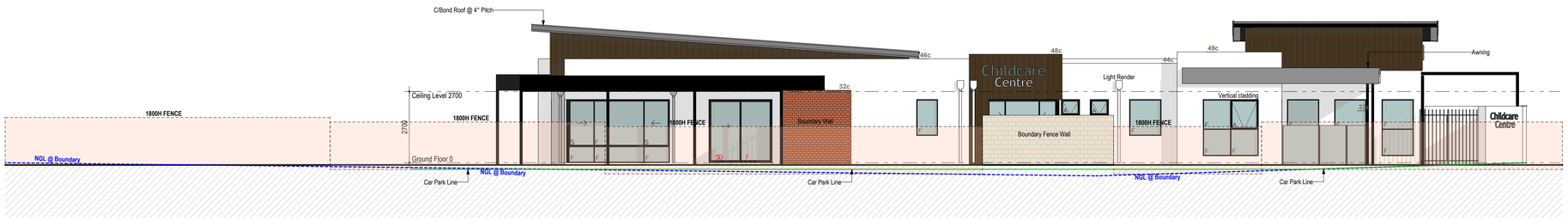
Awning
Dulux "Mt Aspiring



P/Coated Fence



1 West Elevation
1:100



2 North Elevation
1:100



3 East Elevation
1:100



4 South Elevation
1:100



Pylon Sign
1:27.50

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Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

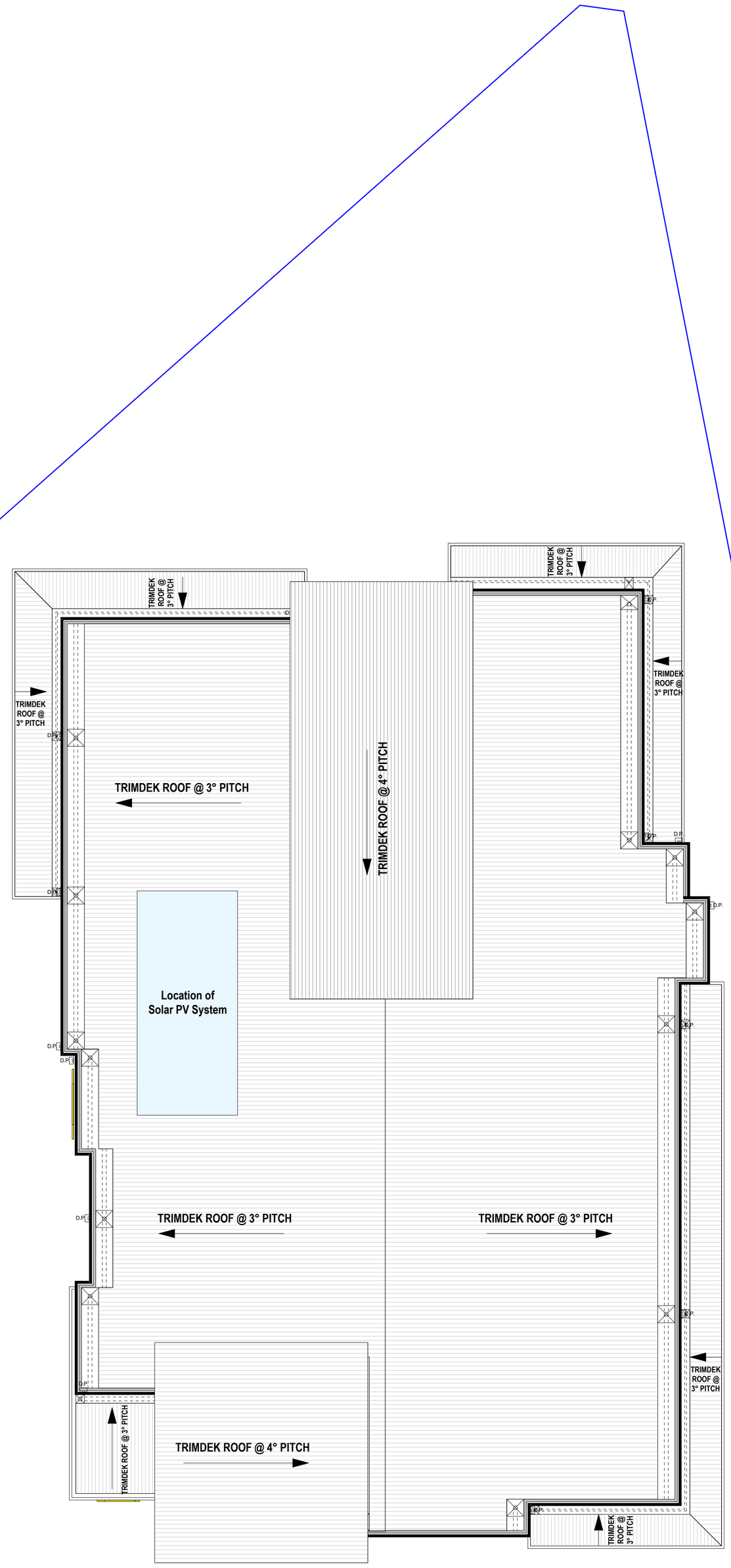
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Elevations

Scale:	Sheet Size:
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Project No:	**Revision Number:**
21109	9.00

Drawing No.:
07 of 08

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002	Sketch	20.01.22

Project North:

Client
MAC HOMES

Project Name
Childcare Centre

Project Address
Lot 1020 (#150) St Andrews Drive, YANCHEP

Drawing Title:
Roof Plan

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
21109	9.00

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PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure