Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 4 June 2025; 9:30am
Meeting Number: MODAP/82
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MODAP/82 – 4 June 2025 – City of Kwinana

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 KWINANA

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   3.1 Lot 814 Charing Cross, Wellard – Child Care Centre – DAP/25/02867
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	
Specialist DAP Members	*DAP Secretariat*
Francesca Lefante (Presiding Member) Clayton Higham (Deputy Presiding Member) Heidi Herget	Claire Ortlepp Ashlee Kelly
Part B – City of Kwinana	
Cr Matthew Rowse (Local Government DAP Member, City of Kwinana) Cr Ivy Penny (Local Government DAP Member, City of Kwinana)	

PART A – INTRODUCTION

1. **Opening of Meeting, Welcome and Acknowledgement**
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PART B – CITY OF KWINANA

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 814 Charing Cross, Wellard – Child Care Centre – DAP/25/02867

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 3.1 – Lot 814 Charing Cross WELLARD – Child Care Centre

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer
Local Government Area:	City Of Kwinana
Applicant:	CF Town Planning & Development
Owner:	Western Australian Land Authority
Value of Development:	$2.15 million
Responsible Authority:	City of Kwinana
Authorising Officer:	Brett Cammell
LG Reference:	DA11274
DAP File No:	DAP/25/02867
Application Received Date:	19 February 2025
Report Due Date:	14 May 2025
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. Location Plan 2. Development Plans 3. Landscape Plan 4. Transport Impact Statement 5. SPP 5.4 Acoustic Assessment 6. Environmental Acoustic Assessment 7. Waste Management Plan

Responsible Authority Recommendation

That the Metro Outer Development Assessment Panel resolves to:

1. **Approve** DAP Application reference DAP/25/02867 and accompanying plans (Site Plan, Ground Floor Plan, Elevations, Landscaping Plans, and 3D Perspectives) 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 Kwinana Local Planning Scheme No. 2, subject to the following conditions:

Conditions

1. Pursuant to clause 28 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 48 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 approved development must comply in all respects with the stamped approved plans, including any requirements and annotations detailed thereon by the City of Kwinana. The plans approved as part of this application form part of the development approval.

4. The Child Care Centre is limited to a maximum of 92 children on site at any one time.

5. Operating hours for the Child Care Centre are limited to between 6:30am to 6:00pm, Monday to Friday inclusive.

6. The requirements of the City of Kwinana Local Planning Policy No.5 - Development Contribution towards Public Art (LPP5) must be met through one of the following options:

    a) prior to lodging a building permit application, the landowner must submit a Public Art Report in accordance with LPP5 to the City of Kwinana for approval, which must detail the provision of Public Art onsite to a minimum value as specified in LPP5. The approved Public Art must be installed on-site prior to the occupation or use of the development; or

    b) Prior to the commencement of works, the landowner must provide a financial contribution of a minimum value as specified in LPP5 to the City of Kwinana in lieu of installing Public Art on-site;

    to the satisfaction of the City of Kwinana.

7. Prior to lodging a building permit application, a notification pursuant to Section 165 of the *Planning and Development Act 2005* is to be placed on the certificate of title of the subject lot. The notification is to state as follows:

    "this development is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise and vibration. Road and

rail transport noise and vibration levels may rise and fall over time depending on the type and volume of traffic."

8. Prior to the lodgement of a building permit application, detailed civil drawings for the speed humps within Hopton Lane, and any associated lighting, as generally depicted on the approved plans, are to be submitted to the City of Kwinana for review and approval. Construction of the speed humps in accordance with the approved civil drawings are to be completed prior to occupation of the development, at the landowners cost to the satisfaction of the City of Kwinana.

9. The Transport Impact Assessment (TIS) prepared by Premise (Rev.B, dated 15 April 2025) must be implemented in the design, construction and ongoing operation of the Child Care Centre development at all times, to the satisfaction of the City of Kwinana. The Child Care Centre must operate in accordance with the staff schedule contained in Table 10 of the TIS.

10. The recommendations contained in the Environmental Acoustic Assessment prepared by Herring Storer Acoustics (dated 6 May 2025) must be implemented in the design, construction and ongoing operation of the development at all times, including but not limited to:

    a) no outdoor children's play prior to 7am;
    b) boundary fencing to be constructed and maintained to the minimum specifications;
    c) additional fencing as shown in Figure 5.1 in *Section 5 – Modelling* to be constructed prior to the development of adjacent Lot 813 Charing Cross;
    d) two (2) parking bays to be restricted to staff only parking as shown on Figure 5.2 in *Section 5 – Modelling*. The bays are to be clearly marked for staff only; and
    e) air conditioning condensing units to be located within the drying court, as shown on the attached approved plans;

    to the satisfaction of the City of Kwinana. Any building or design requirements are to be shown as part of the building permit application.

11. The approved Waste Management Plan (WMP) prepared by CF Town Planning & Development (Rev 1, dated 9 April 2025) must be implemented in the design, construction, and ongoing operation of the development at all times to the satisfaction of the City of Kwinana, including but not limited to:

    a) bin store must be adequately enclosed and screened from view of the road and neighbouring properties;
    b) waste collection must occur outside of the Child Care Centre peak operating hours, and between 7am to 7pm, Monday to Saturday inclusive.

12. A minimum of twenty (20) vehicle parking bays and one (1) reversing bay must be clearly line-marked on the ground, sealed and drained in accordance with the approved plans. The design of vehicle parking and access must comply with AS2890.1 (as amended). Accessible parking bays must comply with AS2890.6 (as amended).

13. The reversing bay must be kept clear at all times and installed with a bollard, or wheel stop, or other mechanism designed to prevent parking and maintain the functionality of the reversing bay, to the satisfaction of the City of Kwinana.

14. The vehicle crossover must be located, designed and maintained in accordance with the specifications of the City of Kwinana.

15. Prior to occupation or use of the development, landscaping must be installed on-site in accordance with the approved Landscaping Plans (dated February 2025), and thereafter maintained to the satisfaction of the City of Kwinana. Any species that fail to establish within the first two planting seasons following implementation must be replaced in consultation with and to the satisfaction of the City of Kwinana.

16. Boundary walls and fences must be treated with anti-graffiti resistant coating to the satisfaction of the City of Kwinana. The landowner must maintain the premises, including boundary walls and fences, in a state of good repair and free from unsightly matter including graffiti at all times, to the satisfaction of the City of Kwinana.

17. External lighting must comply with the requirements of AS4282 - Control of Obtrusive Effects of Outdoor Lighting (as amended).

18. All stormwater must be contained and disposed of on-site at all times, to the satisfaction of the City of Kwinana.

19. The site must be connected to a suitable water supply and sewerage service in accordance with the requirements of the Water Corporation, to the satisfaction of the City of Kwinana.

20. The landowner must implement dust control measures for the duration of site works to the satisfaction of the City of Kwinana.

Advice Notes

1. The owner/applicant is advised to submit an application to the City of Kwinana for approval to construct or alter a food business, an application for registration of food business with associated fees and documents at the lodgement of building permit application.

2. The owner/applicant is advised that the development is to comply with the *Food Act 2008, Food Regulations 2009, Education and Care Services National Law (WA) Act 2012, Education and Care Services National Regulations 2012, Health (Miscellaneous Provisions) Act 1911*, *Environmental Protection Act 1986* and *Environmental Protection (Noise) Regulations 1997.*

3. The owner/applicant is advised that this development approval is not a building permit giving authority to commence works. Prior to any building work commencing on site, a building permit must be issued and penalties apply for failing to adhere to this requirement. Fire protection/ separation may be required for development located within 450mm of eaves or 900mm of a lot boundary.

4. If an applicant or owner is aggrieved by this determination, there is a right of review by the State Administrative Tribunal in accordance with the Planning and Development Act 2005 Part 14. An application must be made within 28 days of the determination.

5. Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) or local government approval under regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Local Planning Scheme 2
Local Planning Scheme - Zone/Reserve	Residential
Structure Plan/Precinct Plan	Wellard Village Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Neighbourhood Centre R80
Use Class and permissibility:	Child Care Centre (P)
Lot Size:	1,913 sqm
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☒ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application seeks approval for a new 619.56m^2 single-storey 'Child-Care Centre' to be located on Lot 814 Charing Cross in Wellard, as shown on the development plans (Attachment 2).

Key details of the proposal are as follows:

- 'Child-Care Centre' operating Monday to Friday, 6:30am to 6:00pm;
- Up to 92 children and 15 staff are expected onsite at any one time;
- 651.37m^2 outdoor play area, with additional landscaped areas fronting Hopton Lane and Rame Lane;
- Black powder coated visually permeable fencing with brick façade pillars to Charing Cross and Hopton Lane, with solid 1.8m Basalt Colorbond fencing to Rame Lane and the adjoining lot 813 Charing Cross ; and,

- 20 onsite parking bays (inclusive of disabled bay), with access via a new crossover on Hopton Lane.

Background:

The subject lot is located in the Wellard Village Structure Plan (LSP) area. The site is a 1913m^2 vacant lot within the Wellard Village Centre, located at the corner of Charing Cross and Hopton Lane, and bound by Rame Lane to the south east (see Location Plan in Attachment 1).

The south eastern boundary of the site abuts Rame Lane, nine residential lots with existing single storey houses featuring double garages facing the laneway. The Wellard Train Station is located directly opposite the site to the north.

Charing Cross is a key east/west local road providing access to the Wellard Train Station carpark. A pedestrian path is located along both sides of Charing Cross and the street is lined with street parking bays, six are directly abutting the subject site. Hopton Lane and Rame Lane do not have a pedestrian path or parking bays.

The site is located approximately 75m south of a Railways reserve for the Wellard Train Station passenger rail.

Legislation and Policy:

Legislation
Planning and Development Act 2005
Metropolitan Region Scheme (MRS)
Planning and Development (Development Assessment Panels) Regulations 2011
Planning and Development (Local Planning Schemes) Regulations 2015
City of Kwinana Local Planning Scheme No.2 (LPS2)

State Government Policies
Liveable Neighbourhoods (2009)
State Planning Policy 7.0 - Design of the Built Environment (SPP 7.0)
Planning Bulletin 72/2009 Child Care Centres
WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel (November 2024)
State Planning Policy 5.4 – Rail and Road Noise

Structure Plans/Activity Centre Plans
Wellard Village Local Structure Plan (LSP)
Wellard Village Centre Design Guidelines and Local Development Plan (LDP)

Local Policies
Local Planning Policy No.5 - Development Contribution towards Public Art (LPP5)

Consultation:

Public Consultation

The application was advertised to the public for 21 days (concluding on 25 March 2025) by the following means:

- letters to residential landowners abutting the site on Rame Lane; and,
- notice published on the City's website.

No comments were submitted during the public consultation period.

Referrals/consultation with Government/Service Agencies

The application was referred to the Public Transport Authority (PTA). The application was referred because the development site is located within the policy trigger distance for a passenger rail as per State Planning Policy 5.4 – Rail and Road Noise.

The PTA comment is discussed in the 'Planning Assessment' section of this report.

The application was not referred to any other public authorities for comment.

Design Review Panel Advice

As per State Planning Policy 7.0 - Design of the Built Environment (SPP7.0), the City engaged an independent architecture consultant, in lieu of a Design Review Panel, to undertake a design review of the proposed development. The design review advice is discussed in the 'Planning Assessment' section of this report.

Planning Assessment:

Land Use and Permissibility

The subject lot is zoned 'Residential' in the City's Local Planning Scheme No.2 (LPS2) and designated 'Neighbourhood Centre R80' under the Wellard Village Local Structure Plan (LSP). Furthermore, the subject lot is included in the 'Wellard Village Design Guidelines and Local Development Plan' (LDP)

The development falls within the use class of 'Child Care Centre' as defined in LPS2. Clause 1.2.1 ('Land Use') of the LDP states that the uses within the 'Neighbourhood Centre (R80) zone shall be in accordance with the provisions of the 'Commercial' zone prescribed in the City's LPS No. 2. A Child Care Centre is a 'P' use in the Commercial zone, which means that the use is permitted provided it complies with the relevant standards and requirements laid down in the Scheme.

The proposal has been considered, having due regard to all relevant requirements of LPS2 and state and local planning policies as listed under the 'Legislation and Policy' section of this report. These and other key considerations are discussed below and form the recommendation to approve this application.

Local Development Plan (LDP)

The Wellard Village Design Guidelines and Local Development Plan sets out built form and development controls to apply to the potential development of the site.

The proposed development is consistent with the intent of the LDP as it will provide a community facility to service the local community, is a non-residential use that is a compatible and permitted use within Neighbourhood Centre (R80) zoning.

Built Form and Design

Local Development Plan (LDP)

The Wellard Village Design Guidelines and Local Development Plan sets out built form and development controls to apply to the potential development of the site.

The proposed development is consistent with the intent of the LDP as it will provide a built form that will enhance the streetscape and activate Charing Cross in the Wellard Village Centre.

Design Review

The City engaged an independent architecture consultant, in lieu of a Design Review Panel, to undertake a design review against the below 10 Design Principles set out in State Planning Policy 7.0 - Design of the Built Environment (SPP 7.0):

1. Context and Character
2. Landscape Quality
3. Built Form and Scale
4. Functionality and Build Quality
5. Sustainability
6. Amenity
7. Legibility
8. Safety
9. Community
10. Aesthetics

The design review found that the development is generally of a high-quality built form and scale and will be an important, valued community asset. The single storey built form and scale is well arranged on the site and appropriate within its context.

However, key recommendations were made with respect to ‘Context and Character’, ‘Functionality and build quality’, ‘Amenity’, ‘Legibility’, ‘Safety’ and ‘Aesthetics’ to clarify and improve the development design.

The applicant has addressed the key recommendations of the design review and has submitted amended plans to the satisfaction of the City (Attachment 2). The revised plans depict additional design details, notably an amended entry location to allow direct pedestrian link from Charing Cross and the car park, and various minor inclusions to improve the design quality for example, solar panels, skylights, additional verandahs and air conditioning located in screened area.

<u>Traffic, Access and Parking</u>

The applicant has submitted a Traffic Impact Statement (TIS) prepared by JCP Developments WA (dated 15 April 2025) in support of the application. The TIS (Attachment 4) estimates that the proposed Child Care Centre will generate approximately 273 vehicle trips per day (vpd), including up to 75 trips during the AM peak period (7am to 9am) and 74 trips during the PM peak period (4pm to 6pm).
The TIS estimates that approximately 90% of daily traffic (around 246vpd) will access the site via the northern and southern ends of Hopton Lane, with the remaining 10% (27vpd) expected to access the site from the west via Rame Lane onto Hopton Lane.

Hopton Lane is classified as a 'Laneway' under *Liveable Neighbourhoods*, with an indicative capacity of up to 300vpd. While no traffic counts have been conducted on Hopton Lane to date, the City notes that a proposed multiple dwelling development opposite the subject site to the east is expected to generate approximately 130vpd. When combined, these two proposed developments are expected to result in a total volume of around 403vpd on Hopton Lane, exceeding its indicative 300vpd capacity.

Although both proposed developments will increase daily traffic on Hopton Lane, the Child Care Centre will be the main contributor, with a significantly greater potential to impact on safety and functionality due to the concentrated traffic volumes expected during the morning and afternoon peak periods. Overall, the City accepts that the additional traffic generated by the development can be accommodated, subject to the installation of traffic calming measures (speed humps) on Hopton Lane, to assist in mitigating traffic safety risks during peak periods. This is recommended as a condition of approval, should the application be approved.

The City accepts that the surrounding local road network, including Charing Cross and Rame Lane, can accommodate the additional traffic generated by the development, noting that volumes are expected to remain below the critical threshold of 100 vehicles per hour per lane (10% of capacity).

Provision of Parking

The application proposes 20 onsite parking bays, including one ACROD bay. The applicant's TIS estimates that up to 8 bays will be used by staff in the development's peak period, leaving 11 standard bays (ie. non-ACROD bays) available for drop-off/pick-up. The TIS contends that this is adequate to meet the estimated peak parking demand for the development, based on the following assumptions:

- Although up to 14 staff are estimated on site at capacity, only 8 staff are expected to be rostered on during the peak AM and PM drop-off/pick-up hours (7:30-8:30am and 4:30-5:30pm);
- The AM peak period will be the busiest period, with up to 37 vehicles estimated to use the carpark during the peak hour; and,
- Average drop-off/pick-up takes 10 minutes. This means that 11 standard bays can each accommodate a turnover of 6 vehicles per hour, which is enough to service up to 66 vehicles in the AM peak hour (11 bays x 6 vehicles each), meeting expected parking demand.

Furthermore, if the WA Planning Manual 2024 is to serve as guidelines for car parking requirements (Non-Residential Car Parking Rates in Perth and Peel), in consideration that the zoning is 'Neighbourhood Centre (R80)', the proposed parking bays are within the range specified, calculated at a minimum of 13 bays and a maximum of 26 bays.

The City accepts the assumptions in the TIS relating to average pick-up/drop-off times and estimated vehicles in the peak hour. However, the City takes a more conservative approach to assumptions relating to staff numbers, noting that minimum staff ratios will be based on the number and age of children on site at any given time.

In lieu of any specific parking rate for a Child Care Centre in LPS2, the City typically assumes a worst-case scenario whereby up to 15 staff (14 educators and one non-educator) may be parked on site during the peak hour. Under this scenario, only 4

standard bays would be available for drop-off/pick-up, allowing for a maximum turnover of 24 vehicles during the AM peak (4 bays x 6 vehicles each), which is insufficient to accommodate the 37 vehicles estimated to use the car park during that period.
Notwithstanding the above, the City acknowledges that the parking demand assumptions typically applied to child care centres are based on developments within low to medium density Residential zones. In this case, site-specific factors – such as proximity to high-frequency public transport and a higher surrounding residential density – have been given due consideration. These factors are expected to increase the likelihood of parents and staff walking or using public transport, which may reduce the overall traffic and parking impact.

To minimise any potential overflow parking due to limited on-site capacity, it is recommended that Child Care Centre staff start times be staggered during peak hours, in accordance with the staff schedule outlined in Table 10 of the TIS. A condition of approval requiring implementation of the TIS is recommended to this effect.

Use of Public Parking Bays

There are additional six public parking bays available adjacent the site with direct access via the footpath, resulting in a total of 26 bays being potentially available to the development.

The City does not consider public parking bays to be equivalent to onsite parking bays in terms of accessibility and convenience. The public bays are intended for use by visitors to the surrounding area, and so it cannot be guaranteed 'as of right' that the bays will always be available to service the Child Care Centre.

Also, the City assumes that off-site parking bays will have a slightly longer 15-minute usage time for drop-off/pick-up, which means that the 6 bays can each accommodate a turnover of 4 vehicles per hour, or a total of 24 vehicles (6 bays x 4 vehicles each).

Notwithstanding, the City accepts that there may be some instances of overflow parking during peak hours. Even with measures in place to limit staff parking onsite, parents may still choose to use the nearby public parking bays for pick-up/drop-off.

While there is a general presumption against the use of off-site parking for new developments, the City accepts that in this case there are sufficient other public parking options located along Charing Cross.

<u>Noise Impacts on Surrounding Properties</u>

The subject site's closest existing neighbouring residences are 11 lots to the south-east, opposite from Rame Lane. The adjoining vacant lots to the east and west (Lots 813 and 815) have development approval applications pending for multiple dwellings.

Noise from the development is required to comply with the *Environmental Protection (Noise) Regulations 1997*. The applicant has submitted an Environmental Acoustic Assessment (EAA) prepared by Herring Storer Acoustics (dated January 2025) to model predicted noise levels at the surrounding noise sensitive residential properties. The initial EAA did not address noise impacts to the adjoining vacant lots 813 and 815. The applicant was provided with proposed plans for the multiple dwellings on both lots to be included in the revised EAA received (dated 6 May 2025)

The revised EAA (Attachment 6) indicates that noise generated by the development – including children's play, car parking and mechanical services – can comply with the *Regulations* at nearby properties, through the implementation of noise mitigation measures.

Noise mitigation measures include no outdoor play before 7am, noise walls/fencing, and siting of air conditioning condensing units in the drying court as per the plans.

Additionally, when the proposed multiple dwelling plans for lots 813 and 815 were considered in the revised noise modelling, further mitigation measures were added. Additional fencing is required along the boundary with Lot 813, consisting of a 2.4m-high fence with a 2m cantilever angled at 45 degrees, and a separate section of 2.1m-high fencing. Restrictions are also proposed for car bays 1 and 2 adjacent to Lot 815. It was agreed with the applicant that these two parking bays be designated for staff use only, to comply with the requirements of the EAA.

The City is satisfied that the revised EAA demonstrates that noise generated by the development can be mitigated to comply with the *Regulations*. The recommendations of the noise mitigation measures can be satisfied at building permit stage where the additional fencing and marked parking bays can be included on the final plans.

Should the application be supported, it is recommended that the noise mitigation measures set out in the submitted EAA be implemented as a condition of approval.

State Planning Policy 5.4 – Rail and Road Noise

The application was referred to the Public Transport Authority (PTA). The application was referred because the development site is located within the policy trigger distance for a passenger rail as per State Planning Policy 5.4 – Rail and Road Noise.

The initial response requested an amended acoustic report due to minor errors. The amended report was submitted by the applicant and referred to PTA for comment.

The PTA provided the following comment:

> *"PTA agrees with the summary of the Acoustic Assessment, but requests that a Notification on Title stating "this development is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise and vibration. Road and rail transport noise and vibration levels may rise and fall over time depending on the type and volume of traffic." be applied, as the Child Care Centre is a noise sensitive premise."*

The City supports the request and has recommended the notification as a condition of approval, should the application be approved.

Waste Management

The applicant has submitted a Waste Management Plan (WMP) to support the proposed development. The City requested an amended WMP to address how the bins would be serviced as there were concerns about the unsafe and improbably proposal that the waste truck would use the on-site car park.

The applicant has addressed these concerns in an amended WMP to the satisfaction of the City. The application proposes a screened bin storage area in the rear of the

building, with onsite waste collection to be undertaken by a private contractor from Rame Lane. Swept path diagrams are included in the applicant's updated Transport Impact Statement (TIS), which demonstrate that a waste truck and other occasional service/delivery vehicles can safely use Rame Lane.

The City supports the proposed waste collection and other service activities during non-peak periods of the child care centre during a time when parents are not likely to be attending site and the activity is not conflicting with peak vehicle movements on the adjoining streets, provided that these activities are restricted to between 7am to 7pm as prescribed by the *Environmental Protection (Noise) Regulations 1997*, to minimise noise disturbance to adjoining neighbours.

Should the application be supported, it is recommended that these requirements be imposed as a condition of approval.

Local Planning Policy No. 5 - Development Contribution towards Public Art (LPP5)

The application is subject to LPP5 because the proposed development is valued at $2.15 million. The Policy requires a Public Art contribution be provided for new developments valued over $2 million, which can be fulfilled through either the provision of Public Art onsite or a cash-in-lieu contribution.

Should the application be supported, the provision of Public Art in accordance with LPP5 is recommended as a condition of approval.

Conclusion:

The proposed development will deliver needed early learning services for the growing community of Wellard Village, at an accessible site serviced by a high frequency public transport network and pedestrian path network. The proposed centre is compatible with the current and future residential development and will build upon community and commercial facilities in the locality.

On balance, it is considered that the proposed development is appropriately located with compatible uses, including and generally of a high-quality built form and scale appropriate within its residential and commercial context.

The City has considered the proposed Child Care Centre development and concludes that the application can be supported subject to conditions.

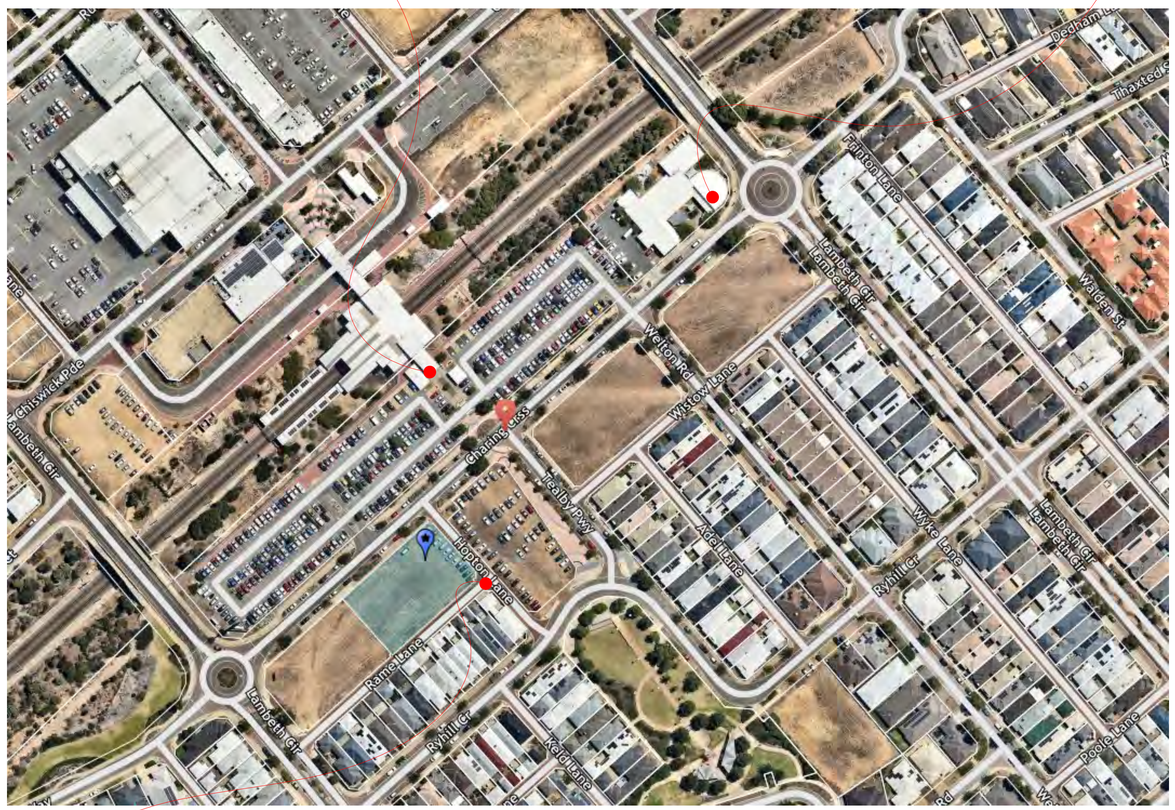
ATTACHMENT 1 - LOCATION PLAN



WELLARD STATION



2 CHARRING CROSS, WELLARD





HOPTON LANE

Zoning:	TBC
Policies:	TBC
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	NA
Power:	NA
Coastal:	NA
Water:	NA
Wind Rating:	TBC

Revision	Description	Date
9.00	DRP Comments	09.04.25
8.00	Development Approval	16.01.25
7.00	Changes	18.12.24
6.00	Concept	16.12.24
5.00	Concept	10.12.24
4.00	Concept	29.11.24
3.00	Concept	22.11.24
2.00	Concept	21.11.24
1.00	Concept	24.10.24

Project North:

Client
JCP Developments

Project Name
Childcare Centre

Project Address
Lot 814 Charing Cross WELLARD

Drawing Title:
Context Plans

Scale:	Sheet Size:
	A1
Project No:	**Revision Number:**
24089	9.00

Drawing No.:
05 of 08

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4.00	Concept	29.11.24
3.00	Concept	22.11.24
2.00	Concept	21.11.24
1.00	Concept	24.10.24
Revision	**Description**	**Date**

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ATTACHMENT 2 - DEVELOPMENT PLANS

NOTE: No title viewed by The Land Division. A certificate of title check for easements and encumbrances is highly recommended as should they exist, they may affect design.

Photo taken at (A) facing East

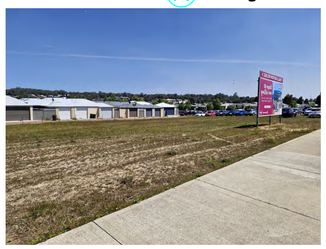


Photo taken at (B) facing South

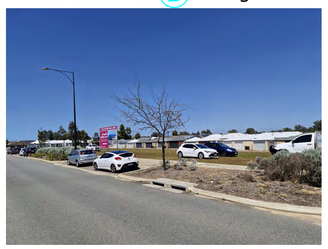


Photo taken at (C) facing West

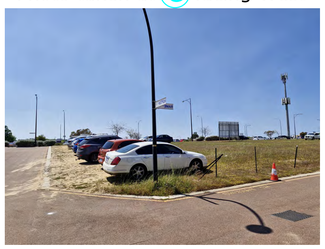
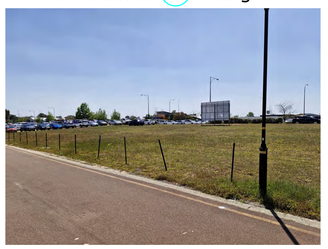


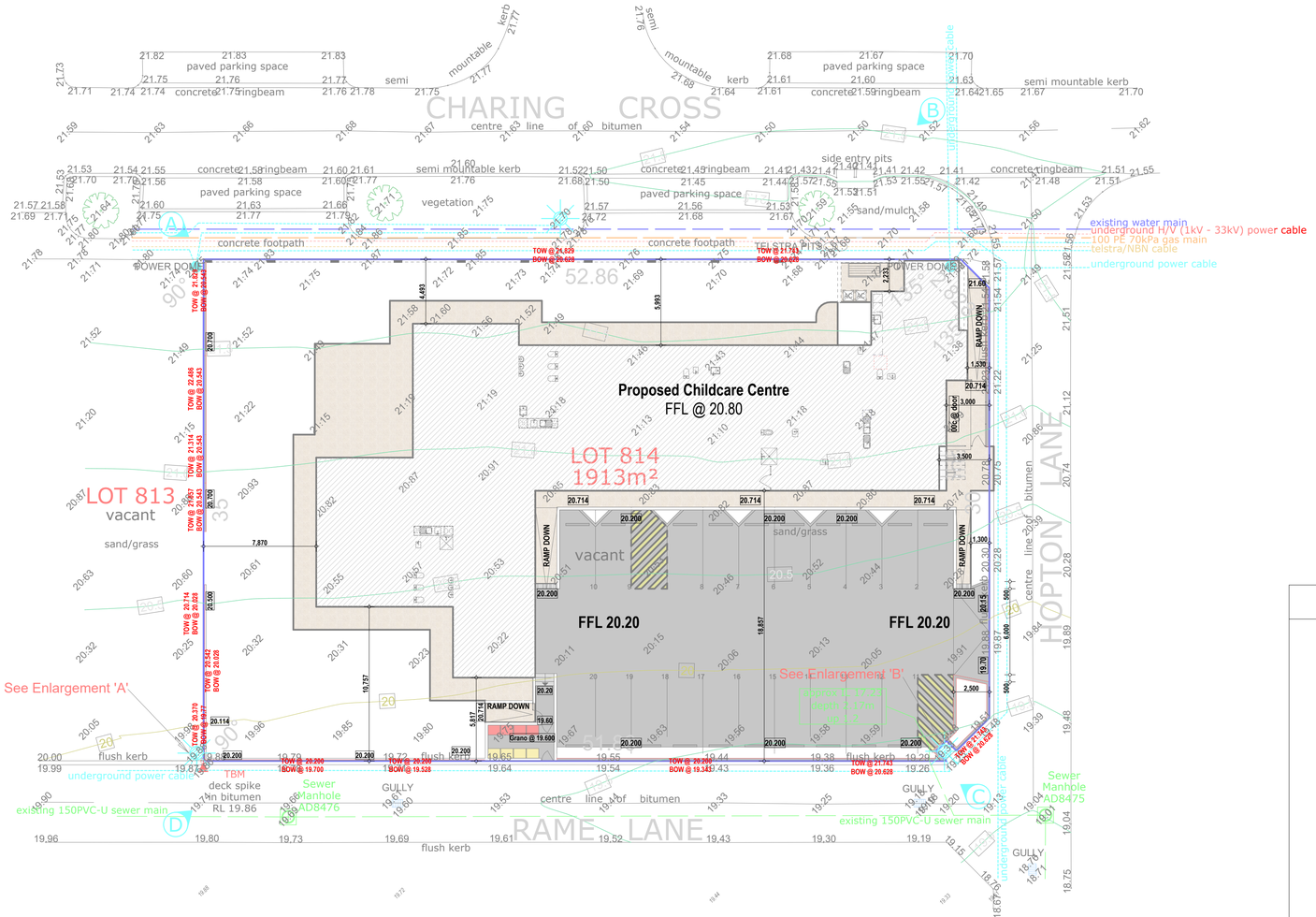
Photo taken at (D) facing North



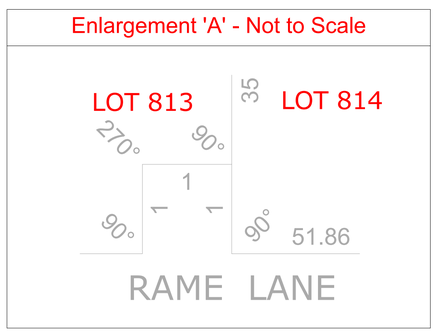
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Note: NBN, Telstra and Optus dbyd information unavailable or incomplete at time of survey.

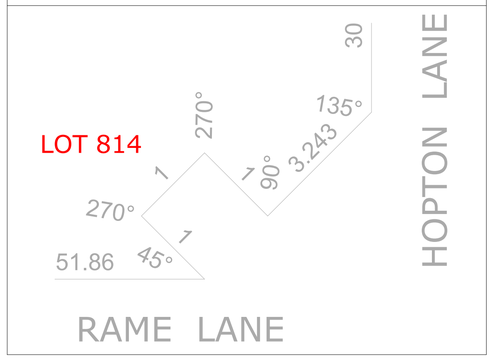
Feature Survey by
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Malaga, WA 6090
phone: 08 9209 3232
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Enlargement 'A' - Not to Scale



Enlargement 'B' - Not to Scale



LEGEND

▲	TBM - RL 19.86m AHD
	Underground Highvoltage (1kV- 33kV) Power Cable
	Underground Power Cable
	Gas Main
	Water Main
	Sewer Main
	Underground Telstra/NBN Cable
	Gully
	Sewer Manhole
	Light Pole
	Power Dome
	Telstra Pit
	Sign
	Tree
	Peg/Boundary Mark

TBM deck spike in bitumen equals RL 19.86 AHD
Based on sewer manhole AD8476 RL 19.69 AHD (Water Corp e-plan)
Contractor to check datum before adopting levels

Note: Features are related to fence-lines only. No connection made to boundaries.

REPEG RECOMMENDED

Position and depth of services to be confirmed on site by contractor

Client:
JCP Developments WA
Survey Date:
10 October 2024
Scale: 1:200@A1

FEATURE AND CONTOUR SURVEY OF LOT 814 ON DEPOSITED PLAN 403838, WELLARD

C/T Vol: 2861 Fol: 502

our ref. 24-0526

Rev	Date	Description	Surv	Drawn
0	15/10/2024	Feature Survey Drafted	AT	TF

Zone	Area	Perim	Vol
Childcare	590.89	163.540	1,614.07
Store 1	7.02	10.680	18.95
Portico	8.23	13.080	24.68
Bin Store	13.42	15.360	
	619.56 m²	202.660 mm	1,657.70 m³

Zoning:	TBC
Policies:	TBC
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	NA
Power:	NA
Coastal:	NA
Water:	NA
Wind Rating:	TBC

Revision	Description	Date
9.00	DRP Comments	09.04.25
8.00	Development Approval	16.01.25
7.00	Changes	18.12.24
6.00	Concept	16.12.24
5.00	Concept	10.12.24
4.00	Concept	29.11.24
3.00	Concept	22.11.24
2.00	Concept	21.11.24
1.00	Concept	24.10.24

Project North:

Client
JCP Developments

Project Name
Childcare Centre

Project Address
Lot 814 Charing Cross WELLARD

Drawing Title:
Site Plan

Scale: 1:200
Sheet Size: A1
Project No: 24089
Revision Number: 9.00
Drawing No.: 04 of 08

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4) SEWER POSITION AND LEVELS FROM WATER CORPORATION PLANS. 5) CONSULT BEFORE YOU DIG (BYDA) TO CHECK LOCATION OF UNDERGROUND SERVICES. 6) BEWARE OF OVERHEAD POWER LINE HAZARDS. 7) CONSULT TLD ON ANY ANOMALY BEFORE DESIGN AND CONSTRUCTION.

CHARING CROSS

RAME LANE

HOPTON LANE

INDICATIVE LOCATION OF LIGHTING IN ACCORDANCE WITH CONDITION 8 OF THE DEVELOPMENT APPROVAL

INDICATIVE LOCATION OF SPEED HUMP IN ACCORDANCE WITH CONDITION 8 OF THE DEVELOPMENT APPROVAL

INDICATIVE ADDITIONAL NOISE FENCE IN ACCORDANCE WITH CONDITION 10 c) OF THE DEVELOPMENT APPROVAL

TWO (2) STAFF ONLY PARKING BAYS IN ACCORDANCE WITH CONDITION 10 d) OF THE DEVELOPMENT APPROVAL

Grass



Liquid Limestone Path

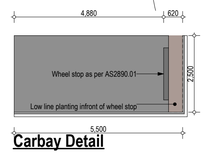




Bitumen Driveway



Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*0-2*	*12*	*42.21m²*	*3*
Activity 2	*2-3*	*20*	*66.65m²*	*4*
Activity 3	*2-3*	*20*	*66.51m²*	*4*
Activity 4	*3-5*	*20*	*66.53m²*	*2*
Activity 5	*3-5*	*20*	*67.73m²*	*2*
Total Internal = (Min 3.25m² per child)		**92**	**309.63m²** (Min 299.00m² req)	**15**
Total External Play Area = (Min 7m² per child)		**92**	**651.37m²** (Min 644.00m² req)	



Carbay Detail

Zone	Area	Perim	Vol
Childcare	590.89	163.540	1,614.07
Store 1	7.02	10.680	18.95
Portico	8.23	13.080	24.68
Bin Store	13.42	15.360	
	619.56 m²	**202.660 mm**	**1,657.70 m³**

Zoning:	TBC
Policies:	TBC
Heritage:	NA
Bushfire:	NA
BAL:	TBC
Acoustic:	NA
Sewer:	NA
Power:	NA
Coastal:	NA
Water:	NA
Wind Rating:	TBC

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1.00	Concept	24.10.24

Project North:

Client
JCP Developments

Project Name
Childcare Centre

Project Address
Lot 814 Charing Cross WELLARD

Drawing Title:
Ground Floor

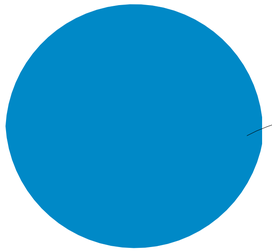
Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
24089	9.00

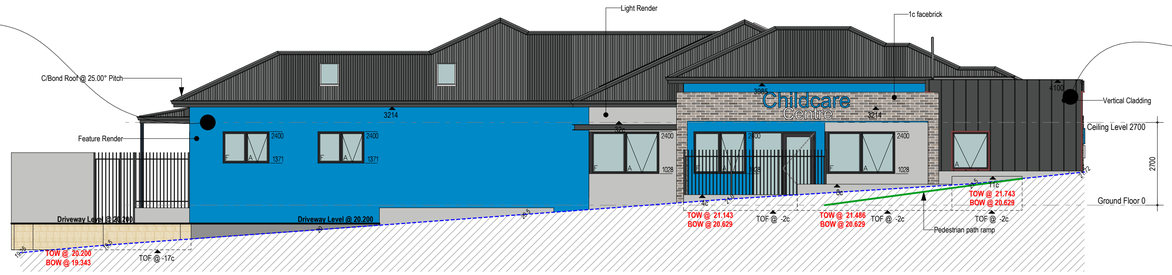
Drawing No.:
07 of 08

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Acrylic Render
Dulux "Water Raceway"



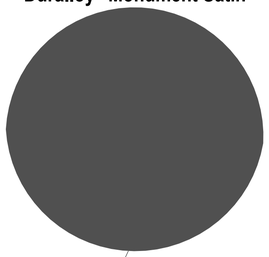


E1 North Elevation 1:100

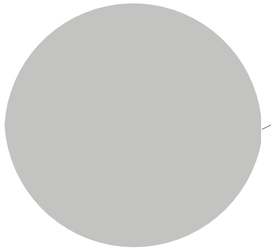
Axon Cladding in Colorbond Basalt

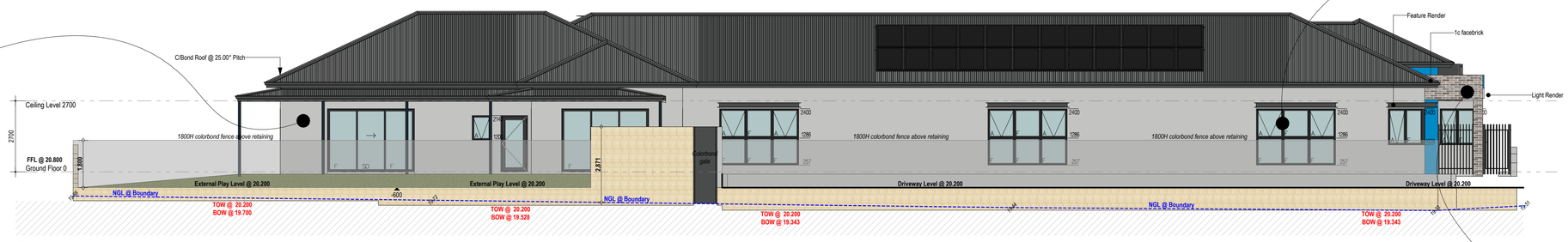


Window & Door Frames
Duralloy "Monument Satin"



Acrylic Render
Dulux "Water Raceway"



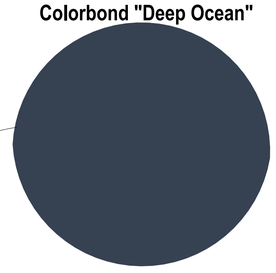


E2 East Elevation 1:100

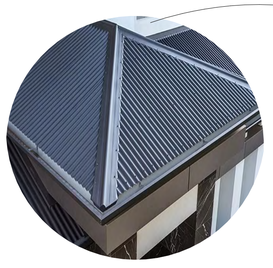
Facebrick
Midland Brick "Recycled Bricks"



Steel Posts
Colorbond "Deep Ocean"



Roof, Fascia & Gutters
Colorbond "Basalt"





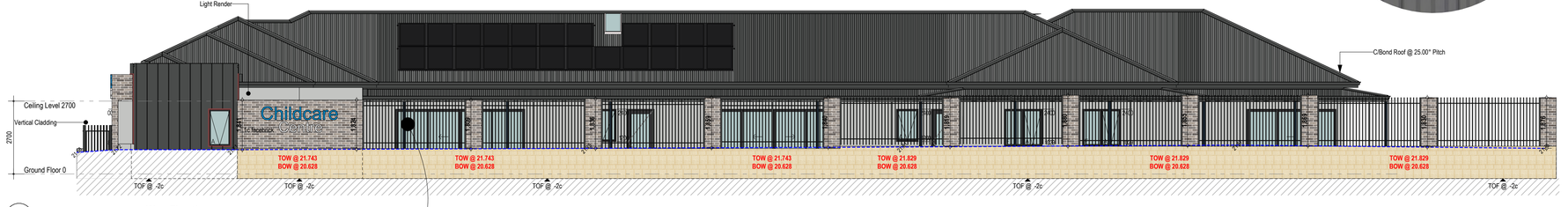
E3 South Elevation 1:100

Boundary Fencing
Colorbond "Basalt"



Black P/Coated Fencing





E4 West Elevation 1:100

Revision	Description	Date
9.00	DRP Comments	09.04.25
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2.00	Concept	21.11.24
1.00	Concept	24.10.24

Project North:

Client
JCP Developments

Project Name
Childcare Centre

Project Address
Lot 814 Charing Cross WELLARD

Drawing Title:
Elevations

Scale: 1:100
Sheet Size: A1
Project No: 24089
Revision Number: 9.00
Drawing No.: 09 of 08

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Photo taken at (A) facing East

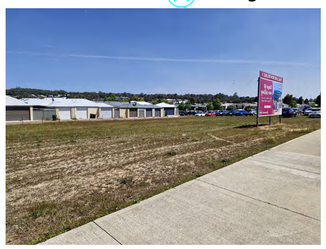


Photo taken at (B) facing South

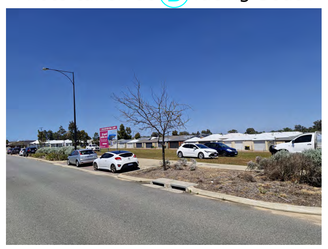
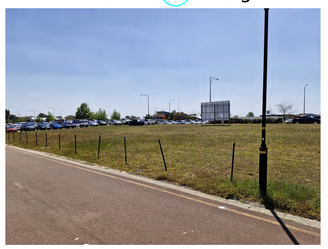


Photo taken at (C) facing West



Photo taken at (D) facing North



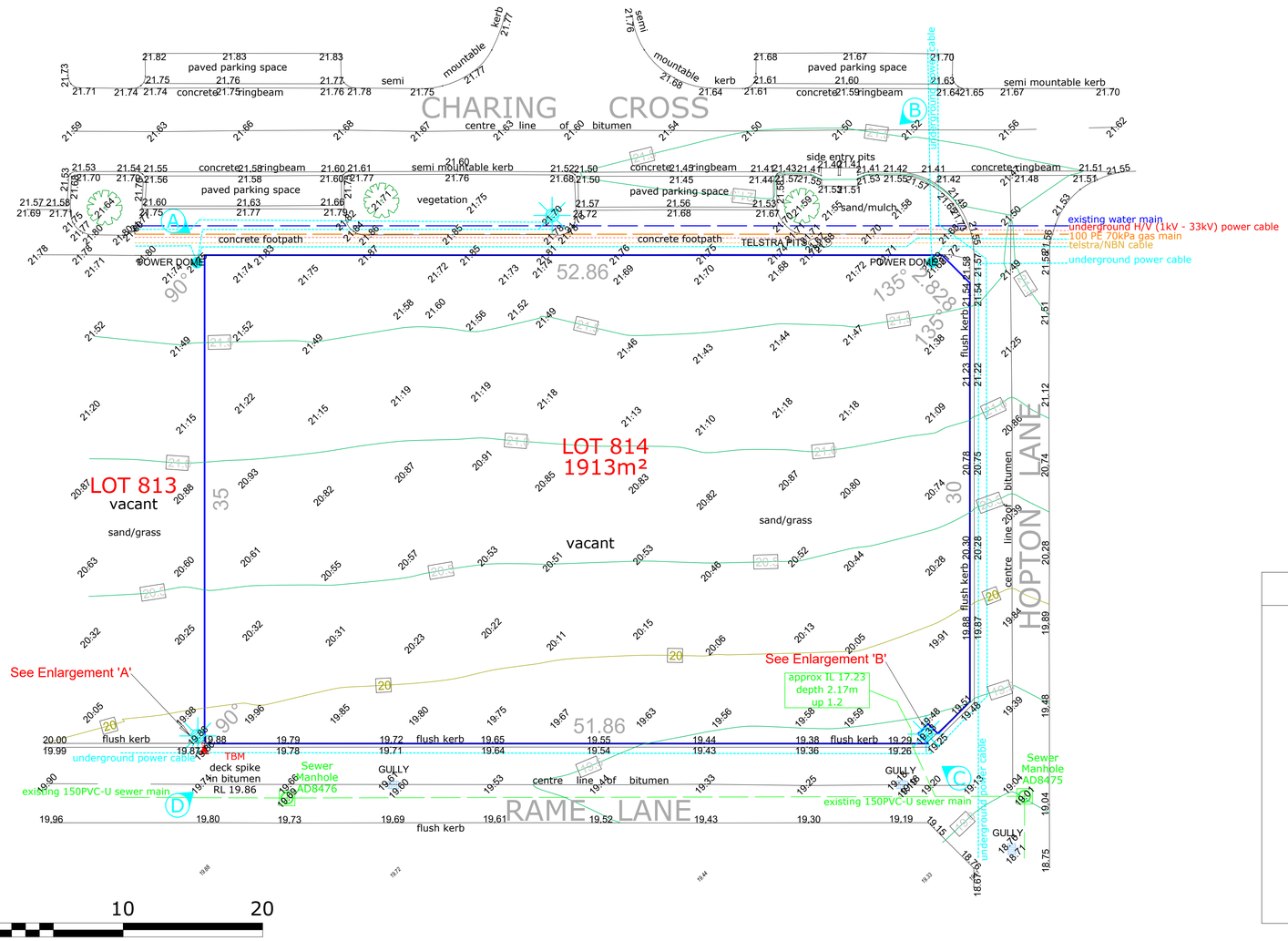
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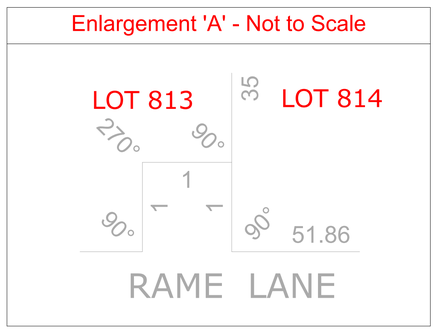
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Malaga, WA 6090
phone: 08 9209 3232
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LEGEND

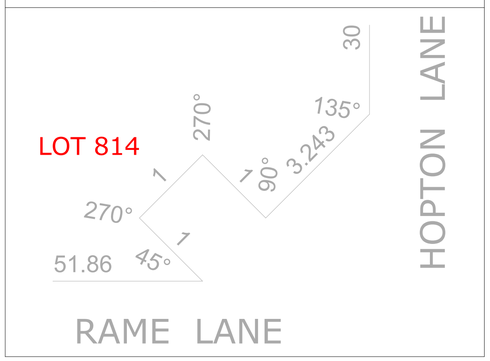
▲	TBM - RL 19.86m AHD
	Underground Highvoltage (1kV- 33kV) Power Cable
	Underground Power Cable
	Gas Main
	Water Main
	Sewer Main
	Underground Telstra/NBN Cable
	Gully
	Sewer Manhole
	Light Pole
	Power Dome
	Telstra Pit
	Sign
	Tree
	Peg/Boundary Mark



Enlargement 'A' - Not to Scale



Enlargement 'B' - Not to Scale



TBM deck spike in bitumen equals RL 19.86 AHD
Based on sewer manhole AD8476 RL 19.69 AHD (Water Corp e-plan)
Contractor to check datum before adopting levels

Note: Features are related to fence-lines only. No connection made to boundaries.

REPEG RECOMMENDED

Position and depth of services to be confirmed on site by contractor

Client:
JCP Developments WA
Survey Date:
10 October 2024
Scale: 1:200@A1

FEATURE AND CONTOUR SURVEY OF LOT 814 ON DEPOSITED PLAN 403838, WELLARD

C/T Vol: 2861 Fol: 502

our ref. 24-0526

Rev	Date	Description	Surv	Drawn
0	15/10/2024	Feature Survey Drafted	AT	TF

NOTES: 1) CONSULT LEGAL ADVICE ON EASEMENTS, ENCUMBRANCES AND CAVEATS THAT MAY APPEAR ON THE CERTIFICATE OF TITLE. 2) LEVELS ON ADJOINING PROPERTIES ARE APPROXIMATE DUE TO ACCESS RESTRICTIONS. 3) SERVICES PLOTTED AS VISUALLY SEEN ON SITE AND ARE APPROXIMATE.
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Zoning:	TBC
Policies:	TBC
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	NA
Power:	NA
Coastal:	NA
Water:	NA
Wind Rating:	TBC

Revision	Description	Date
9.00	DRP Comments	09.04.25
8.00	Development Approval	16.01.25
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1.00	Concept	24.10.24

Project North:

Client
JCP Developments

Project Name
Childcare Centre

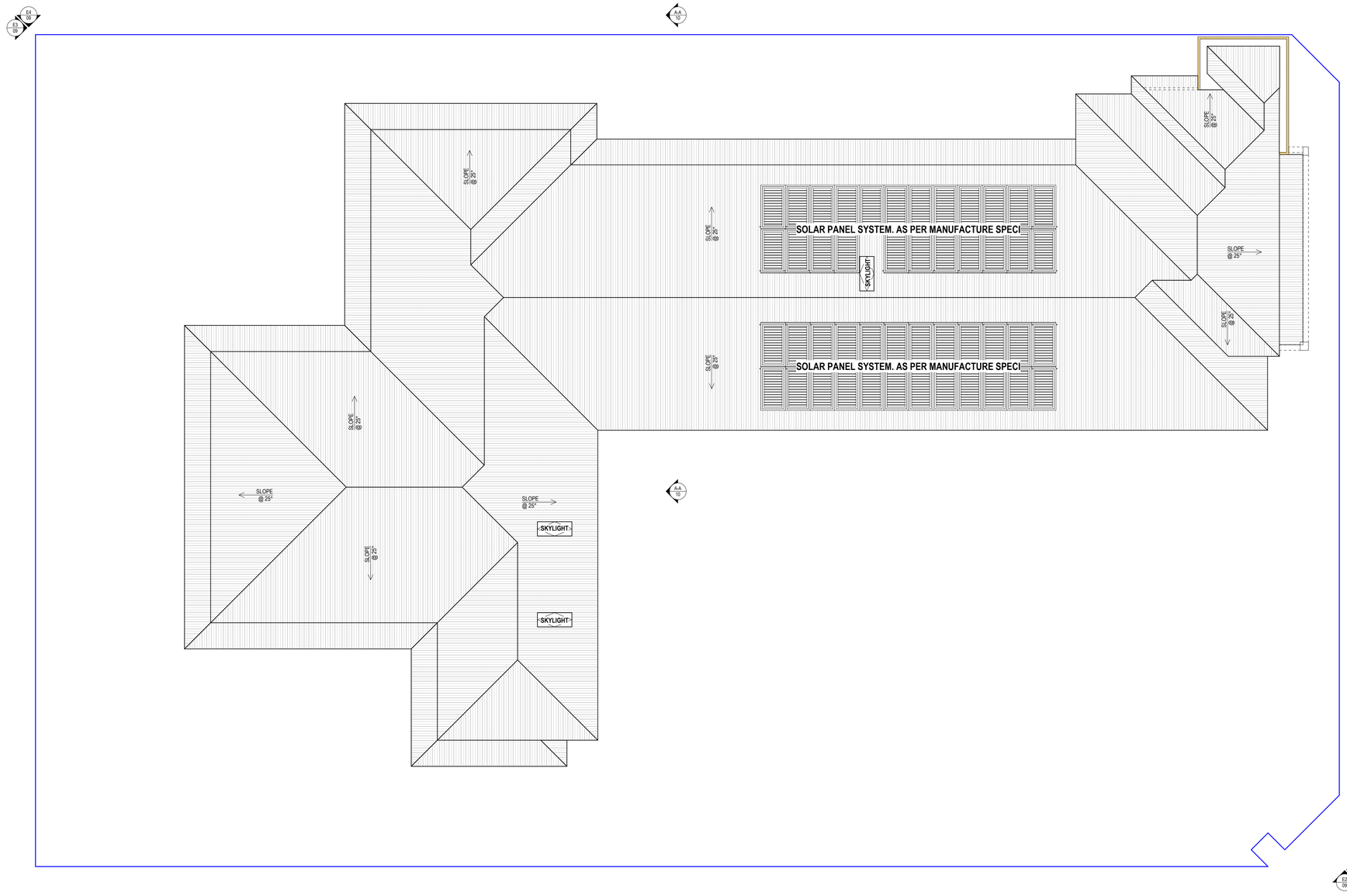
Project Address
Lot 814 Charing Cross WELLARD

Drawing Title:
Existing Site Survey

Scale: 1:200
Sheet Size: A1
Project No: 24089
Revision Number: 9.00
Drawing No.: 03 of 08

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9.00	DRP Comments	09.04.25
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1.00	Concept	24.10.24
Revision	**Description**	**Date**

Project North:

Client
JCP Developments

Project Name
Childcare Centre

Project Address
Lot 814 Charing Cross WELLARD

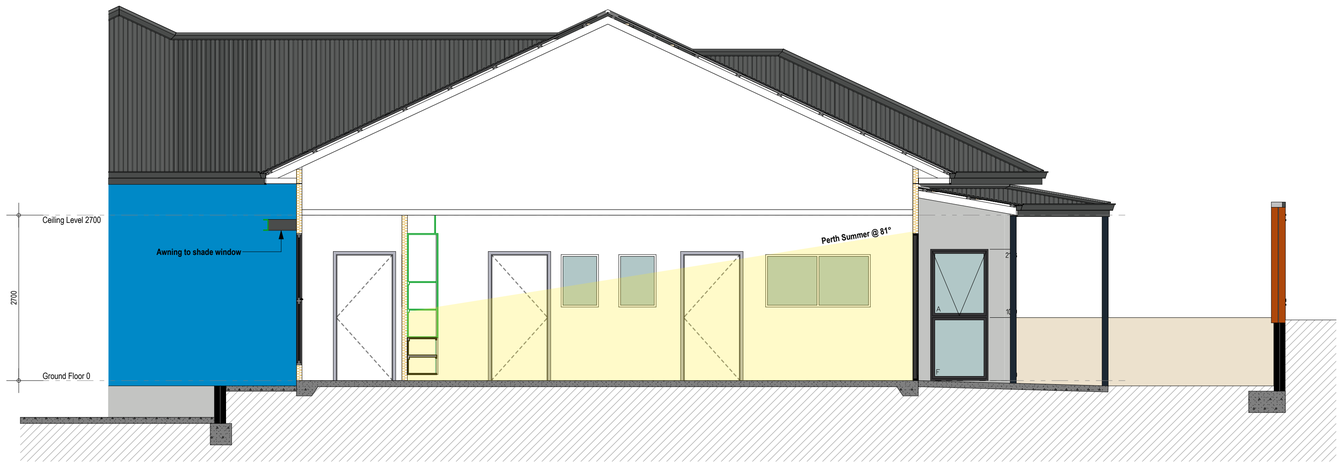
Drawing Title:
Roof Plan

Scale: 1:100	**Sheet Size:** A1
Project No: 24089	**Revision Number:** 9.00

Drawing No.:
08 of 08

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A-A Section
1:50

Revision	Description	Date
9.00	DRP Comments	09.04.25
8.00	Development Approval	16.01.25
7.00	Changes	18.12.24
6.00	Concept	16.12.24
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3.00	Concept	22.11.24
2.00	Concept	21.11.24
1.00	Concept	24.10.24

Project North:

Client
JCP Developments

Project Name
Childcare Centre

Project Address
Lot 814 Charing Cross WELLARD

Drawing Title:
Section & Solar Study

Scale:	Sheet Size:
1:50	A1
Project No:	**Revision Number:**
24089	9.00

Drawing No.:
10 of 08

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CHARING CROSS

HOPTON LANE

RAME LANE



9.00	DRP Comments	09.04.25
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2.00	Concept	21.11.24
1.00	Concept	24.10.24
Revision	**Description**	**Date**

Project North:

Client
JCP Developments

Project Name
Childcare Centre

Project Address
Lot 814 Charing Cross WELLARD

Drawing Title:
Breeze Path Plan

Scale: 1:100

Sheet Size: A1

Project No: 24089

Revision Number: 9.00

Drawing No.: 11 of 08

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Project North:

Client
JCP Developments

Project Name
Childcare Centre

Project Address
Lot 814 Charing Cross WELLARD

Drawing Title:
3D Perspectives

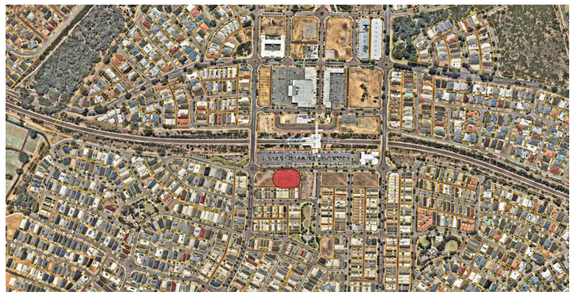
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Project No:	**Revision Number:**
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ATTACHMENT 3 - LANDSCAPE PLANS





NOT TO SCALE

JCP DEVELOPMENTS CHILDCARE WELLARD

PLAY SPACE DESIGN

CONTENTS

LS 101 LOCATION PLAN
LS 102 CONCEPT PLAN
LS 103 PERSPECTIVES
LS 104 PLANTING PLAN

SCOPE OF WORKS

GENERAL NOTES

HYDRAULIC
- 20mm water points to water play (fountains/pumps/misters) locations
- 25mm retic cut-in close to the water meter

ELECTRICAL
- Power to retic controller location

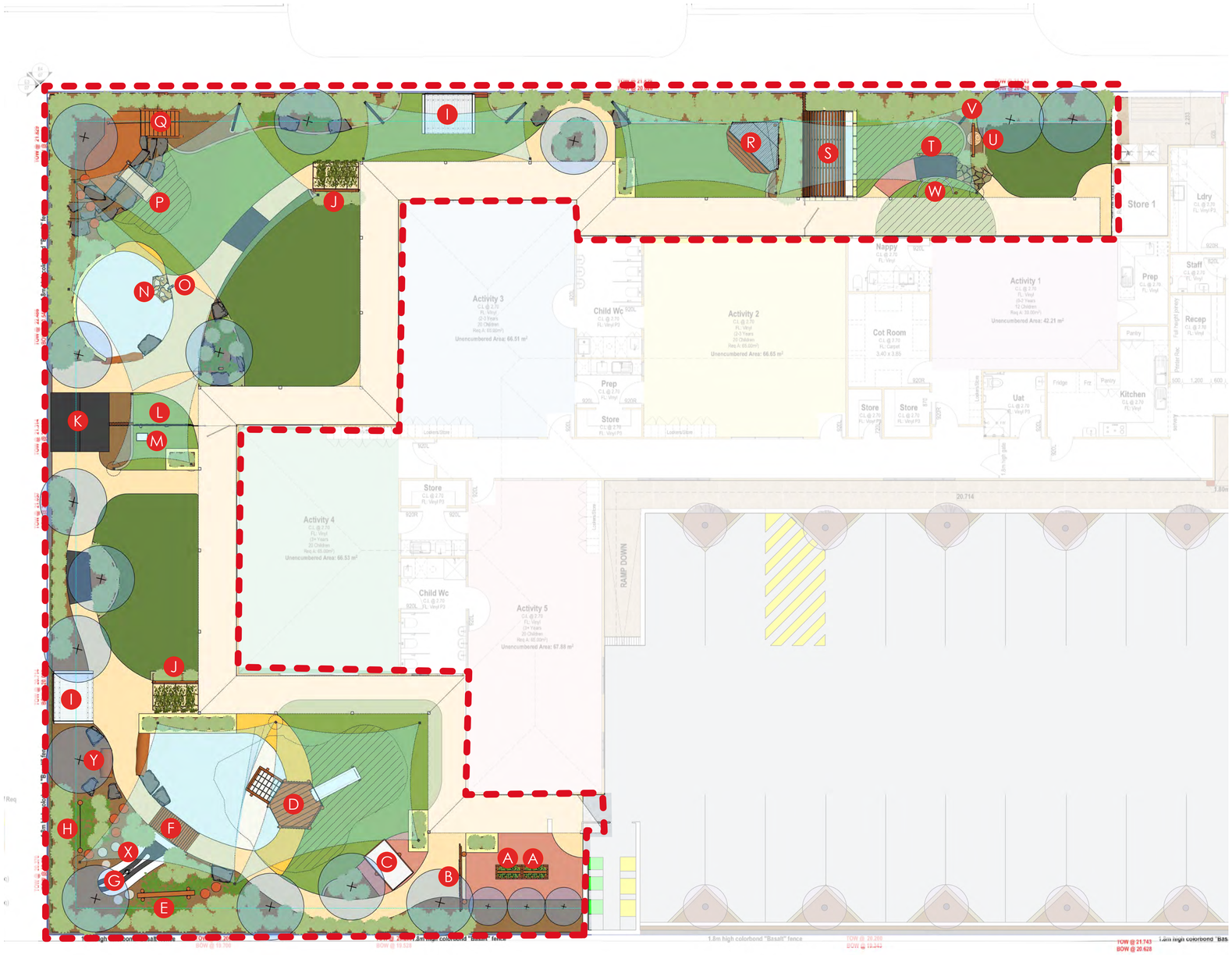
CIVIL
- Ground level on site to be set 150mm lower than FFL of slab prior to us commencing on site
- Stormwater pit/grate locations and heights to be coordinated with this concept plan

SHADE SAIL
- The connection of shade sails to the building is to be accommodated structurally and any adjustments to connection locations is to be communicated so that they can be shown on the landscape drawings.

WATER PROOFING
- Where required, all water proofing is provided by the builder, including the water proofing of penetrations. Nature Play Solutions will advise and coordinate the requirement for penetrations if they are to occur after the main water proofing has been completed

HARD DIGGING
- No allowance has been made for hard digging in the costing provided

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- RECYCLIED BRICK PAVING
- COBBLESTONE PAVING
- CRAZY PAVING
- HYBRID TURF
- ARTIFICIAL TURF
- ARTIFICIAL TURF WITH RUBBER UNDER
- WHITE SAND (MIN 300mm DEEP)
- MULCH
- LATTE COLOURED CONCRETE - (ROCK SALT FINISH)
- SHADE SAIL (CHARCOAL)
- IAS RUBBER (70% COCOA + 30% EGGSHELL MIX NATURAL FINISH ELOW FLECKS)
- TIMBER DECK
- ROCK BOULDERS
- CONCRETE STEPPER - LIGHT BROWN
- CURVED SHADE SAIL POLE -POWDER COATED
- STEEL SHADE SAIL POLE - POWDER COATED
- LOG
- CONCRETE KERB (CREAM)
- LIME BLOCK STEPS & EDGE
- PROPOSED TREE
- PLANTS
- FALL ZONE (IAS RUBBER UNDER)
- ROOF OVER / SHADE SAIL
- POOL FENCE FT5 - 1.2m
- 600H - JARRAH GARDEN RAIL FT16_600__RAIL
- SINGLE GATE GT2
- 1m BOUNDARY EXCLUSION
- SCOPE OF WORK

LEGEND

- A TIMBER PLANTER - 1800 SCREEN (L010901)
- B VEGGIE GARDEN ENTRY FEATURE (L031600)
- C SHOP FRONT W/ SKILLION - CONCRETE (L006811)
- D HEXAGON SLIDE AND CLIMB (L030501)
- E BALANCE SLEEPER WITH POSTS (L005200)
- F TIMBER HUMPBACK BRIDGE - NO BALUSTRADE, HIGHER ARCH (L001718)
- G WATER PUMP (L003002)
- H DUAL TIGHT ROPE (L006300)
- I WALL CUBBY WITH BLACKBOARD - OPEN (L010316)
- J ARBOUR TUNNEL WITH MISTERS (L000807)
- K GARDEN SHED
- L DISCOVERY FENCE GALVANISED (L060300)
- M LYPA INDOORS ACCESSORY PACK (W002317)
- N POTION MAKING STONE (L001201)
- O WATER PLAY FOUNTAIN SS TIMED PUSH BUTTON (L006202)
- P SINGLE CONCRETE SLIDE 900MM (L000203)
- Q CLIMBING RAMP AND ROPE
- R STAGE WITH ROOF AND CURTAINS (L032402)
- S ARCH SHELTER - WITH STRAIGHT BACK (L051507)
- T ACTIVITY PANEL - MIRROR (L007005)
- U SENSORY PANEL 600 CIRCLE - SPIRAL PATTERN (L029214)
- V ARCH WITH MISTERS (L000853)
- W PULL UP BARS (L030001)
- X DRY CREEK BED - CONCRETE & STONES
- Y YARNING CIRCLE

Scale Approx 1:100 @ A1
1:200 @ A3
0 1 2 3 4 5 10m

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JCP DEVELOPMENTS CHILDCARE WELLARD

LOT 814 CHARING CROSS WELLARD

LS 102 - CONCEPT PLAN

Job No: 5971
Rev: A
Date: Feb 2025
Design: NLA

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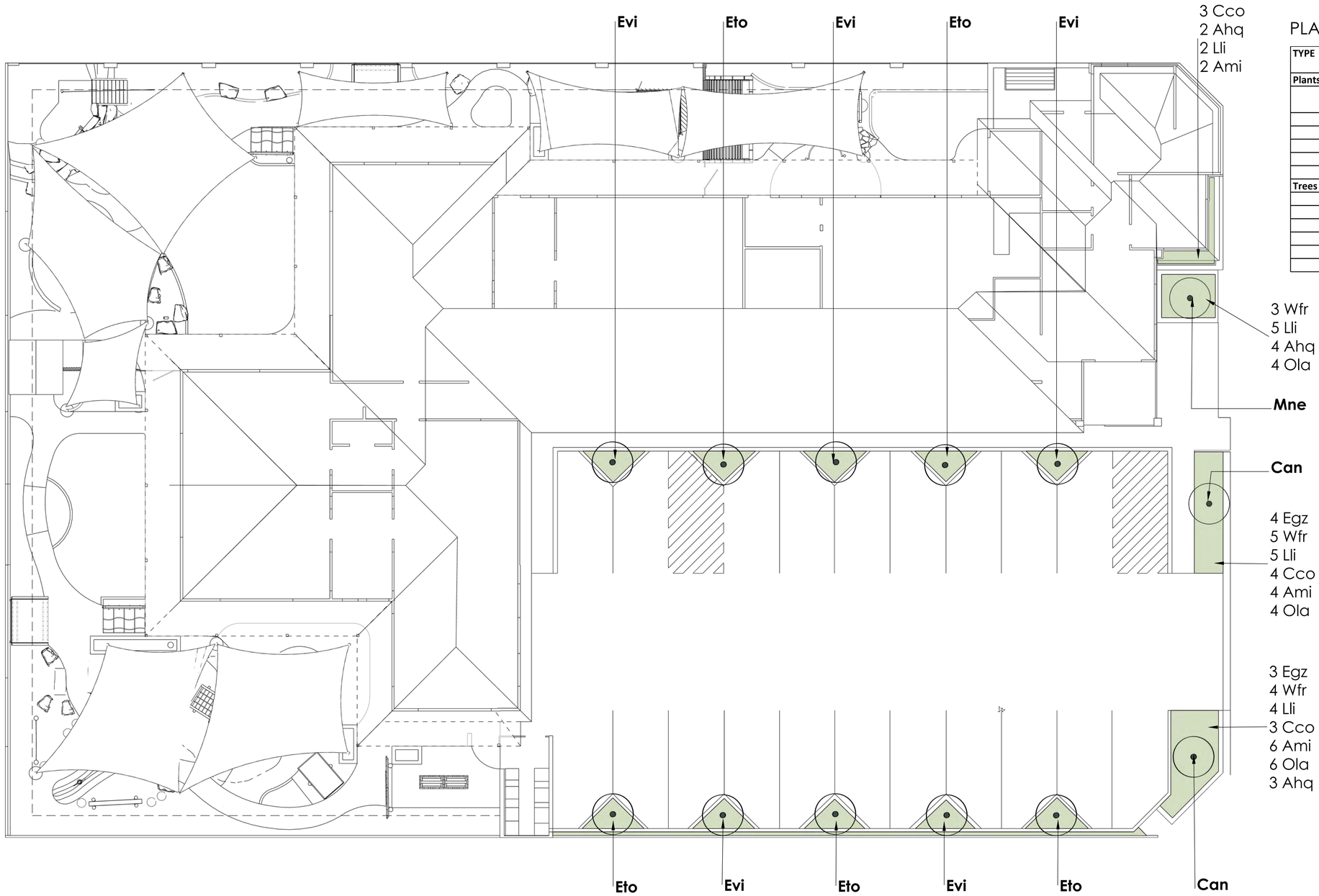










PLANTING SCHEDULE

TYPE	CODE	SPECIES	SIZE	POT SIZE	HABIT	QTY
Plants	Ami	Anigozanthos humilis	0.5m	140mm	Strappy	12
	Ahq	Anigozanthos hybrid 'Celebrations Masquerade'	0.5m	140mm	Strappy	9
	Cco	Casuarina 'Cousin It'	0.3m	140mm	Ground Cover	10
	Egz	Eremophila glabra 'Blue horizon'	0.3m	140mm	Ground Cover	7
	Lli	Lomandra 'Lime Tuff'	0.3m	140mm	Strappy	16
	Ola	Orthrosanthus laxus	0.5m	140mm	Strappy	14
	Wfr	Westringia fruiticosa 'Grey box'	0.5m	140mm	Shrub	12
Trees	Can	Cupaniopsis anacardioides	8m	100L	Tree Evergreen	2
	Eto	Eucalyptus torquata	5-8m	100L	Tree Evergreen	5
	Evi	Eucalyptus victrix	5-8m	100L	Tree Evergreen	5
	Mne	Melaleuca nesophila	4m	90L	Tree Evergreen	1
					TOTAL PLANTS	**80**
					TOTAL TREES	**13**

PLANTS


Westringia fruiticosa 'Grey box'


Casuarina 'Cousin It'


Anigozanthos 'Celebrations Masquerade'

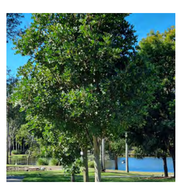

Eremophila glabra 'Blue horizon'


Lomandra 'Lime Tuff'


Anigozanthos humilis


Othrosanthus laxus

TREES


Cupaniopsis anacardioides


Eucalyptus victrix


Eucalyptus torquata


Melaleuca nesophila

Scale Approx 1:100 @ A1
1:200 @ A3

0 1 2 3 4 5 10m

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JCP DEVELOPMENTS CHILDCARE WELLARD

LOT 814 CHARING CROSS WELLARD

LS 104 - PLANTING PLAN - VERGE AND CARPARK

Job No: 5971
Rev: A
Date: Feb 2025
Design: NLA

JCP DEVELOPMENTS WA

LOT 814 CHARING CROSS, WELLARD

TRANSPORT IMPACT STATEMENT

Job No: P002796

Rev: 002

15 April 2025

Premise

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DOCUMENT AUTHORISATION					
Revision	**Revision Date**	**Proposal Details**			
Rev A Draft	05/02/25	Issued for Review			
Rev A	06/02/25	Issued for Review			
Rev B	15/04/25	Proposed Layout Amended			
Prepared By		**Reviewed By**		**Authorised By**	
Jelena Simic		Marina Kleyweg		Marina Kleyweg	

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1. EXECUTIVE SUMMARY

Site Context

- The project location is Lot 814 Charing Cross, Wellard, within the City of Kwinana.
- The subject lot is currently vacant.
- The proposed development is for a childcare centre with legal capacity to accommodate 92 children and 15 staff members.

Technical Findings

- The proposed development will generate up to 273 vehicular trips per day, 87 vehicular trips per hour in AM and 86 vehicular trips per hour in PM peak.
- According to the WAPC Guidelines, this is a moderate impact on the surrounding road network.

Relationship with Policies

- The City of Kwinana does not provide guidance in relation to parking requirements and rates relating to a childcare premises. Therefore, the WAPC/Department of Planning, Land and Heritage (DPLH) WA Planning Manual rates for non-residential car parking rates in Perth and Peel was utilised along with the WAPC Planning Bulletin 72/2009. The layout plans show 20 parking bays with 1 ACROD bay provided. The requirements set out by WAPC/DPLH WA Planning Manual the minimal parking requirement is 13 spaces and maximum being 26 spaces. The requirements set out in the WAPC Planning Bulletin 72/2009 requires 19 spaces. The proposed parking provision satisfies both requirements.

Conclusion

- The proposed development is expected to generate up to 273 vehicular trips per day, 75 vehicular trips per hour in AM peak hour and 74 vehicular trips per hour in PM peak hour.
- Hopton Lane is classified as Access Road as per MRWA classification, with the maximum desirable volume of 3,000 vehicles per day. Current traffic data is not available for Hopton Lane, but it is evident that even with the proposed development, daily vehicular trips will remain well below its capacity. Other surrounding roads would absorb significantly less traffic than Hopton Lane, moreover, the traffic would be dispersed so that the impact can be considered minimal.
- In summary Premise believes that the proposed development will not have a negative impact on the surrounding road network.

2. INTRODUCTION

2.1 Background

Premise Australia Pty Ltd **(Premise)** has been engaged by JCP developments to conduct a Traffic Impact Statement **(TIS)** for the proposed childcare centre at Lot 814 Charing Cross, Wellard, within the City of Kwinana.

The proposed childcare centre is proposed to accommodate 92 children, 15 staff and the plans show 20 car parking spaces.

2.2 Scope and Study Area

This report outlines the traffic impact statement for the proposed childcare centre at Lot 814 Charing Cross, Wellard. The site is currently occupied vacant.

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

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

- Collate all existing traffic data for relevant traffic networks in the vicinity of the subject site.
- Undertake a detailed review of crash data between in the last five (5) year reporting period and provide commentary on the road safety aspects of the data and potential reasons for the number and type of incidents.
- Provide an assessment of the likely additional traffic impact of the proposed development.
- Review all existing public transport routes, pedestrian and cyclist infrastructure, and show graphical images overlaid on aerial imagery within a 400-metre radius of the subject site.
- Calculate trip generation for AM / PM peak and daily traffic based on the proposed yield and land use.
- Provide a report according to the set-out requirements as nominated in the WAPC Transport Impact Assessment Guidelines: Individual development.
- Provide swept paths for relevant design vehicles.
- Provide further analysis of any site-specific issues that may be encountered during the assessment.

3. EXISTING CONDITIONS

3.1 Site location and description

The subject site is currently vacant. The subject lot is fronted by Charing Cross, Hopton Lane and Rame Lane.

3.2 Existing road conditions

Table 1 – Road Classification and Description

Road Name	Charing Cross
Number of Lanes	two way, one lane each direction, undivided
Road Reservation Width	18.0m
Road Pavement Width	6.2m
Classification	Access Road
Speed Limit	50 km/h
Bus Route	NO
On-street parking	YES

Road Name	Hopton Lane
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	6m
Road Pavement Width	5.5
Classification	Access Road
Speed Limit	50 km/h
Bus Route	NO
On-street parking	NO

Road Name	Rame Lane
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	6m
Road Pavement Width	5.5m
Classification	Access Road (Laneway)
Speed Limit	50 km/h
Bus Route	NO
On-street parking	NO

3.3 Traffic Safety

A review of the MRWA database for all crashes along in the vicinity of the site has been carried out. The crash database provides the location and severity of all crashes for the five-year period from 2019 to 2024. Of the recorded incidents, there does not appear to be any pattern or any locations of re-occurring similar incidents that would highlight sections of the road being excessively unsafe. The number and type of incidents recorded are consistent with other access roads in the area. Given the class of road and crash types, it is concluded that the road network is currently operating in a manner consistent with access roads.

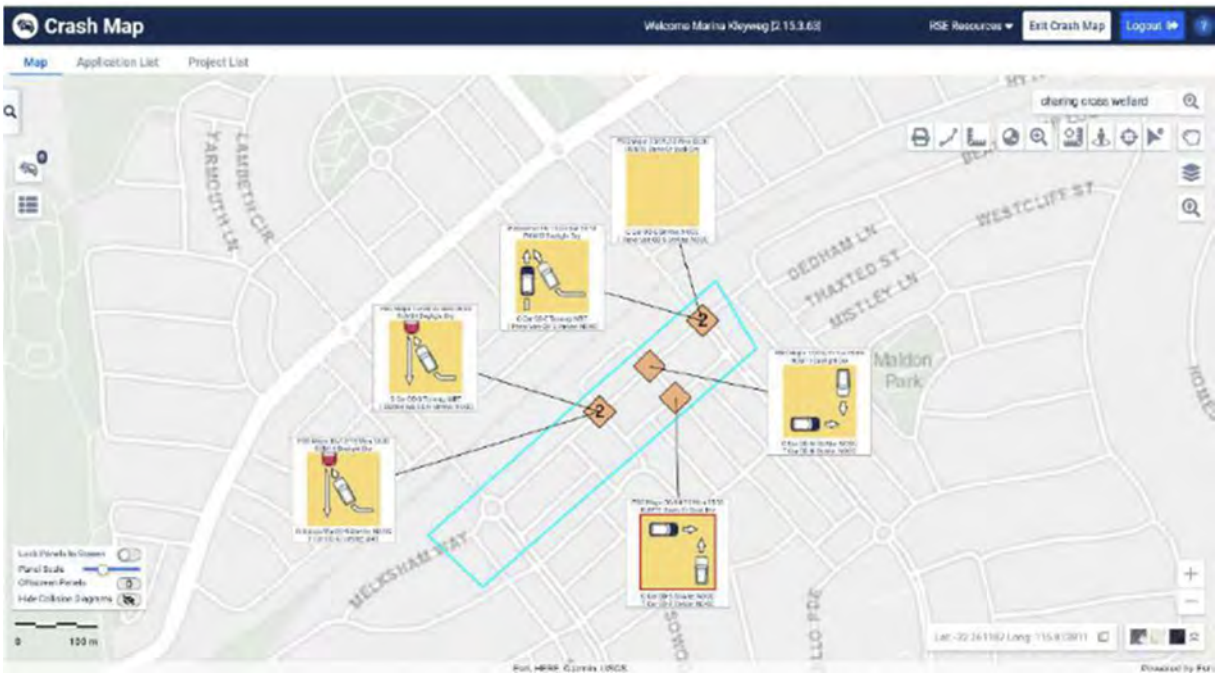


Figure 1 - MRWA crash data

3.4 Existing Traffic Flow

There are currently no available data for the section of Hopton Lane between Charing Cross and Ryhill Crescent. Based on desktop review, the nearest available traffic data is east of the site along Wellard Road west of Parmelia Avenue which carries approximately 7,000 vehicles Mon-Fri on average. The proposed development is in immediate proximity to public transport in the form of a train station and high frequency buses. While the development is expected to primarily attract private vehicle trips, the overall impact is anticipated to be negligible.

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

Table 2 – Traffic counts data

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH) Peak Time - Peak VPH		Heavy Vehicle %	Date
			AM	PM		
Wellard Road	West of Parmelia Avenue	7,297	07:45 – 585	16:15 – 690	6.3%	23/24
Runnymede Gate	7m West of Piccadilly Lane*	3,788	08:00 – 246	15:00 – 357	6.1%	2023
	35m East of Lambeth Circle*	3,265	08:00 – 214	17:00 – 302	5.1%	2023
	40m North of Fareham Crescent*	3,914	08:00 – 345	15:00 – 398	7.1%	2023
Lambeth Circle	90m North of Runnymede Gate*	2,961	08:00 – 283	15:00 – 308	6.0%	2023
	35m North of Chiswick Parade*	5,804	08:00 – 428	17:00 – 525	6.5%	2023

**Note – These traffic counts were received from the City of Kwinana.*

3.5 Public Transport

Wellard Station is located 100m west of the subject site. There is no footpath provided along the frontages of Hopton Lane and Rame Lane however, a footpath is provided along Charing Cross frontage. The station is serviced by three bus lines. Access to the station is in direct line of the site.

Table 3 - Bus routes and frequencies

Bus / Rail Route	Description	Peak Frequency	Off-Peak Frequency
541	Wellard Station Stand 1 to Kwinana Station Stand 8	10 minutes	10 minutes
542	Kwinana Station – Wellard Station Stand 2 to Kwinana Bus Stand 9	10 minutes	10 minutes
544	Kwinana Station - Wellard Station Stand 3 to Kwinana Station Stand 5	10 minutes	10 minutes
Mandurah Line	Wellard Station – Perth Underground	15 minutes	15 minutes

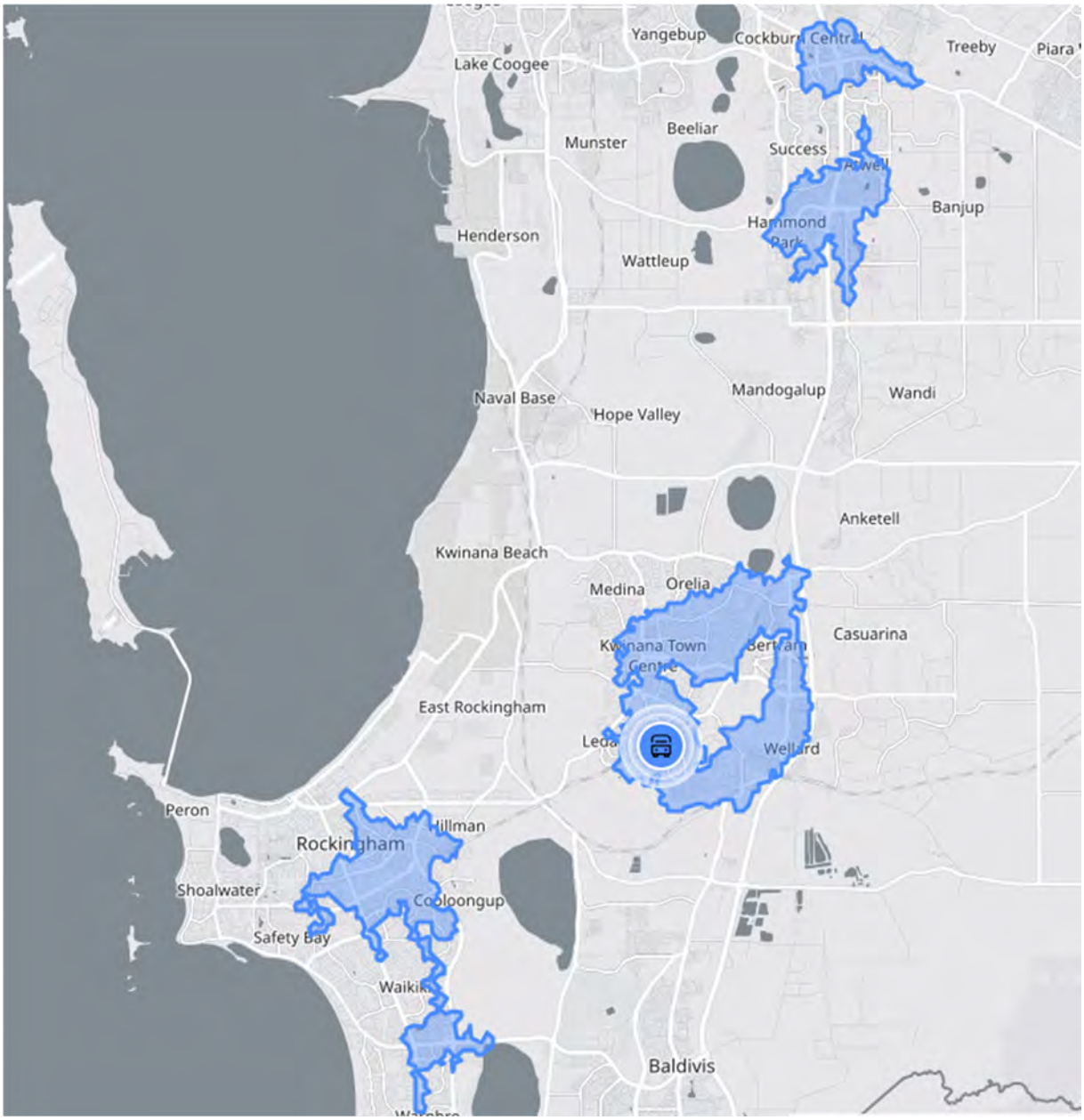


Figure 2 - 30min public transport catchment (app.traveltime.com)

3.6 Pedestrian and Cyclist Infrastructure

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

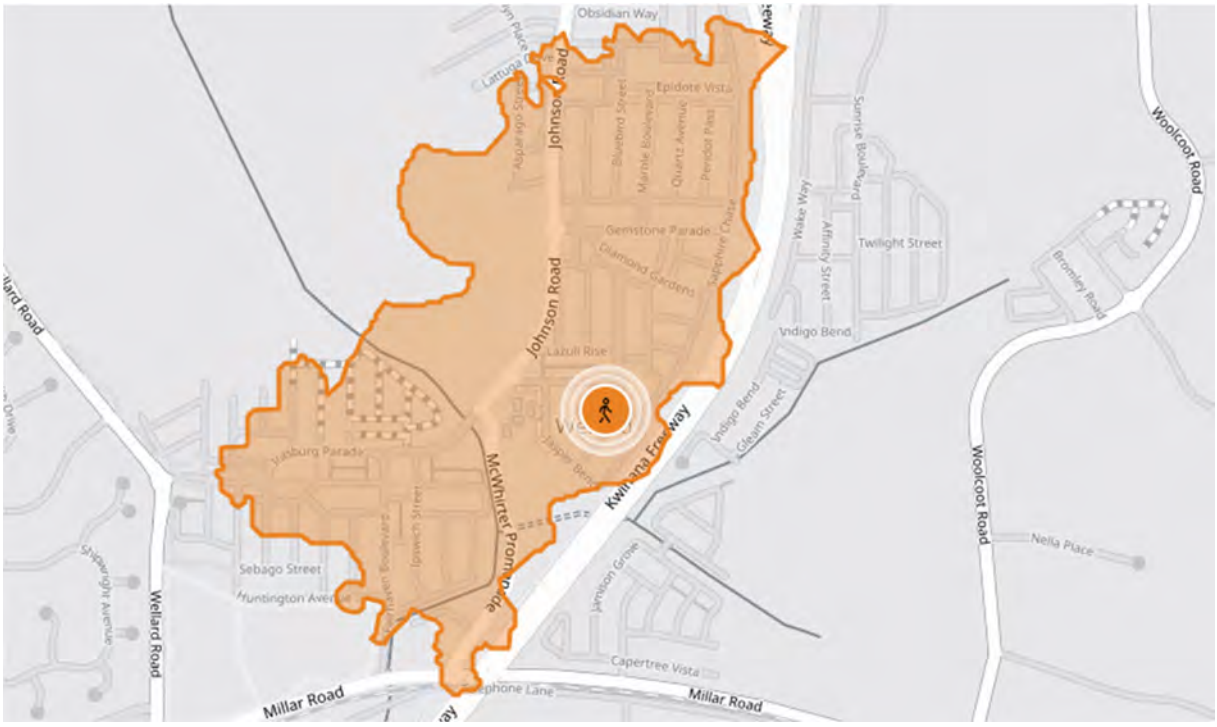


Figure 2 - 10min walking catchment (app.traveltime.com)



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

3.7 Proposed Developments in the Vicinity

3.7.1 FUTURE LAND DEVELOPMENT

The subject development site is a part of The Village at Wellard - Wellard Village Centre Master Plan. The below screenshot of the Wellard Village Structure Plan Proposed Modification (February 2015) shows that the subject Lot is marked as a Neighbourhood Centre R80 Zone.

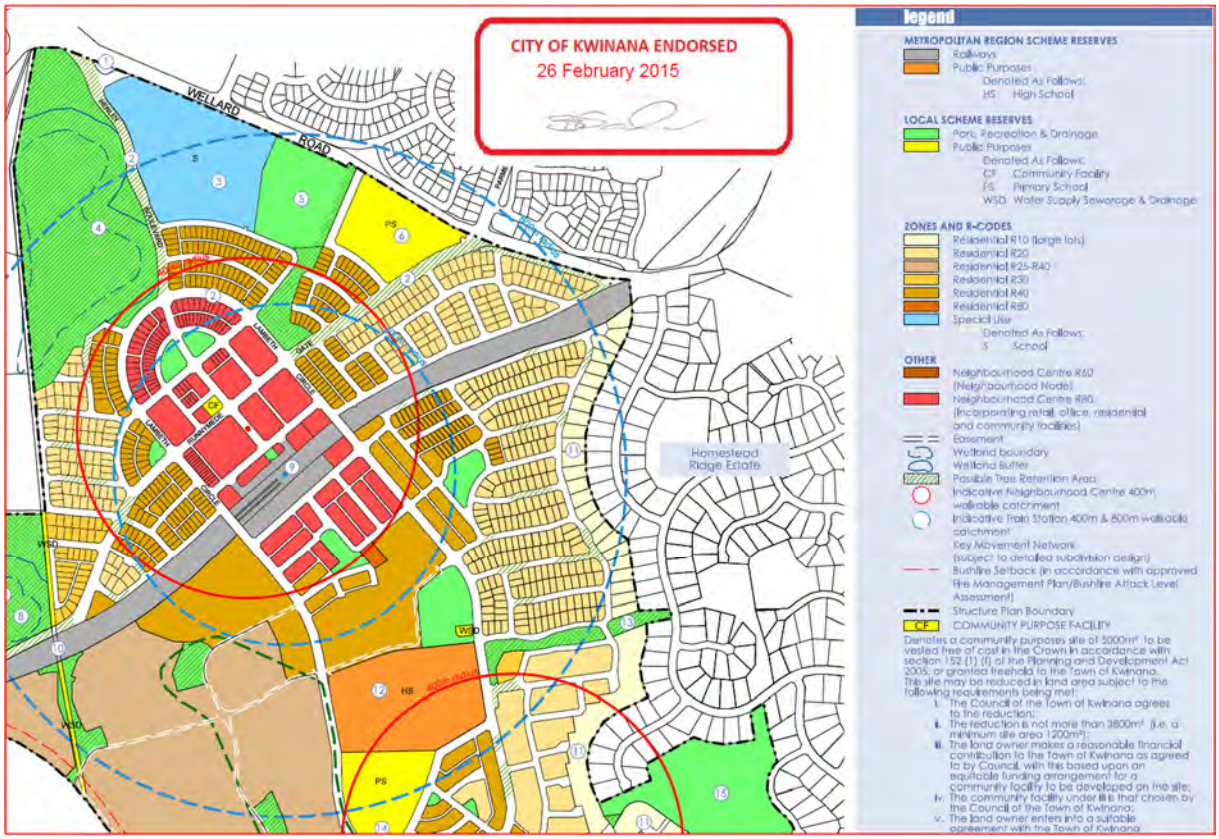


Figure 4 - WELLARD VILLAGE STRUCTURE PLAN - PROPOSED MODIFICATION (FEBRUARY 2015)

This area is currently under development and undergoing significant changes, as Premise recently provided traffic engineering input in projects for several nearby lots, likely to be built within a similar timeframe as the proposed development:

- Lot 882 Charing Cross, Wellard – Proposed residential building with 30 dwellings
- Lot 815 Charing Cross, Wellard – Proposed residential building with 25 dwellings and 2 commercial units
- Lot 813 Charing Cross, Wellard – Proposed residential building with 24 dwellings
- Lot 915 Charing Cross, Wellard – Proposed residential building with 30 dwellings

4. PROPOSED DEVELOPMENT

4.1 Overview of Proposed Development

The development proposal includes a childcare centre that proposes 92 children and 15 staff with 20 car parking spaces which includes 1 ACROD bay. The proposal is assessed against the WA Transport Impact Assessment Guidelines, WAPC Planning Bulletin 72/2009, WAPC Planning Manual 2024 and TfNSW Guide to Transport Impact Assessments 2024 (GTIA).

Table 4 – Proposed land uses

Land use	Yield
Childcare Centre	92 children and 15 staff members

4.2 Vehicular Parking

The City of Kwinana does not specify car parking requirements for childcare centres. However, the Western Australian Planning Commission's Planning Bulletin 72/2009 – Childcare Centres provides recommended rates, along with the WA Planning Manual (Non-Residential Car Parking Rates in Perth and Peel) – November 2024. Both documents serve as guidelines for assessing parking requirements.

Table 5 - Car parking provision rates

Guideline document	Car parking requirement
WAPC Planning Bulletin 72/2009	*"As a general rule, the minimum parking requirement for a child care centre, including staff parking, will be one space per five children."*
WA Planning Manual 2024	> Minimum - *"0.5 spaces per staff member and 1 space per 20 children catered for"* > Maximum - *"0.5 spaces per staff member and 1 space per 5 children catered for"*

Table 6 - Car parking requirement in accordance with the WAPC Planning Bulletin 72/2009

Land Use	Requirement	Yield	Total Parking
Child Care Premises	1 Space per 5 Children	92 children	18.4
		Total car parking requirements:	**19**

Table 7 - Car parking requirement in accordance with the WA Planning Manual 2024

Land Use	Requirement	Yield	Total Parking
Child Care Premises	> Minimum 0.5 space per staff member and 1 space per 20 children > Maximum 0.5 spaces per staff member and 1 space per 5 children	92 children 15 staff members	> Min. 8 + 5 > Max. 8 + 18
		Total car parking requirements:	**Min. 13 Max. 26**

The proposed development includes a total of 20 car parking bays within the internal parking area, consisting of 19 standard bays and 1 ACROD bay. This meets and exceeds the minimum requirements outlined in the WAPC Planning Bulletin 72/2009 and falls within the range specified in the WA Planning Manual 2024.

Premise believe that the following points further support the adequacy of the proposed car parking provision:

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

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

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

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

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

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

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

The table below was developed on the following assumptions:

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

Table 8 - Changes in parking needs during the sign-in period

Sign-in Time	Extracted Arrival Percentages (of the maximum number of children)	Expected Number of Children Signing In	Parking demand (assumed dwell time 10 minutes per vehicle)
07:00 - 07:30	13.97%	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 (92 children – 100% capacity)**	

Table 9 - Changes in parking needs during the sign-out period

Sign-Out Time	Extracted Arrival Percentages (of the maximum number of children)	Expected Number of Children Signing Out	Parking demand (assumed dwell time 10 minutes per vehicle)
Before 13:30	0.55%	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:

Table 10 - Staff arrival and attendance patterns

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

Note – Abbreviations in the table above:

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

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

During the middle of the day (outside of drop off and pick up times), when the majority of staff are expected to be on-site, staff will be able to use some of the visitors' bays, with plenty of spare capacity left. Furthermore, it is anticipated that some staff members might cycle or walk to the development site, given the walkable surrounding network. 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.

Table 11 - expected on-site car parking requirement throughout the full operational hours

	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00
STAFF	3	3	3	3	8	8	10	14	14	14	14	14	14	14	14	14	14	14	8	8	8	8	3	3
DROP OFF	0	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

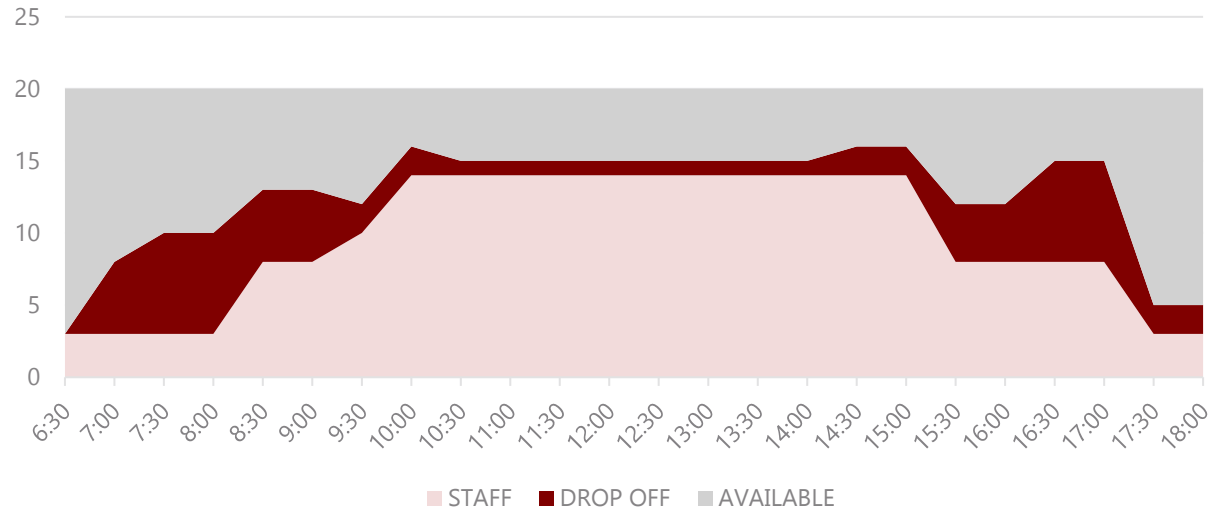


Figure 5 - Parking Demand Graph

4.2.1 OVERVIEW OF COMPLIANCE WITH AS2890 PARKING FACILITIES

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

The site will provide 20 standard parking bays.

4.2.1.1 Comparison of proposed layout to AS2890.01 requirements

Table 12 - Parking dimensions comparisons

Parking Bay Type	AS2890.1:2004 Off-street car parking					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A) **STAFF**	4.8+0.6*	4.4 + 1.1 4.8 + 0.9	2.4m	2.5m	5.8m	6.0m
All bays at 90° (User Class 2) **VISITORS**	4.8+0.6*	4.4 + 1.1 4.8 + 0.9	2.5m	2.5m	5.8m	6.0m
ACROD Parking	4.8+0.6*	4.8 + 0.9 (ACROD) 3.9/5.0m** (shared space)	2.4m (ACROD) 2.4m (shared space)	2.5m (ACROD) 2.5m (shared space)	5.8m	6.0m

Note* - Option where parking is to a low kerb which allows 600 mm overhang in accordance with Clause 2.4.1(a)(i) of AS/NZS 2890.1:2004.

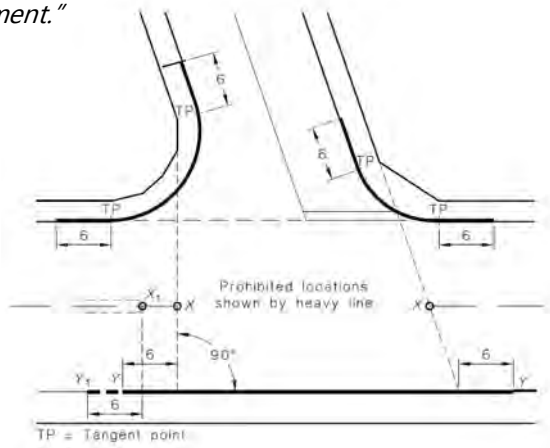
Note** - The shared bay is truncated at the back, providing a minimum length of 3.9m on one side and 5.5m on the opposite side. However, this does not cause any issues.

Table 13 – Parking design and layout comparison

REQUIREMENT	COMPLIANCE
"Blind aisles *At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence.* *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."*	Blind Aisle extended by 1.5m/1.7m. Reversing bay provided.
"Width requirements at low volume (Category 1) access driveways and connecting roadways: *Where the circulation roadway leading from a Category 1 access driveway is 30 m or longer, or sight distance from one end to the other is restricted, and the frontage road is an arterial or sub-arterial road, both the access driveway and the circulation roadway for at least the first 6 m from the property boundary shall be a minimum of 5.5 m wide. In other cases subject to consideration of traffic volumes on a case-by-case basis, lesser widths, down to a minimum of 3.0 m at a domestic property, may be provided. As a guide, 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass on the driveway, i.e. a minimum width of 5.5 m. On long driveways, passing opportunities should be provided at least every 30 m. Reversing movements to public roads shall be prohibited wherever possible."*	6m wide crossover provided.

"Access driveway location

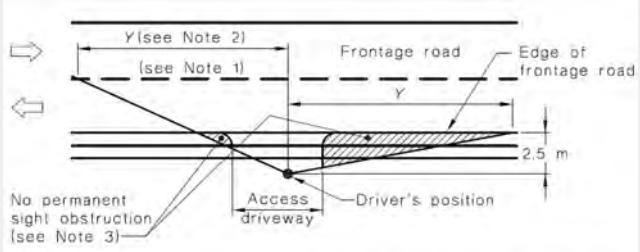
Driveway Categories 1 and 2 At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in Figure 3.1. This requirement shall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



The proposed crossover is located in the area shown by heavy lines and therefore does not comply with the AS/NZS 2890.1:2004 requirements; however, the aerial image review shows this is not uncommon in the area.

"Entering sight distance

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



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

The minimum stopping sight distance for the proposed crossover is 45m, based on the 50km/h speed limit on Hopton Lane. However, while this is the legal limit, actual traffic conditions—characterised by low volumes, as well as the length and width of Hopton Lane—suggest a low-speed environment. AS2890.1 does not specify sight distance requirements for frontage roads with speeds below 40km/h, however, access roads / laneways of this type usually have operational speed of 20-25km/h. Using Austroads equations, minimum SSD required for this development is 21m.

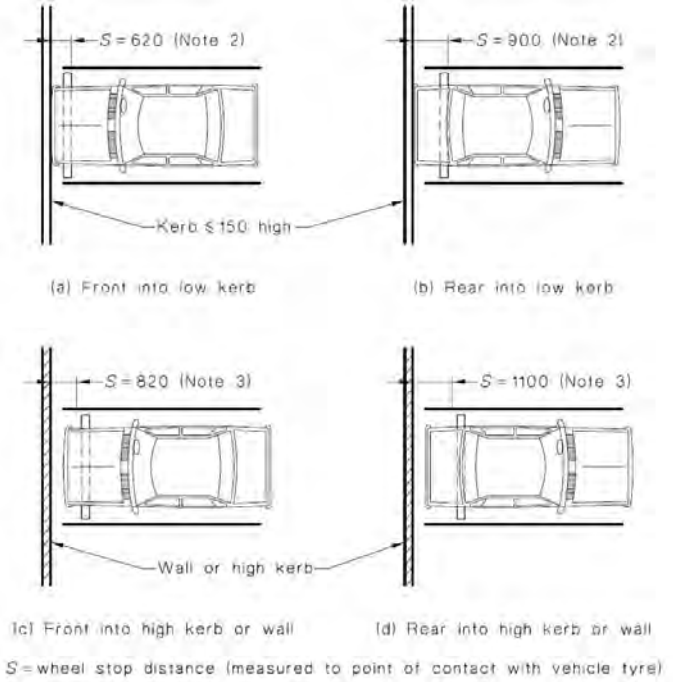
Development Plans do not show any fencing along the Hopton Lane frontage; therefore it can be deemed that sightlines are satisfactory.

"Sight distance to pedestrians

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

There is no pedestrian path on Hopton Lane nor Rame Lane, as the laneway is deemed a shared zone. The sight distances are sufficient for the exiting vehicles to clearly see any pedestrian movement on the laneway.

*"**Wheel stops** - Wheel stops shall be between 90 and 100 mm in height, and 1650 ±50 mm in width."*



AS/NZS 2890.1:2004 20

TABLE 2.1

WHEEL STOP DISTANCES

millimetres

Parking direction	Wheel stop distance to front of parking space			
	Parking to kerb ≤150 high		Parking to kerb >150 high or wall	
	Wheel stop height		Wheel stop height	
	90	100	90	100
Front-in	630	620	830	820
Rear-in	910	900	1110	1100

NOTE: The distances in this table are calculated from the formula:

$$S = C + O + \sqrt{r^2 - (r - d - H)^2}$$

where

S = wheel stop distance (measured to point of contact with vehicle tyre)
C = clearance (to low kerb—nil; to high kerb or wall—200 mm)
O = overhang of B85 vehicle (front—820 mm; rear—1100 mm)
r = radius of wheel (225 mm)
d = tyre deflection under load (20 mm)
H = wheel stop height

Most of the proposed parking bays are intended for reverse-in parking, and wheel stops should be positioned accordingly to accommodate this arrangement.

However, the bays located at the rear of the blind aisle can only be accessed via front-in manoeuvres, and the wheel stops in these bays should be positioned to suit that configuration.

The screenshot to the left illustrates the applicable AS/NZS 2890.1:2004 requirements for wheel stops. All wheel stops must be designed in accordance with these standards. Premis considers this as a minor issue that can be easily addressed in the next design phase.

4.3 Vehicle Swept Paths

The proposed parking area has been assessed using a B99 Passenger Vehicle (5.2) as the waste will be collected from Rame Lane. Passenger vehicles can easily navigate the proposed parking. Swept path analysis plans are provided in Appendix C.

4.4 ACROD Parking

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

Table 14 - Accessible car parking provision rates

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

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

4.5 Bicycle Parking

Neither the City of Kwinana Town Planning Scheme No. 2 nor the Western Australian Planning Commission's Planning Bulletin 72/2009 – Childcare Centres provide specific guidance on bicycle parking requirements. However, the proposed development includes four bike racks, supporting alternative transportation options and encouraging sustainable travel choices.

4.6 Delivery and Service

Delivery and service vehicles, including waste removal trucks, are not expected to require designated parking spaces within childcare premises. Waste collection will occur from Rame Lane, therefore the waste vehicles do not need to enter car park.

4.7 Traffic Impact of the Proposed Development

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

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

Table 15 - Trip generation rates

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

Table 16 - Calculation of vehicular trips

Land Use Type	Occupancy	Daily Traffic Generation	Peak Hour Traffic Generation	
			AM	PM
Childcare Centre	92 Children	273	75	74

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

The proposed development is expected to generate 75 vehicular trips in the AM peak and 74 vehicular trips in the PM peak with an expected daily traffic generation of 273 vehicle trips. The surrounding road network is expected to accommodate the additional traffic.

4.8 Trip Distribution

Most schools are located north to the subject site, except for Wellard Village Primary School which is located 800m to the south. Furthermore, the connection to Kwinana Freeway and other higher-order roads required travelling to the north towards Runnymede Gate. Wellard Station is within walking distance from the subject site.

Table 17 - Trip Distribution Routes

Route	Percentage
From northwest via Hopton Lane into the subject development site and reverse	40%
From southeast via Hopton Lane into the subject development site and reverse	50%
From west via Rame Lane >> Hopton Lane into the subject development site and reverse	10%

4.9 Assessment of the Traffic Impact on the Adjoining Network

The area is currently under intense development; however once complete, it will feature medium to high density dwellings and some minor commercial spaces in addition to this childcare centre. The assessment below will look into cumulative impact on Rame Lane and Hopton Lane and their capacities to cater to the demand. The assessment is based on the following postulates:

- Impact of the existing properties on Rame Lane is estimated using planning traffic generation rates for medium density developments. We have adjusted the rate to 90% of the nominal rate, given the properties are rear-loaded and the visitors are likely to park in the on-street parking bays.
- Impact of Lots 813 and 815 is assessed in a separate TIS documentation prepared by the Premise team.

Table 18 - Traffic impact on the immediate network (VID)

Road Section	Existing	Lot 813	Lot 815	Proposal (Lot 814)	Total
Rame Lane (SW)	56	44	0	27	127
Rame Lane (NE)	56	66	0	27	149
Hopton Lane (NW)	48	56	110	109	323
Hopton Lane (SE)	8	10	19	137	174

Both Hopton Lane and Rame Lane are classified as Access Roads under the MRWA classification, with a maximum capacity of 3,000 vehicles per day. Liveable Neighbourhoods provide guidance on laneways where the desirable volume should be a maximum of 300 vehicular movements per day.

Considering cumulative impact on the laneways, it may be expected that northern section of Hopton Lane may exceed the Liveable Neighbourhood guidance in approach to Charing Cross; however, the childcare centre traffic impact has been conservatively estimated, as it is likely that a significant portion of the parents may walk to the site (given the residential density) and staff members are likely to take advantage of good public transport connections.

All sections of the road will remain well within the MRWA guidance.

Given that the completion of the projects listed in the table will see all of the lots abutting the lanes developed to its allowed potential, the traffic is not expected to grow any further over the 10 years upon completion.

4.10 Site-Specific Issues and Proposed Remedial Measures

Table 19 – Analysed Site-Specific Issues and Proposed Remedial Measures

How many site-specific issues need to be discussed?	Two (2)
Site-Specific Issue No 1	**Parking provision**
Remedial Measure / Response	The proposed development includes a total of 20 car parking bays within the internal parking area, consisting of 19 standard bays and 1 ACROD bay. This meets and exceeds the minimum requirements outlined in the WAPC Planning Bulletin 72/2009 and falls within the range specified in the WA Planning Manual 2024.
Site-Specific Issue No 2	**Wheel stops design**
Remedial Measure / Response	All wheel stops must be designed in accordance with the AS/NZS 2890.1:2004 requirements. This is elaborated more closely within section 4.2.1. in this report and Premise believe that it can be readily addressed in the next design phase.

HERRING STORER ACOUSTICS

PROPOSED CHILD CARE CENTRE
LOT 814 CHARING CROSS
WELLARD

STATE PLANNING POLICY 5.4 ACOUSTIC ASSESSMENT

FEBRUARY 2025

OUR REFERENCE: 34132-2-25078

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CHILD CARE CENTRE – CHARING CROSS, WELLARD

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A	Child Care Plans

1. INTRODUCTION

Herring Storer Acoustics was commissioned to undertake an acoustic assessment for the proposed child care centre, located at Lot 814 Charing Cross with regards to Perth to Mandurah passenger railway line. The acoustic assessment is to comply with the requirement of State Planning Policy 5.4 *"Road and Rail Transport Noise"* (SPP5.4).

As the child care centre is within the trigger distance of Perth to Mandurah passenger railway line, an acoustic assessment with regards to State Planning Policy 5.4 has been undertaken. As part of this assessment, the following was carried out:

- Determine by modelling, the noise that would be received at child care centre from passenger trains travelling along the Perth to Mandurah passenger railway line.
- Assess the predicted noise levels for compliance with the appropriate criteria.
- If exceedances are predicted, comment on possible noise amelioration options for compliance with the appropriate criteria.

It is noted that as the child care centre does not operate during the night period, noise level measurements and assessment of noise received at this small scale development is only required for the day period.

For information, plans for the child care centre is attached in Appendix A.

2. SUMMARY

It is noted that the child care centre is only occupied during the day period, thus under State Planning Policy 5.4 *"Road and Rail Transport Noise"* only the criteria for the day period is applicable.

The analysis undertaken shows that noise received at the child care centre would comply with the day period "noise Target". Thus, no further action is required.

3. CRITERIA

Road traffic noise received at a sensitive premise needs to comply with the requirements of State Planning Policy 5.4 "*Road and Rail Transport Noise*". Under this policy, for non-residential noise sensitive premises, internal noise levels should meet the design sound levels as listed in Table 1 of AS/NZ 2107:2000 "Acoustics – Recommended design sound levels and reverberation times for building interiors". Under AS 2017, the internal criteria would:

Sleep Rooms	-	$L_{Aeq(Day)}$ of 35 dB(A).
Play/Group Rooms	-	$L_{Aeq(Day)}$ of 40 dB(A).
Staff Room	-	$L_{Aeq(Day)}$ of 45 dB(A).
Office	-	$L_{Aeq(Day)}$ of 40 dB(A).
Reception	-	$L_{Aeq(Day)}$ of 45 dB(A).
Work areas (eg: Laundry)	-	$L_{Aeq(Day)}$ of 50 dB(A).

Additionally, under SPP 5.4, noise received outdoor area should be design as far as is reasonable and practical to comply with the Policies outdoor Target Noise level. It is noted that as the child care centre is only occupied / operated during the day period, the outdoor day period Noise Target of an $L_{Aeq(Day)}$ of 55 dB(A) is the applicable criteria for assessment.

Notes:

1 Under State Planning Policy 5.4, the day period being from 6am to 10pm.

2 The proposed operating hours for the child care centre are 6:30am to 7pm.

4. ASSESSMENT

The location of the proposed child care centre in relation to railway line is shown on Figure 4.1.



FIGURE 4.1 – SITE LOCATION

It is also noted that the train station and the road traffic bridge over the railway line (Lambeth Circle provide a significant barrier with regards to noise propagation from passing trains. Additionally, as shown in Figure 4.2, the railway line is in a significant cutting, which would also significantly reduce noise received at the child care centre. Thus, as per the Implementation Guideline, the 4dB(A) reduction for a barrier affect should be applied.



FIGURE 4.2 – STREET VIEW OF RAILWY LINE IN CUTTING

From Google Earth, the child care centre is approximately 75 metre from the railway line. Thus, based on Table 2 of the Implementation Guidelines (part table shown below), the noise received at 75 metres of the edge of the railway line would be 57 dB(A). Additionally, under the Implementation Guidelines, a deduction of 4 dB(A) can be applied to the noise level received at the child care centre for the screening associated with the existing buildings located between the child care centre and railway line. Thus, the future noise level at the child care centre would be 53 dB(A).

Railway Transport Corridor Classification		Forecast period average noise level and exposure category based on distance from neare									
		adjacent	10	20	30	40	50	60	70	80	90	100
Passenger railways	Fremantle, Midland and Thornlie main lines only	68	64	62	60	59	58	56	56	55	54	
	All other metro passenger rail lines, and where multiple metro rail services share the same transport corridor	70	66	64	62	61	60	58	57	56	56	

5. CONCLUSION

Noting that the child care centre is located at approximately 75 metres from the edge of closest carriageway of the Perth to Mandurah Passenger Railway line, from Table 2 of the Implementation Guidelines, with the applicable adjustments, the noise received at the child care centre in the future would be 53 dB(A).

Hence, the noise received at the child care centre would comply with the day period “Noise Target”. Thus, under the policy no further action is required.

HERRING STORER ACOUSTICS

PROPOSED CHILD CARE CENTRE
LOT 814 CHARING CROSS
WELLARD

ENVIRONMENTAL ACOUSTIC ASSESSMENT

JANUARY 2025

OUR REFERENCE: 34555-1-25078-02

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

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APPENDICIES

A PLANS

1. INTRODUCTION

Herring Storer Acoustics were commissioned to undertake an acoustic assessment of noise emissions associated with the proposed day care centre to be located at Lot 814 Charing Cross, Wellard.

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, both existing and proposed, from the outdoor play area would comply with day period assigned noise level, with the inclusion of the additional boundary fencing, as shown on Figure 5.1, in Section 5 – Modelling.

The air conditioning condensing units, being located within the drying court as shown on the drawings attached in Appendix A, have also been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times.

It is 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, both existing and proposed, from these noise sources would comply at all times, with the restriction of usage to parking bays 1 and 2, as shown on Figure 5.2 in Section 5 – Modelling.

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

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

2 Boundary fencing to be as indicated on the architectural drawing attached, with additional fencing as shown on Figure 5.1 in Section 5 – Modelling.

Note : The cantilevered section of fencing can be constructed of coulourbond.

3 Parking to be restricted, as shown on Figure 5.2 in Section 5 – Modelling, with the 2 parking bays being either restricted for da period use only, or unrestricted staff parking.

4 The air conditioning condensing units to be located within the drying court, as shown on the drawings attached in Appendix A.

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 south east of the proposed child care. The proposed development on Lot 813 and 815, as shown on Figure 3.1. are also noted. The proposed child care centre lot and the neighbouring residences are shown below on Figure 3.1.



FIGURE 3.1 – NEIGHBOURING LOTS

At the neighbouring residences, the Influencing Factor has, based on the Wellard Village Structure Plan, been conservatively determined to be +4 dB. Thus, the assigned noise levels would be as listed in Table 3.3.

TABLE 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)	49	59	69
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	44	54	69
	1900 - 2200 hours all days (Evening)	44	54	59
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	39	49	59

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

4. PROPOSAL

From information supplied, we understand that the child care centre normal hours of operations would be between 0630 and 1830 hours, Monday to Friday (closed on public holidays). It is understood that the proposed childcare centre will cater for a maximum of 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 – 5 years)	20 places
Activity 5 (3 – 5 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).

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

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

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

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

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

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

TABLE 5.1 – SOUND POWER LEVELS

Item	Sound Power Level, dB(A)
Car Moving in Car Park	79
Car Starting	85
Door Closing	87
Air conditioning condensing Unit	2 @ 74
Kitchen Exhaust	72

Notes:

1 Acoustic modelling of outdoor play noise was made, based on 90 children playing within the outdoor play areas at the one time, utilising the following groups of 10 children :

1 group of 0 -2 years at 78 dB(A);
4 groups of 2 – 3 years at 85 dB(A); and
4 groups of 3 – 5 years at 87 dB(A).

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

3 Preliminary modelling indicated that noise received from the outdoor play area could exceed the regulatory assigned noise level at the proposed residential development to the south west (Lot 813 Charing Cross). It is also noted that from information provided, that the development on this lot would be a 3 storey residential development. However, it is noted that the facade directly facing the child care centre is a solid brick wall, thus the critical location for compliance, would be the bedroom window of the apartment located adjacent to the child care centre. Although the location external to the window would not be an accessible location, compliance at this location would ensure compliance within the apartments. To achieve compliance the boundary fence needs to be as shown on Figure 5.1.

4 For this development, it is recommended that the air conditioning condensing units would be located within the drying court, as shown on the attached plans.

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

6 It is noted that the existing neighbouring residences to the south east, as can be seen on the aerial photograph (Figure 3.1) have garages fronting Rame Lane. Thus, the assessable locations for these residences are the alfresco areas located between the garages and the residence / house. Hence, there are significant barriers between the service area and the residence.

7 Preliminary modelling indicated that noise received from the closing of car doors could exceed the regulatory assigned noise level at the proposed residence to the north east (Lot 815 Charing Cross). It is also noted that from information provided, that the development on this lot would be a 3 storey residential development. To achieve compliance, the usage of the parking bays needs to be managed, with the 2 bays as indicated on Figure 5.2, being either restricted for da period use only, or unrestricted staff parking.

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

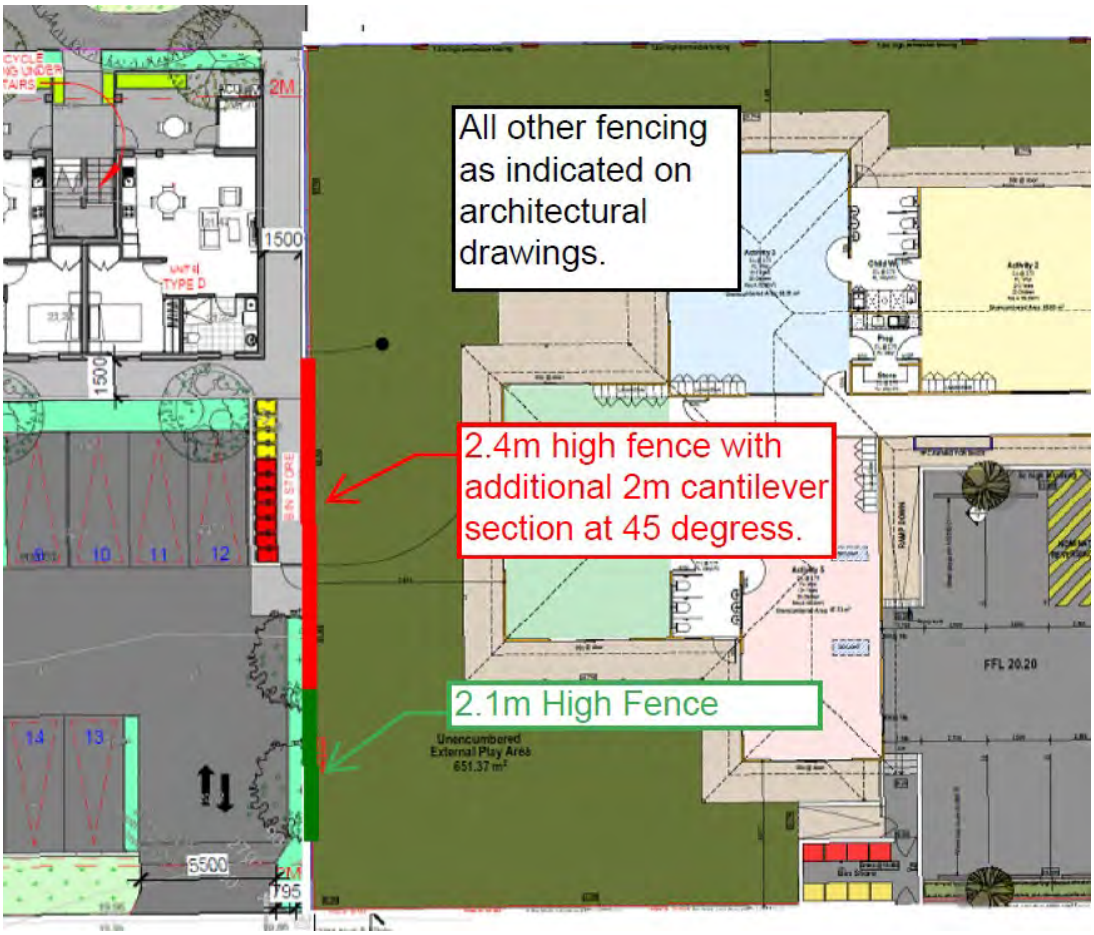


FIGURE 5.1 – ADDITIONAL FENCING REQUIREMENTS

NOTE : The cantilever section can be a separate section, installed up to the vertical boundary fence, with for example a 50mm gap and starting 100mm below top of fence. Additionally, the cantilever section can be constructed on colourbond.

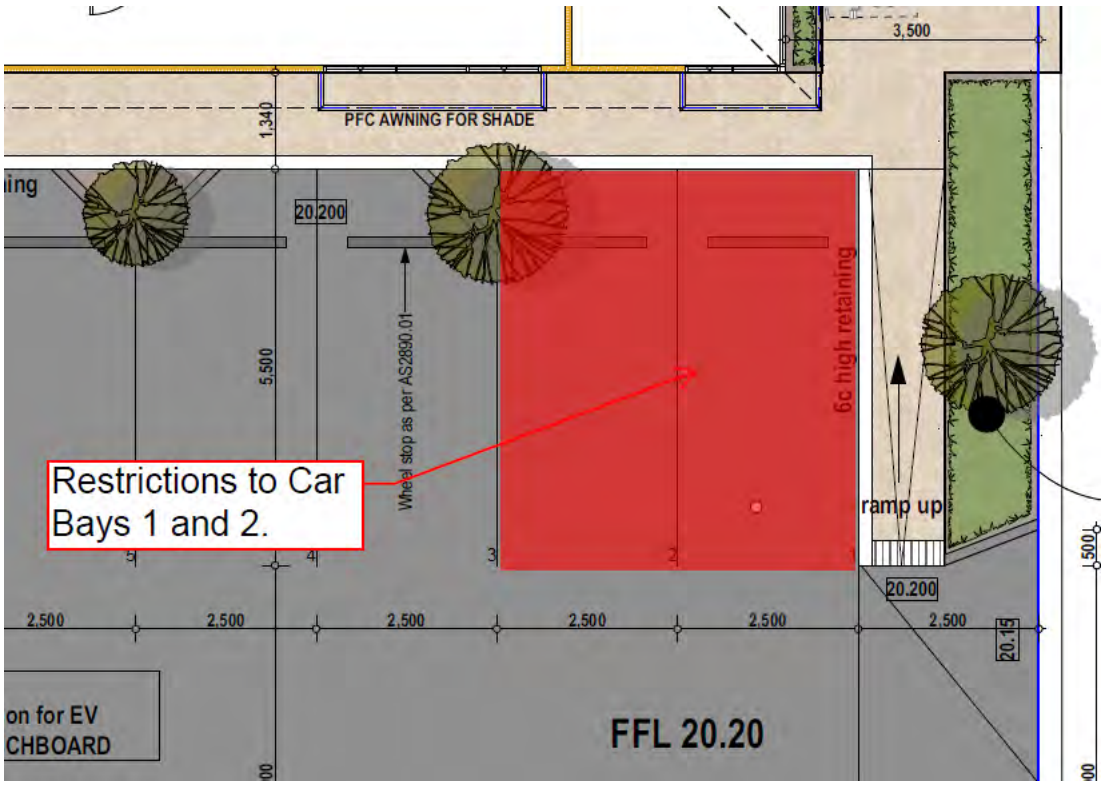


FIGURE 5.2 – PARK PARKING BAYS USAGE TO BE RESTRICTED

5.1 OUTDOOR PLAY

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

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

Neighbouring Premises	Calculated Noise Level (dB(A))
South East	36
Lot 813	
Ground	38
Level 1	44
Level 2	49
Lot 815	
Ground	31
Level 1	36
Level 2	41

5.2 MECHANICAL SERVICES

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

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

Neighbouring Premises	Calculated Noise Level (dB(A))	
	Day Period	Night Period
South East	28 (33)	13 (18)
Lot 813		
Ground	23 (28)	23 (28)
Level 1	29 (34)	28 (33)
Level 2	32 (37)	30 (35)
Lot 815		
Ground	34 (39)	22 (27)
Level 1	36 (41)	23 (28)
Level 2	38 (43)	23 (28)

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

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

5.3 CAR DOORS CLOSING

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

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

Neighbouring Premises	Calculated Noise Level (dB(A))
South East	35 [45]
Lot 813	
Ground	23 [33]
Level 1	31 [41]
Level 2	38 [48]
Lot 815	
Ground	49 [59]
Level 1	49 [59]
Level 2	49 [59]

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

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

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

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

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

Neighbouring Premises	Calculated Noise Level (dB(A))
South East	26
Lot 813	
Ground	16
Level 1	27
Level 2	29
Lot 815	
Ground	43
Level 1	43
Level 2	43

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

Neighbouring Premises	Calculated Noise Level (dB(A))
South East	32
Lot 813	
Ground	22
Level 1	30
Level 2	34
Lot 815	
Ground	47
Level 1	47
Level 2	47

6. ASSESSMENT

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

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

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
South East	36	49	Complies
Lot 813			
Ground	38	49	Complies
Level 1	44		Complies
Level 2	49		Complies
Lot 815			
Ground	31	49	Complies
Level 1	36		Complies
Level 2	41		Complies

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

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
South East	33	49	Complies
Lot 813			
Ground	28	49	Complies
Level 1	34		Complies
Level 2	37		Complies
Lot 815			
Ground	39	49	Complies
Level 1	41		Complies
Level 2	43		Complies

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

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
South East	18	39	Complies
Lot 813			
Ground	28	39	Complies
Level 1	33		Complies
Level 2	35		Complies
Lot 815			
Ground	27	39	Complies
Level 1	28		Complies
Level 2	28		Complies

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

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
South East	26	49	Complies
Lot 813			
Ground	16	49	Complies
Level 1	27		Complies
Level 2	29		Complies
Lot 815			
Ground	43	49	Complies
Level 1	43		Complies
Level 2	43		Complies

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

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
South East	32	59	Complies
Lot 813			
Ground	22	59	Complies
Level 1	30		Complies
Level 2	34		Complies
Lot 815			
Ground	47	59	Complies
Level 1	47		Complies
Level 2	47		Complies

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

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
South East	45	59	Complies
Lot 813			
Ground	33	59	Complies
Level 1	41		Complies
Level 2	48		Complies
Lot 815			
Ground	59	59	Complies
Level 1	59		Complies
Level 2	59		Complies

7. CONCLUSION

Noise received at the neighbouring residences, both existing and proposed, from the outdoor play area would comply with day period assigned noise level, with the inclusion of the additional boundary fencing, as shown on Figure 5.1, in Section 5 – Modelling.

The air conditioning condensing units, being located within the drying court and staff court yard, have also been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times.

It is noted that noise associated with 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, both existing and proposed, from these noise sources would comply at all times, with the restriction of usage to parking bays 1 and 2, as shown on Figure 5.2 in Section 5 – Modelling.

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

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

2 Boundary fencing to be as indicated on the architectural drawing attached, with additional fencing as shown on Figure 5.1 in Section 5 – Modelling.

Note : The cantilevered section of fencing can be constructed of coulourbond.

3 Parking to be restricted, as shown on Figure 5.2 in Section 5 – Modelling, with the 2 parking bays being either restricted for da period use only, or unrestricted staff parking.

4 The air conditioning condensing units to be located within the drying court, as shown on the drawings attached in Appendix A.

2025

WASTE MANAGEMENT PLAN



LOT 814 CHARING CROSS, WELLARD

PROPOSED CHILD CARE CENTRE
CITY OF KWINANA

CF Town Planning & Development

Prepared for

Germano Designs and the landowners to service the proposed new child care centre on Lot 814 Charing Cross, Wellard.

Prepared by

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Name	Position	Document Revision	Date
Mr Carlo Famiano	Town Planner	Waste Management Plan	10 February 2025
Mr Carlo Famiano	Town Planner	Waste Management Plan (Rev1)	9 April 2025

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Appendix 1: Bin Store Location

Appendix 2: - Site Development Plans

1.0 BACKGROUND & DESCRIPTION

CF Town Planning & Development have been commissioned by Germano Designs and the prospective landowners to prepare a Waste Management Plan (WMP) in support of the development application currently being considered by the Metro Outer Development Assessment Panel and the City of Kwinana for a new child care centre on Lot 814 Charing Cross, Wellard ('Subject Land').

According to the City of Kwinana's current operative Local Planning Scheme No.2 (LPS No.2), the Subject Land is classified 'Residential' zone and is located with Development Area No.2 (DA2) entitled 'Wellard Village'. The '*Wellard Village Structure Plan'* classifies Lot 814 as being 'Neighbourhood Centre R80' zone and allows those use classes associated with the 'Commercial' zone to apply.

Under the terms of the City's LPS No.2, the development and use of land classified 'Commercial' zone for 'Child Care Centre' purposes are identified as a permitted uses (i.e. "P").

Lot 814 is rectangular in shape (including corner truncations), comprises an area of 1,913m^2, has frontage to Charing Cross along the land's north-western lot boundary, Hopton Lane along the lands north-eastern lot boundary and Rame Lane along the land's south-eastern lot boundary. The Subject Land is currently vacant/unused land and does not comprise any physical improvements.

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

1.1 Building Area

A copy of the site development plans are provided in Appendix 2. It is significant to note that the development will comprise a floor area of 1,257.51m^2 (including the outdoor play area and other facilities). The following table provides a breakdown of the areas for the development:

Table 1 – Floor Area Usage

USAGE	AREA
Building	590.89m^2
Outdoor Plan Area	651.37m^2
Store & Portico	15.25m^2
Total Active Area of Child Care Centre	**1,257.51m^2**

For the purpose of calculating waste generation, it should be noted that the floor area of the reception area, kitchen/prep, cot room, planning room, meals room, sensory room, nappy, office and playrooms (i.e. active areas) of the proposed child care centre total 398.48m^2 (rounded up to 400m^2)

2.0 PURPOSE OF WASTE MANAGEMENT PLAN

This Waste Management Plan has been prepared and submitted with the City of Kwinana (and the DAP) as part of the current development application being considered for the Subject Land.

The aim of this Plan is to:

1. Identify the indicative volume of waste generation.
2. Ensure adequate facilities are provided to serve the future operations of the child care centre on the Subject Land.
3. Demonstrate the proposed design meets industry best practice.
4. Provide for an adequate 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 Kwinana 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 centre 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 centre on the Subject Land will include the construction of one (1) building comprising an active area (i.e. internal and external) of 1,257.51^2. For the purpose of calculating waste generation, it should be noted that the floor area of the staff room, reception, kitchen/prep, cot room, planning room, meals room, sensory room, nappy, office and playrooms (i.e. active areas) of the proposed child care centre total 400m^2.

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

Development – Childcare'). These provisions are frequently applied by local governments throughout Western Australia to determine waste generation rates.

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

Table 3: Waste Generation Rates

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

It should be noted that the proposed child day care 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 Centre	400m^2	1,400 litres	1,400 litres

4.3 Bin Type

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

As outlined above and later within this report, the waste collection intervals will be twice per week for both general and recycle waste in lieu of a weekly service only. The additional services will assist with reducing the number of waste bins required (i.e. half the required number) to accommodate the waste generation for the child care premises and reduced the space needed to accommodate the bins. The extra service will also keep potential odours to a minimum and reduce the dwell time for the collection truck.

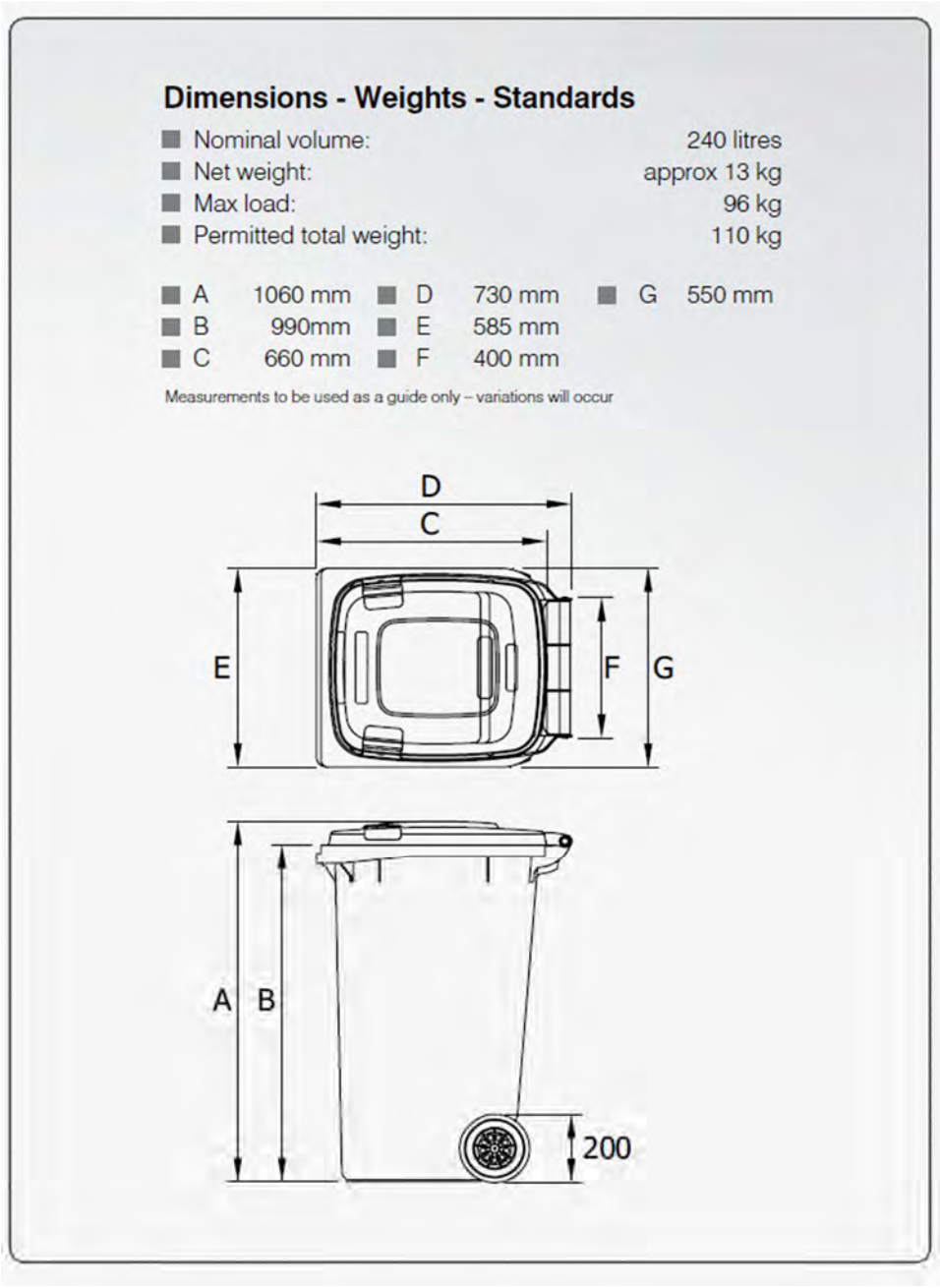


Figure 1 – Bin type & dimensions

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 (the total number will then be halved to allow for two picks per week).

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- 4 x 240L
- Recycle waste bins- 4 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:

Table 5 – Bin Capacity

WASTE TYPE	BIN SIZE	NUMBER OF BINS	COLLECTION INTERVALS	BIN CAPACITY	ACTUAL WASTE COLLECTION
General Waste	240L	4	2 per week	1,920L per week	1,400 litres
Recycle Waste	240L	4	2 per week	1,920L per week	1,400 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. It is noted that the child care premises will be provided with greater than required waste collection capacity to address the varying needs of the operation.

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:

- Twice weekly 240 litre general waste bin collection (i.e. potentially Tuesday & Friday).
- Twice weekly 240 litre recycling bin collection (i.e. potentially Monday & Thursday).

Given the oversupply of bin capacity, there may be instances where the waste collection service may not be required twice per week (i.e. only one pick up per week). This will be determined by the operator on a needs basis.

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.

Following discussions with the City of Kwinana (i.e. Planning Department), it has been agreed that waste collection can take place along Rame Lane to avoid congestion on-site caused by the required turning associated with waste trucks. The City has agreed that the waste truck can remain stationary within Rame Lane for a short period of time to enable the servicing of the bins.

In light of the above, the all bins will be collected by the private contractor on-site using an 8.8 metre long truck (see Figure 2). Pick-up times will be undertaken during non-peak periods of the child care

centre during time when parents are not attending the site and therefore avoiding any potential increase of traffic movements along both Rame Lane and Hopton Lane. Figure 3 illustrates the possible truck movement paths along the adjoining laneways.

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 day care centre (i.e. outside the pick-up and drop-off times). This will result in the rubbish service attending the site between 10am and 2pm twice per week per rubbish type/stream. Given this, it is expected that there will be little disruptions to the vehicle movements along the adjoining laneways. Furthermore, the service will not conflict with the peak vehicles movements on the adjoining streets.

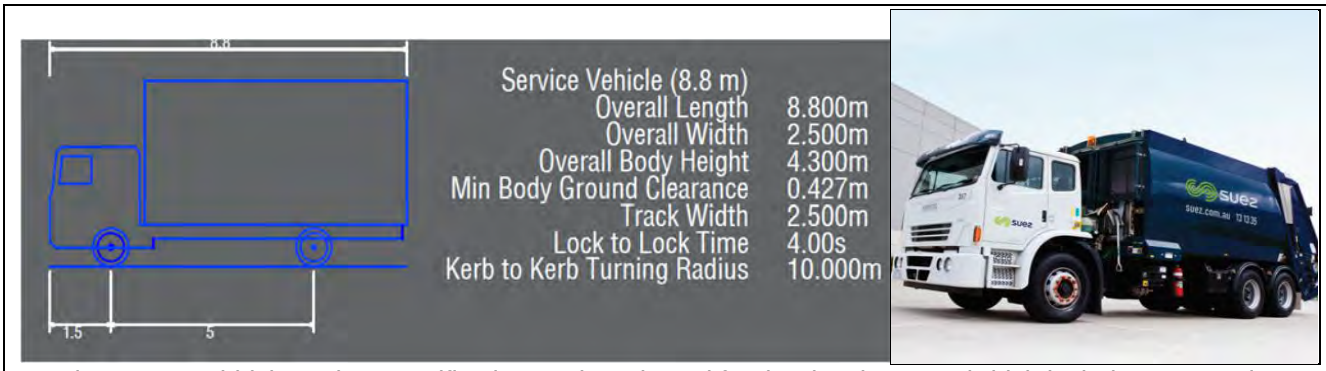


Figure 2 – Rubbish truck & specifications to be adopted for the development (which includes a reversing camera to access/egress the subject land)



Figure 3 – Potential movement of waste truck along the adjoining laneways.

6.0 LOCATION, SIZE & FEATURES OF BIN STORAGE AREA

6.1 Bin Store Area & layout

As previously mentioned, the proposed child care centre on the Subject Land will require a total of eight (8) 240 litre mobile rubbish bins. The following table provides a breakdown of the required area for the bin storage area to accommodate the required bins:

Table 6 – Bin Storage Area

BIN SIZE	BIN AREA ALLOWANCE	QUANTITY	MANOEUVRING SPACE ALLOWANCE	AREA REQUIRED
240L MGB (General Waste)	0.41m^2	4 bins	X 2 (shared access)	3.28m^2
240L MGB (Recycle Waste)	0.41m^2	4 bins	X 2 (shared access)	3.28m^2
			Total Area Required	**6.56m^2**
			Total Area provided	**13.42m^2**

As demonstrated above, the bin store area comprises sufficient area to accommodate the bins and provide surplus area to accommodate any other waste materials or additional bins (if required). The bin store area proposed for the development will comprise gates to allow for easy access and storage of the bins. The store has been designed to provide easy removal of the bins for servicing and cleaning (see Appendix 1 – Bin Store Location & Figure 5).

6.2 Bin Store Location & Features

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

The bin storage area will be located to the rear of the Subject Land, abutting the car parking area. The bin store will contain a masonry screen fence to provide screening of the bin store from being viewed from the street or adjoining right of way (see Appendix 1 – Bin Store Location & Figure 4).

The proposed location of the bin storage area will:

i) Minimise odour levels impacting on the occupants/patrons of the child care centre;
ii) The bin store is located away from any habitable rooms of the existing dwelling/s on the adjacent properties to the south-east;
iii) The bin store will abut a right of way (Rame Lane) to allow for easy access;
iv) The bin store will be located within the car parking area to allow for servicing on collection day; and
v) Provide easy access for the future operators of the child care centre.

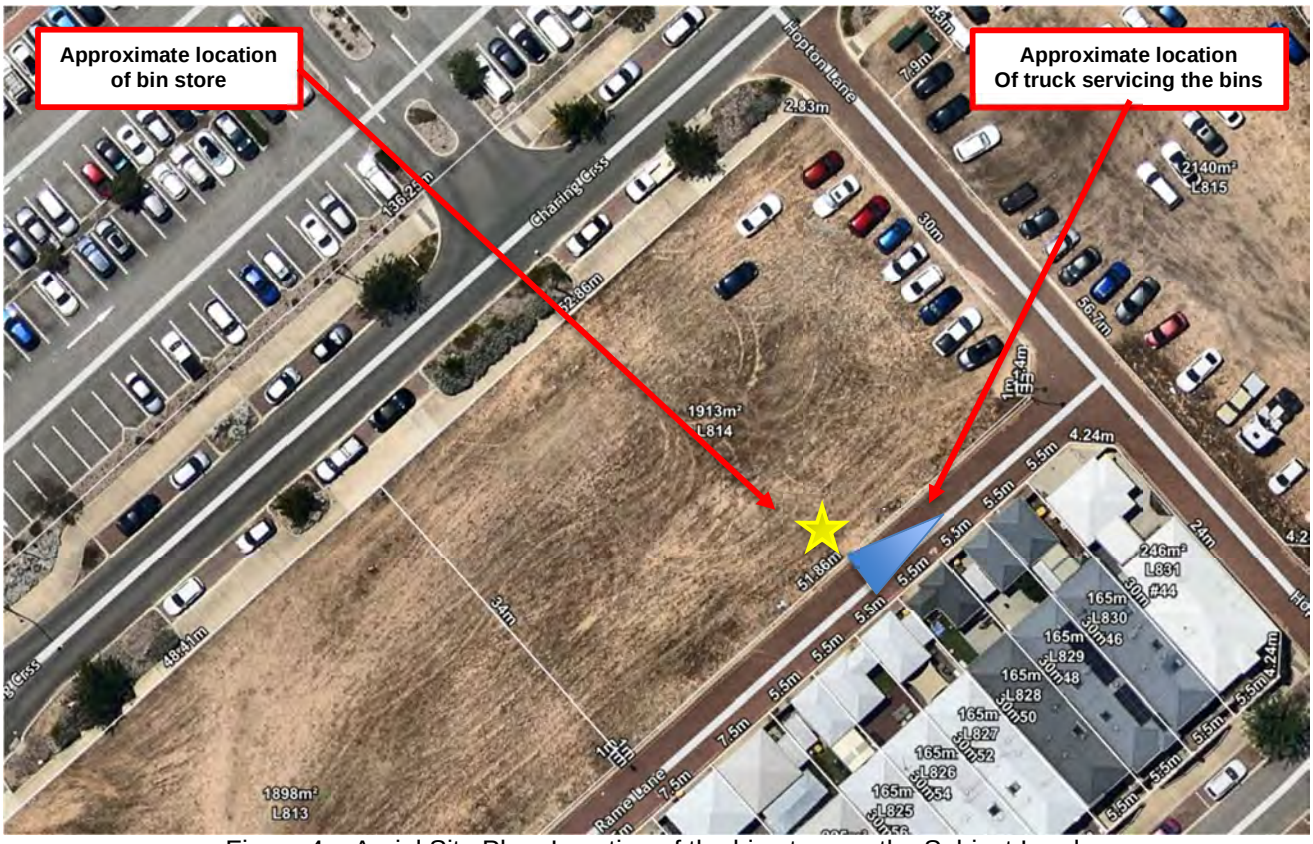
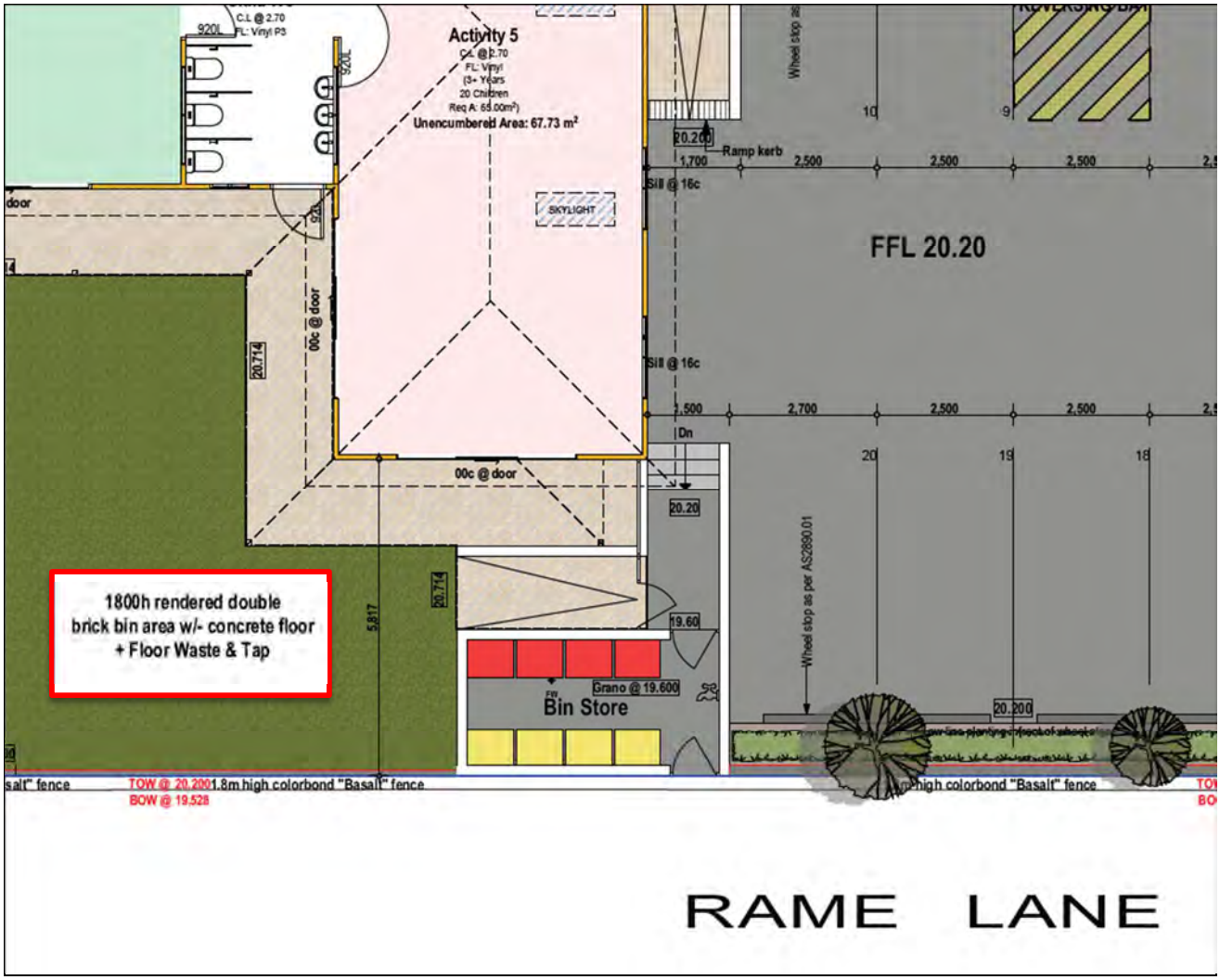


Figure 4 – Aerial Site Plan. Location of the bin store on the Subject Land.

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

- The bin storage area will comprise a tap and connection to sewer for wash-down purposes.
- The bin storage area will comprise a 100mm concrete floor.
- The bin store will be located to the rear of the Subject Land, abutting the on-site car parking area of the development, will comprise a screen wall and therefore the bins will not be visible from the street or and adjoining/adjacent properties.
- The bin store area will be screened (i.e. 1.8 metre high masonry wall) and gated to hide its view from the internal pedestrian path. A gate will be provided along Rame Lane to allow for servicing of the bins on collection day.
- The bin store will be well away from the main 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 5).



Figire 5 – The proposed bin stiorerage area.

7.0 NOISE, ODOUR & MINIMIZING LANDFILL

It is anticipated that the location of the bin storage area abutting a right of way and in close proximity to the car parking area of the development will provide easy access by the operators of the child care centre on the land.

Noise

The bin storage area will be located abutting the car parking area of the child care centre, well away from any residential properties (i.e. located centrally along the south-eastern lot boundary of the Subject Land) and comprise a masonry fence around the perimeter of the compound to provide security and further reduce any transfer of noise.

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

In light of the above, it is contended that there will be no notable impacts on the existing development on the adjoining/adjacent properties from the proposed child care centre on the Subject Land in terms of waste management.

Odour

Strategies to minimize odour are:

- Locating the bin storage area to the rear of the site, abutting the car parking area of the development and away from any openings to the child care centre;
- 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.
- Provide two services per week to remove waste more regularly and avoid odours.
- 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 centre 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 centre 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 centre to minimize disposal of rubbish within the general waste bin resulting in long term reduction of landfill.

Vermin

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

8.0 SCREENING & BLENDING OF BIN STORAGE AREA

The bin storage area will be a purpose built compound specifically designed and providing screening of the bins from the public realm (i.e. screened from any adjoining roads). The bin storage area will be located behind the street setback area abutting the car parking area and will not be visible from any residential properties.

9.0 IMPACT ON ADJOINING/ADJACENT PROPERTIES

The development on the Subject Land has been designed to locate the bin storage area in a location away from any internal activity areas of the child care centre and provides adequate separation from any key sensitive areas associated with the existing/future developments on the adjoining properties (i.e. the bin storage area will abut a right of way. In addition, the bin store will be located abutting the car parking area of the development.

It is contended that the bin storage area is consistent with a bin storage area akin to a conventional residential development (i.e. a multiple dwelling development). Notwithstanding this fact, it is

significant to note that the bin store for the new child care centre 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 type development within the immediate locality.

10.0 GENERAL WASTE & RECYCLING TRANSFER

The new child care centre 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 centre, 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 centre 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

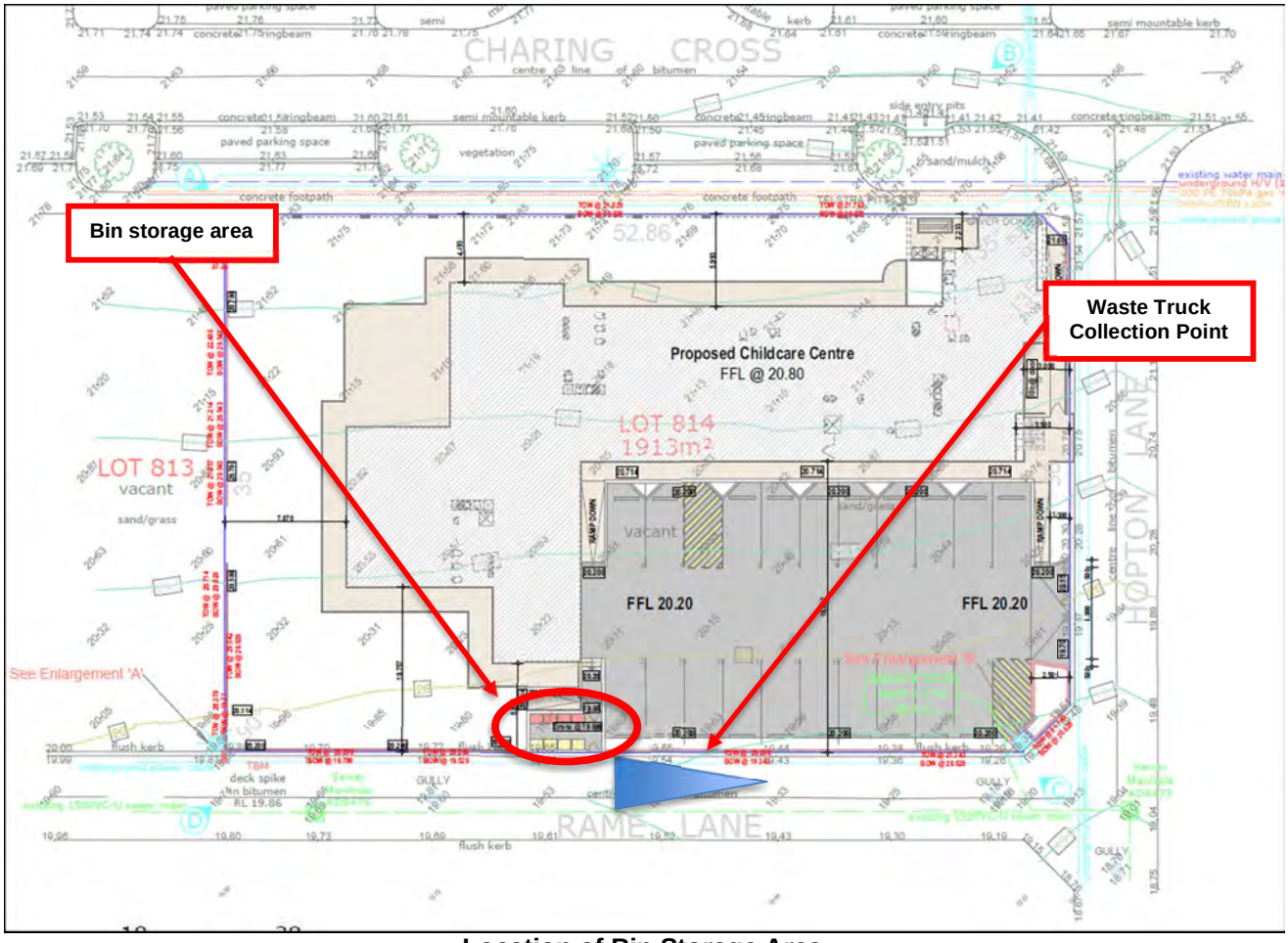
As demonstrated within this Waste Management Plan, the proposed development (i.e. child care centre) on Subject Land provides sufficient bin storage and adequate bins to service the business operations for both general waste and recyclables. Given the waste levels generated, the use of 240 litre bins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

Furthermore the servicing of the bins by the private contractor along Rame Lane (as recommended by the City of Kwinana) 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 centre will be responsible to oversee the operation/implementation of the waste management plan.

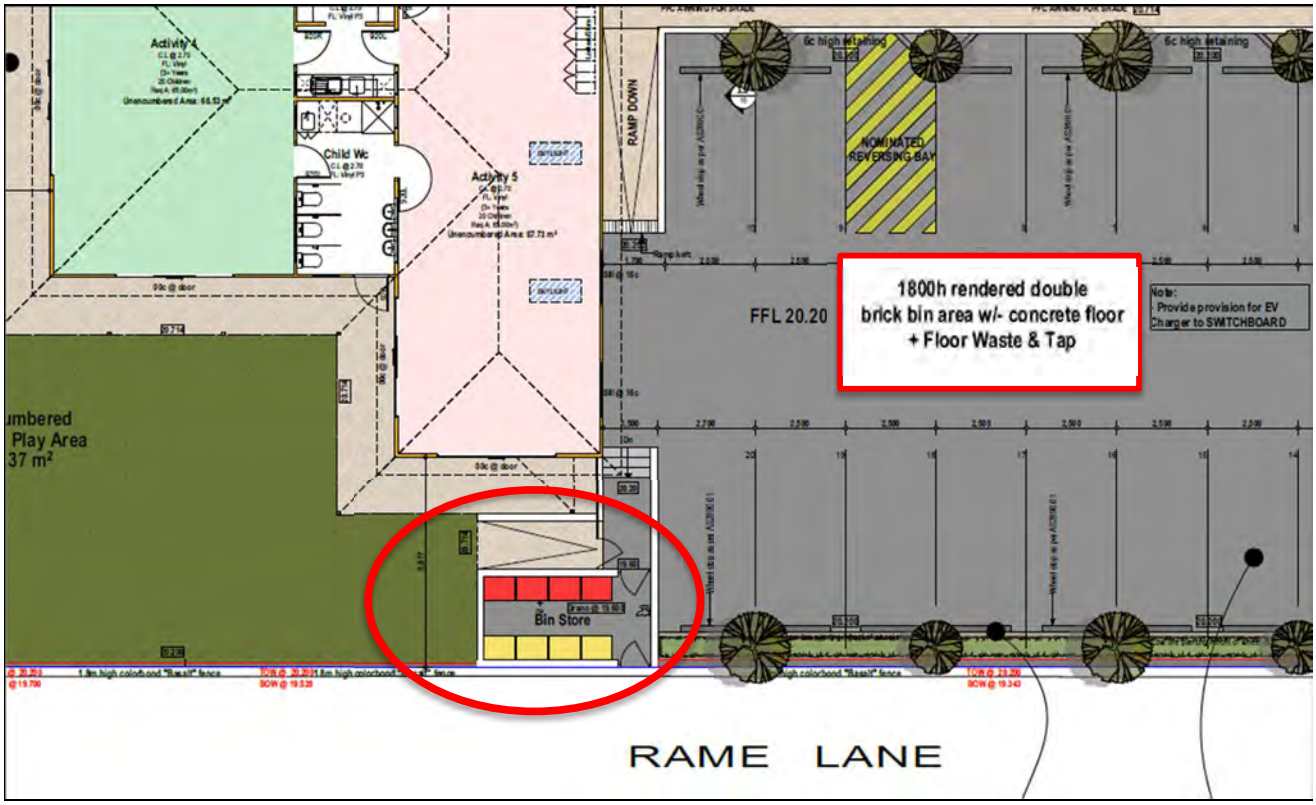
9 April 2025

CF Town Planning & Development
Planning & Development Consultants

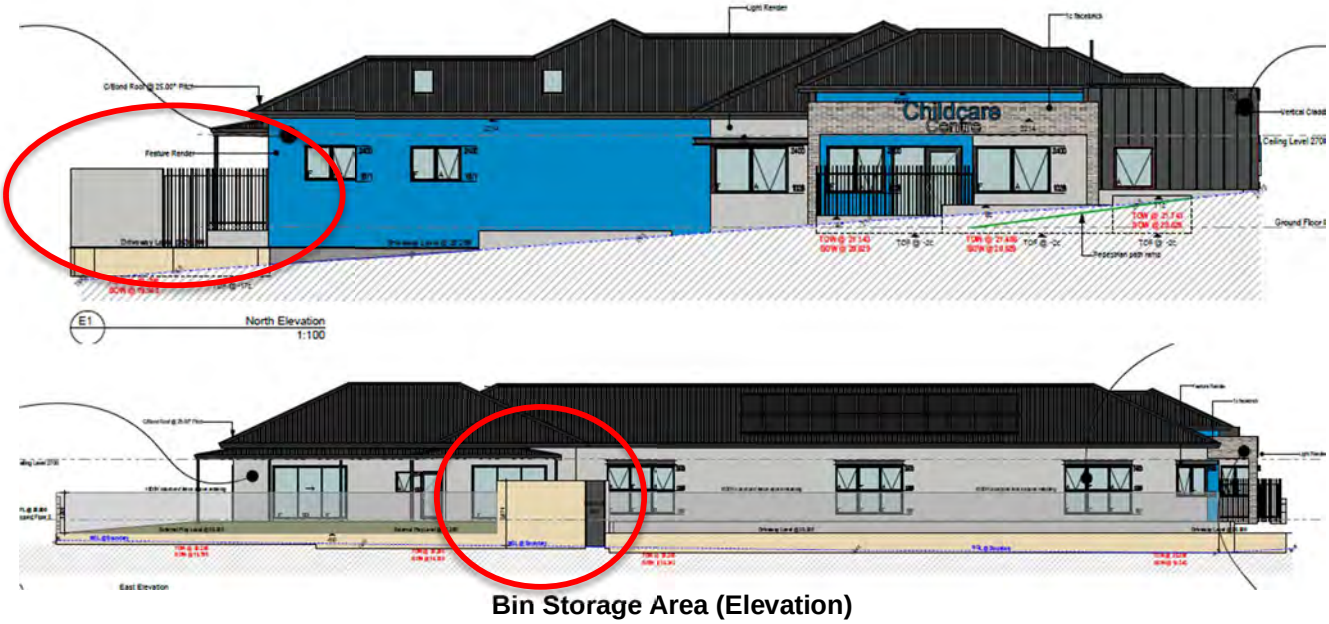
APPENDIX 1 – BIN STORE LOCATION



Location of Bin Storage Area



Bin Storage Area (Site Plan)



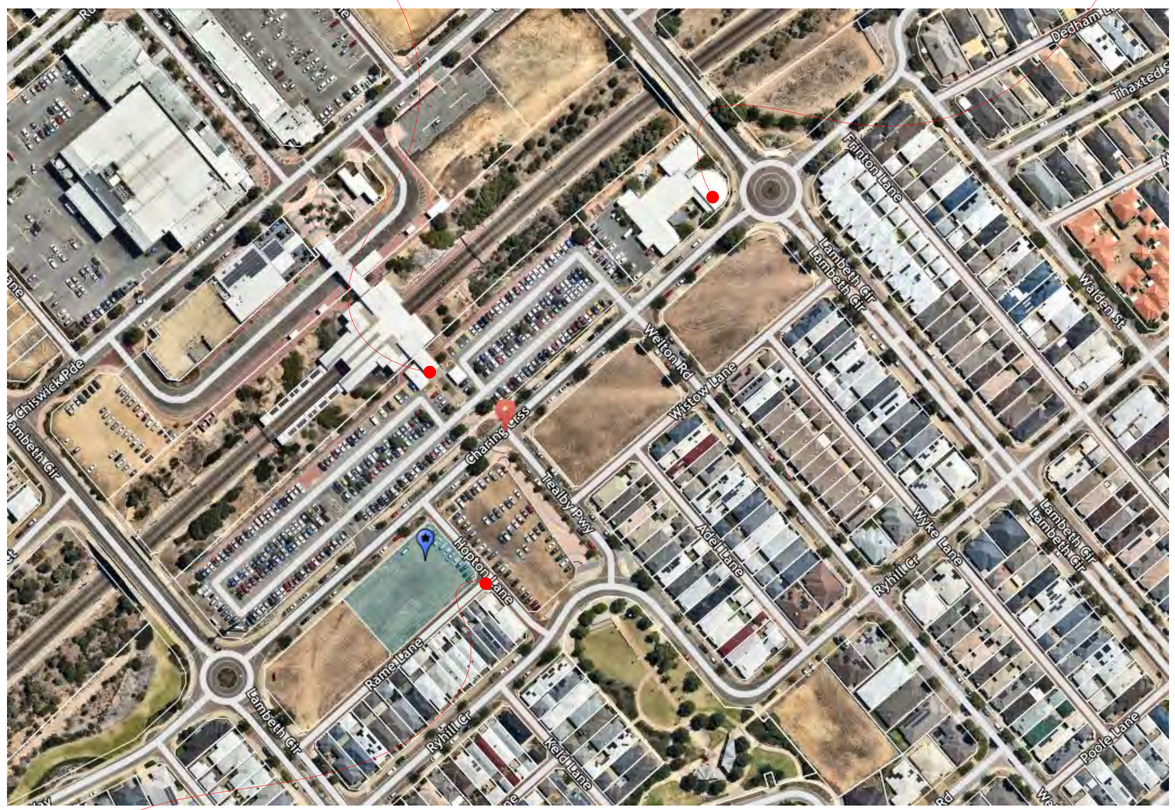
Bin Storage Area (Elevation)



WELLARD STATION



2 CHARRING CROSS, WELLARD





HOPTON LANE

Zoning:		TBC
Policies:		TBC
Heritage:		NA
Bushfire:		NA
BAL:		NA
Acoustic:		TBC
Sewer:		NA
Power:		NA
Coastal:		NA
Water:		NA
Wind Rating:		TBC

Revision	Description	Date
9.00	DRP Comments	09.04.25
8.00	Development Approval	16.01.25
7.00	Changes	18.12.24
6.00	Concept	16.12.24
5.00	Concept	10.12.24
4.00	Concept	29.11.24
3.00	Concept	22.11.24
2.00	Concept	21.11.24
1.00	Concept	24.10.24

Project North:

Client
JCP Developments

Project Name
Childcare Centre

Project Address
Lot 814 Charing Cross WELLARD

Drawing Title:
Context Plans

Scale:	Sheet Size:
	A1
Project No:	**Revision Number:**
24089	9.00

Drawing No.:
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PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure