APPENDIX 5
ATTACHMENT 1

City of Joondalup

10 0 10 20 Meters

lot243-244_44-46_grand-ocean-31032021

PANDA

Address:Lot 243 & 244 (#44 & 46) Grand Ocean Entrance, BURNS BEACH

Childcare Centre

Job Number: 19041

Drawing No	Description
PD01	Cover Sheet
PD02	Existing Site Survey & Site Plan
PD03	External Play Area Design
PD04	Ground Floor Plan
PD05	First Floor Plan
PD06	Elevations
PD07	Roof Plan
PD08	3D Renders
PD09	3D Render

Design Criteria	
Importance Level	**2**
In accordance with NCC 2019 Volume 1 Table B1.2a	
Classification	**9B**
In accordance with NCC 2019 Volume 1	
Fire Resistance	**B**
In accordance with NCC 2019 Volume 1	
BAL	**TBA**
In accordance with rating and AS 3959-2009	

GERMANO DESIGNS

Unit: 3/1 Mulgul Road, Malaga W.A 6090

(08) 9248 8392 www.germanodesigns.com.au

Member of the BDAWA BDAWA

TBM deck spike and plate in bitumen equals RL 21.97 AHD Based on sewer manhole AB7596 RL 21.83 AHD (Water Corp e-plan) Contractor to check datum before adopting levels

Survey Date: 6 May 2019			Scale 1:200@A3	
Client: Rajai Wahhab				
Rev	Date	Description	Surv	Drawn
0	09/05/19	Feature Survey Drafted	JD	TF

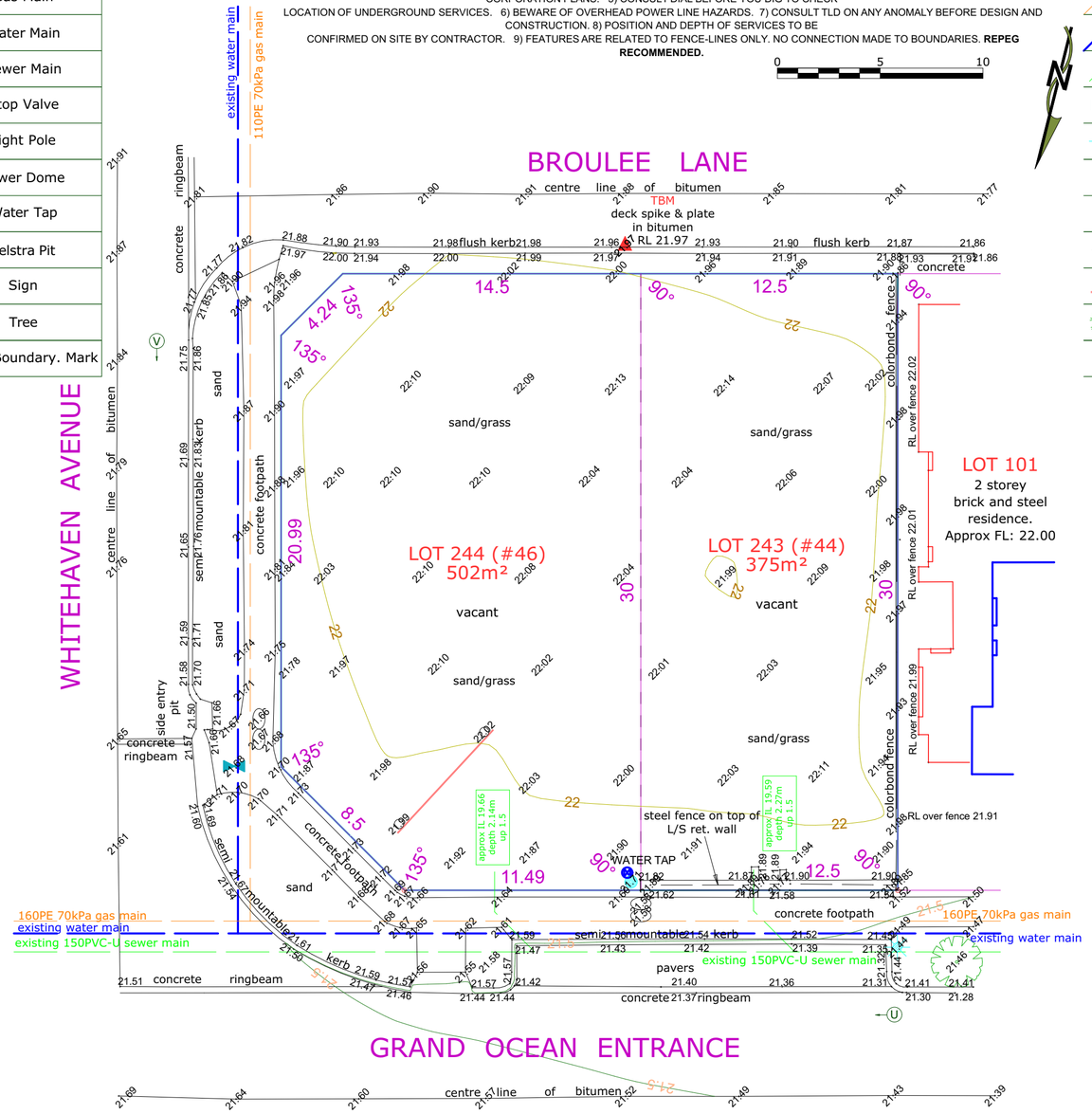
FEATURE AND CONTOUR SURVEY OF LOTS 243 & 244 ON DEPOSITED PLAN 47367
44 & 46 Grand Ocean Entrance, Burns Beach
C/T #44 Vol: 2625 Fol: 619
#46 Vol: 2625 Fol: 620
our ref. 19-8426

Feature Survey by
THE LAND DIVISION PLANNING | SURVEYING | DESIGN
PO Box 2444,
Malaga, WA 6090
Tel 08 9209 3232
Fax 08 9249 2551

LEGEND/KEY

- Gas Main
- Water Main
- Sewer Main
- Stop Valve
- Light Pole
- Power Dome
- Water Tap
- Telstra Pit
- Sign
- Tree
- Peg/Boundary. Mark

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. 4) SEWER POSITION AND LEVELS FROM WATER CORPORATION PLANS. 5) CONSULT DIAL BEFORE YOU DIG TO CHECK LOCATION OF UNDERGROUND SERVICES. 6) BEWARE OF OVERHEAD POWER LINE HAZARDS. 7) CONSULT TLD ON ANY ANOMALY BEFORE DESIGN AND CONSTRUCTION. 8) POSITION AND DEPTH OF SERVICES TO BE CONFIRMED ON SITE BY CONTRACTOR. 9) FEATURES ARE RELATED TO FENCE-LINES ONLY. NO CONNECTION MADE TO BOUNDARIES. **REPEG RECOMMENDED.**



Note: Restrictive Covenant Burden exists on lot from Ⓤ to Ⓥ. See Doc. J765602 for more information. A search of this document at Landgate is recommended as development may be affected.

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.

Existing Site Survey
1:200

TBM deck spike and plate in bitumen equals RL 21.97 AHD Based on sewer manhole AB7596 RL 21.83 AHD (Water Corp e-plan) Contractor to check datum before adopting levels

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C/T #44 Vol: 2625 Fol: 619
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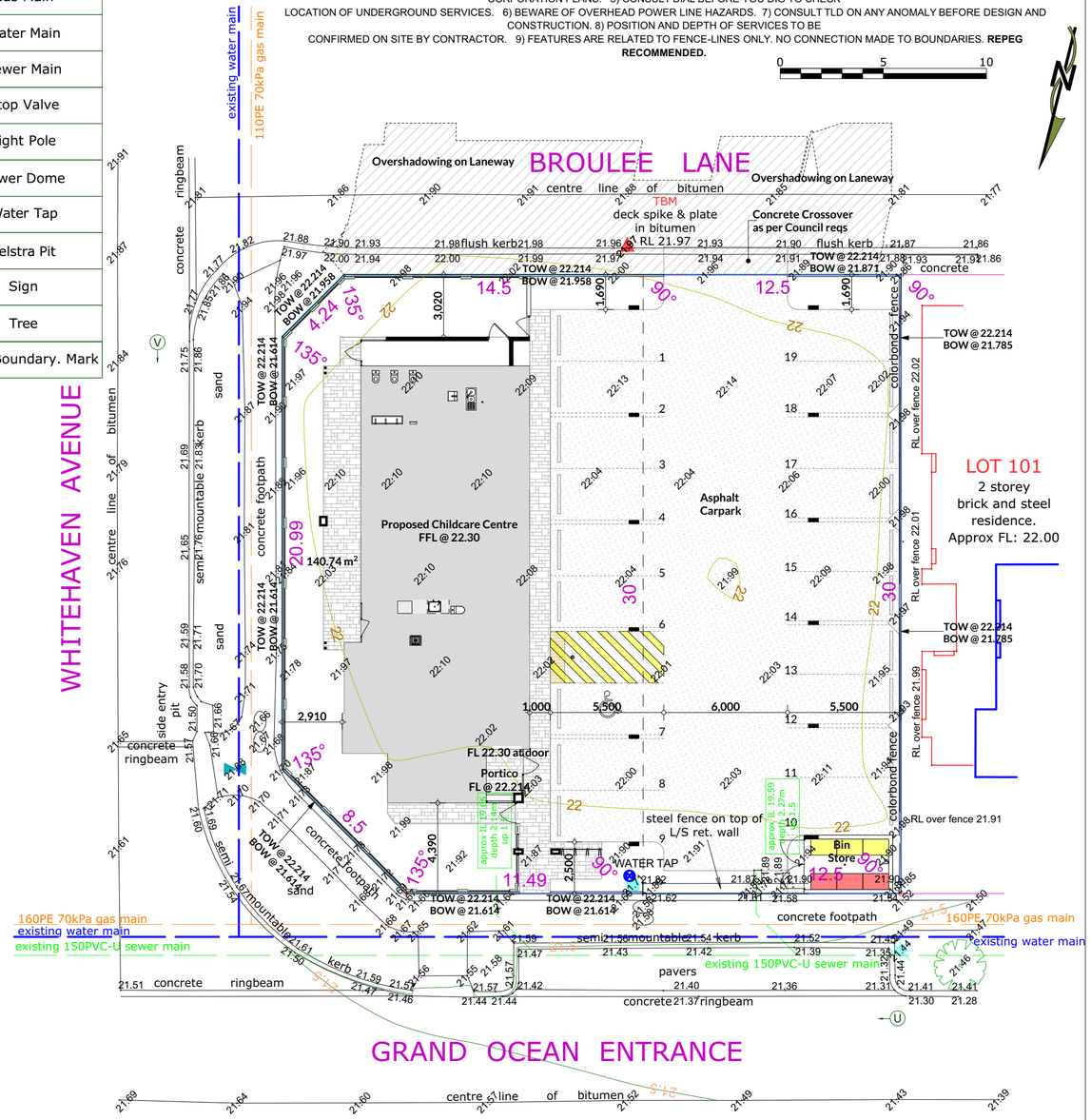

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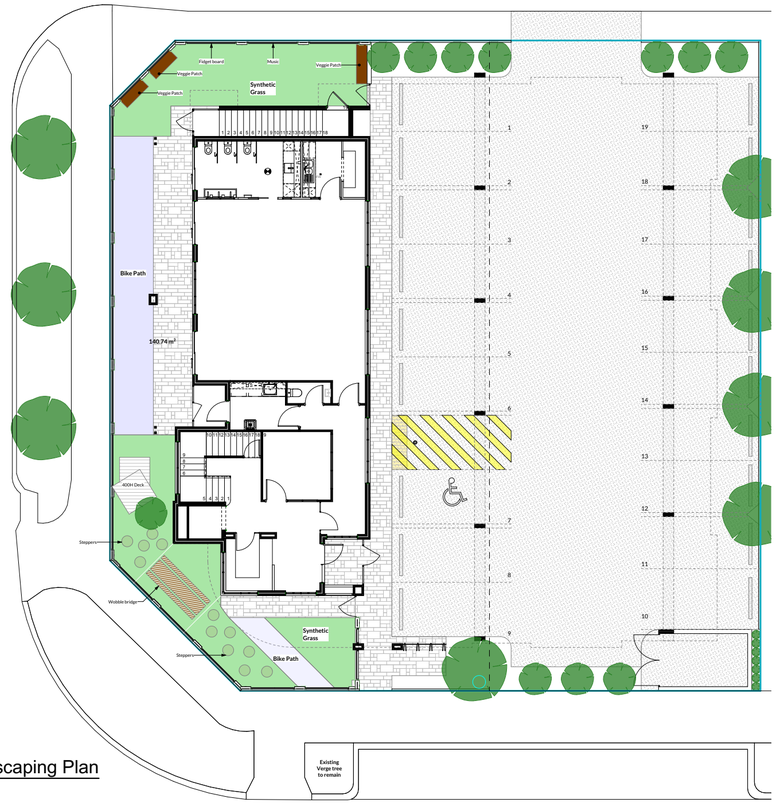
Site Plan
1:200

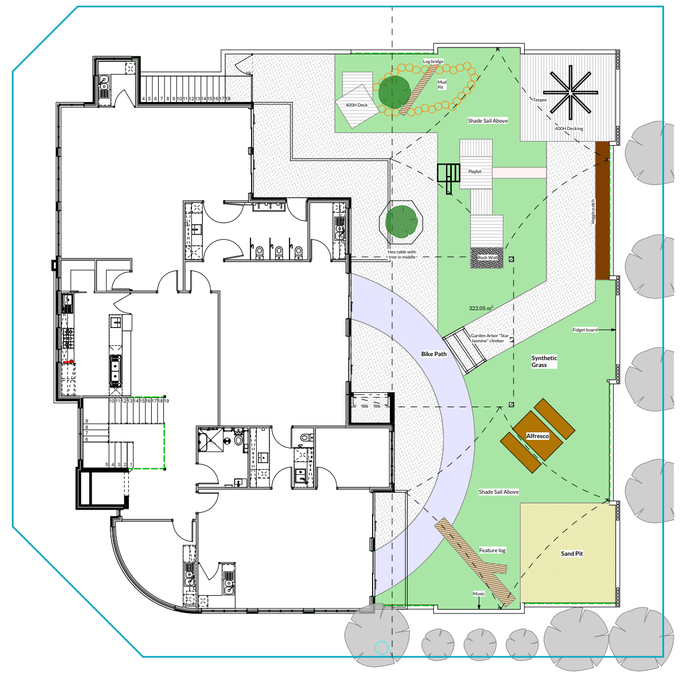
Client: PANDA	Drawing Title: Existing Site Survey & Site Plan	Issue: Development Approval	GERMANO DESIGNS
Project Name: Childcare Centre	Scale: as noted / Sheet Size: A2	Rev: 004 / Description: Comments / Drawn: CD	Unit: 3/1 Mulgul Road, Malaga W.A 6090
Project Address: Lot 243 & 244 (#44 & 46) Grand Ocean Entrance, BURNS BEACH	Project No: 19041 / Drawing No.: PD02 of 09	Revision Number: 004 / Date: 03/06/2021	(08) 9248 8392 / www.germanodesigns.com.au

Ground Finishes

- Synthetic Grass
- Brick Paving
- Mulch
- Bitumen
- White Washed Sand
- Bike Path



GF Landscaping Plan
1:200



FF Landscaping Plan
1:200

Client: PANDA	Drawing Title: External Play Area Design		Issue: Development Approval		
Project Name: Childcare Centre	Scale: as noted	Sheet Size: A2	Rev: 004	Description: Comments	Drawn: CD
Project Address: Lot 243 & 244 (#44 & 46) Grand Ocean Entrance, BURNS BEACH	Project No: 19041	Drawing No.: PD03 of 09	Revision Number: 004	Date: 03/06/2021	

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

Child / Room Calculations

Room	Age (Yrs)	Quant.	Size
Activity 1	*3-5*	*20*	*65.46m²*
Activity 2	*3-5*	*20*	*55.08m²*
Activity 3	*2-3*	*14*	*45.54m²*
Activity 4	*0-2*	*12*	*39.26m²*
Nutrition Room			*10.69m²*
Total Internal = (Min 3.25m² per child)		**66**	**216.03m²**
Total Outdoor Learning Envrionment Area = (Min 7m² per child)		**66**	**462.52m²**

Building Areas

Bin Store	12.17
Childcare FF	297.75
Childcare GF	169.47
Outdoor Play FF	341.59
Portico	4.88
Store	2.80
	828.66 m²

BROULEE LANE

N

3 4

WHITE HAVEN AVENUE

Landscaping as per Landscaper Consultant

TOW @ 22.214
BOW @ 21.958

TOW @ 22.214
BOW @ 21.614

1800H Brick Rendered Wall

TOW @ 22.214
BOW @ 21.871

TOW @ 22.214
BOW @ 21.785

3,020

store under staircase

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18

Wc Block

Prep

St

920

2400x2010SD

514x3010 A

First Floor Above

3,810

Activity 1
A: 65.46 m2
3 - 5 Years
20 Children
(Req A = 65m2)

RWP duct

2400x2410 A

Outdoor Play Area 1
140.74 m²

drying court

Staff

Laundry

820L

920R

10 11 12 13 14 15 16 17 18 9

Store under stairs

3257x2410 F

Office
3.14 X 3.13
C.L @ 31c

5 4 3 2 1

2,910

Lift

FHR

IT

Recep

Foyer

2400x1410 A

Portico

2,609

14x SP A

2,468

4,390

First Floor Above

TOW @ 22.214
BOW @ 21.958

TOW @ 22.214
BOW @ 21.614

TOW @ 22.214
BOW @ 21.614

TOW @ 22.214
BOW @ 21.614

1,000

5,500

6,000

5,500

1,690

2,505

190

2,400

2,805

1,200

1,720

1,390

1,110

2,500

1 19 2 18 3 17 4 16 5 15 6 14 7 13 8 12 9 11 10

wheel stop

Carbay
STAFF

DROP OFF
Carbay

Carbay

Bollard

Nominated Reversing Bay

4 x Bicycle Racks

Bin Store

Concrete Floor

1800H Swing Gates

1800H Solid Wall

Landscaping as per Landscaper Consultant

400

2 1

GRAND OCEAN ENTRANCE

Ground Floor Plan
1:100

Client: PANDA	Drawing Title: Ground Floor Plan		Issue: Development Approval		
Project Name: Childcare Centre	Scale: as noted	Sheet Size: A2	Rev: 004	Description: Comments	Drawn: CD
Project Address: Lot 243 & 244 (#44 & 46) Grand Ocean Entrance, BURNS BEACH	Project No: 19041	Drawing No.: PD04 of 09	Revision Number: 004	Date: 03/06/2021	

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

Child / Room Calculations

Room	Age (Yrs)	Quant.	Size
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Building Areas

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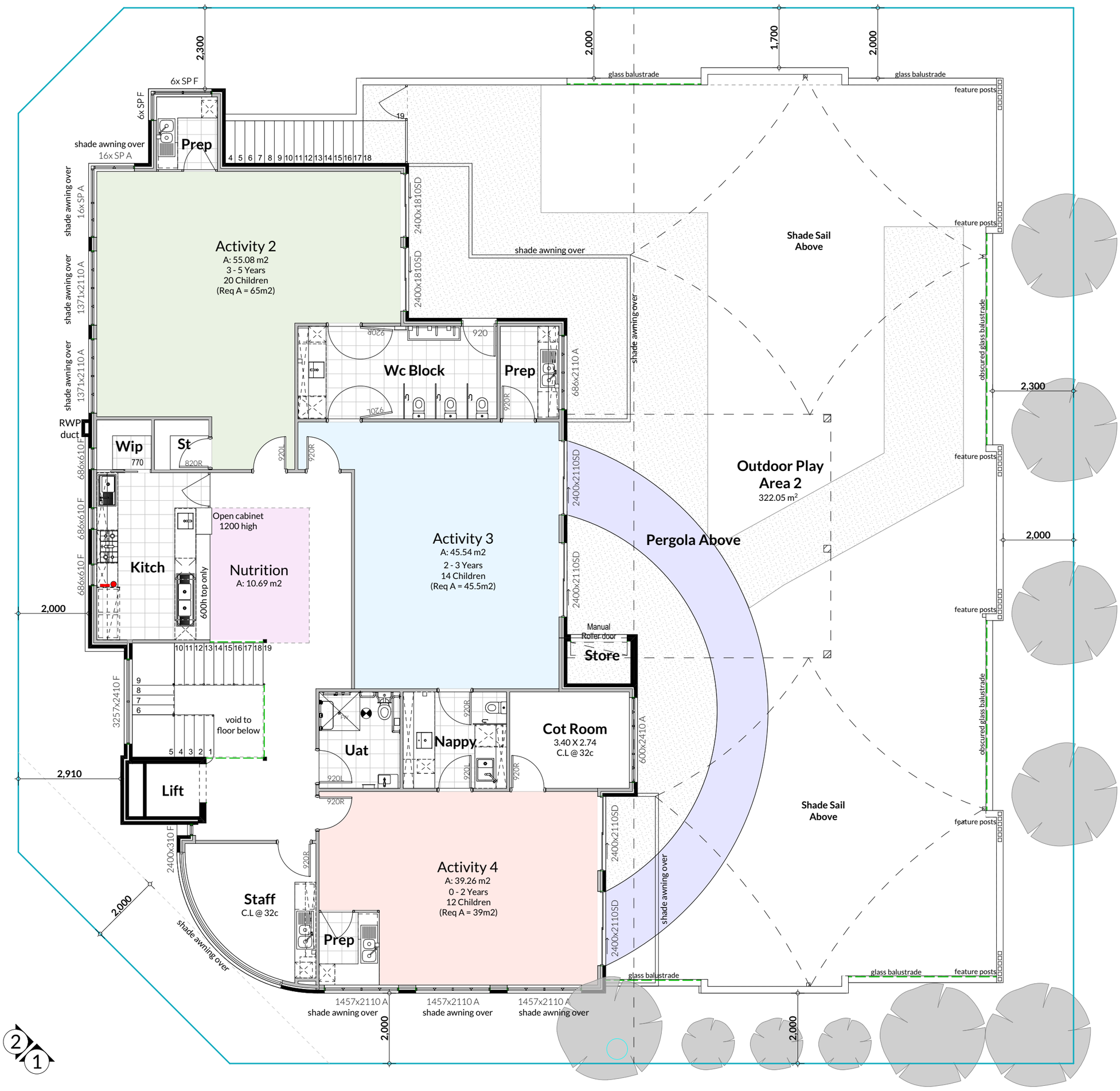
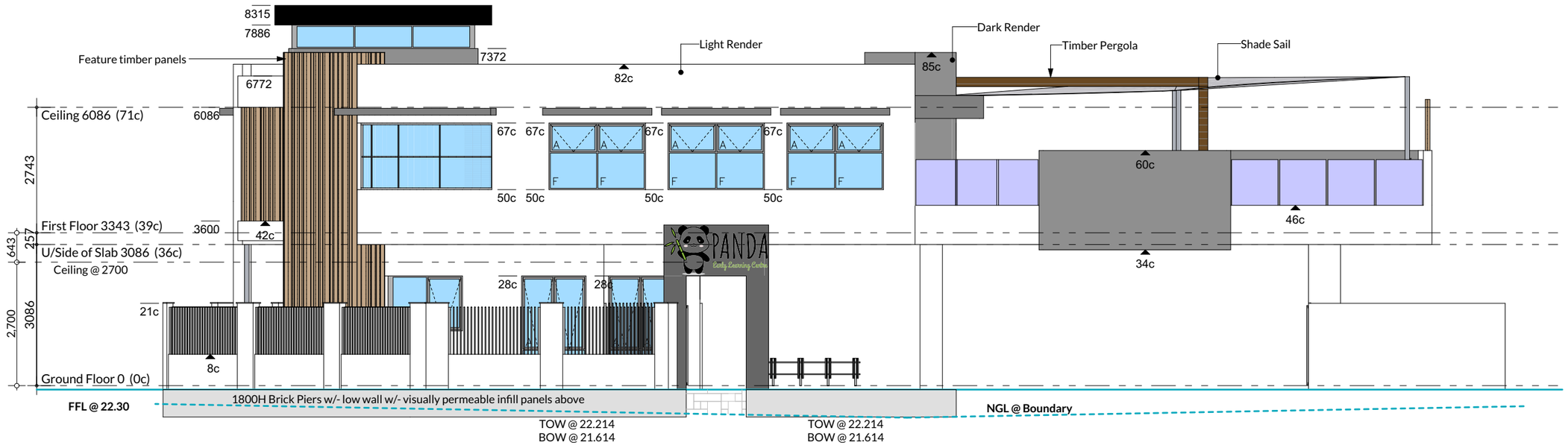


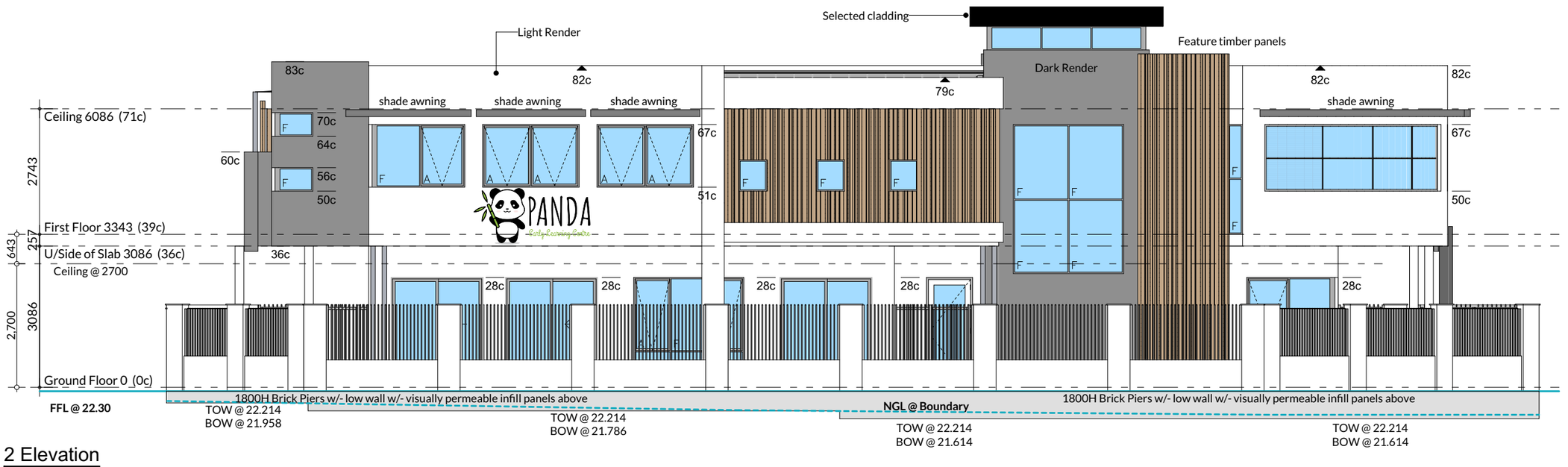
First Floor Plan
1:100

Client: PANDA	Drawing Title: First Floor Plan	Issue: Development Approval	GERMANO DESIGNS
Project Name: Childcare Centre	Scale: as noted / Sheet Size: A2	Rev: 004 / Description: Comments / Drawn: CD	Unit: 3/1 Mulgul Road, Malaga W.A 6090
Project Address: Lot 243 & 244 (#44 & 46) Grand Ocean Entrance, BURNS BEACH	Project No: 19041 / Drawing No.: PD05 of 09	Revision Number: 004 / Date: 03/06/2021	(08) 9248 8392 / www.germanodesigns.com.au



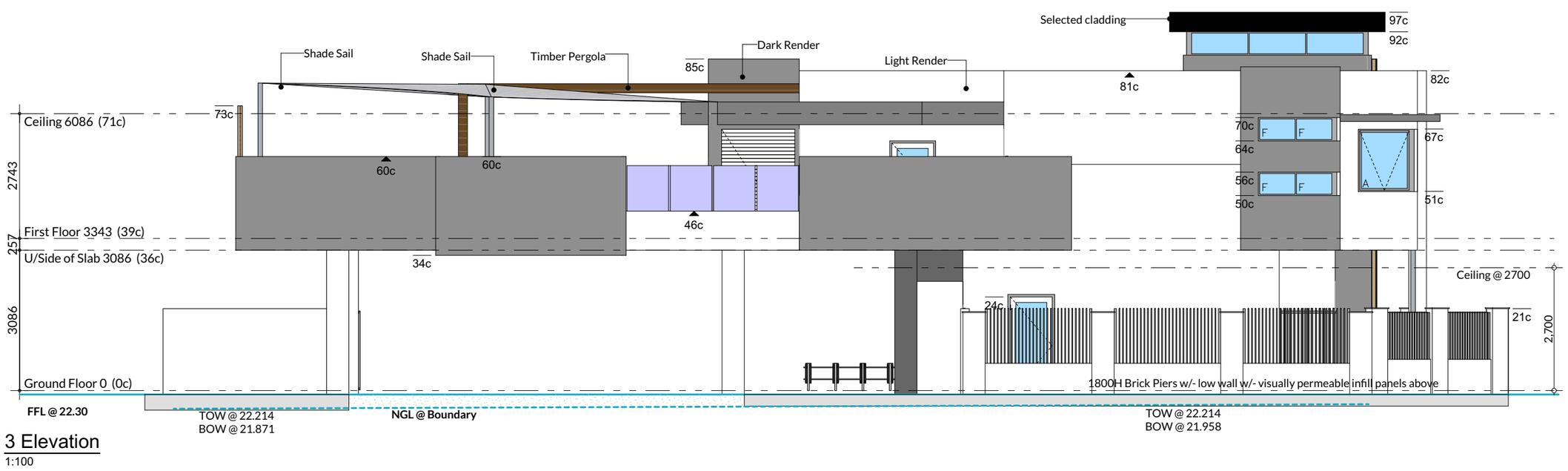
1 Elevation

1:100



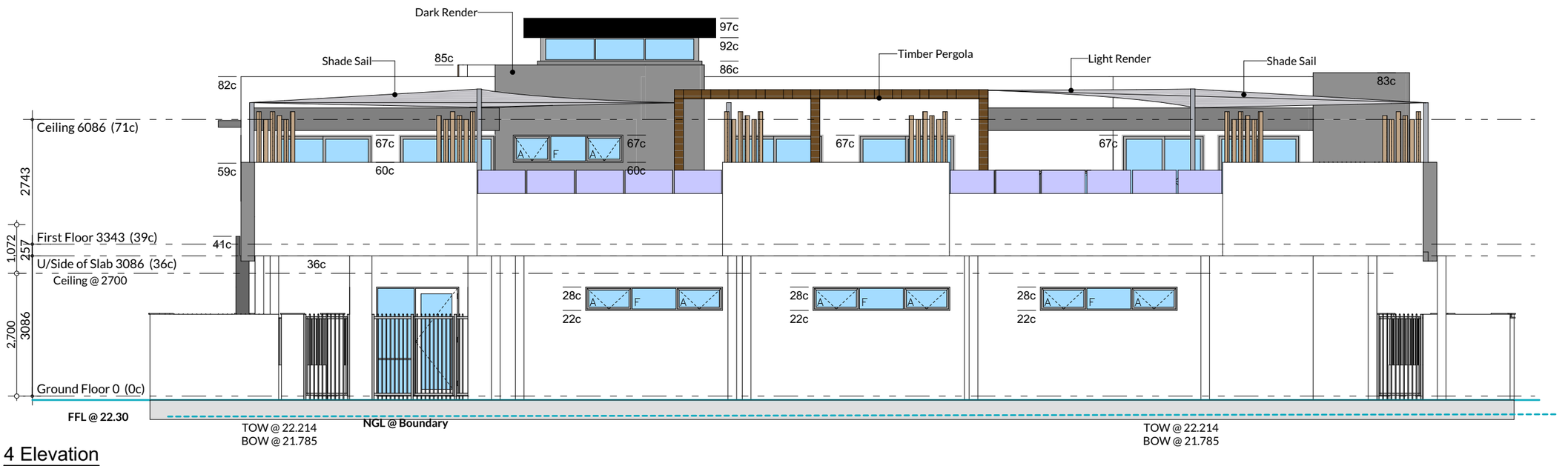
2 Elevation

1:100



3 Elevation

1:100



4 Elevation

1:100

Client
PANDA

Project Name
Childcare Centre

Project Address
Lot 243 & 244 (#44 & 46) Grand Ocean Entrance, BURNS BEACH

Drawing Title:
Elevations

Scale: as noted

Sheet Size: A2

Project No:
19041

Drawing No.:
PD06 of 09

Issue:
Development Approval

Rev:	Description:	Drawn:
004	Comments	CD

Revision Number: 004

Date: 03/06/2021

GERMANO DESIGNS
Unit: 3/1 Mulgul Road, Malaga W.A 6090
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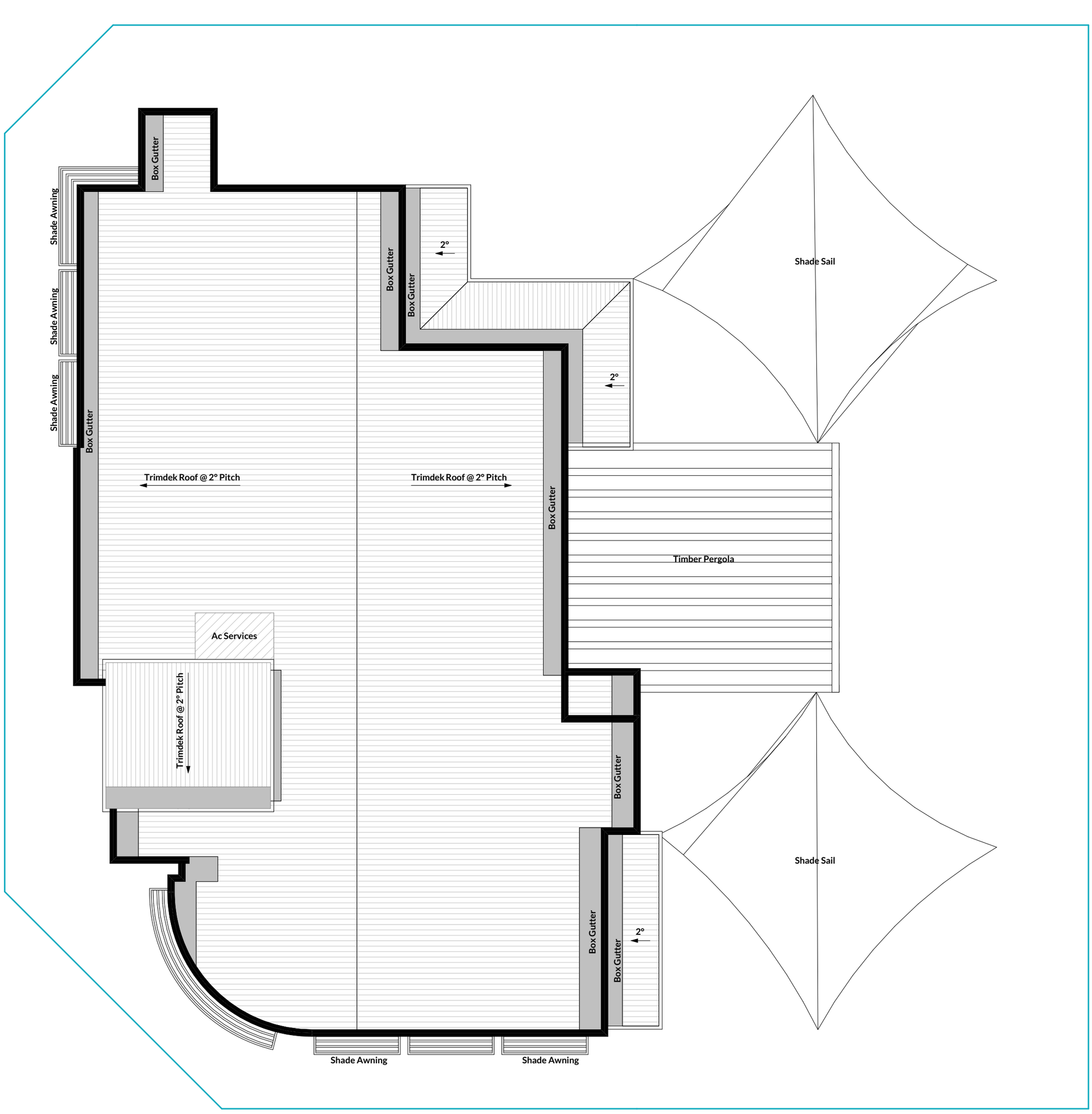

Roof Plan
1:100

Client
PANDA

Project Name
Childcare Centre

Project Address
Lot 243 & 244 (#44 & 46) Grand Ocean Entrance, BURNS BEACH

Drawing Title: Roof Plan

Scale: as noted

Sheet Size: A2

Project No: 19041

Drawing No.: PD07 of 09

Issue: Development Approval

Rev:	Description:	Drawn:
004	Comments	CD

Revision Number: 004

Date: 03/06/2021

GERMANO DESIGNS

Unit: 3/1 Mulgul Road, Malaga W.A 6090

(08) 9248 8392 www.germanodesigns.com.au

GERMANO
DESIGNS

Unit: 3/1 Mulgul Road, Malaga W.A 6090

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GERMANO DESIGNS

Unit: 3/1 Mulgul Road, Malaga W.A 6090

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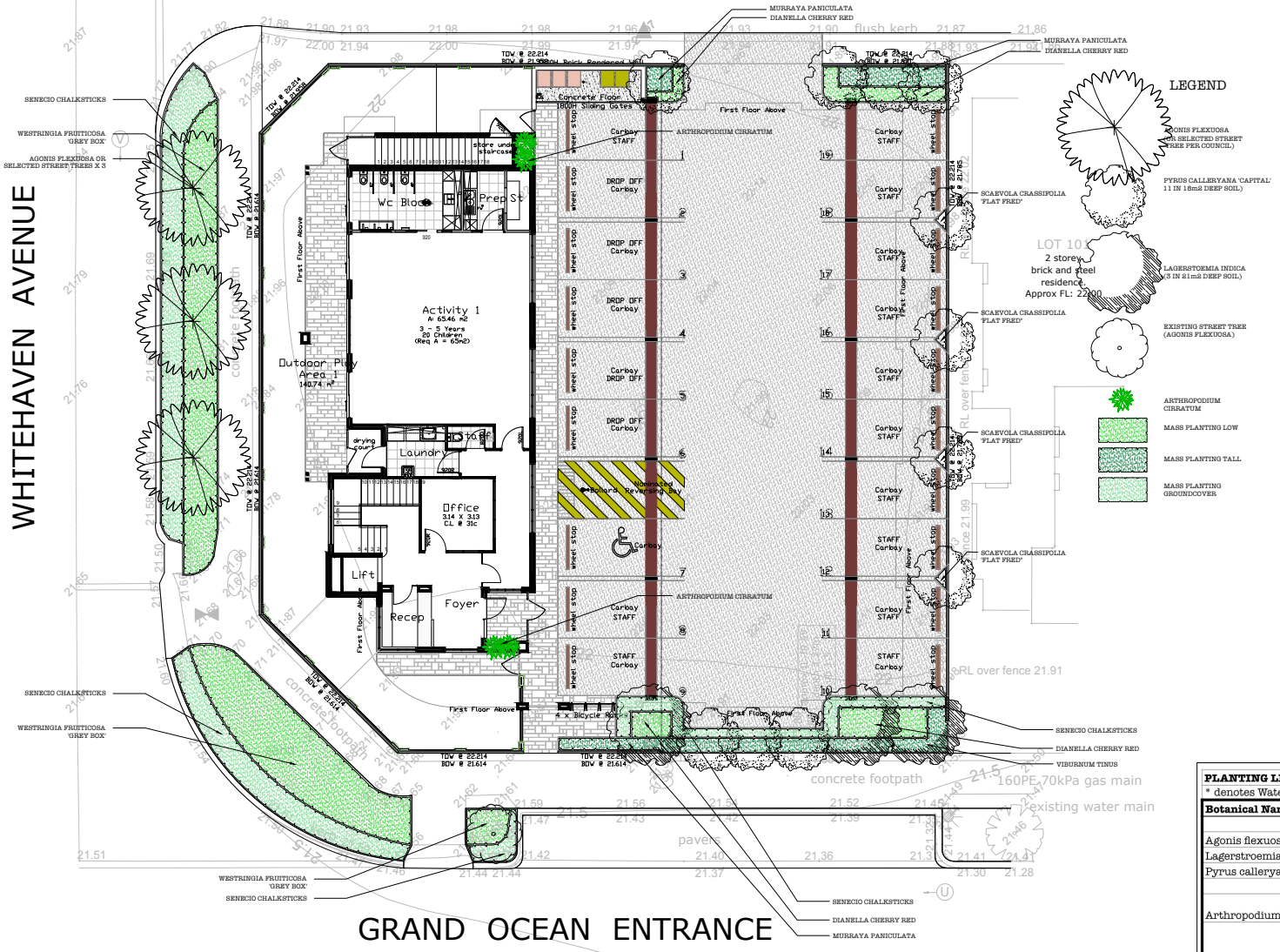
ATTACHMENT 3



PLANTING LIST TO DEEP SOIL AND PLANTER BOXES ONLY

* denotes Waterwise

Botanical Name	Size	No	Ongoing Maintenance Req.	Mature size
Agonis flexuosa*	100Lt	3	Shape in winter	10m x 4m
Lagerstroemia indica *	100Lt	3	Shape in winter	4m x 3m
Pyrus calleryana 'Capital'*	100Lt	11	Underprune to shape in winter	8m x 3m
Arthropodium cirratum *	200mm		Remove dead leaves and dead head flowers	60cm x 60cm
Dianella Cherry Red*	150mm		Cut back dead flower stalks after flowering	50cm x 60cm
Murraya paniculata	200mm		Lightly prune to shape	3m x 3m
Philodendron xanadu *	150mm		Remove dead leaves when required	90cm x 70cm
Scaevola crassifolia 'Flat Fred'*	150mm		Lightly prune to shape	20cm x 1m
Senecio Chalksticks *	150mm		Lightly prune after flowering	40cm x 4m
Viburnum sinus*	200mm		Lightly prune to shape	3m x 2m
Westringia fruiticosa 'Grey Box'*	200mm		Lightly prune to shape	40cm x 40cm
			Liquid fertiliser to be applied quarterly and slow release fertiliser every 6 months. Top up mulch and soil wetter every 12 month.	

NOTES FOR INSTALLATION
1 LANDSCAPE WORKS
1.1 CONFIRM SET OUT OF ALL TREES AND KERBS PRIOR TO COMMENCEMENT OF WORKS.
1.2 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
1.3 FINAL GRADING SHALL PROVIDE CONSISTENTLY SELF DRAINING FALLS TO SURFACES. SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND AWKWARD AND NOTICABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20MM IN ONE LINEAR METRE.
2 SOIL PREPARATION
2.1 EXISTING SOIL IN PLANTING AREAS SHOULD BE TREATED WITH SOIL WETTING AGENT. PLANTED AREAS SHOULD BE SPREAD WITH 50MM OF APPROVED STANDARD SOIL CONDITIONER THAT SHOULD BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200MM.
2.2 TURF AREAS SHOULD BE EVENLY SPREAD W/ 50MM OF Medium Texture General Purpose Garden Soil, to comply with AS 2223-1978. RIP INTO EXISTING SITE SOIL TO A DEPTH OF 50MM.
3 PLANTING
3.1 PLANTED AREAS SHOULD BE MULCHED WITH AN ORGANIC MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 50MM. MULCH PRODUCT TO DISPLAY WATERWISE AND SMART APPROVED WATERMARK SYMBOLS.
3.2 ADVANCED TREES SHOULD BE STAKED W/ 3 x 65mm DIA CCA TREATED PINE POLES. POSTS SHOULD BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 600MM. TREES SHOULD BE SECURED TO POLES W/ 3 X RUBBER TIES IN FIGURE 8.
4 IRRIGATION
4.1 ALL PLANTING AREAS AND TURF TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS
4.2 TURF TO BE IRRIGATED VIA ARTICULATED RISERS AND NETAFIM ROTATORS. ALL SHRUBS TO BE IRRIGATED VIA SUBSURFACE NETAFIM SYSTEM (EXCEPT VERGE. PLEASE USE SHRUB SPRAYS). ALL TREES TO BE IRRIGATED VIA BUBBLERS. ALL POTS TO BE IRRIGATED WITH INDIVIDUAL ADJUSTABLE BUBBLERS.
4.3 CONTROLLER TO BE LOCATED IN GARAGE UNLESS OTHERWISE DIRECTED.
4.4 SYSTEM TO OVERLAP SUFFICIENTLY TO COUNTERACT WINDBLOW AND AVOID DROUGHT SHADOW.
4.5 SLEEVES BENEATH PAVED SURFACES TO BE PROVIDED BY OTHERS
4.6 IRRIGATION SYSTEM TO BE DUAL PROGRAM TO ALLOW TURF AND PLANTING AREAS TO BE WATERED SEPARATELY.
4.7 AS/CIH DRAWINGS, MANUALS AND 12 MONTH WARRANTY SHALL BE SUPPLIED TO THE CLIENT UPON PRACTICAL COMPLETION.
5. GENERAL
5.1 BY ACCEPTING THIS PLAN THE CLIENT AGREES THAT ANY PERSON OR CONTRACTOR IMPLEMENTING WORKS ON THE BASIS OF ALL OR PART OF THIS DESIGN WILL HAVE REGARD TO ALL RELEVANT AUSTRALIAN STANDARDS, CODES OF PRACTICE AND LEGISLATION.
6. BUILTWORKS
6.1 ALL MEASUREMENTS AND LEVELS FOR BUILTWORKS ARE FOR GARDEN DESIGN PURPOSES ONLY AND ARE THEREFORE SUBJECT TO CHANGE. ALL MEASUREMENTS AND LEVELS SHOULD BE AUTHORISED BY AN APPROVED BUILDER, STRUCTURAL ENGINEER AND LOCAL COUNCIL BEFORE COMMENCEMENT.

PRELIMINARY ISSUE

Project ARTICHOKE
LANDSCAPE DESIGN & CONSTRUCTION

PANDSA CHILDCARE, 44 & 46 GRAND OCEAN ENTRANCE, BURNS BEACH
LANDSCAPE CONCEPT PLAN

GERMANO DESIGNS
1:100 @ A1 | LANDSCAPE CONCEPT PLAN | REV A
J1088

ATTACHMENT 4

TRANSPORT IMPACT STATEMENT

Lot 243 & 244 (No 44 & 46) Grand Ocean Entrance,

Burns Beach

February 2021

Rev B

kctt

HISTORY AND STATUS OF THE DOCUMENT

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
Rev A	28.01.2021	M Kleyweg	M Kleyweg	19.01.2021	Issued for Review
Rev B	23.02.2021	M Kleyweg	M Kleyweg	23.02.2021	Waste vehicle information updated

DISTRIBUTION OF COPIES

Revision	Date of issue	Quantity	Issued to
Rev A	28.01.2021	1 (PDF)	Joe Germano (Germano Designs)
Rev A	23.02.2021	1 (PDF)	Joe Germano (Germano Designs)

Document Printed	23/02/2021 11:24 AM
File Name	C:\Users\Korisnik\Box\KCTT Projects\KC00000 Current Projects\KC01230.000 Lot 243 & 244 (No 44 & 46) Grand Ocean Entrance, Burns Beach\Outgoing\Report\210223 Rev B\KC01230.000 Lot 243 & 244 (No 44 & 46) Grand Ocean Entrance, Burns Beach, TIS Rev B.docx
Author of the Report	Nemanja Marijanovic
Project Team	Ana Marijanovic
Project Director / Project Manager	Marina Kleyweg
Name of Project	No 44 & 46 Grand Ocean Entrance, Burns Beach
Name of the Document	No 44 & 46 Grand Ocean Entrance, Burns Beach - Transport Impact Statement
Document Version	KC01230.000_R01_ Rev B

Table of Contents

Appendices

1. Executive Summary

Site Context

- The project location is Lot 243 & 244 (No. 44 & 46) Grand Ocean Entrance, Burns Beach.
- The proposed development is a childcare centre with a capacity for 66 children and 12 staff members.
- Currently, both subject lots are vacant.
- The proposed development will have an access / egress point to Broulee Lane.

Technical Findings

- The proposed development is expected to generate up to 288 vehicular trips per day; 53 vehicular trips per hour in the AM peak hour and 46 vehicular trips per day in the PM peak hour.
- According to the WAPC guidelines, this is a moderate impact to the surrounding network.
- Four major routes for accessing the development:
    - To the east via Broulee Lane > Whitehaven Avenue > Grand Ocean Entrance
    - To the west via Broulee Lane > Whitehaven Avenue > Grand Ocean Entrance
    - To the west via Broulee Lane
    - To the south via Broulee Lane > Whitehaven Avenue

Relationship with Policies

- According to the Child Care Premises Local Planning Policy, the proposed development requires 21 parking bays (12 bays for staff members and 9 bays for parents).
- The plans show 19 parking bays proposed, resulting in a shortfall of 2 parking bays. KCTT believe that the following points are adequate for justifying the 2 bays shortfall:
    - Grand Ocean Entrance provides on-street parking directly adjacent to the subject site. These bays are likely to be used by parents. This section of parking, directly along the property line of the subject site is suitable for 3 passenger vehicles (18m long parking strip).
    - Bus route 471 has a bus stop 70m from the proposed development.
    - There are 8 bicycle racks provided onsite.
    - Childcare centres rarely operate at maximum number of children.
    - The subject Childcare centre is located in a large residential area; parents working from home might walk with their children to and from the centre
    - For further justification KCTT have assumed 10 minutes of dwell time (According to RTA NSWA Guide to Traffic Generating Developments, average dwell time for vehicles during drop off is 6.8 minutes), and all 66 children are present and driven to school, and that there are no siblings. Based on the above, 1 parking bay could accommodate 6 vehicles in an hour and 12 vehicles in the 2-hour period for Childcare centres. Therefore, 6 drop off- parking bays are sufficient for catering all parents' parking requirements.
    - With the above in mind, 7 drop off bays will be more than sufficient for all parents' parking requirements (assuming that the full requirement of 12 bays is allocated to staff members).
- Building Code of Australia ACROD Provision – the requirement for 1 ACROD bay will be met by the proposed development.
- The proposed development will provide 8 bicycle racks - exceeding the requirements outlined in the Child Care Premises Local Planning Policy

Conclusion

- A childcare centre for 66 children and 12 staff members is proposed.

- As stated above the additional traffic attracted to the subject site will be up to 248 vehicular trips per day and 46 vehicular trips in the peak hour.
- All three roads surrounding the subject site are classified as Access Roads as per MRWA classification with the maximum desirable volume of 3,000 vehicles per day. Both Whitehaven Avenue and Grand Ocean Entrance are below 3,000 vpd (2,244 vpd and 1,573 vpd respectively). Therefore, with the additional traffic from the subject site, these roads will remain under maximum desirable capacity.
- Other surrounding roads would absorb significantly less traffic than Grand Ocean Entrance, Whitehaven Avenue and Broulee Lane, moreover, the traffic would be dispersed so that the impact can be considered negligible.
- In summary KCTT believe that the proposed childcare centre will not have a negative impact on the surrounding road network.

2. Transport Impact Statement

Note: This document is copyright to KCTT (trading as KC Traffic and Transport Pty Ltd). The information provided in this TIS report has been developed by KCTT over a period of years and has been presented in accordance with the requirements of a number of our clients. The information in this report is therefore intended to be commercial in confidence and is not to be shared with external parties at any time, unless a Director of KCTT provides written authorisation that the document may be shared at a specific time to a specific party, or parties. The terms and conditions associated with the receipt of this material is that it is not shared or distributed without our express, and written consent.

If you have received this information in error, KCTT must be notified immediately. We request the immediate destruction of all formats of this document, inclusive of paper and electronic copies should you have received this document in error.

2.1 Location

Lot Number	243 & 244
Street Number	44 & 46
Road Name	Grand Ocean Entrance
Suburb	Burns Beach
Description of Site	The subject site is currently vacant land within Burns Beach Structure Plan. The proposed land use is a childcare centre with a capacity for 66 children. Vehicular access to the development will be provided from Broulee Lane.

2.2 Technical Literature Used

Local Government Authority	City of Joondalup
Type of Development	Childcare Centre
Are the R-Codes referenced?	NO
Is the NSW RTA Guide to Traffic Generating Developments Version 2.2 October 2002 (referenced to determine trip generation / attraction rates for various land uses) referenced?	YES
Which WAPC Transport Impact Assessment Guideline should be referenced?	Volume 4 - Individual Developments Volume 5 - Technical Guidance
Are there applicable LGA schemes for this type of development?	YES
If YES, Nominate:	
Name and Number of Scheme	Local Planning Scheme No. 3
Are Austroads documents referenced?	YES
Is the Perth Transport Plan for 3.5 million and Beyond referenced?	NO

2.3 Land Uses

Are there any existing Land Uses	NO

Proposed Land Uses

How many types of land uses are proposed?	One
Nominate land use type and yield	Childcare Centre - 66 children and 12 staff members
Are the proposed land uses complimentary with the surrounding land-uses?	YES

2.4 Local Road Network Information

How many roads front the subject site?	3

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

Road 1

Road Name	Grand Ocean Entrance
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	17m
Road Pavement Width	7m
Classification	Access Road
Speed Limit	50kph
Bus Route	YES
If YES Nominate Bus Routes	471
On-street parking	YES

Road 2

Road Name	Whitehaven Avenue
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	16m
Road Pavement Width	7m
Classification	Access Road
Speed Limit	50kph
Bus Route	YES
If YES Nominate Bus Routes	471
On-street parking	NO

Road 3

Road Name	Broulee Lane
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	7m
Road Pavement Width	5.5m

Classification	Access Road
Speed Limit	50kph
Bus Route	NO
On-street parking	NO

2.5 Traffic Volumes

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH)		Heavy Vehicle %	Date of Traffic Count	*If older than 3 years multiply with a growth rate*
			AM Peak Time - AM Peak VPH	PM Peak Time - PM Peak VPH	*If HV count is Not Available, are HV likely to be in higher volumes than generally expected?*		
Burns Beach Road	West of Marmion Avenue	10,373	07:45 – 843	17:00 – 1,080	5.6%	2017/ 2018	11,334 (3% annual growth rate to 2020)
Marmion Avenue	North of Burns Beach Road	25,532	07:45 – 2,285	15:15 – 2,256	8.0%	2020/ 2021	–
Whitehaven Avenue	South of Grand Ocean Entrance*	2,244	08:00 – 241	15:00 – 203	8.7%	Sep 2020	–
Grand Ocean Entrance	East of Umina Way*	1,573	08:00 – 175	15:00 – 131	6.6%	May 2017	1,719 (3% annual growth rate to 2020)

Note - These traffic counts have been received from the City of Joondalup*

2.6 Vehicular Crash Information

Is Crash Data Available on Main Roads WA website?	NO

KCTT have checked the below locations for crash data in the below 5-year period. There were no crashes reported.

Location 1	Intersection of Grand Ocean Entrance and Whitehaven Avenue
Location 2	Intersection of Whitehaven Avenue and Broulee Lane
Location 3	Broulee Lane
Period of crash data collection	01/01/2015 - 31/12/2019

2.7 Vehicular Parking

Local Government: City of Joondalup

Local Government Document Utilised: Child Care Premises Local Planning Policy

Description of Parking Requirements in accordance with Scheme:

1 per employee plus 9 per 65-72 children

Calculation of Parking

Land Use	Requirements	Yield	Total Parking
Childcare Centre	1 per employee	12 staff members	12
	9 per 65-72 children	66 children	9
		Total Car Parking Requirement	**21**
		Total Volume of Parking Provided by Proponent	**19**

Justification

According to the Child Care Premises Local Planning Policy, the proposed development requires 21 parking bays (12 bays for staff members and 9 bays for parents).

The plans show 19 parking bays proposed, resulting in a shortfall of 2 parking bays. KCTT believe that the following points are adequate for justifying the 2 bays shortfall:

- Grand Ocean Entrance provides on-street parking directly adjacent to the subject site. These bays are likely to be used by parents. This section of parking, directly along the property line of the subject site is suitable for 3 passenger vehicles (18m long parking strip).
- Bus route 471 has a bus stop 70m from the proposed development.
- There are 8 bicycle racks provided for staff members.
- Childcare centres rarely operate at maximum number of children.
- The subject Childcare centre is located in a large residential area; parents working from home might walk with their children to and from the centre.
- For further justification KCTT have assumed a conservative 10 minutes of dwell time (According to RTA NSWA Guide to Traffic Generating Developments, average dwell time for vehicles during drop off is 6.8 minutes), and all 66 children are present and driven to the childcare. Based on the above, 1 parking bay could accommodate 6 vehicles in an hour and 12 vehicles in the 2-hour period for Childcare centres. Therefore, 6 drop off- parking bays are sufficient for catering all parents' parking requirements.
- With the above in mind, 7 on-site drop off bays will be more than sufficient for all parents' parking requirements (assuming that the full requirement of 12 bays is allocated to staff members).

KCTT believe that all parking requirements will be catered for.

Have Vehicle Swept Paths been checked for Parking? YES

If YES, provide description of performance:

The parking area was checked with a B99 passenger vehicle (5.2m) and Waste Vehicle (8.0m). No navigability issues were found. It should be noted that due to spatial constraints the Waste Vehicle would be accessing the development reversing in.

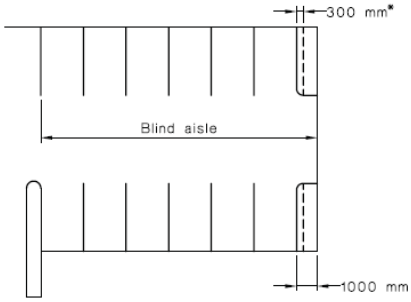
2.8 Compliance with AS2890.1:2004 and AS2890.6

Number of Parking Bays on-site	19
Are Austroads documents referenced?	YES
If YES, Nominate:	• Australian/New Zealand Standard, Parking facilities, Part 1: Off-street car parking - Originated as AS 2890.1—1986. • Australian/New Zealand Standard, Parking facilities, Part 6: Off-street parking for people with disabilities - Originated as AS2890.6
Proposed development User Class	User Class 1A (Residential, domestic and employee parking) User Class 4

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

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

At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence.



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

DIMENSIONS IN MILLIMETRES

FIGURE 2.3 BLIND AISLE EXTENSION

Blind aisle	extended by a minimum of 1 m	√
Reversing bay	provided within ACROD shared space	√

Does the parking area meet the requirements set in AS2890.1:2004?

KCTT reviewed the layout for the proposed development and conclude that car parking bays dimensions and aisle width comply with the Australian Standard AS/NZS 2890.1/2004.

Does the parking area meet the requirements set in AS2890.6?

YES

2.9 Bicycle Parking

Local Government	City of Joondalup
Reference Document Utilised	Child Care Premises Local Planning Policy

Description of Parking Requirements in accordance with Scheme:

1 per 8 employees

Parking Requirement in accordance with regulatory documents

Land Use	Requirements	Yield	Total Parking
Childcare Centre	1 per 8 employees	12	2
	Total Volume of Bicycle Parking Required		2
	Total Volume of Bicycle Parking Provided by Proponent		8

Justification

The proposed development will provide 4 double-sided bicycle racks - a total of 8 bicycle parking spaces for promotion of alternative means of transport.

2.10 ACROD Parking

Class of Building	Class 9b - an assembly building, including a trade workshop, laboratory or the like in a primary or secondary school, but excluding any other parts of the building that are of another Class
Does this building class require specific provision of ACROD Parking?	YES
Reference Document Utilised	Building Code of Australia

Description of Parking Requirements:

Class 9b — (b) Other assembly building — (i) up to 1000 carparking spaces; - 1 space for every 50 carparking spaces or part thereof

Parking Requirement in accordance with regulatory documents

Land Use	Requirements	Yield	Total Parking
Childcare Centre	*1 space for every 50 carparking spaces or part thereof*	19	1
	Total Volume of ACROD Parking Provided by Proponent		1

Justification

One accessible parking bay provided as required.

2.11 Delivery and Service Vehicles

Guideline Document used as reference	NSW RTA Guide to Traffic Generating Developments

Requirements

Other uses - 1 space per 2,000m2

Parking Requirement in accordance with regulatory documents

Land Use	Minimum Requirements	Yield	Total Parking
Childcare Centre	*1 space per 2,000m2*	837.89 m^2	1

Total Volume of Service and Delivery Parking Provided by Proponent	N/A

Justification

Waste collection will be arranged on site using an 8.0m rear lift waste truck. It should be noted that due to spatial constraints the Waste Vehicle would be accessing the development reversing in. Waste collection should be organised outside of development peak operating hours to ensure safety of the patrons and other road users.

2.12 Calculation of Development Generated / Attracted Trips

What are the likely hours of operation?	Childcare Centre – 06:30-18:30
What are the likely peak hours of operation?	07:00 - 08:00 and 16:00 - 17:00
Do the development generated peaks coincide with existing road network peaks?	NO
Guideline Document Used	**NSW RTA Guide to Traffic Generating Developments**
Rates from above document:	***Child Day Care*:** • *AM Peak - 0.8 VPH per child* • *PM Peak - 0.7 VPH per child* It should be noted that these rates are given for a 2-hour peak period. For the purposes of this report KCTT assumes that the two-hour traffic volume will be attracted to the development in a one-hour period which will represent the peak for the subject site.

Given that the WAPC Transport Assessment Guidelines and NSW RTA Guide to Traffic Generating Developments do not offer daily vehicular trip generation rate for the proposed land use KCTT have assumed the following to apply:

Childcare centre

Vehicular daily trips can be assumed to be 4 VPD per child and 2 VPD per employee. Each parent will make 2 vehicular trips when dropping off the child to the day care centre and 2 vehicular trips when picking the child up. Employees will make 1 vehicular trip arriving to work, and another vehicular trip when leaving work.

In our experience, childcare centres tend to operate with an 85% utilisation rate of the licenced capacity over the year due to a number of days that children attend (this ranges from 2 to 5 days a week) and seasonal adjustments (end of year and when people return to work from maternity leave). Therefore, the expected average daily operative maximum of this childcare facility can be estimated as 56 children.

Market information indicates that between 10-20% parents tend to have more than one child at once childcare centre so those families only account for one vehicular trip. A further percentage of parents will have older siblings attending one of the nearby schools.

However, in the calculations below, a conservative approach has been applied showing the theoretical maximum number of children, under assumption that all children are driven to school and there are no siblings in the centre.

Land Use Type	Rate above	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
				AM	PM
Childcare Centre	*Daily - 4 VPD / child & 2 VPD / staff member* *AM Peak - 0.8 VPH per child* *PM Peak - 0.7 VPH per child*	66 children	264	53	46
		12 staff members	24	-	-
		Total:	288	53	46

Does the site have existing trip generation / attraction?	NO
What is the total impact of the new proposed development?	With the additional 288 daily vehicular trips, 53 vehicle trips in the AM peak and 46 vehicle trips in the PM peak the proposed development would have a moderate impact on the surrounding road network, as per WAPC Guidelines. KCTT believe surrounding road network can successfully accommodate additional traffic from the proposed development.

2.13 Traffic Flow Distribution

How many routes are available for access / egress to the site?	Four (4)
Route 1	
Provide details for Route No 1	To the east via Broulee Lane > Whitehaven Avenue > Grand Ocean Entrance
Percentage of Vehicular Movements via Route No 1	35% [101 VPD; AM 19 VPH; PM 16 VPH]
Route 2	
Provide details for Route No 2	To the west via Broulee Lane > Whitehaven Avenue > Grand Ocean Entrance
Percentage of Vehicular Movements via Route No 2	20% [58 VPD; AM 11 VPH; PM 9 VPH]
Route 3	
Provide details for Route No 3	To the west via Broulee Lane
Percentage of Vehicular Movements via Route No 3	5% [14 VPD; AM 3 VPH; PM 2 VPH]
Route 4	
Provide details for Route No 4	To the south via Broulee Lane > Whitehaven Avenue
Percentage of Vehicular Movements via Route No 4	40% [115 VPD; AM 20 VPH; PM 19 VPH]

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

2.14 Vehicle Crossover Requirements

Are vehicle crossovers required onto existing road networks?	YES
How many existing crossovers?	None
How many proposed crossovers?	One full movement to/from Broulee Lane

If there are greater numbers of new crossovers, than existing, provide justification:

There are no existing developments on subject lots.

How close are proposed crossovers to existing intersections?	15m
Does this meet existing standards?	YES

2.15 Public Transport Accessibility

How many bus routes are within 400 metres of the subject site?	One (1)
How many rail routes are within 800 metres of the subject site?	None

Bus Route	Description	Peak Frequency	Off-Peak Frequency
471	Joondalup - Burns Beach via Currambine	20 minutes	60 minutes

Walk Score Rating for Accessibility to Public Transport

27 | Some Transit. A few nearby public transportation options.

Is the development in a Greenfields area?	NO

2.16 Pedestrian Infrastructure

Describe existing local pedestrian infrastructure within a 400m radius of the site:

Classification	**Road Name**
" Other Shared Path (Shared by Pedestrians and Cyclists)"	Grand Ocean Entrance; Whitehaven Avenue (short section south of Broulee Lane); Within the park surrounded by Windmill Circuit

Does the site have existing pedestrian facilities	YES
Does the site propose to improve pedestrian facilities?	NO

What is the Walk Score Rating?

11 | Car-Dependent. Almost all errands require a car.

2.17 Cyclist Infrastructure

Are there any PBN Routes within an 800m radius of the subject site?	YES

If YES, describe:

Classification	Road Name
" High Quality Shared Path"	Along the shoreline and Beachside Park;
" Other Shared Path (Shared by Pedestrians and Cyclists)"	Grand Ocean Entrance; Whitehaven Avenue (short section south of Broulee Lane); Within the park surrounded by Windmill Circuit; Burns Beach Road; Ocean Entrance; Kallatina Drive; Bramston Vista; Watcombe Avenue; Burleigh Drive; Cheviot Way; McIntyre Avenue.
" Good Road Riding Environment"	Watcombe Avenue
" Bicycle Lanes or Sealed Shoulder Either Side"	Grand Ocean Entrance

Are there any PBN Routes within a 400m radius of the subject site?	YES

If YES, describe:

Classification	Road Name
" Other Shared Path (Shared by Pedestrians and Cyclists)"	Grand Ocean Entrance; Whitehaven Avenue (short section south of Broulee Lane); In the park surrounded by Windmill Circuit
" Bicycle Lanes or Sealed Shoulder Either Side"	Grand Ocean Entrance

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

If YES, describe the measures proposed.

Addition of 8 bicycle racks.

2.18 Site-Specific Issues and Proposed Remedial Measures

How many site-specific issues need to be discussed?	One (1)
Site-Specific Issue No 1	Parking Provision
Remedial Measure / Response	According to the Child Care Premises Local Planning Policy, the proposed development requires 21 parking bays (12 bays for staff members and 9 bays for parents). The plans show 19 parking bays proposed, resulting in a shortfall of 2 parking bays. KCTT believe that the following points are adequate for justifying the 2 bays shortfall: • Grand Ocean Entrance provides on-street parking directly adjacent to the subject site. These bays are likely to be used by parents. This section of parking, directly along the property line of the subject site is suitable for 3 passenger vehicles (18m long parking strip). • Bus route 471 has a bus stop 70m from the proposed development. • There are 8 bicycle racks provided onsite. • Childcare centres rarely operate at maximum number of children. • The subject Childcare centre is located in a large residential area; parents working from home might walk with their children to and from the centre • For further justification KCTT have assumed 10 minutes of dwell time (According to RTA NSWA Guide to Traffic Generating Developments, average dwell time for vehicles during drop off is 6.8 minutes), and all 66 children are present and driven to school. Based on the above, 1 parking bay could accommodate 6 vehicles in an hour and 12 vehicles in the 2-hour period for Childcare centres. Therefore, 6 drop off- parking bays are sufficient for catering all parents' parking requirements. • With the above in mind, 7 drop off bays will be more than sufficient for all parents' parking requirements (assuming that the full requirement of 12 bays is allocated to staff members).

Appendix 1

The Layout of the Proposed Development

PANDA

Address:Lot 243 & 244 (#44 & 46) Grand Ocean Entrance, BURNS BEACH

Childcare Centre

Job Number: 19041

Drawing No	Description
PD01	Cover Sheet
PD02	Existing Site Survey & Site Plan
PD03	Landscaping Plans
PD04	Ground Floor Plan
PD05	First Floor Plan
PD06	Elevations
PD07	3D Renders
PD08	3D Render

Design Criteria

Importance Level **2**

In accordance with NCC 2019 Volume 1 Table B1.2a

Classification **9B**

In accordance with NCC 2019 Volume 1

Fire Resistance **B**

In accordance with NCC 2019 Volume 1

BAL **TBA**

In accordance with rating and AS 3959-2009

GERMANO DESIGNS

Unit: 3/1 Mulgul Road, Malaga W.A 6090

(08) 9248 8392 www.germanodesigns.com.au

Member of the BDAWA BDAWA

TBM deck spike and plate in bitumen equals RL 21.97 AHD Based on sewer manhole AB7596 RL 21.83 AHD (Water Corp e-plan) Contractor to check datum before adopting levels

Survey Date: 6 May 2019			Scale 1:200@A3	
Client: Rajai Wahhab				
Rev	Date	Description	Surv	Drawn
0	09/05/19	Feature Survey Drafted	JD	TF

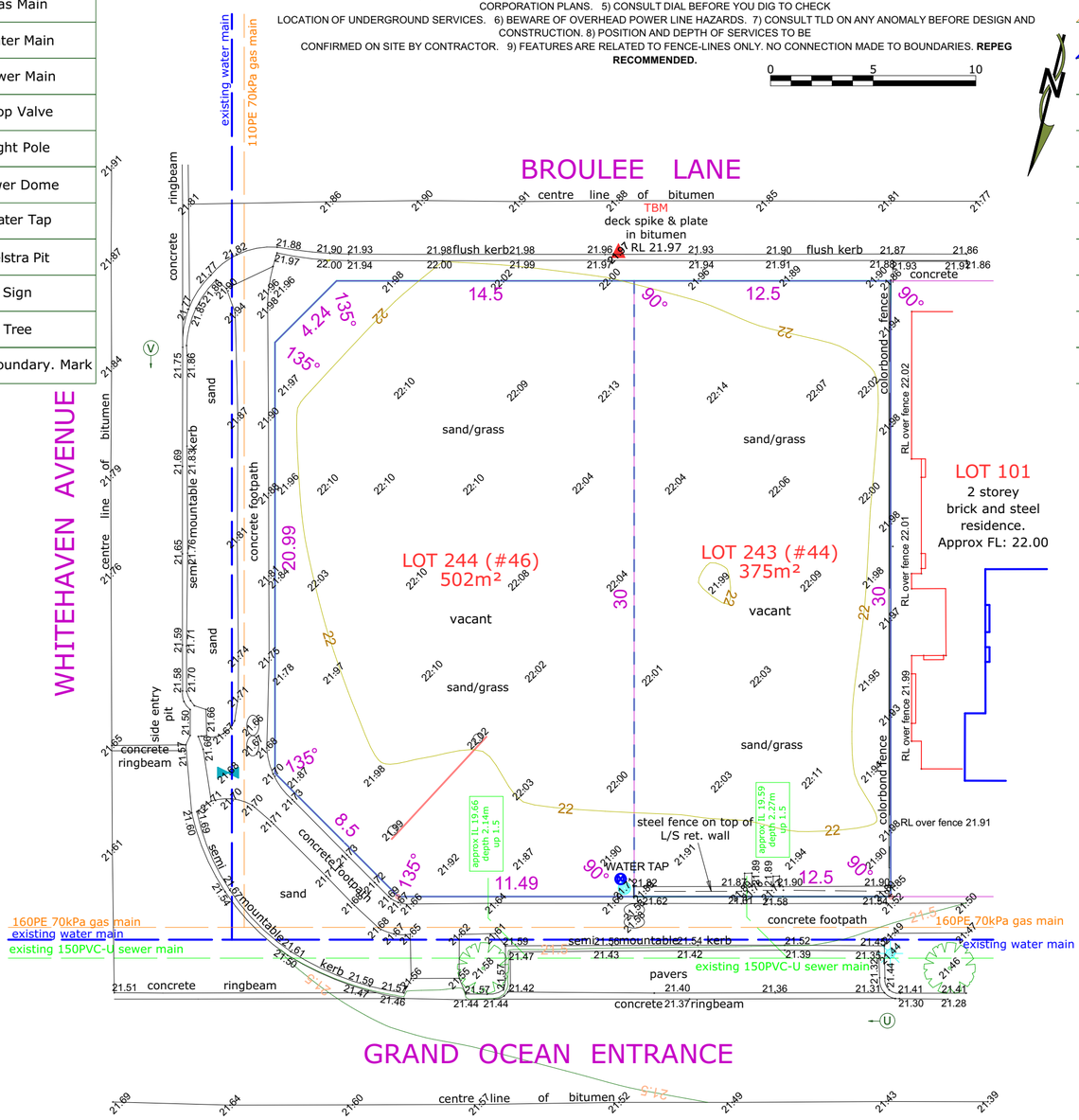
FEATURE AND CONTOUR SURVEY OF LOTS 243 & 244 ON DEPOSITED PLAN 47367
44 & 46 Grand Ocean Entrance, Burns Beach
C/T #44 Vol: 2625 Fol: 619
#46 Vol: 2625 Fol: 620
our ref. 19-8426

Feature Survey by
THE LAND DIVISION
PLANNING | SURVEYING | DESIGN
PO Box 2444,
Malaga, WA 6090
Tel 08 9209 3232
Fax 08 9249 2551

LEGEND/KEY

- Gas Main
- Water Main
- Sewer Main
- Stop Valve
- Light Pole
- Power Dome
- Water Tap
- Telstra Pit
- Sign
- Tree
- Peg/Boundary. Mark

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. 4) SEWER POSITION AND LEVELS FROM WATER CORPORATION PLANS. 5) CONSULT DIAL BEFORE YOU DIG TO CHECK LOCATION OF UNDERGROUND SERVICES. 6) BEWARE OF OVERHEAD POWER LINE HAZARDS. 7) CONSULT TLD ON ANY ANOMALY BEFORE DESIGN AND CONSTRUCTION. 8) POSITION AND DEPTH OF SERVICES TO BE CONFIRMED ON SITE BY CONTRACTOR. 9) FEATURES ARE RELATED TO FENCE-LINES ONLY. NO CONNECTION MADE TO BOUNDARIES. **REPEG RECOMMENDED.**



Note: Restrictive Covenant Burden exists on lot from Ⓤ to Ⓥ. See Doc. J765602 for more information. A search of this document at Landgate is recommended as development may be affected.

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.

Existing Site Survey
1:200

TBM deck spike and plate in bitumen equals RL 21.97 AHD Based on sewer manhole AB7596 RL 21.83 AHD (Water Corp e-plan) Contractor to check datum before adopting levels

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Feature Survey by
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LEGEND/KEY

- Gas Main
- Water Main
- Sewer Main
- Stop Valve
- Light Pole
- Power Dome
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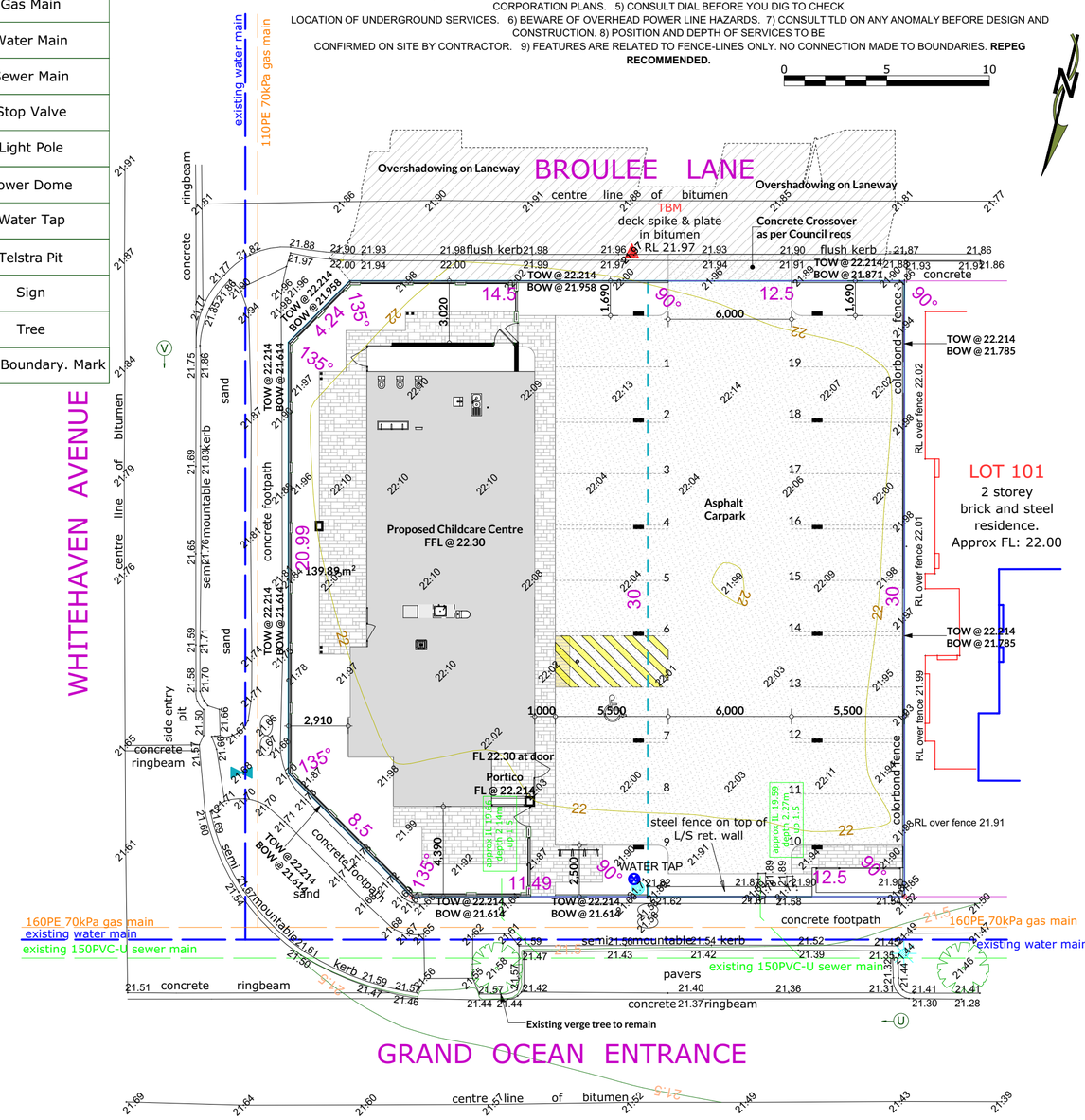

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NOTE: No title viewed by The Land Division. A certificate of title check for easements and encumbrances is highly recommended as should they exist, they may affect design.

Site Plan
1:200

Client: PANDA	Drawing Title: Existing Site Survey & Site Plan	Issue: Development Approval	GERMANO DESIGNS
Project Name: Childcare Centre	Scale: as noted / Sheet Size: A2	Rev: 002 / Description: Planning Drawings / Drawn: CD	Unit: 3/1 Mulgul Road, Malaga W.A 6090
Project Address: Lot 243 & 244 (#44 & 46) Grand Ocean Entrance, BURNS BEACH	Project No: 19041 / Drawing No.: PD02 of 08	Revision Number: 002 / Date: 21/01/2021	(08) 9248 8392 / www.germanodesigns.com.au

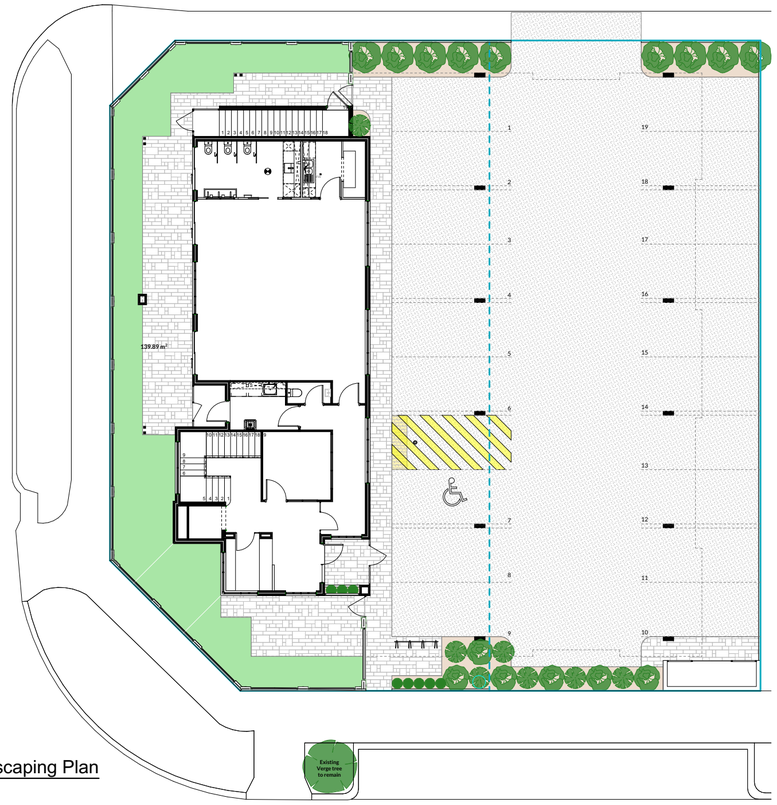
Ground Finishes

- Grass
- Synthetic Grass
- Brick Paving
- Mulch
- Bitumen
- Liquid Limestone Bike Track
- White Washed Sand
- Rubber Soft Fall Impact Area

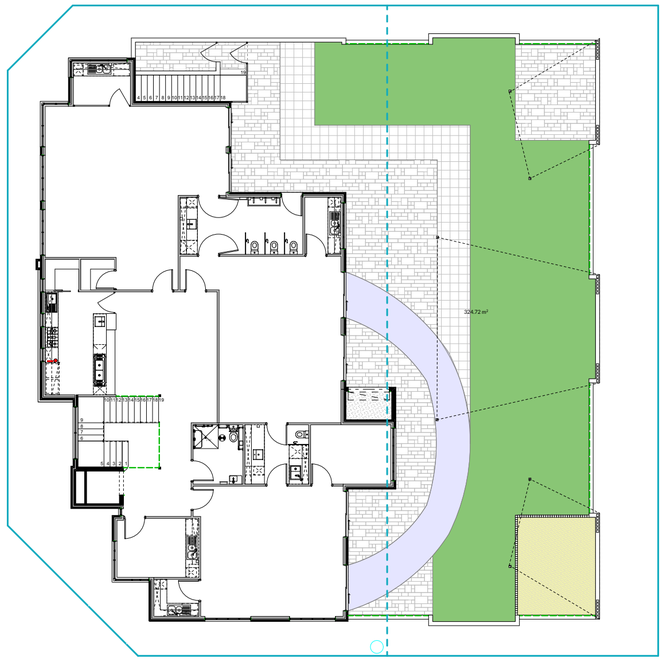
Exterior Plants

- Agonis Flexuosa "After Dark"
- Adenanthos Sericeus
- Lomandra Lime Tuff
- Westringia "Jervis Gem"

Note:
ALL GROUND FLOOR LANDSCAPED TO BE FULLY RETICULATED



GF Landscaping Plan
1:200



FF Landscaping Plan
1:200

Client: PANDA	Drawing Title: Landscaping Plans	Issue: Development Approval	GERMANO DESIGNS
Project Name: Childcare Centre	Scale: as noted / Sheet Size: A2	Rev: 002 / Description: Planning Drawings / Drawn: CD	Unit: 3/1 Mulgul Road, Malaga W.A 6090
Project Address: Lot 243 & 244 (#44 & 46) Grand Ocean Entrance, BURNS BEACH	Project No: 19041 / Drawing No.: PD03 of 08	Revision Number: 002 / Date: 21/01/2021	(08) 9248 8392 / www.germanodesigns.com.au

Child / Room Calculations

Room	Age (Yrs)	Quant.	Size
Activity 1	*3-5*	*20*	*65.46m²*
Activity 2	*3-5*	*20*	*55.42m²*
Activity 3	*2-3*	*14*	*45.27m²*
Activity 4	*0-2*	*12*	*39.31m²*
Nutrition Room			*13.30m²*
Total Internal = (Min 3.25m² per child)		**66**	**218.76m²**
Total Outdoor Learning Envrionment Area = (Min 7m² per child)		**66**	**464.61m²**

Building Areas

Bin Store	6.24
Childcare FF	302.28
Childcare GF	169.47
Outdoor Play FF	343.93
Portico	5.66
Services St	6.86
Store	3.45
	837.89 m²

BROULEE LANE

WHITE HAVEN AVENUE

GRAND OCEAN ENTRANCE

N

Activity 1
A: 65.46 m2
3 - 5 Years
20 Children
(Req A = 65m2)

Outdoor Play Area 1
139.89 m²

Wc Block
Prep
St
Staff
Laundry
Office
3.14 X 3.13
C.L @ 37c
Lift
Foyer
Recep
Portico
drying court
store under staircase
FHR
RWP duct
First Floor Above
Carbay
Bollard
Nominated Reversing Bay
4 x Bicycle Racks
Sliding Gates
Bin Store
Existing verge tree to remain

TOW @ 22.214
BOW @ 21.958
TOW @ 22.214
BOW @ 21.614
TOW @ 22.214
BOW @ 21.871
TOW @ 22.214
BOW @ 21.785
TOW @ 22.214
BOW @ 21.614
TOW @ 22.214
BOW @ 21.614
TOW @ 22.214
BOW @ 21.614

Ground Floor Plan
1:100

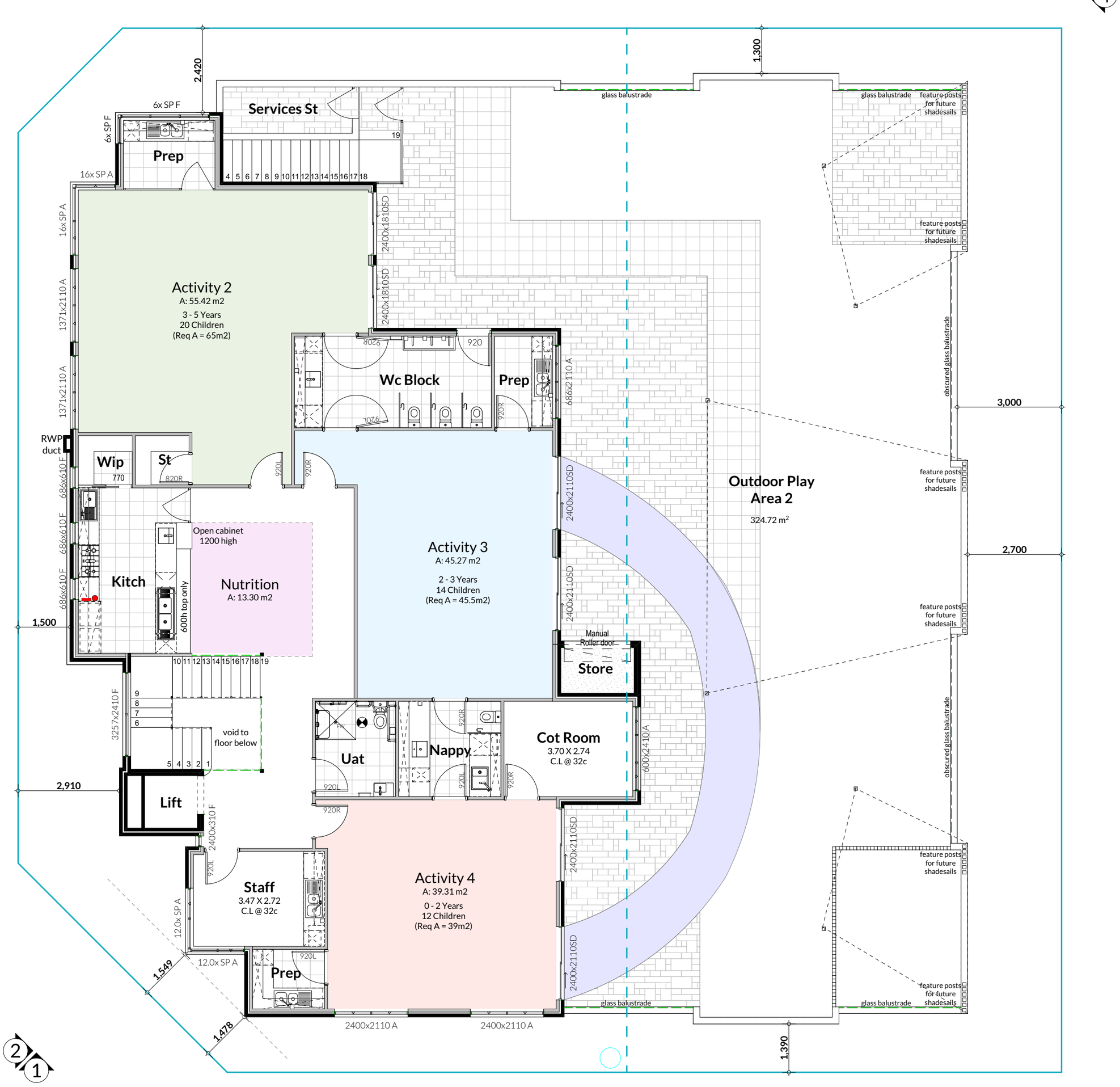
Client: PANDA	Drawing Title: Ground Floor Plan	Issue: Development Approval	GERMANO DESIGNS
Project Name: Childcare Centre	Scale: as noted / Sheet Size: A2	Rev: 002 / Description: Planning Drawings / Drawn: CD	Unit: 3/1 Mulgul Road, Malaga W.A 6090
Project Address: Lot 243 & 244 (#44 & 46) Grand Ocean Entrance, BURNS BEACH	Project No: 19041 / Drawing No.: PD04 of 08	Revision Number: 002 / Date: 21/01/2021	(08) 9248 8392 www.germanodesigns.com.au

Child / Room Calculations

Room	Age (Yrs)	Quant.	Size
Activity 1	*3-5*	*20*	*65.46m²*
Activity 2	*3-5*	*20*	*55.42m²*
Activity 3	*2-3*	*14*	*45.27m²*
Activity 4	*0-2*	*12*	*39.31m²*
Nutrition Room			*13.30m²*
Total Internal = (Min 3.25m² per child)		**66**	**218.76m²**
Total Outdoor Learning Envrionment Area = (Min 7m² per child)		**66**	**464.61m²**

Building Areas

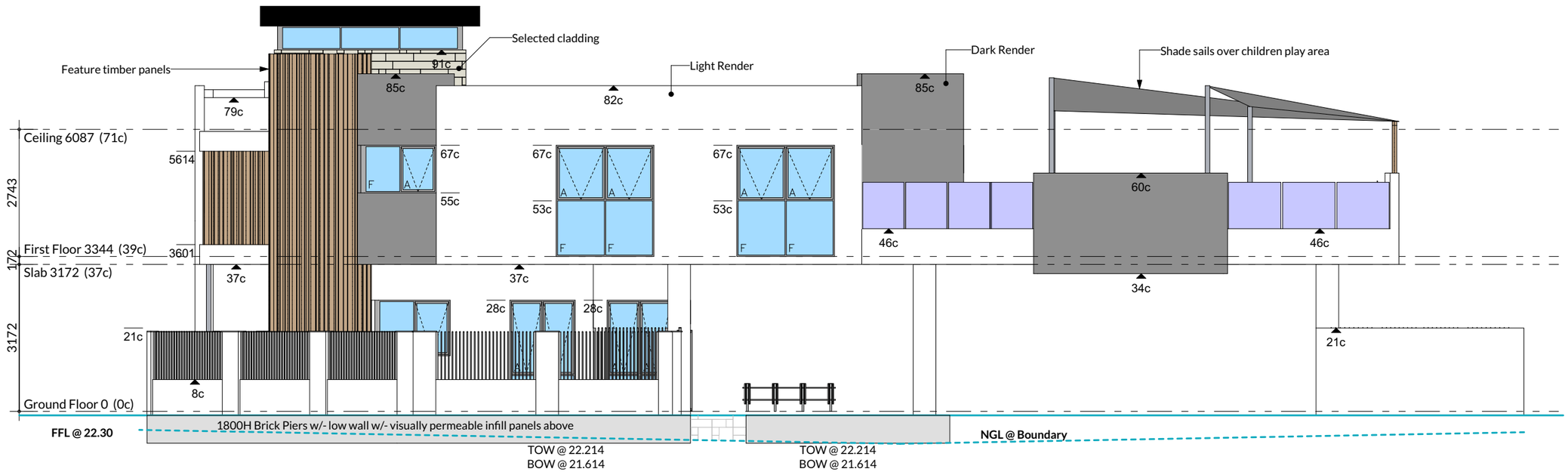
Bin Store	6.24
Childcare FF	302.28
Childcare GF	169.47
Outdoor Play FF	343.93
Portico	5.66
Services St	6.86
Store	3.45
	837.89 m²



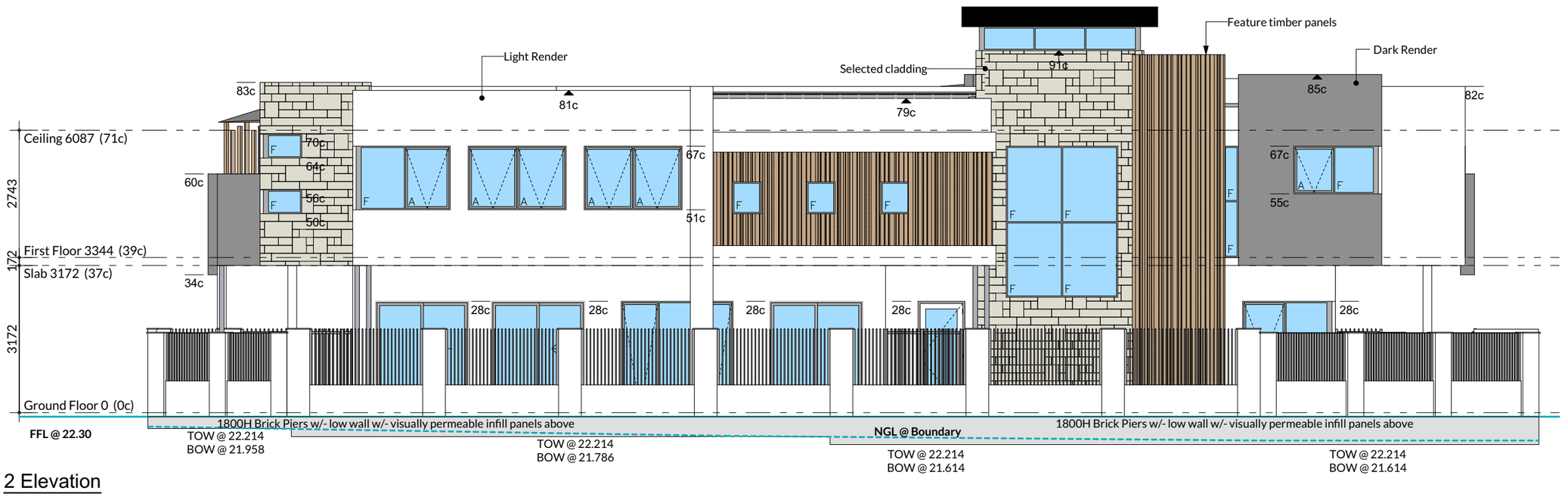
First Floor Plan
1:100

Client: PANDA	Drawing Title: First Floor Plan		Issue: Development Approval		
Project Name: Childcare Centre	Scale: as noted	Sheet Size: A2	Rev: 002	Description: Planning Drawings	Drawn: CD
Project Address: Lot 243 & 244 (#44 & 46) Grand Ocean Entrance, BURNS BEACH	Project No: 19041	Drawing No.: PD05 of 08	Revision Number: 002	Date: 21/01/2021	

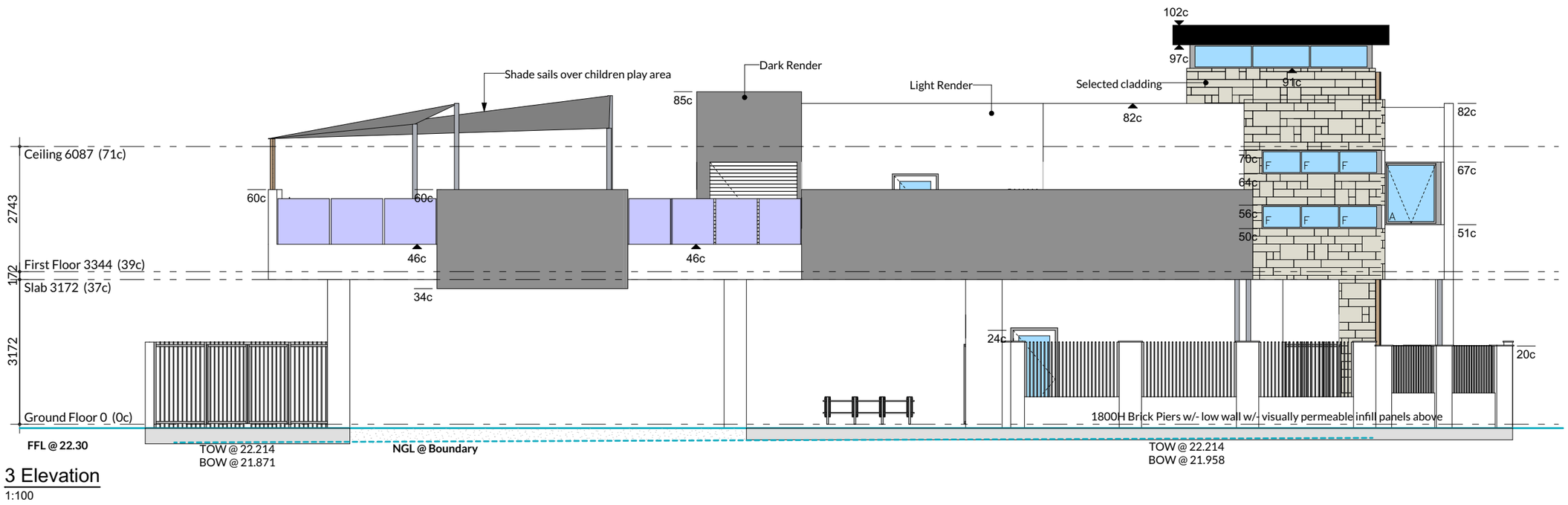
GERMANO DESIGNS
Unit: 3/1 Mulgul Road, Malaga W.A 6090
(08) 9248 8392 www.germanodesigns.com.au



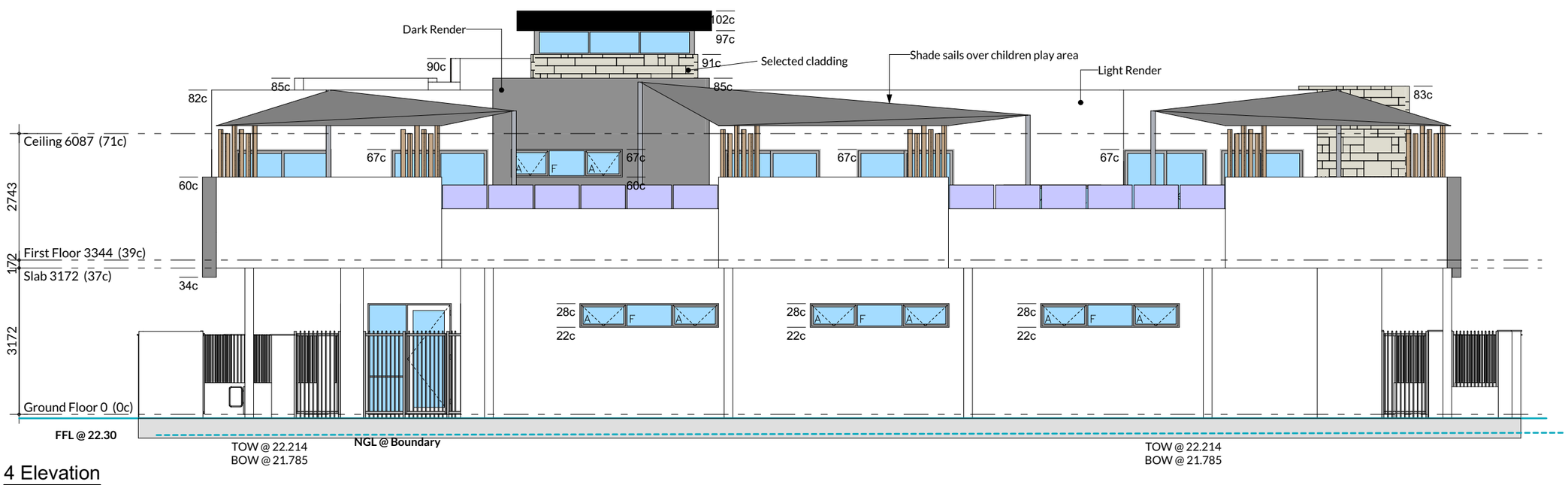
1 Elevation
1:100



2 Elevation
1:100



3 Elevation
1:100



4 Elevation
1:100

Client: PANDA	Drawing Title: Elevations		Issue: Development Approval		GERMANO DESIGNS
Project Name: Childcare Centre	Scale: as noted	Sheet Size: A2	Rev: 002	Description: Planning Drawings	Drawn: CD
Project Address: Lot 243 & 244 (#44 & 46) Grand Ocean Entrance, BURNS BEACH	Project No: 19041	Drawing No.: PD06 of 08	Revision Number: 002	Date: 21/01/2021	Unit: 3/1 Mulgul Road, Malaga W.A 6090 (08) 9248 8392 www.germanodesigns.com.au

GERMANO
DESIGNS

Unit: 3/1 Mulgul Road, Malaga W.A 6090

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GERMANO DESIGNS

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Member of the BDAWA

Appendix 2

Transport Planning and Traffic Plans

CITY OF JOONDALUP

KINROSS

FALKLANDS PARK

800m

Marmion Avenue

Burleigh Drive

Waterhouse Meander

400m

MCINTYRE PARK

McIntyre Avenue

SOUTHPORT PARK

Grand Ocean Entrance

Mattingleys Approach

GRAND OCEAN PARK

BURNS BEACH

BENGELLO PARK

Broulee Lane

Watcombe Avenue

Lillico Avenue

Bramston Vista

BEACHSIDE PARK

BRAMSTON PARK

FUTURE BURNS BEACH PRIMARY SCHOOL (2022)

Beachside Drive

Whitehaven Avenue

Burns Beach Road

Delgado Parade

JACK KIKERO'S COMMUNITY HALL

ATMA PARK

Ocean Entrance

Kallatina Drive

BURNS BEACH SUNSET VILLAGE HOLIDAY & LEISURE PARK

Kurrawa Way

ILUKA PLAZA

Burns Beach Road

PARKS AND RECREATION	ROAD
WATERWAYS	Hay Street — STREET NAME
PUBLIC PURPOSE	LOCATION BOUNDARY
SHOPPING AREA	DISTANCE FROM LOCATION
CITY OF JOONDALUP	LOCAL GOVERNMENT NAME
BURNS BEACH	SUBURB NAME

LEGEND

No	DATE	AMENDMENT
A	23-12-2020	ISSUED FOR REVIEW

PROJECT: LOT 243 & 244 (NO 44 & 46) GRAND OCEAN ENTRANCE, BURNS BEACH

TITLE: LOCALITY PLAN - 800M RADIUS

DRAWING NUMBER: KC01230.000_ S01

DRAWN BY: A.M.

Civil & Traffic Engineering Consultants
Suite 7 No 10 Whipple Street Balcatta WA 6021
PH: 08 9441 2700
WEB: www.kctt.com.au
kctt

CITY OF JOONDALUP

KINROSS

FALKLANDS PARK

800m

Marmion Avenue

Burleigh Drive

Waterhouse Meander

400m

MCINTYRE PARK

McIntyre Avenue

SOUTHPORT PARK

Grand Ocean Entrance

GRAND OCEAN PARK

Matinglevs Approach

BURNS BEACH

BENGELLO PARK

Broulee Lane

Watcombe Avenue

Lillico Avenue

Bramston Vista

BEACHSIDE PARK

BRAMSTON PARK

FUTURE BURNS BEACH PRIMARY SCHOOL (2022)

Beachside Drive

Whitehaven Avenue

Burns Beach Road

Delgado Parade

JACK RIKERO'S COMMUNITY HALL

ATMA PARK

Ocean Entrance

Kallatina Drive

BURNS BEACH SUNSET VILLAGE HOLIDAY & LEISURE PARK

Kurrawa Way

Burns Beach Road

ILUKA PLAZA

PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street — STREET NAME

LOCATION BOUNDARY

DISTANCE FROM LOCATION

CITY OF JOONDALUP — LOCAL GOVERNMENT NAME

BURNS BEACH — SUBURB NAME

HIGH QUALITY SHARED PATH

OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)

GOOD ROAD RIDING ENVIRONMENT

BICYCLE LANES OR SEALED SHOULDER EITHER SIDE

GRADIENT ARROW

WALKING TRAIL

LEGEND

No	DATE	AMENDMENT
A	23-12-2020	ISSUED FOR REVIEW

PROJECT: LOT 243 & 244 (NO 44 & 46) GRAND OCEAN ENTRANCE, BURNS BEACH

TITLE: BICYCLE NETWORK PLAN - 800M RADIUS

DRAWING NUMBER: KC01230.000_ S02

DRAWN BY: A.M.

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CITY OF JOONDALUP

KINROSS

FALKLANDS PARK

800m

Marmion Avenue

Burleigh Drive

Waterhouse Meander

400m

MCINTYRE PARK

McIntyre Avenue

SOUTHPORT PARK

Burleigh Drive

471

Grand Ocean Entrance

Mattingleys Approach

GRAND OCEAN PARK

BURNS BEACH

Grand Ocean Entrance

471

BENGELLO PARK

Watcombe Avenue

Grand Ocean Entrance

Brownlee Lane

Lillico Avenue

Bramston Vista

BEACHSIDE PARK

BRAMSTON PARK

FUTURE BURNS BEACH PRIMARY SCHOOL (2022)

Beachside Drive

Whitehaven Avenue

Burns Beach Road

470

Delgado Parade

JACK KIKERO'S COMMUNITY HALL

ATMA PARK

Kallatina Drive

Ocean Entrance

T

470 471

BURNS BEACH SUNSET VILLAGE HOLIDAY & LEISURE PARK

Kurrawa Way

Burns Beach Road

ILUKA PLAZA

470

PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street — STREET NAME

LOCATION BOUNDARY

DISTANCE FROM LOCATION

CITY OF JOONDALUP — LOCAL GOVERNMENT NAME

BURNS BEACH — SUBURB NAME

BUS ROUTES

BUS STOPS

103 — BUS ROUTE NUMBER

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

MANAGEMENT SYSTEMS REGISTERED TO ISO 9001

LEGEND

No	DATE	AMENDMENT
A	23-12-2020	ISSUED FOR REVIEW

PROJECT: LOT 243 & 244 (NO 44 & 46) GRAND OCEAN ENTRANCE, BURNS BEACH

TITLE: PUBLIC TRANSPORT PLAN - 800M RADIUS

DRAWING NUMBER: KC01230.000_ S03

DRAWN BY: A.M.

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CITY OF JOONDALUP

KINROSS

FALKLANDS PARK

800m

Marmion Avenue

Burleigh Drive

Waterhouse Meander

400m

MCINTYRE PARK

McIntyre Avenue

SOUTHPORT PARK

GRAND OCEAN PARK

Grand Ocean Entrance

Matinglevs Approach

BURNS BEACH

BENGELLO PARK

Broulee Lane

Watcombe Avenue

Lillico Avenue

Bramston Vista

BEACHSIDE PARK

Beachside Drive

BRAMSTON PARK

FUTURE BURNS BEACH PRIMARY SCHOOL (2022)

Whitehaven Avenue

Burns Beach Road

Delgado Parade

JACK RIKERO'S COMMUNITY HALL

ATMA PARK

Ocean Entrance

Kallatina Drive

BURNS BEACH SUNSET VILLAGE HOLIDAY & LEISURE PARK

Kurrawa Way

Burns Beach Road

ILUKA PLAZA

PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street — STREET NAME

LOCATION BOUNDARY

DISTANCE FROM LOCATION

CITY OF JOONDALUP — LOCAL GOVERNMENT NAME

BURNS BEACH — SUBURB NAME

HIGH QUALITY SHARED PATH

OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)

PEDESTRIAN PATH

WALKING TRAIL

LEGEND

No	DATE	AMENDMENT
A	23-12-2020	ISSUED FOR REVIEW

PROJECT: LOT 243 & 244 (NO 44 & 46) GRAND OCEAN ENTRANCE, BURNS BEACH

TITLE: PEDESTRIAN PATHS PLAN - 800M RADIUS

DRAWING NUMBER: KC01230.000_ S04

DRAWN BY: A.M.

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CITY OF JOONDALUP

KINROSS

FALKLANDS PARK

800m

400m

Marmion Avenue

Burleigh Drive

Waterhouse Meander

McIntyre Avenue

MCINTYRE PARK

SOUTHPORT PARK

25,532 AM 07:45 - 2,285 PM 15:15 - 2,256 20/21
NORTH OF BURNS BEACH ROAD

1,573 AM 08:00 –175 PM 15:00 –131 2017
EAST OF UMINA WAY

Grand Ocean Entrance

Mattingleys Approach

GRAND OCEAN PARK

BURNS BEACH

BENGELLO PARK

Broulee Lane

Lillico Avenue

Watcombe Avenue

Bramston Vista

BRAMSTON PARK

FUTURE BURNS BEACH PRIMARY SCHOOL (2022)

2,244 AM 08:00 –241 PM 15:00 –203 2020
SOUTH OF GRAND OCEAN ENTRANCE

BEACHSIDE PARK

Beachside Drive

Whitehaven Avenue

Burns Beach Road

10,373 AM 07:45 - 843 PM 17:00 - 1,080 17/18
WEST OF MARMION AVENUE

Delgado Parade

JACK KIKERO'S COMMUNITY HALL

ATMA PARK

Ocean Entrance

Kallatina Drive

BURNS BEACH SUNSET VILLAGE HOLIDAY & LEISURE PARK

Kurrawa Way

ILUKA PLAZA

LEGEND

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

No	DATE	AMENDMENT
A	19-01-2021	ISSUED FOR REVIEW

PROJECT: LOT 243 & 244 (NO 44 & 46) GRAND OCEAN ENTRANCE, BURNS BEACH

TITLE: EXISTING TRAFFIC COUNTS - 800M RADIUS

DRAWING NUMBER: KC01230.000_ S05

DRAWN BY: A.M.

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CITY OF JOONDALUP

Rundle Link

Grand Ocean Entrance

58

101

159

288

Whitehaven Avenue

Figtree Lane

288

274

14

Broulee Lane

115

LOCATION BOUNDARY

ROAD (VARIED WITH ROAD WIDTH)

Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development

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

Traffic Flow IN Direction

Traffic Flow OUT Direction

MANAGEMENT SYSTEMS REGISTERED TO ISO 9001

NOTE: THE PLAN IS COURTEOUSY OF GERMANO DESIGNS

LEGEND

No	DATE	AMENDMENT
A	28-01-2021	ISSUED FOR REVIEW

PROJECT: LOT 243 & 244 (NO 44 & 46) GRAND OCEAN ENTRANCE, BURNS BEACH

TITLE: TRAFFIC FLOW DIAGRAM

DRAWING NUMBER: KC01230.000_ S06

DRAWN BY: A.M.

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PH: 08 9441 2700
WEB: www.kctt.com.au

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CITY OF JOONDALUP

LOCATION BOUNDARY

ROAD (VARIED WITH ROAD WIDTH)

Lewis Road ROAD NAME

000 Traffic Flow IN Direction

000 Traffic Flow OUT Direction

1,389 Total Expected Traffic Generation from the proposed development - PM peak

MANAGEMENT SYSTEMS REGISTERED TO ISO 9001

NOTE: THE PLAN IS COURTEOUSY OF GERMANO DESIGNS

LEGEND

No	DATE	AMENDMENT
A	28-01-2021	ISSUED FOR REVIEW

PROJECT: LOT 243 & 244 (NO 44 & 46) GRAND OCEAN ENTRANCE, BURNS BEACH

TITLE: TRAFFIC FLOW DIAGRAM - PM PEAK

DRAWING NUMBER: KC01230.000_ S07

DRAWN BY: A.M.

Civil & Traffic Engineering Consultants
Suite 7 No 10 Whipple Street Balcatta WA 6021

PH: 08 9441 2700
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CITY OF JOONDALUP

LOCATION BOUNDARY

ROAD (VARIED WITH ROAD WIDTH)

Lewis Road ROAD NAME

000 (Traffic Flow IN Direction)

000 (Traffic Flow OUT Direction)

1,389 Total Expected Traffic Generation from the proposed development - AM peak

NOTE: THE PLAN IS COURTEOUSY OF GERMANO DESIGNS

LEGEND

MANAGEMENT SYSTEMS REGISTERED TO ISO 9001

No	DATE	AMENDMENT
A	28-01-2021	ISSUED FOR REVIEW

PROJECT: LOT 243 & 244 (NO 44 & 46) GRAND OCEAN ENTRANCE, BURNS BEACH

TITLE: TRAFFIC FLOW DIAGRAM - AM PEAK

DRAWING NUMBER: KC01230.000_ S08

DRAWN BY: A.M.

Civil & Traffic Engineering Consultants
Suite 7 No 10 Whipple Street Balcatta WA 6021
PH: 08 9441 2700
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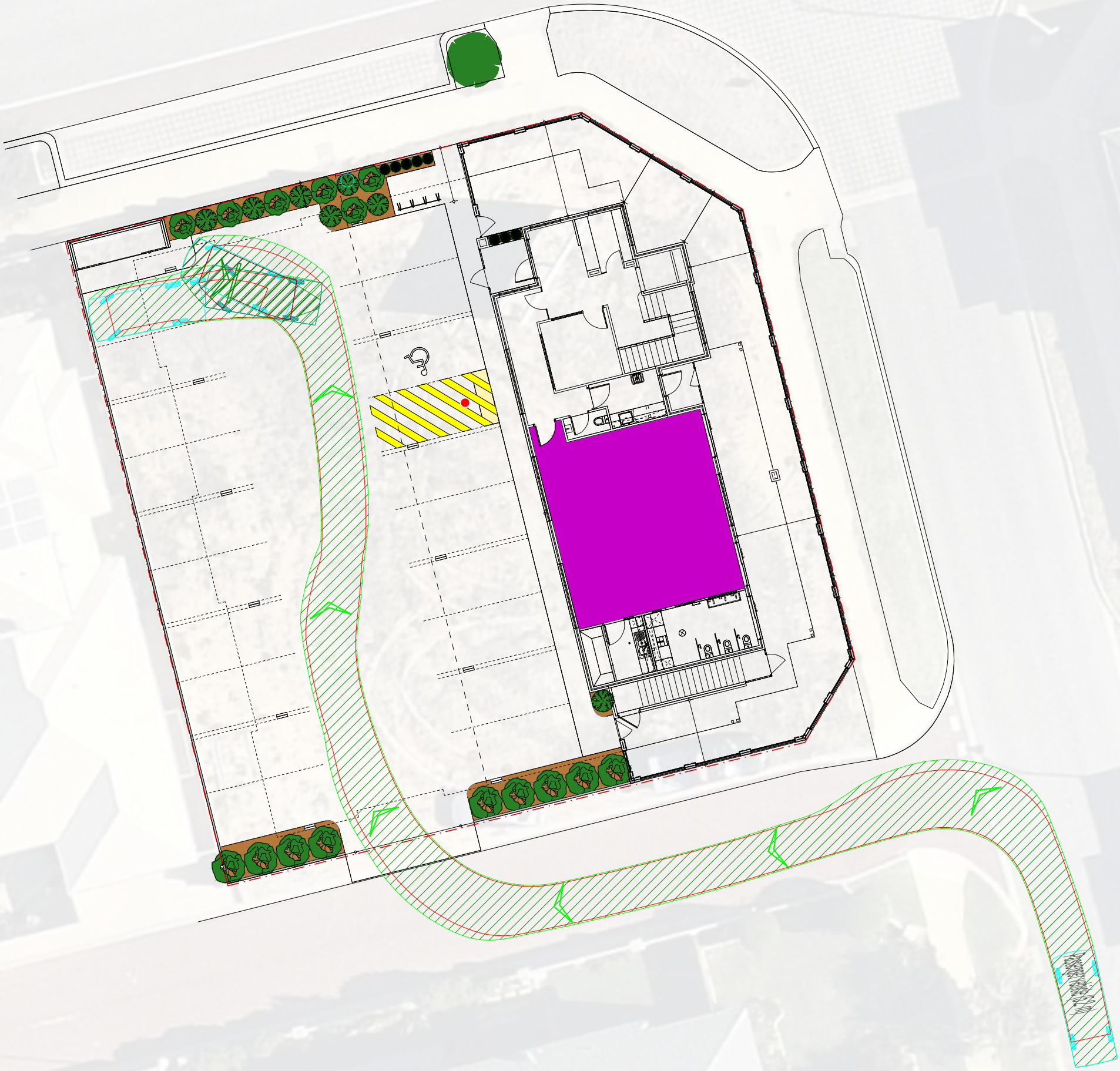
Appendix 3

Vehicle Turning Circle Plan



LEGEND

NO	DATE	AMENDMENT
A	28-01-2021	ISSUED FOR REVIEW

PROJECT:
No. 44 & 46 Grand Ocean Entrance, Burns Beach

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

DRAWING NUMBER:
KC01230.000_S20

DRAWN BY:
A.M.

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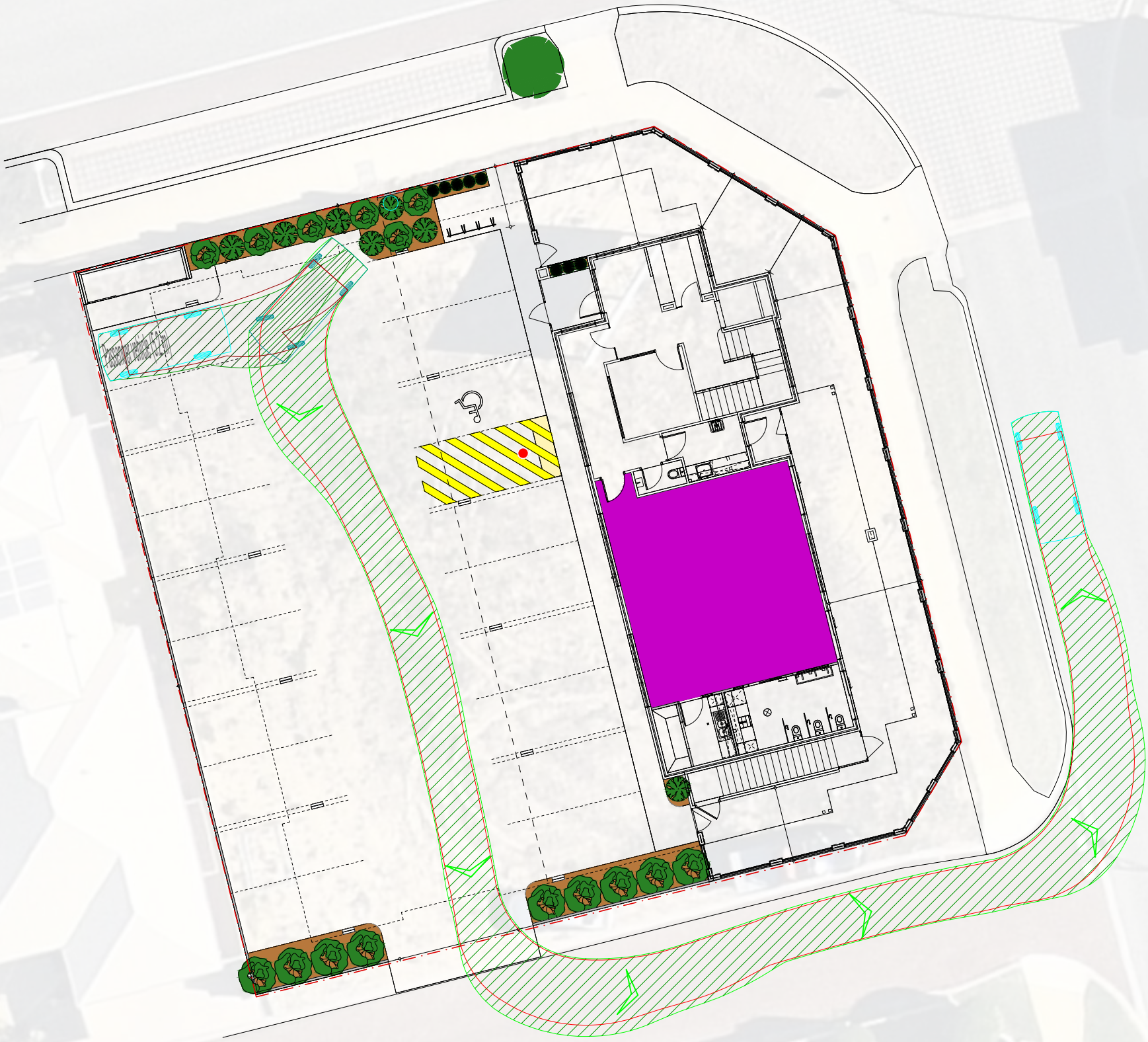
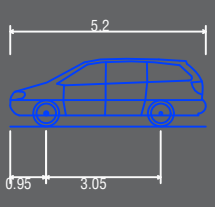
Suite 7 No 10 Whipple Street Balcatta WA 6021
PH: 08 9441 2700
WEB: www.kctt.com.au





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

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

LEGEND

NO	DATE	AMENDMENT
A	28-01-2021	ISSUED FOR REVIEW

PROJECT:
No. 44 & 46 Grand Ocean Entrance, Burns Beach

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

DRAWING NUMBER:
KC01230.000_S21

DRAWN BY:
A.M.

Civil & Traffic Engineering Consultants
Suite 7 No 10 Whipple Street Balcatta WA 6021
PH: 08 9441 2700
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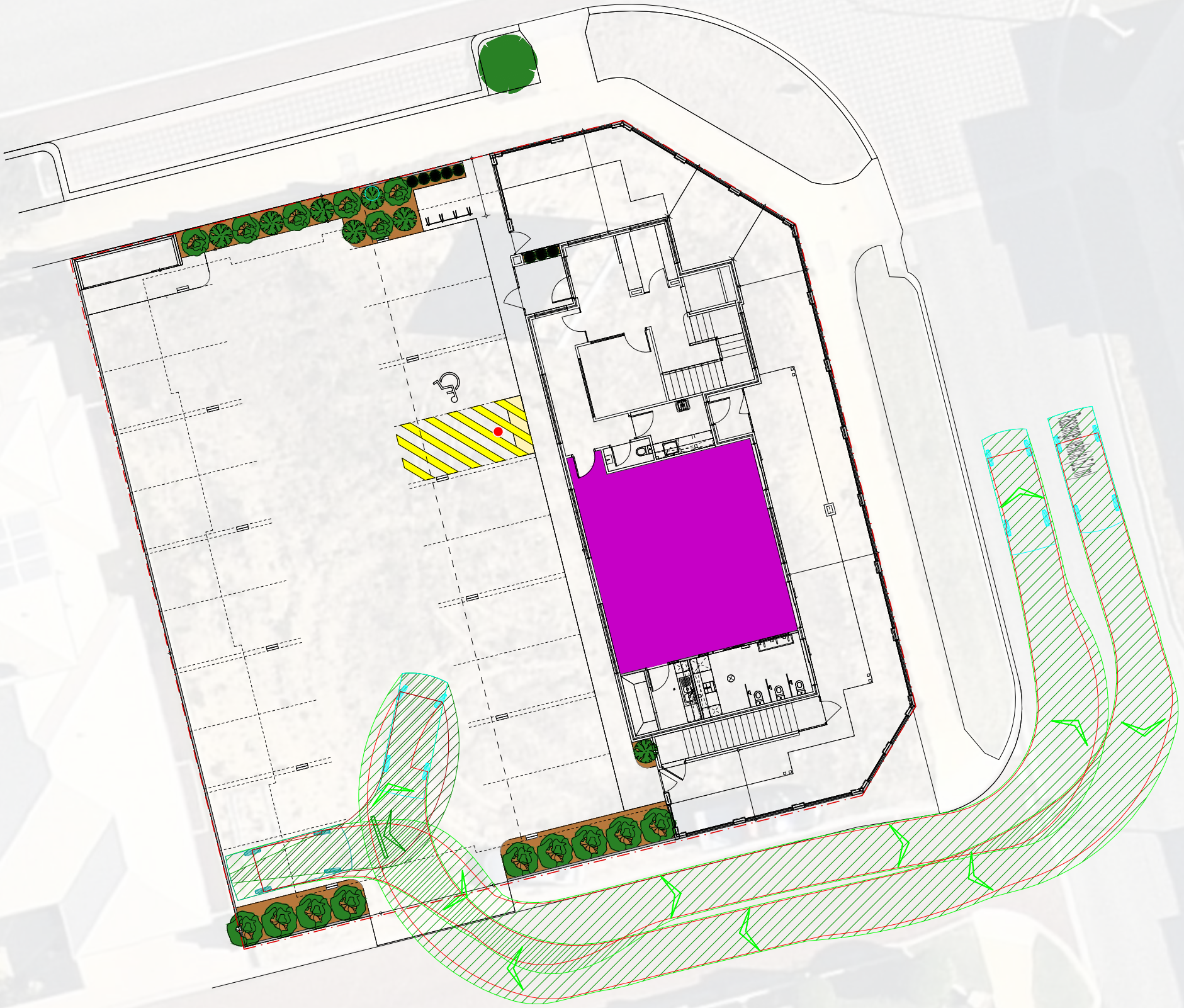
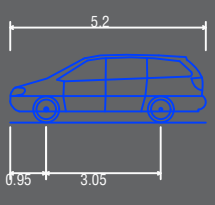




Passenger vehicle (5.2 m)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.804m
Min Body Ground Clearance	0.295m
Track Width	1.840m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.300m

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

LEGEND

NO	DATE	AMENDMENT
A	28-01-2021	ISSUED FOR REVIEW

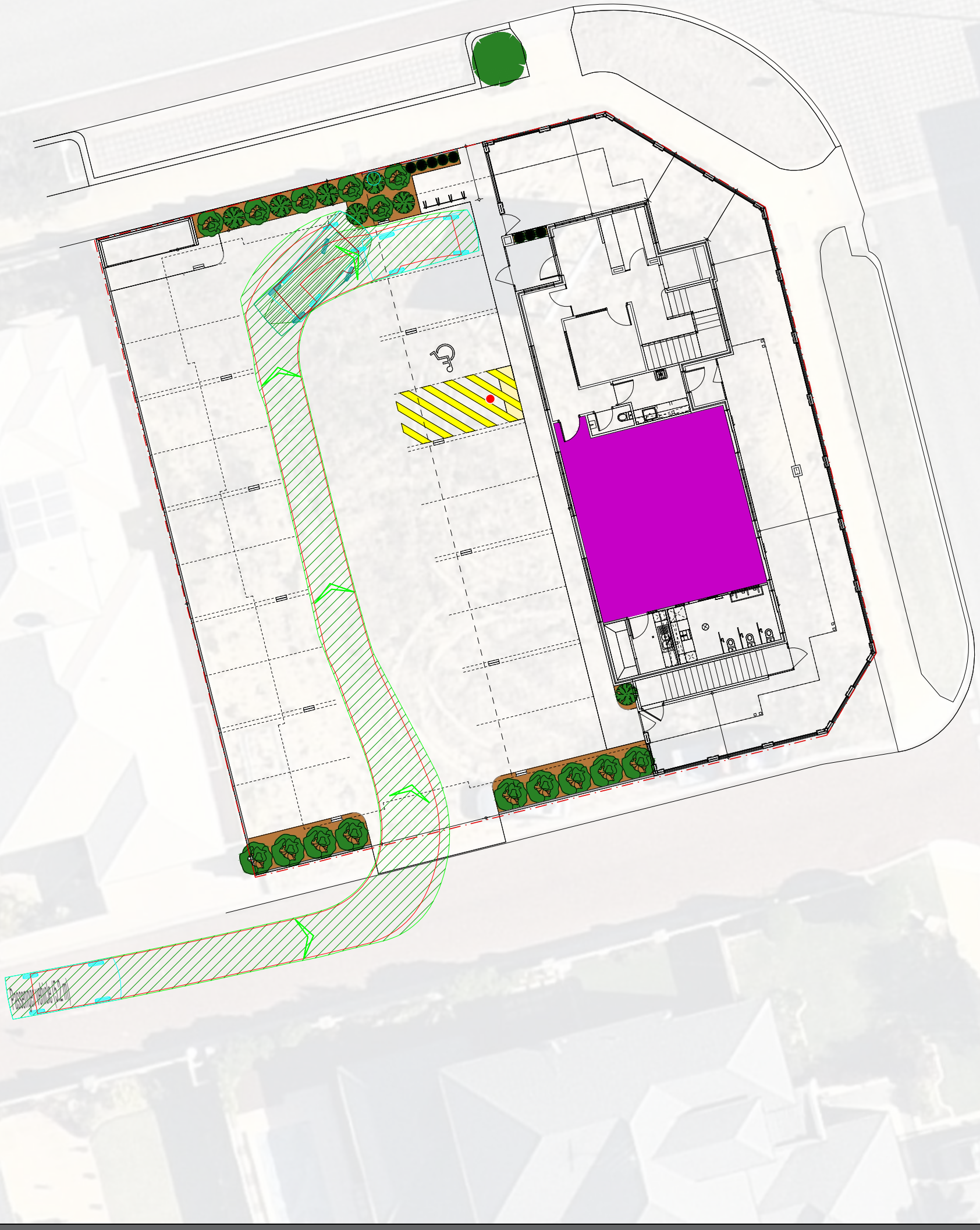
PROJECT:
No. 44 & 46 Grand Ocean Entrance, Burns Beach

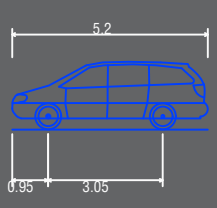
TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

DRAWING NUMBER:
KC01230.000_S22

DRAWN BY:
A.M.

Civil & Traffic Engineering Consultants
Suite 7 No 10 Whipple Street Balcatta WA 6021
PH: 08 9441 2700
WEB: www.kctt.com.au





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

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

LEGEND

NO	DATE	AMENDMENT
A	28-01-2021	ISSUED FOR REVIEW

PROJECT:
No. 44 & 46 Grand Ocean Entrance, Burns Beach

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

DRAWING NUMBER:
KC01230.000_S23

DRAWN BY:
A.M.

Civil & Traffic Engineering Consultants
Suite 7 No 10 Whipple Street Balcatta WA 6021
PH: 08 9441 2700
WEB: www.kctt.com.au

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

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

LEGEND

NO	DATE	AMENDMENT
A	28-01-2021	ISSUED FOR REVIEW

PROJECT:
No. 44 & 46 Grand Ocean Entrance, Burns Beach

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

DRAWING NUMBER:
KC01230.000_S24

DRAWN BY:
A.M.

Civil & Traffic Engineering Consultants
Suite 7 No 10 Whipple Street Balcatta WA 6021
PH: 08 9441 2700
WEB: www.kctt.com.au

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

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

LEGEND

NO	DATE	AMENDMENT
A	28-01-2021	ISSUED FOR REVIEW

PROJECT:
No. 44 & 46 Grand Ocean Entrance, Burns Beach

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

DRAWING NUMBER:
KC01230.000_S25

DRAWN BY:
A.M.

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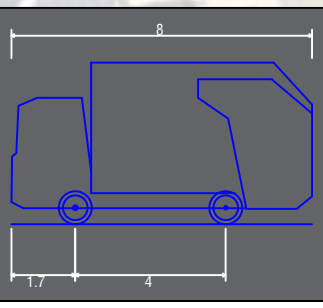
Suite 7 No 10 Whipple Street Balcatta WA 6021
PH: 08 9441 2700
WEB: www.kctt.com.au

Grand Ocean Entrance

Broulee Lane

White Haven Avenue

Waste Truck (8.0m)



Overall Length	8.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

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

LEGEND

NO	DATE	AMENDMENT
A	23-02-2021	ISSUED FOR REVIEW

PROJECT:
No. 44 & 46 Grand Ocean Entrance, Burns Beach

TITLE:
Waste Truck (8.0m)

DRAWING NUMBER:
KC01230.000_S26a

DRAWN BY:
A.M.

Civil & Traffic Engineering Consultants
Suite 7 No 10 Whipple Street Balcatta WA 6021
PH: 08 9441 2700
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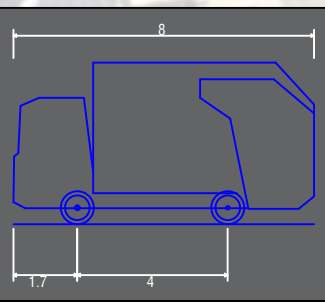
Grand Ocean Entrance

White Haven Avenue

Broulee Lane



Waste Truck (8.0m)

Overall Length	8.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

Lot boundary

Wheel Path (Forward Vehicle Motion)

Vehicle Chasis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
A	23-02-2021	ISSUED FOR REVIEW

PROJECT:
No. 44 & 46 Grand Ocean Entrance, Burns Beach

TITLE:
Waste Truck (8.0m)

DRAWING NUMBER:
KC01230.000_S26b

DRAWN BY:
A.M.

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WASTE MANAGEMENT PLAN

PROPOSED CHILD CARE PREMISES

LOTS 243 & 244 (NO.44 & 46) GRAND OCEAN ENTRANCE, BURNS BEACH

CITY OF JOONDALUP

Prepared for:

Panda Early Learning Centre & Germano Designs

Prepared by:

CF Town Planning & Development
Planning & Development Consultants

Address: 3/1 Mulgul Road, Malaga WA 6090
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Email: carlof@people.net.au

May 2021

CF Town Planning & Development

This Waste Management Plan has been prepared by CF Town Planning & Development on behalf of Panda Early Learning Centre & Germano Designs for a proposed child care premises development on Lots 243 & 244 (No.44 & 46) Grand Ocean Entrance, Ocean Reef.

Carlo Famiano
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Malaga WA 6090

Document Revisions:

- Planning Report (i) – Dated 5 March 2021
- Planning Report (ii) – Dated 28 May 2021

Contents

List of Appendices

City of Joondalup

1.0 BACKGROUND & DESCRIPTION

CF Town Planning & Development have been commissioned by Panda Early Leaning Centre and Germano Designs to prepare a Waste Management Plan (WMP) in support of the development currently being considered by the City of Joondalup for the construction of a new child care premises on Lots 243 & 244 (Nos.44 & 46) Grand Ocean Entrance, Burns Beach ('Subject Land').

Under the terms of the City of Joondalup's current operative Local Planning Scheme No.3 (LPS No.3), the Subject Land is classified 'Urban Development' zone and is locate within the Burns Beach Structure Plan Area ('Structure Plan'). According to the Structure Plan the Subject Land is located within the 'Local Shop Precinct'.

Under the Terms of the Structure Plan, the development and use of land within the 'Local Shop Precinct' is identified as a permissible' ("P") use.

The Subject Land is located on the south-western corner of the intersection of Grand Ocean Entrance and Whitehaven Avenue. In addition, the Subject Land comprises frontage and access to a right of way along the land's south-eastern rear boundary (known as Broulee Lane).

The Subject land is currently vacant/unused and does not comprise any physical improvements and/or any vegetation.

The proposed development includes the construction of one (1) two (2) storey building for child care premises purposes. In addition, the development will include the construction of a car parking area, vehicular access from the rear right of way (i.e. Broulee Lane).

A copy of the site development plans are provided in Appendix 2. It is significant to note that the proposed development will comprise a combined building floor area of 475.2m^2, along with outdoor play area and other facilities. In addition, the following table provides a breakdown of the usage of the site:

Table 1 – Floor Area Usage

USAGE	AREA
Internal Activity Area	218.76m^2
Outdoor Activity Area	464.61m^2
Amenities, Administration & Other Areas	256.44m^2
Total Area of Child Care Premises	**939.81m^2**

2.0 PURPOSE OF WASTE MANAGEMENT PLAN

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

The aim of this Plan is to:

1. Identify the indicative volume of waste generation.

2. Ensure adequate facilities are provided to serve the future operations of the child care premises on the Subject Land.
3. Demonstrate the proposed design meets industry best practice.
4. Provide for an adequate 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; and*
- *Discussions with the City of Joondalup Waste Management Division.*

4.0 ESTIMATED VOLUMES & BIN TYPE

4.1 Types of Waste Generated

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

Table 2 – Waste Types

WASTE STREAM	COMMENT
General Waste	The quantity and composition of general waste generated by a commercial or industrial operation can vary significantly. General waste includes non-recyclable plastics, food waste, recyclable packaging which is contaminated with food waste and other non-recyclable materials, as well as recyclables which have not been placed in the correct bin.
Recyclables	Workers frequently consume beverages packaged in recyclable containers, such as aluminium cans and polyethylene terephthalate (PET) bottles and milk is often provided by organisations in liquid paperboard or high density polyethylene (HDPE) containers. These materials can form a significant proportion of the waste stream in commercial and industrial buildings. Occasional company events can also generate irregular but significant quantities of glass and other containers.
Glass	Glass bottles are a primary component of the waste streams generated within licensed venues such as pubs and clubs, as well as food retailers such as cafes and some take-away shops. Glass is very dense which makes it difficult to store and move efficiently
Office Paper	Waste audits have shown that by quantity, paper is by far the largest waste stream generated from offices. Office paper is generally white, A4-size and 80 grams per square metre (gsm, g/m2), although many other combinations of colour, size and grade are also generated. Office paper is a higher grade paper and as it is usually generated in large quantities it is generally collected separately and recycled.
Cardboard and Bulk Packaging	Most waste generated from non-food retail facilities is bulk packaging material that protects goods delivered to the facility for sale or distribution.

Plastic Film	Plastic film, such as shrink pallet wrap, is another major component of non-food retail building waste. This material is very bulky, but very light weight and compacts well.
Food Waste	Most commercial and industrial developments generate some quantities of food waste. The volumes of food waste generated within a development can vary significantly depending on the type and scale of the business; ranging from uneaten employee/staff meals within office buildings through to food outlets, which can produce large quantities of food waste on a daily basis.
Cooking Oil & Grease	Used cooking oil is produced in large volumes by food retailers such as fish and chips shops and fried chicken stores. Waste oil can cause significant issues if improperly disposed of to the sewage system.
Controlled Waste	The Environmental Protection (Controlled Waste) Regulations 2004 apply to a controlled waste that is produced by, or as a result of: • An industrial or commercial activity • A medical, nursing, dental, veterinary, pharmaceutical or other related activity • Activities carried out on or at a laboratory • An apparatus for the treatment of sewage. An apparatus for the treatment of sewage. Controlled Waste is defined as all liquid waste, and any waste that cannot be disposed at a Class I, II or III landfill site.
Other Wastes	These can include printers, copies, and toner cartridges, IT equipment, batteries, mobile phones, furniture, florescent lights, paint, pallets and mattresses, timber, ferrous and non-ferrous metal

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

- General waste; and
- Co-mingled recycling, which in includes all paper, cardboard, plastic, glass and metal waste.

4.2 Volume

As previously mentioned, the proposed development on the Subject Land will include the construction of one (1) building comprising a building floor area of 475.2m^2.

In order to provide the necessary service, this Waste Management Plan estimates the volume of waste generated by the use. Reference is made to the WALGA Guidelines, which also references the NSW Guidelines for waste generated by commercial type uses. In this instance, the waste generation rates associated with the 'Education' use has been adopted to for child care premises.

In light of the above and in accordance with the aforementioned guidelines, the following weekly waste generations ratios associated for each stream of waste (i.e. general waste and recycling) are provided for each use class:

Rates of Waste Generation (Use – 'Education')

- 7L of general waste/100m^2 per day
- 3L of recycling (co-mingled)/100m^2 per day

It should be noted that the proposed child care premises on the Subject Land will operate between Monday to Friday (i.e. 6 days). Notwithstanding this, the waste calculation has been undertaken over a seven (7) day period.

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 x Waste Rate) x 7 days

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

Table 3 – Weekly Waste Generation

USE TYPE	AREA OF BUILDING	GENERAL WASTE	RECYCLE WASTE
Education	931.81m^2	460.50 litres	197.36 litres

4.3 Bin Type

Given the relatively small volume of waste being generated by the proposed use on the land. this Waste Management Plan recommends the use of standard 240L mobile garbage bins (MGB) to service the property. Figure 1 illustrates the dimension of a 240L bin. As to be outlined further, the waste collection intervals will be weekly for both general waste and recycle waste.

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

- Total bins required for general/recycle waste

  Total Number of Bins Required + Total Weekly Waste Generated/240L

Given the waste generation calculation outlined in Table 2, the following bin requirements will be applied to the proposed development on the Subject Land:

- General waste bins- 3 x 240L
- Recycle waste bins- 2 x 240L

Note: The child care premises will be provided with an additional recycle bin to accommodate any overflow requirements.

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 4) are provided in support of the waste generation and the number of bins required to service the use:

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

Table 4 – Bin Capacity

WASTE TYPE	BIN SIZE	NUMBER OF BINS	BIN CAPACITY
General Waste	240L	3	720L per week
Recycle Waste	240L	2	480L per week

In light of the above bin capacity calculations, it is contended that the provision of the bin numbers listed in Table 4, including associated storage facilities, is sufficient to accommodate the needs of the future occupants of the development.

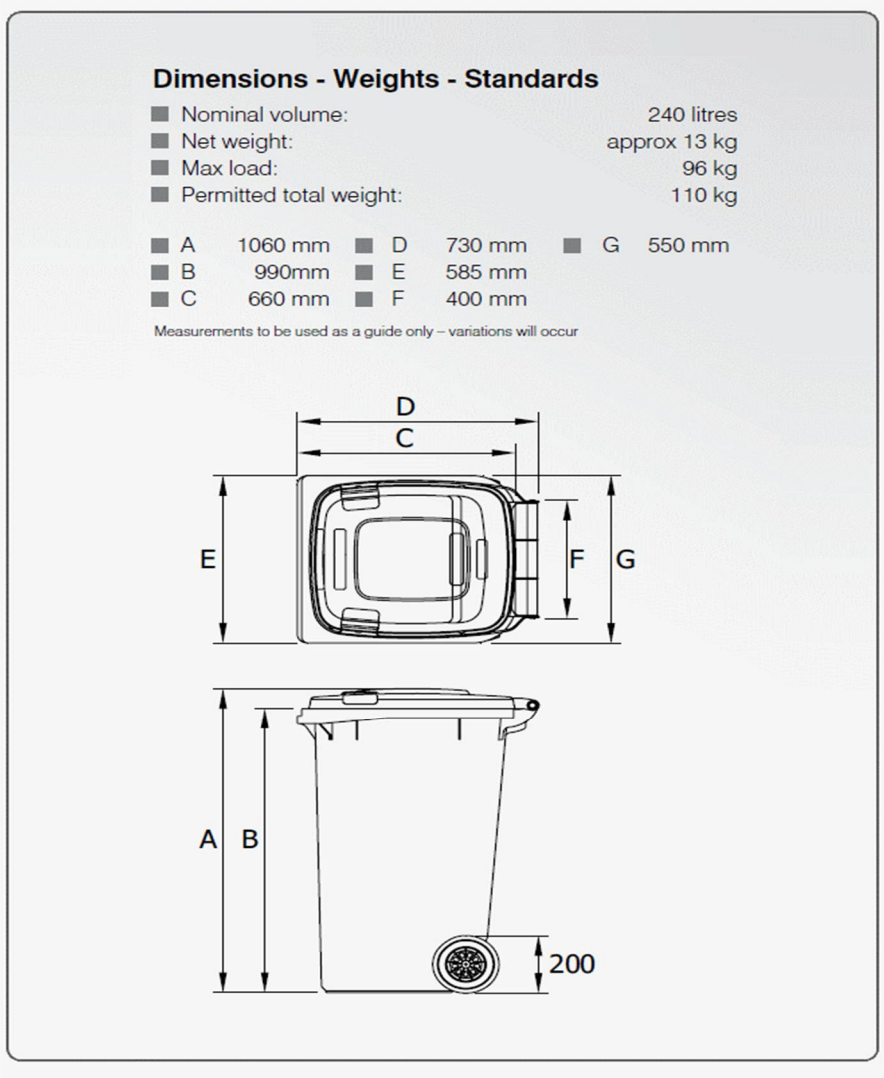

Figure 1 – Bin type & dimensions

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 collection services being provided for the development on the Subject Land:

- Weekly 240 litre general waste bin collection.
- Weekly 240 litre recycling bin collection.

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 (for the child care premises) of the development.

All bins will be collected by the private contractor within the right of way using an 8 metre long truck, which is a rear loading truck equipped with a reverse camera system (see Figure 2). The rubbish truck will service the development along the right of way, which is consistent with the existing services offered by the City of Joondalup for the residential dwelling along the right of way.

On collection day, the bins will be relocated out of the bin store area and lined up along the right of way which comprises a verge area that is adequate to accommodate the bins. An observation of the existing residential dwellings along this section of the right of way indicates that collection is being undertake along the right of way by the City of Joondalup.

The bins will be manual wheeled to the rear of the truck by the operator and serviced. It should be noted that the truck will be stationary for a short period of time, with collection time being outside of the peak vehicle movement periods for the child care premises (i.e. outside the pick-up and drop-off times). This will result in the rubbish service attending the site between 9am and 2pm once per week per rubbish type. Given this, it is expected that there will be little disruptions to both the on-site vehicle movements and any vehicle movements within the right of way during the weekly rubbish pick-up period. Furthermore, the service will not conflict with the peak vehicles movements on the adjoining streets and right of way. Given this, the service will not impact the nearby residential properties in terms of noise and reflects the current waste service within the area undertaken by the City of Joondalup.

It should be noted that there is sufficient space within the right of way to enable the trucks to service the rubbish bins for pick-up (see Appendix 1 – Bin Storage Location).

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

6.0 LOCATION, SIZE & FEATURES OF BIN STORAGE AREA

6.1 Bin Store Area & layout

As previously mentioned, the proposed child care premises on the Subject Land will require a total of five (5) 240 litre mobile garbage bins (MGB). The following table provides a breakdown of the require area for the bin storage area to accommodate the required bins:

Table 5 – Bin Storage Area

BINS SIZE	LENGTH	WIDTH	QUANTITY	AREA REQUIRED
240L MGB (General Waste)	730mm	585mm	3 bins	1.28m^2
240L MGB (Recycle Waste)	730mm	585mm	2 bins	0.86m^2
			Total Area Required	**2.14m^2**
			Total Area provided	**7.92m^2**

The bin store area will comprise sliding 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).

6.2 Bin Store Location & Features

The development will include one (1) bin storage area to service the child care premises on the land. The bin storage area will be located abutting the right of way along the land's south-eastern rear boundary abutting the car parking area and well away from any adjoining property. The proposed location allows for easy access to the bin storage area by the private contractor and will enable the truck to access the bins for service along the right of way to the rear of the Subject Land (see Appendix 1 – Bin Store Location).

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

The location of the bin store will be abutting the car parking area and the right of way. In addition, the bin storage area will contain masonry screen fencing and will therefore not have an adverse impact on the occupants of the development or any adjoining/adjacent properties.

The proposed location of the bin storage area will:

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

ii) The bin store is located away from any habitable rooms of the existing dwelling/s on any adjoining/adjacent properties; and

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

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

- The bin storage area will comprise a tap and connection to sewer for wash-down purposes.
- The bin storage area will comprise a 100mm concrete floor.
- The bin store area will be screened and gated to hide its view from the street, the car parking area, the outdoor play area and will provide security.
- The bin storage area will be secure and screened from the operators of the development.
- Adequate bin collection area and method (see Appendix 1 – Bin Store Location).

7.0 NOISE, ODOUR & MINIMIZING LANDFILL

It is anticipated that the location of the bin storage area within the car parking area of the development, abutting the right of way, will provide easily access by the operators of the various businesses on the land and minimize disruption to neighbors and residents.

Noise

The bin storage area will be screened and located within the Subject Land, abutting the car parking area, with adequate separation to the dwelling on adjoining south-eastern property. In addition, the store will be well setback from the dwellings adjacent the Subject Land on he opposite side of the right of way. The bin storage area will comprise a masonry wall around the perimeter of the compound to provide security and reduce any transfer of noise.

It is expected that the 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 noise that would not be consistent with that generated by the adjoining properties.

In light of the above, it is contended that there will be no notable impacts on the residential dwellings on the adjoining properties from the development on the Subject Land in terms of waste management.

Odour

Strategies to minimize odour are:

- Locating the bin storage area within the car parking area for the new development, abutting the right of way and away from any openings to the child care premises;
- Construction of a masonry wall around the perimeter of the bin storage area.
- Screening the bin storage area.

- Allowing for natural ventilation of the bin storage area.
- Regular washing of the bins and storage area.

Minimising landfill

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

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

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

Vermin

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

8.0 SCREENING & BLENDING OF BIN STORARE AREA

The bin storage area will be purpose built compound specifically designed and screened from the public realm (i.e. Grand Ocean Entrance and/or Whitehaven Avenue and/or the right of way). The materials and finishes of the bin storage compound will harmonise with those materials to be used for the proposed development (i.e. masonry).

9.0 IMPACT ON ADJOINING/ADJACENT PROPERTIES

The proposed development on the Subject Land has been designed to locate the bin storage area in a location away from any internal activity areas of the child care premises and provides adequate separation from any major opening to the habitable rooms for the existing residential dwelling on the adjoining properties.

It is contended that the bin storage area is consistent with a bin storage area akin to a conventional residential development (i.e. grouped or multiple dwelling development). Notwithstanding this fact, it is significant to note that the bin store for the proposed development 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 proposed development will include adequate general waste and recycle bins within each key functional area of the building to enable staff and patrons of the use to appropriately dispose of waste. This includes the activity areas/outdoor play areas for the child care premises, all amenities and staff rooms throughout the development. The bins will be no larger than 60 litres and will be appropriately labelled or coloured to distinguish between the different waste types.

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

11.0 MANAGEMENT REQUIREMENTS (WASTE MANAGEMENT)

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

i) Appoint a staff member to be responsible for:
- arranging pick-up times for the bins by the private contractor;
- arrange for all internal bins to be emptied daily or when full and arrange for the bins to be cleared and sanitized daily; and
- coordinating the cleaning of the bins and bin storage areas every two (2) to three (3) weeks;

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

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

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

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

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

12.0 CONSTRUCTION WASTE

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

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

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

More details regarding on-site management during the construction phase of the development will be provided as part of a Construction management Plan to be prepared by the builder prior to the commencement of construction.

13.0 CONCLUSION

As demonstrated within this Waste Management Plan, the proposed child care premises on Subject Land provides sufficient bin storage and adequate bins to service the business operations for both general waste and recyclables. Furthermore the servicing of the bins by the private contractor can be adequately achieved without having an adverse impact on the local residents and the local street network.

28 May 2021

CF Town Planning & Development
Planning & Development Consultants

APPENDIX 1 – BIN STORE LOCATION

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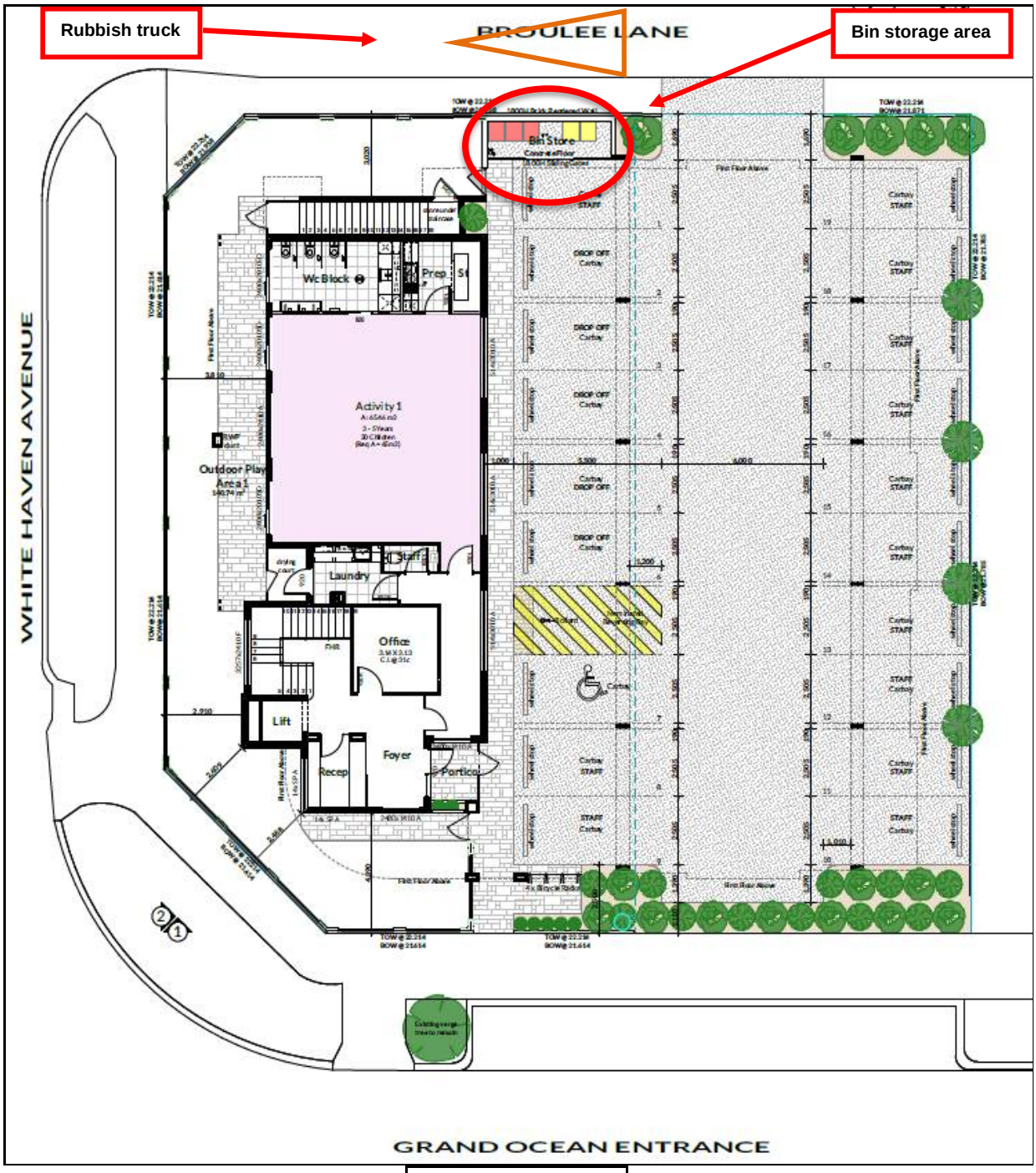
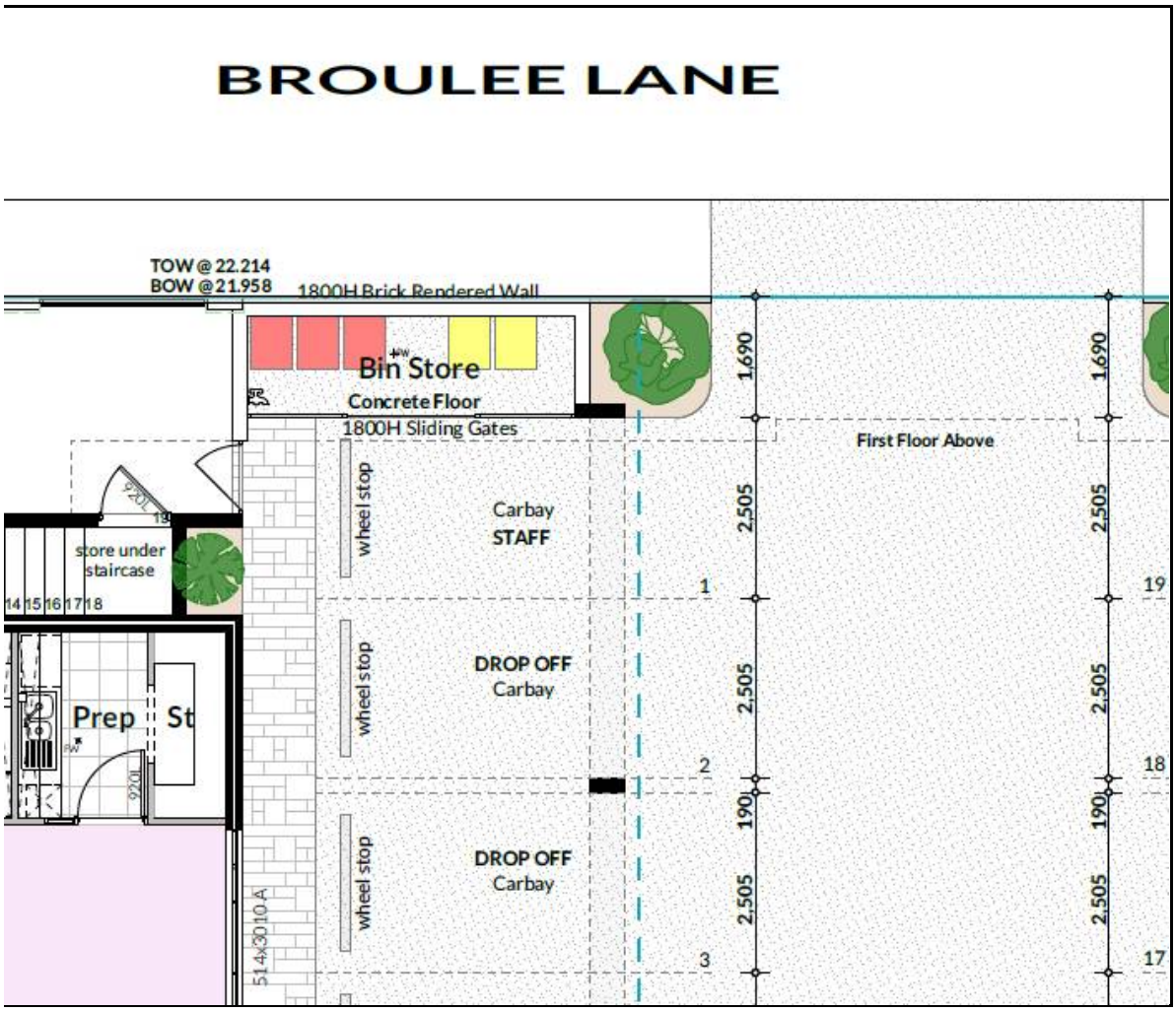
Tel: 9249 2158 **Mb:** 0407384140 **Email:** carlof@people.net.au
CVF Nominees Pty Ltd ABN: 86 110 067 395



Above - Site Plan



Bin Storage Area

APPENDIX 2 – SITE DEVELOPMENT PLANS

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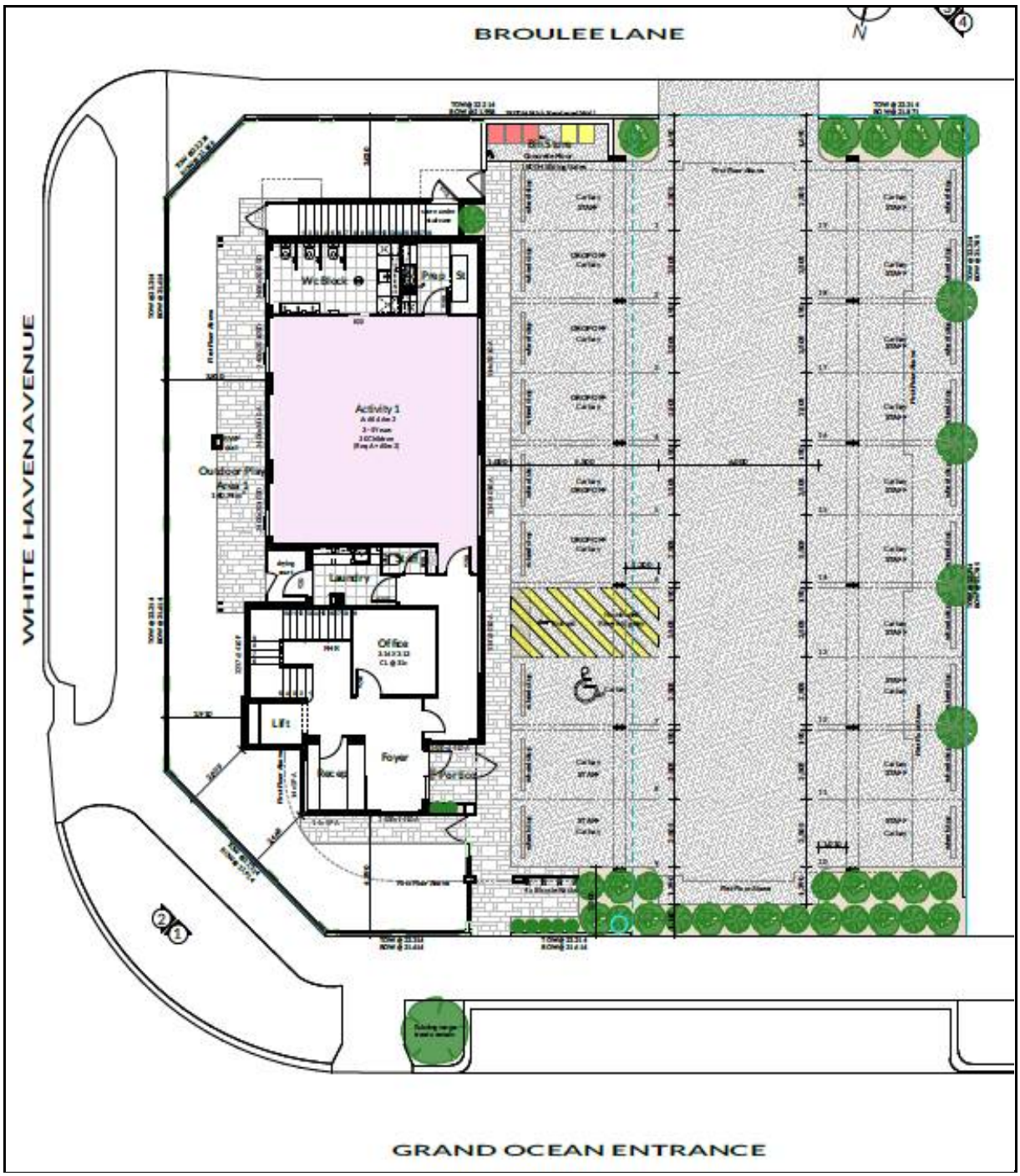
Tel: 9249 2158 Mb: 0407384140 Email: carlof@people.net.au
CVF Nominees Pty Ltd ABN: 86 110 067 395



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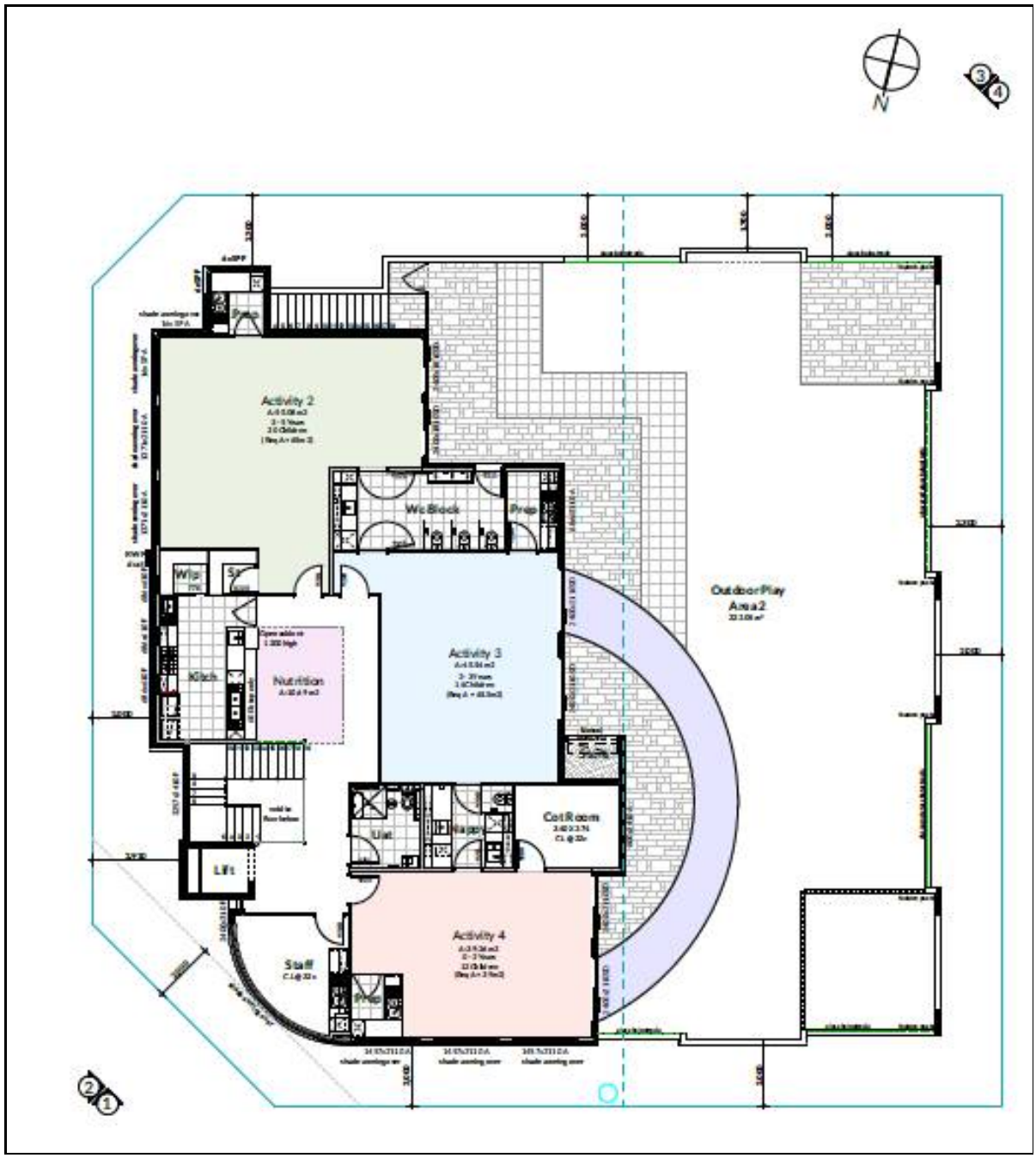
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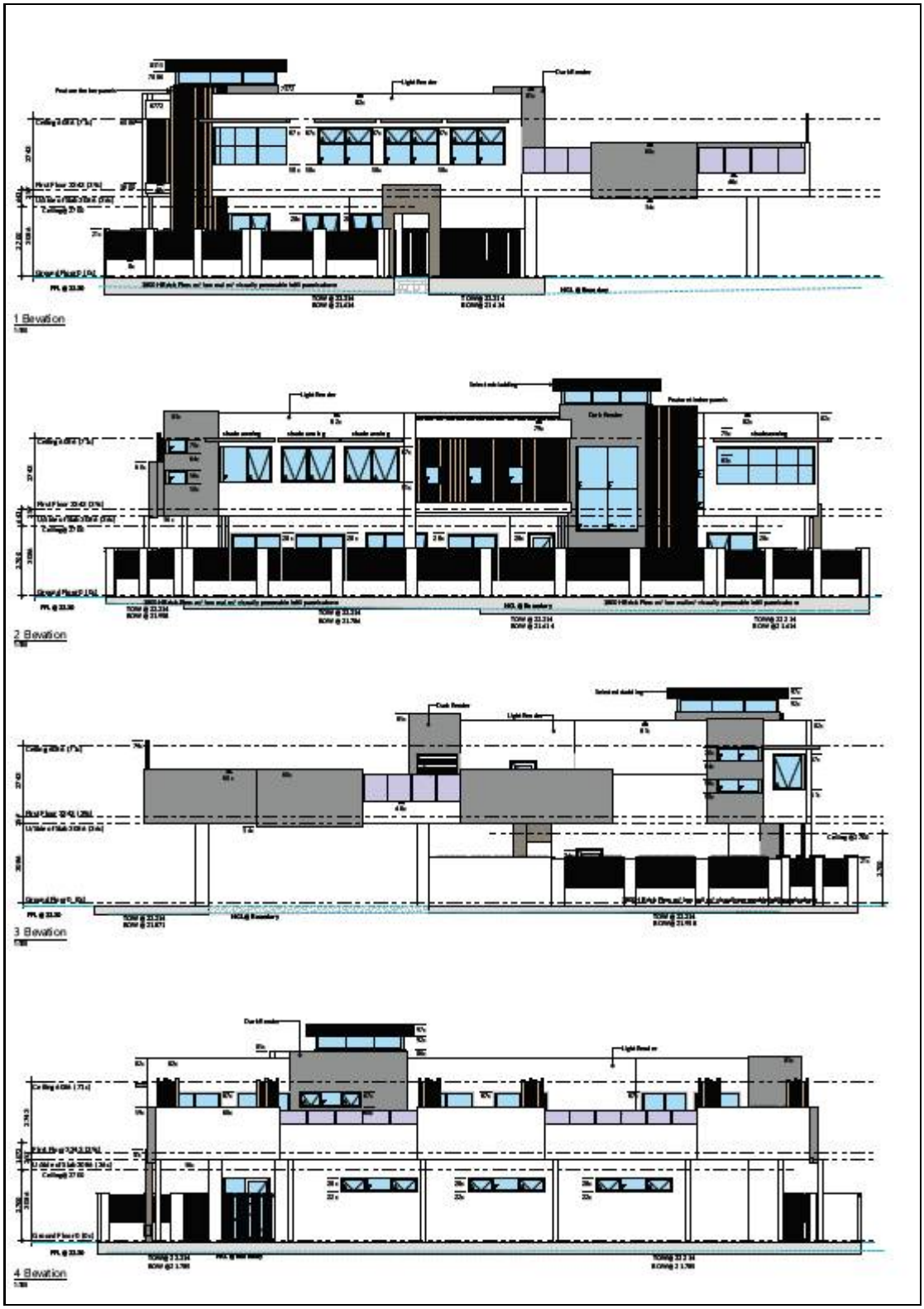
Activity 2
Wc Block
Prep
Activity 3
Outdoor Play Area2
Kitch
Nutrition
Cot Room
Activity 4
Staff
Lift


1 Elevation
2 Elevation
3 Elevation
4 Elevation

ACOUSTIC ASSESSMENT 2012126 Revision 0

PROPOSED CHILDCARE CENTRE
LOTS 243 & 244, 44 & 46 GRAND OCEAN ENTRANCE, BURNS BEACH WA 6021

prepared for

GERMANO DESIGNS
Unit 3/1 Mulgul Road, MALAGA WA 6090

on behalf of

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ND Engineering
Consulting Engineers

nde

CONTENTS:

SECTIONS:

ANNEXES:

REFERENCES:

A. Environmental Protection (Noise) Regulations 1997.

B. Drawings: Germano Designs, 9 sheets;
Revision 002, Issued for DA, dated 21 FEB 21.

REVISIONS:

Revision N°:	Date:	Issue / Comment	Status
0	23 FEB 21	DA	Current

AUTHOR:

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

SUMMARY

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

INTRODUCTION

1.1 ND Engineering was commissioned to provide an acoustic assessment of the potential noise emanating from the proposed Child Care Centre (CCC) with regards to the surrounding residential premises.

DESCRIPTION

2.1.1 The proposed CCC site, see Annex A, is located in Burns Beach on the North East corner of Grand Ocean Entrance, Whitehaven Avenue and Broulee Lane.

2.1.2 The nearest noise sensitive 'residential' premises of interest are located:

a.	Adjoining to the West	Lot 101, 42 Grand Ocean Entrance;
b.	Over Broulee Lane to the South	Lot 245, 41 Whitehaven Avenue;
c.	Over Whitehaven Ave to the East	Lot 315, Grand Ocean Entrance.

2.1.3 The assigned noise levels, see Annex A, of interest is an average maximum of LA10 45 dB(A) and a maximum of LAmax 65 dB(A) all during operating hours.

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

a. Annex A 'Location'.

b. Annex B 'Site Plans'.

2.2 The main Non-Equipment Noise source at the site will be:

a. Children's voices categorised by age:

-	Activity 1. Pre Kindy	Qty 20	3 to 5 yrs old	OAP 1 - Gnd Flr
-	Activity 2. Pre-kindy	Qty 20	3 to 5 yrs old	OAP 2 – 1st Flr
-	Activity 3 Toddlers	Qty 14	2 to 3 yrs old	OAP 2 – 1st Flr
-	Activity 4. Babes	Qty 12	0 to 2 yrs old	OAP 2 – 1st Flr

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

c. Carpark. Refer Annex G 'Carpark'.

2.3 The main Equipment Noise sources at the site are expected to comprise air-conditioning systems and mechanical ventilation systems. Refer Annex F 'Mechanical Services'.

ASSESSMENT

3.1 Noise emissions from the child care centre are expected to occur Monday to Friday between 0630 to 1830 hours (6.30am - 6.30pm) mainly during outdoor play weather permitting. This means that for evenings, night time, public holidays and Sundays there is expected to be no noise emissions from the Child Care Centre at all. Anecdotal evidence indicates this is a desirable situation sought by some residences when purchasing properties adjacent to a Child Care Centre as their will be no afterhours (including Sunday and Public Holiday) noise thus negating a common source of complaint.

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

Table 3.2 – ASSIGNED NOISE LEVELS

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

3.3 Refer to the following annexes for the detailed assessments:

a. Assigned Noise Levels. Refer Annex C ‘Assigned Noise Levels’.

b. Children. Refer Annex D ‘Children’.

c. Music. Refer Annex E ‘Music’.

d. Mechanical Services. Refer Annex F ‘Mechanical Services’.

e. Carpark. Refer Annex G ‘Carpark’.

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

CONCLUSIONS

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

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

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

RECOMMENDATIONS

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

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

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

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

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

e. Installer of materials and/or equipment to comply with:

(1) regulatory safety requirements.

(2) The safety procedures on the relevant Materials Safety Data Sheets (MSDS).

(3) The site safety requirements including the wearing of protective clothing such as safety boots, safety glasses, safety goggles and hard hats.

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

5.2 The following recommendations are made:

a. **Operational:**

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

(2) Staff will be instructed not to arrive prior to 0600 hours and to be off site by 1900 hours.

(3) Staff are should park in the Western car bays from bay 10 to 19 closest to residences.

(4) Children are not permitted outdoors, carpark excluded, prior to 0700 hours.

b. **Children's play areas:**

(1) Children are not permitted outdoors, carpark excluded, prior to 0700 hours.

(2) Practical considerations:

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

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

(3). There are no restrictions on children above 36 months and

(4). There are no restrictions on children below 36 months; and

(5) Provide the *Noise Barriers* as per Refence B, DA drawings.

c. **Music:**

(1) Keep external windows and doors closed; and

(2) Do not play music outdoors.

d. **Mechanical Services:**

(1) Exhaust systems:

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

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

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

(i) Located more than 6.0 metres from residential boundary with a vertical discharge;
(ii) Operating at a speed not exceeding nominally 960 rpm with a Sound Pressure Level not exceeding 52 dB(A) @ 3.0 m at the operating speed.

(2) Air-Conditioning (AC) systems:

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

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

(c) AC units shall have Sound Pressure Level not exceeding 61 dB(A) @ 1.0 metre when operating at rated conditions; and

(d) Refrigerated AC CU shall be horizontal condenser fan discharge (vertical CU fan discharges are not permitted); and

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

(f) Refrigerated AC CU shall NOT be placed in the carpark under the 1st floor slab; and

(g) Refrigerated AC CU shall preferably be placed on the 1st floor slab on the side closest to Grand Ocean Entrance.

e. **Carpark:**

(1). Signage is placed within the carpark asking parents/staff not to slam car doors/boots; and
(2). Signage is placed within the carpark asking parents/staff not to play music or radio, and
(3) Staff should park in the Western car bays from 1 to 10.

ANNEXES:

A. Location.
B. Site Plans.
C. Assigned Noise Levels.
D. Children.
E. Music.
F. Mechanical Services.
G. Carpark.

Annex A – Location

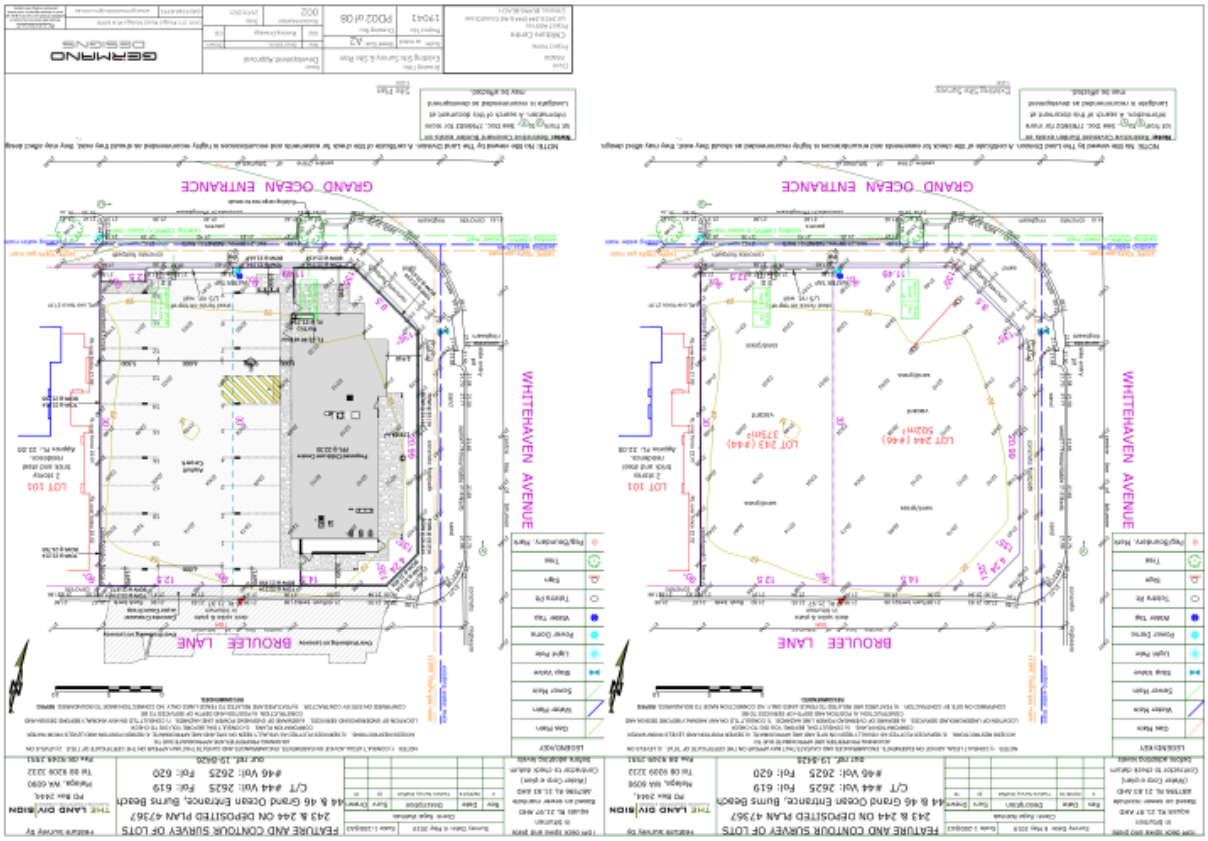


FIGURE A1 – SITE LOCATION (drawing rotated to shown North at top of page)

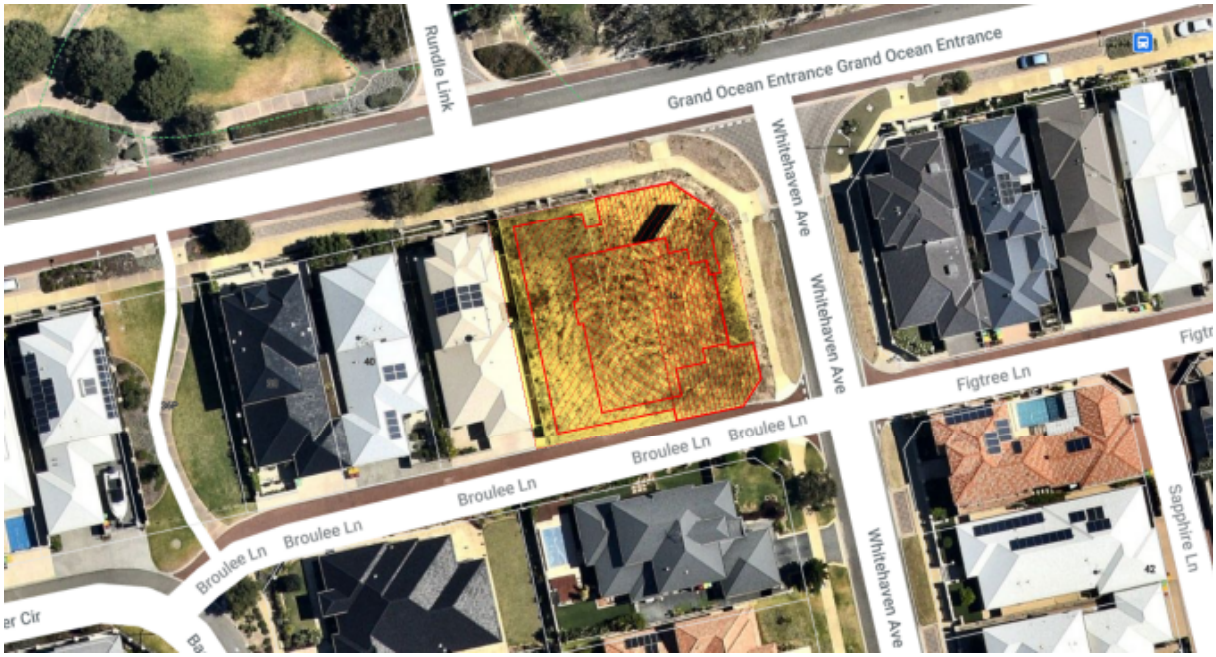


FIGURE A2 – SITE OVER VIEW (North top of page)

Annex B - Site Plans

FIGURE B0 – GROUND FLOOR PLAN (drawing rotated to shown North at top of page)

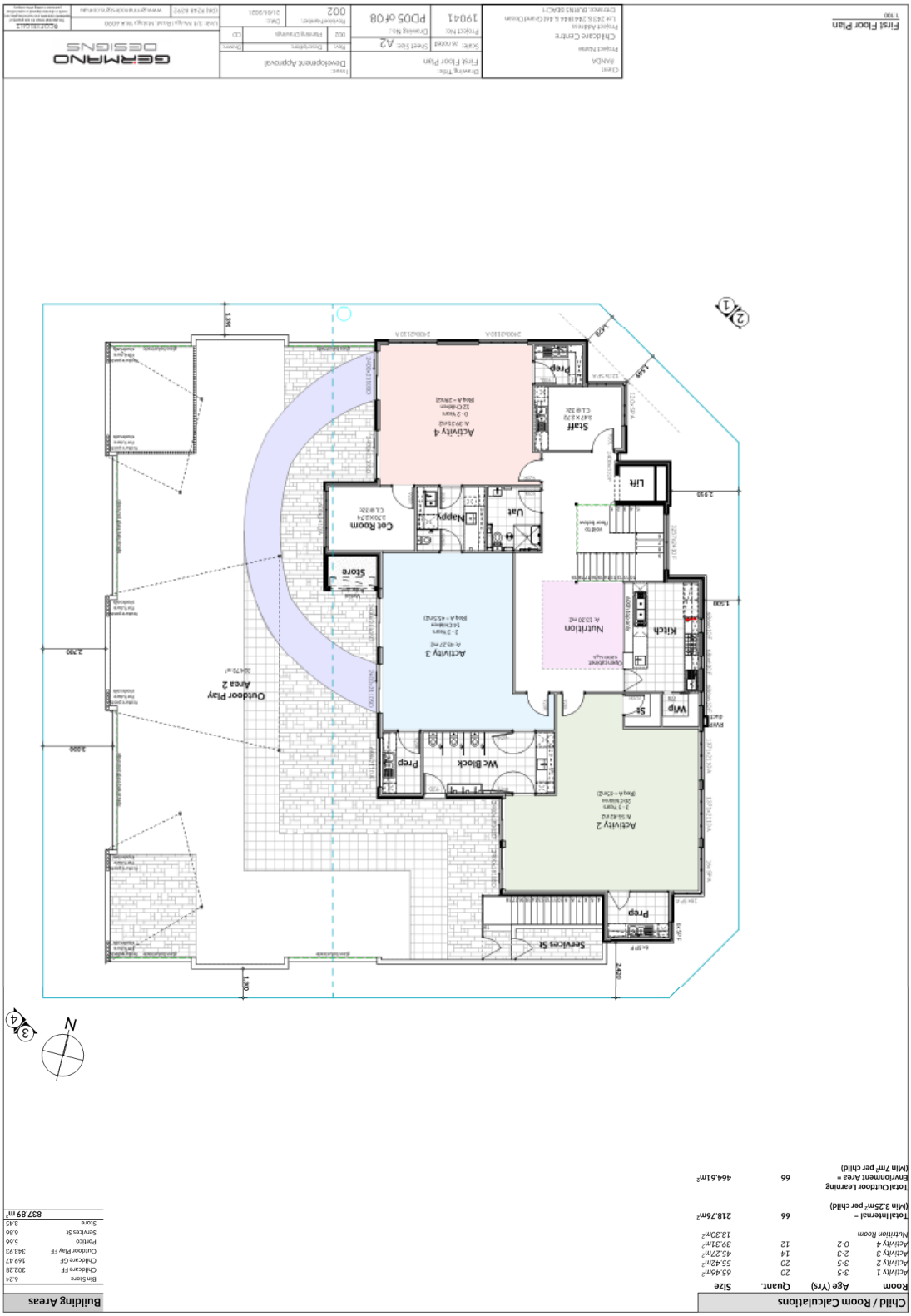


FIGURE B1 – FIRST FLOOR PLAN (drawing rotated to shown North at top of page)

FIGURE B2 – ELEVATIONS

GERMANO DESIGNS

Unit: 3/1 Mulgul Road, Malaga W.A 6090

(08) 9248 8392 www.germanodesigns.com.au

FIGURE B3.1 – PERSPECTIVES

GERMANO DESIGNS

Unit: 3/1 Mulgul Road, Malaga W.A 6090

(08) 9248 8392 www.germanodesigns.com.au

Member of the BDAWA

FIGURE B3.2 – PERSPECTIVES

Annex C - Assigned Noise Levels

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

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

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

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

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

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

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

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

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

Table C5 – ASSIGNED 'BASE' NOISE LEVELS

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

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

Table C6 – INFLUENCING FACTOR ASSESSMENT for residences SOUTH of the CCC.

NB: Residences South of CCC are within 450m of Leach Hwy / High St while Residences on par with the CCC or to the North are greater than 450m from the CCC & thus lose the extra 2 dB.

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

INFLUENCING FACTOR = 0 dB(A)

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

Table C7 – ASSIGNED NOISE LEVELS

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

Annex D - Children

D1. Noise emissions from the child care centre are expected to occur Monday to Friday between 0630 - 1830 hours (6.30am - 6.30pm) mainly during the two hours of outdoor play per day weather permitting for the Kindy group. This means that for evenings, night time, public holidays and Sundays there is expected to be no noise emissions from the child care centre at all.

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

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

a. **Kindy** – pre Kindy & Kindy all over 36 months old

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

b. **Toddlers** 2 – 3 years old:

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

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

c. **The Babes** 0 - 2 years old:

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

Attempts to obtain noise measurements suitable for use with Reference A have not been successful.

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

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

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

(3) Play groups are typically for 12 to 24 children depending upon supervision requirements, with play times being staggered with children being rotated between outdoor and indoor activities.

Children 0 to 3 years old - Assessment

D5.1 The Babes 0 - 2 years old is a very low noise producing group based on observations and discussions with CCC staff since year 2000. Their external play time is typically about 30 minute sessions. Attempts to obtain noise measurements suitable for use with Reference A have not been successful due to the typically low noise output of this age group.

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

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

a. Low noise output of this age group; and

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

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

Children 3+ years old - Assessment

D6.1 The data utilised for this assessment is derived from '*Proceeding of ACOUSTICS 2006 dated 20-22 November 2006*' with the relevant extract on the following page.

D6.2 The assessment is based on using sound data as follows:

a. LAmax Sound Pressure Lp = 82 dB(A) @ 1.0 m, Sound Power Lw = 90 dB(A)
note that LAmax is time independent;

b. LA01 not utilised as past experience shows that this data is difficult to acquire, and substantiate, as it is easily influenced by traffic, animal and vegetation noise.

c. LA10 Sound Pressure Lp = 65 dB(A) @ 1.0 m, Sound Power Lw = 73 dB(A)
note LA10 is time dependent and measured over 15 minutes;

D6.3 ND Engineering's assessment with regards to Residential Premises is that the noise emissions from the play areas as currently presented see Reference B and Annex A, complies with the assigned noise levels, see Figure D6.1 to D6.4, subject to implementation of the recommendations.

D6.4 ND Engineering recommendations are to provide *Noise Barriers* (See Figure 5 in the Recommendations section of the report).

D6.5 Refer to the Section 'Recommendations' in the main body of the report.

OUTDOOR PLAY AREA NOISE SOURCE MODELS

The sound produced from children at play varies significantly at different times. Nevertheless a model based on the realistic worst-case (or at least an upper percentile) noise level is required to be established to assess the impact on neighbouring premises. The noise levels when the children are quiet are not relevant. Annoyance is only likely and the neighbours will only complain when the sound level from the children at play is raised. Aspects of the noise source model include, the number of children in an area, the number of children that are likely to be vocal in that area, the type of voice (i.e. casual, normal, loud, etc) and the times and distances between source and receiver.

General assumptions are that the boundaries of the proposed outdoor play area will be at least 2 metres from the neighbouring boundaries due to landscaped areas. Typical play positions are approximately 2 to 9 metres from the boundaries of the nearest affected residences with an average distance of 5 metres. The maximum numbers of children in the proposed outdoor play area(s) at any given time, not including babies or very young children (i.e. 2 years of age or under), are normally 20 to 40 and occasionally as many as 70.

Noise models have been developed for the calculation of child sound levels from children at play. This is based on sound pressure level data for one child at 1 metre as given by Kryter (1985). This model covers various types of voice shown in column 1 of Table 1 below.

The estimated time of each type of voice is used to predict a 15-minute average for one child. Attenuation is then applied for a distance of 5 metres and an adjustment is made for the amount of children vocal at any one time. This is typically 20% to 35% of the number of children at a centre. Hence, for the rear play area for, for example, 35 children (aged 2 to 5 years) and for a typical worst-case scenario, a maximum of 12 children could be expected to be vocal at any one time, in any one area. Site-specific distance attenuations are then applied as shown in Table 1 below.

Table 1. An example of the predicted noise levels for children at play

Type of Voice	Sound Pressure Level (dBA) at 1 metre	Estimated Time Spent at each type of voice (minutes in 15)	Resultant Sound Level (dBA) 15 minute average
Casual	53	2.8	46
Normal	58	5	53
Raised	65	5	60
Loud	74	2	65
Shout	82	0.2	63
15 minute Average for 1 Child at 1 metre			68
15 minute Average for 12 Children at 1 metre Average Distance (From 68 + 10 $\log_{10}$ (12) dB)			79
15 minute Average for 12 Children at 5 metres (From 79 - 20 $\log_{10}$ (5/1) dB)			65

This model was tested and verified with acoustical measurements taken at the Shore Preparatory School, Northbridge, NSW, on Monday 10 November 2003. At 8 metres a sound pressure level of 60 dBA was found to be the highest 15-minute noise level when 30 children first entered the play area. After the children settled, the noise level dropped by 3 to 5 dB. It was noted that the sand pit was the area where the children played the quietest.

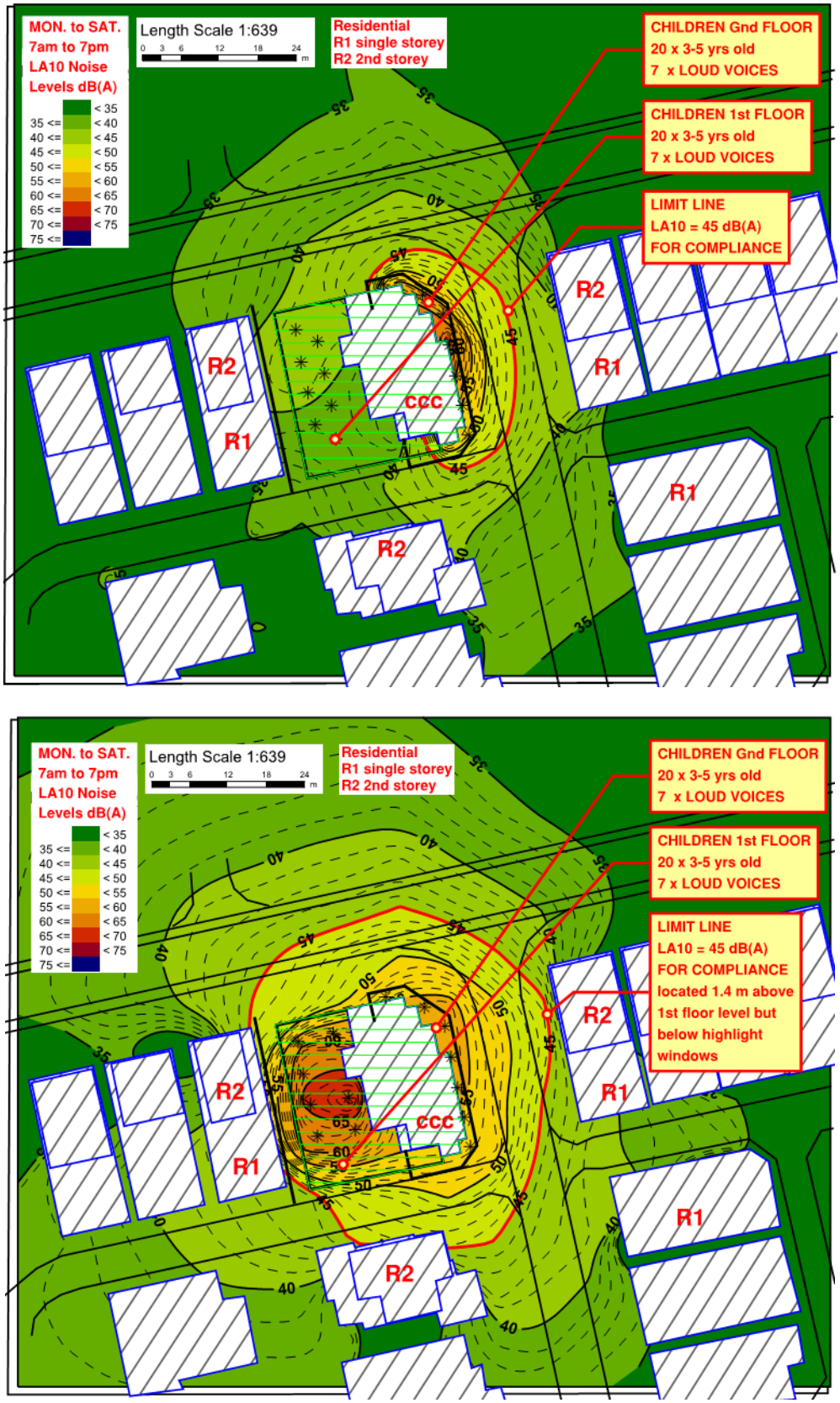


Figure D6.1B – OUTDOOR PLAY AREAS LA_{10}

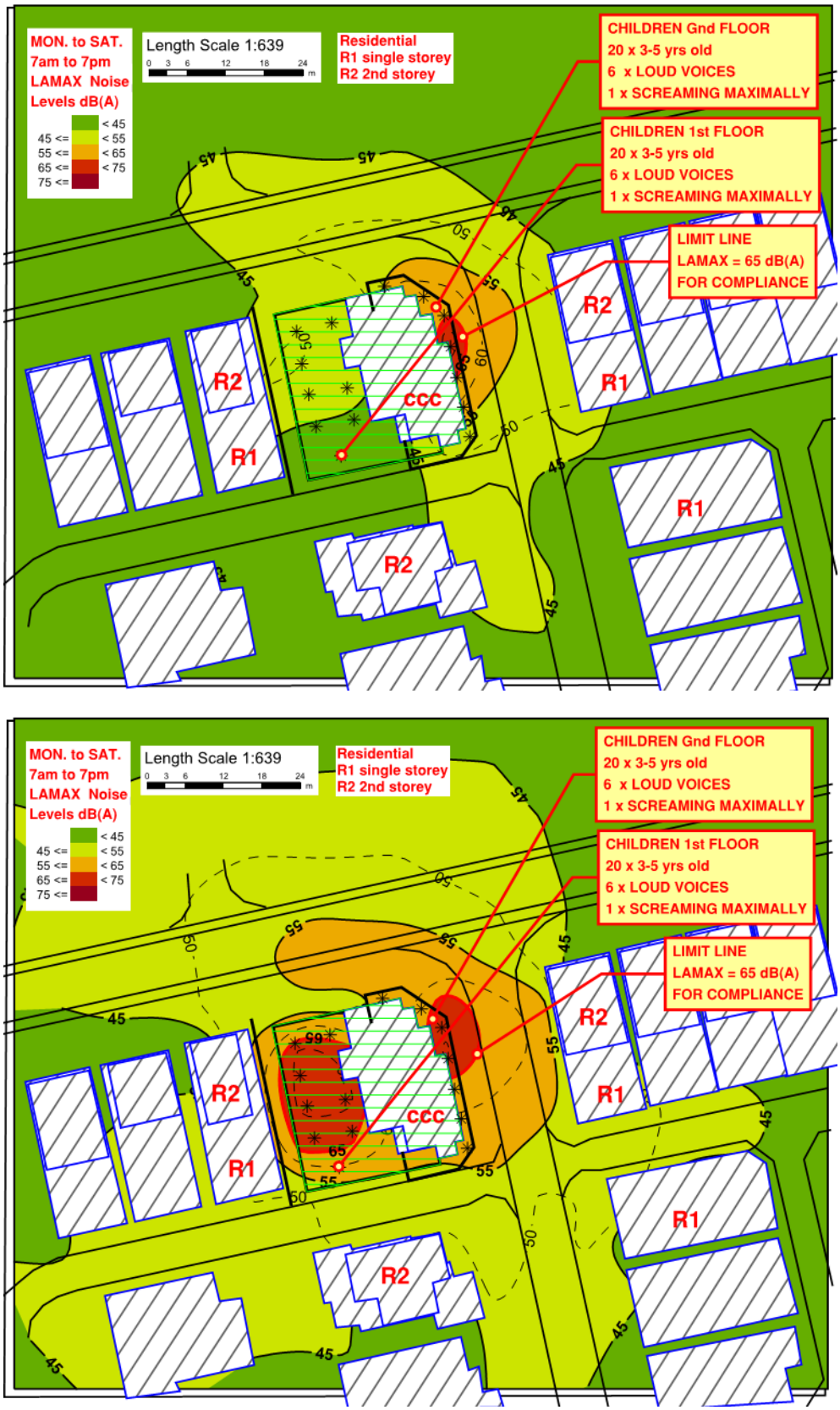


Figure D6.2a – OUTDOOR PLAY AREAS LA_{MAX}

Annex E - Music

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

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

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

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

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

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

E4. Refer to the Section ‘Recommendations’ in the main body of the report.

Annex F – Mechanical Services

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

a. Air-conditioning being either:

(1) Evaporative ducted; or

(2) Refrigerated reverse cycle air conditioning systems configure possibly as a mixture of ducted and wall mounted systems;

b. Mechanical ventilation exhaust systems (for Bath, Kitchen, Laundry, WC's) being typically of two types for;

(1) Rooms with an external non-boundary wall having either window or wall mounted exhaust fans; and

(2) Rooms without an external non-boundary wall having either:

(i) Ceiling mounted exhaust fan ducted vertically to the exterior through the roof; or

(ii) Bulkhead/ceiling ducted exhaust system to a non-boundary external wall; and

F2. The child care centre is expected to be operational, excluding public holidays, between 0630 to 1830 hours (6.30am - 6.30pm) Monday to Friday.

F3.1 The main potential noise source is the air-conditioning condenser units and the detailed requirements for these AC condenser units are contained in the recommendations section of this report. Essentially the recommendations are the use of inverter AC condenser units and positioning of the AC condenser units at least 6.0 metres from the adjoining properties boundary fences on the 1st floor play area (vertical condenser fan discharges are not permitted).

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

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

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

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

F4. Refer to the Section 'Recommendations' in the main body of the report.

Annex G - Carpark

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

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

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

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

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

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

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

G4.3 These LAmax noise levels are not significant and given the short duration of the drop off the application of tonality and modulation penalties could not be applied to the measurements as the duration of the event was less than 10% of any representative measurement period. The only penalty that could be applied is if car doors are slammed resulting in the application of an impulsive penalty of +10 dB(A). The historical experience shows that for normal car door action the situation is one of compliance with the assigned noise levels however slamming of car doors would not be compliant prior to 7am and thus a noise management is required via signage.

G5.1 ND Engineering's opinion is that the noise emissions within the carpark as currently presented, see Reference B and Annex A, would comply with the assigned noise levels subject to implementation of the recommendations.

G5.2 ND Engineering recommendations are:

a. Staff will be instructed not to arrive prior to 0600 hours and to be off site by 1900 hours; and

b. Staff will be instructed to park in the Western tandem car bays; and

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

d. Signage is placed within the carpark asking parents/staff not to play loud music.

G6. Refer to the Section 'Recommendations' in the main body of the report.

ATTACHMENT 7

URBANISTA
TOWN PLANNING

PROPOSED TWO-STOREY CHILDCARE

NO. 44 & 46 (LOTS 243-244) GRAND OCEAN ENTRANCE, BURNS BEACH

This report has been prepared by Urbanista Town Planning on behalf of the landowners for the proposed development at no. 44 & 46 (lots 243-244) grand ocean entrance, burns beach.

Rev	Author	Date	Reviewed	Date
A	MP	04/02/2021	BS	18/02/2021
B	MP	05/03/2021	BS	05/03/2021
C	MP	01/06/2021	BS	02/06/2021

CONTENTS

1 INTRODUCTION

Urbanista Town Planning have been engaged by the proposed operators of a childcare centre at Nos. 44 and 46 Grand Ocean Entrance, Burns Beach to prepare and submit a Development Application for a two-storey childcare.

This report provides a detailed assessment of the proposal in accordance with the relevant state and local planning frameworks to comprehensively demonstrate the merit of the proposal, and its supportability for development approval.

The proposal provides appropriate development bulk and scale for the subject site, in line with the existing context and future desired built form outlined in the local planning framework. The proposed childcare centre provides a local offering to residents within the locality. We look forward to working with the City and JDAP to achieve development approval.

Figure 1 — Perspective streetscape render

1.1 SUPPORTING DOCUMENTATION

To inform and support the design of the proposed development, additional supporting documents have been prepared and included in this submission, summarised below.

Document	Prepared by	Date
Attachment 1 Feature Survey and Development Plans	Germano Designs	02/06/2021
Attachment 2 Traffic Impact Statement	KC Traffic and Transport Pty Ltd	31/05//2021
Attachment 3 Acoustic Report	ND Engineering Consulting Engineers	25/02/2021
Attachment 4 Waste Management Plan	CL Town Planning and Development	31/05/2021
Attachment 5 Landscaping Plan	Project Artichoke Pty Ltd	01/06/2021

2 DEVELOPMENT CONTEXT

2.1 DEVELOPMENT SITE

The proposed development is located at Nos. 44 and 46 Grand Ocean Entrance on the corner of Grand Ocean Entrance and Whitehaven Avenue. The property currently contains a vacant lot and has a combined total site area of 877m² with a frontage and lot depth of 30m each, inclusive of truncations. The topography of the lots are flat and the surrounding estate whilst gradual, slopes down from east to west as it progresses closer to the ocean.

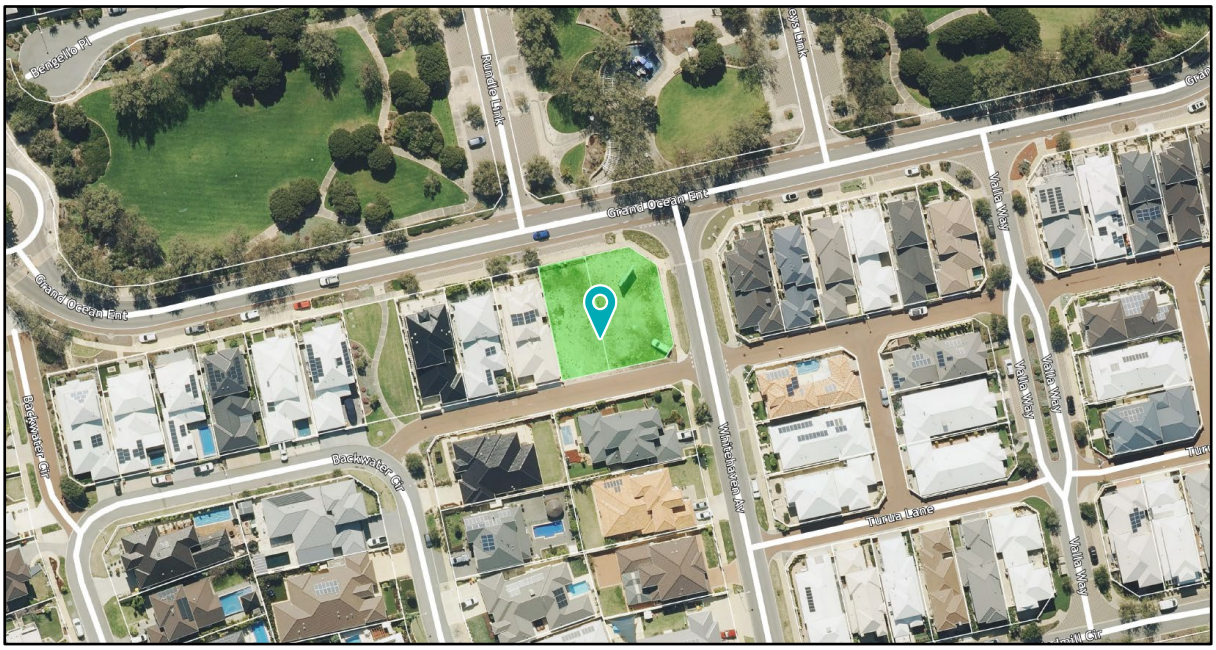
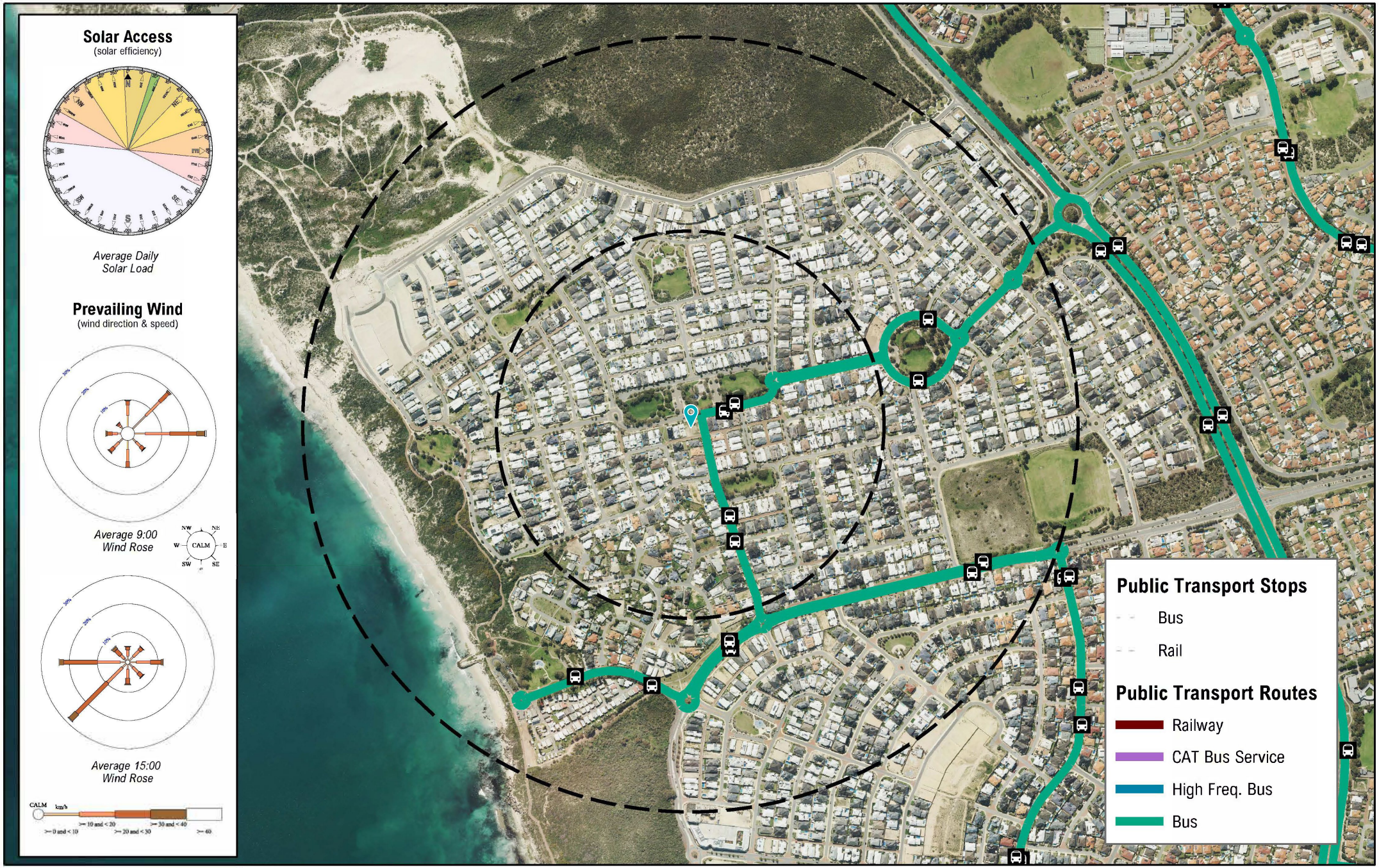


Figure 2 — Aerial photograph of site and surrounding lots (MetroMap January)

2.2 AMENITIES AND INFRASTRUCTURE

The site has vehicular access within 450m, to Burns Beach Road, connecting the site to the regional road network and significant destination such as Joondalup Health Campus, Lakeside Joondalup Shopping Centre, and the Joondalup Resort. Within 50m of the site, there are bus stops for the 470 bus-route connecting to Joondalup Station, Burns Beach and Clarkson Station. Bus stops along Burns Beach Road are within 500m of the site which accommodates the 471 bus-route which connects to Burns Beach and Joondalup Station with several schools and colleges along the route.

Contextually, the site is surrounded by residential development and public open spaces within 800m.



PUBLIC TRANSPORT NETWORK

0 50 100 200 300 400 500 m

SCALE 1:10,000 @ A4

44-46 GRAND OCEAN ENTRANCE BURNS BEACH

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GDA 1994
PCG94 & AHD

URBANISTA
TOWN PLANNING

2.3 PLANNING CONTEXT

The development site is located within the 'Urban Development' zone of Local Planning Scheme No. 3 ('**LPS3**'), with no residential code. The surrounding areas are similarly zoned.

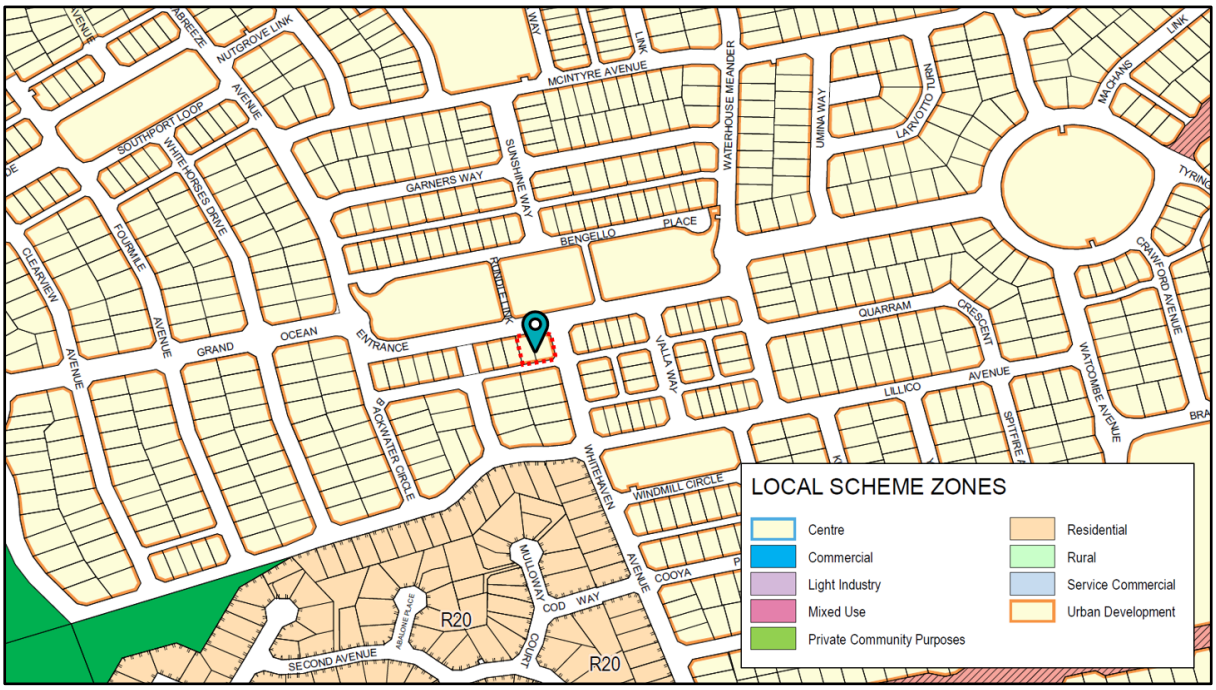

Figure 3 — Extract of the LPS3 Map

The site and surrounding area are subject to the Burns Beach Local Structure Plan ('**BBLSP**') which provides the designations of zones and density codes. The subject site is designated 'Local Shop', opposite approximately 17,700sqm of public open space, and to either side of the site along Grand Ocean Entrance the land is designated residential R40 while the land to the rear is designated R20. Land use designations are not legislated and are considered 'due regard' in accordance with Clause 27(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

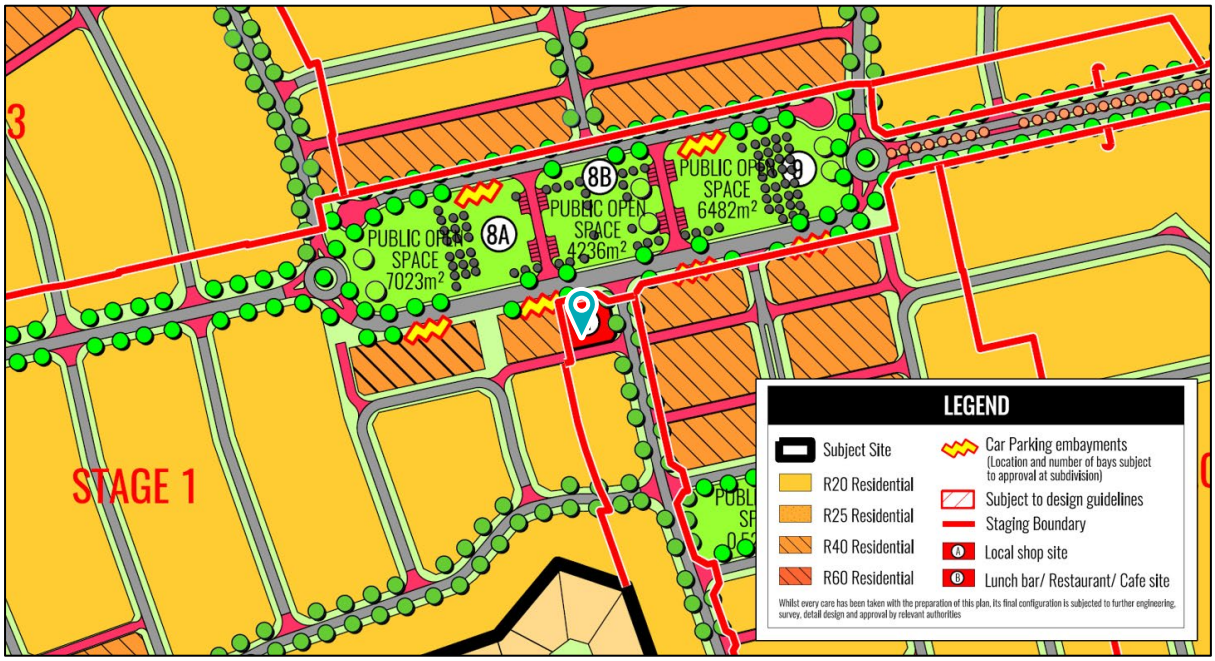

Figure 4 — Extract of the BBLSP Density and Building Height Plan

2.4 Local Character

A review of development and character within the immediate locality of the development site has revealed the following key characteristics:

- Predominantly two-storey residential developments; with pitched roofs and strong vertical design elements such as feature columns, balcony balustrading, sliding sash windows and masonry fence pillars.
- The houses in the area are mostly provided with a rendered finish although with some homes opting to utilise bare brick, textured limestone render or cladding.
- The colour scheme is varied, however generally sticks to a pattern of a lighter primary colour and a secondary colour which is darker to contrast and provide interest. The secondary darker colour is often featured on the articulated elements of the homes such as the feature columns mentioned previously, the balconies, setback portions of wall or on the roofs of the ground floor where the ground floor is set forward from the upper floor. The lighter colours are typically a light cream, white or light grey and the darker colours are typically dark grey/charcoal or a dark red/brown.
- The prevailing setback along Grand Ocean Entrance is approximately 3-4m with minor intrusions by garages, car ports, front porches, and entryways. Within the smaller access roads to the south of the site and west of Whitehaven Avenue, the setbacks increase to 5-6m from the Street.

2.5 Nearby Childcare Centres

The proposed childcare is located within reasonably equal proximity of three existing childcare centres in the area, illustrated in the image below. The table which follows outlines their address and operating hours which is notably diverse, between 6:30am to 6:30pm.

#	Childcare Centre	Address	Operating Hours
1	Milestones Early Learning West Kinross	38 Kinross Dr, Kinross WA 6028	7am-6pm
2	Reynolds Rugrats Family Day Care	3 Coatbridge Cct, Kinross WA 6028	8am-4:30pm
3	Nido Early School	98 O'Mara Blvd, Iluka WA 6028	6:30am-6:30pm

3 THE PROPOSAL

The development application proposes construction of a two-storey childcare, operated by 'Panda Early Learning Centre'. The two-storey building covers approximately 20% of the site area; 169.47sqm on the ground floor and 297.75sqm on the upper floor. The childcare has 462.52sqm of play area to accommodate a maximum of 66 children aged 0-5 years of age and a maximum of 12 fulltime adult staff including 10 fulltime childcare workers.

The childcare centre will operate between the hours of 7am to 6pm, Monday to Friday.

The proposed development has the following detailed breakdown:

BUILDING AREA SUMMARY

Room/Area	Floor area	# of Children	# of Fulltime Staff
Ground Floor	**215.18**	**20**	**3 Staff**
Activity Room 1	*65.46m²*	*20*	*2 childcare Workers;*
Outdoor Play Area 1	*140.74m²*	-	-
Office	*9.83m²*	-	*1 Office Manager*
First Floor	**646.21**	**46**	**9 Staff**
Activity Room 2	*55.08m²*	*20*	*2 childcare Workers;*
Activity Room 3	*45.54m²*	*14*	*3 childcare Workers;*
Activity Room 4	*39.26m²*	*12*	*3 childcare Workers;*
Nutrition Room	*10.69m²*	-	*1 Food Coordinator*
Outdoor Play Area 2	*341.59m²*	-	-
Utilities	**22.21**	**-**	**-**
Bin Store	*7.92m²*	-	-
Portico	*4.88m²*	-	-
Storeroom	*2.8m²*	-	-
Total	**824.41m²**	**66 Children**	**12 Fulltime Staff**

3.1.1 Operational Information

During its regular operation, the childcare centre will provide care to children in the four different activity rooms, as outlined in the table below. The centre will also provide vacation care during the breaks in school terms/semesters.

OPERATIONAL INFORMATION SUMMARY			
Room / Age Group	**Number of Children**	**Room Provided**	**# of childcare workers**
Activity Room 1 (3-5 years)	20	65.46m²	*1 Early Childhood Teacher.* *1 assistant.*
Activity Room 2 (3-5 years)	20	55.42m²	*1 Diploma.* *1 Assistant.*
Activity Room 3 (2-3 years)	14	45.27m²	*1 Diploma.* *2 Assistants.*
Activity Room 4 (0-2 years)	12	39.31m²	*2 Diplomas.* *1 assistant.*
Total	**66 Children**	**205.46m²**	**10 childcare Workers**

The indoor and outdoor activities, are proposed to operate as follows:

- All sections of the centre will be supervised by a staff member, whether indoors or outdoors, at all times.
- Children will be appropriately supervised to make sure they do not shout within the centre.
- All outdoor activities will be held within the dedicated fenced areas of the site and limited to 20 children at once.
- The kitchen will be used to prepare light snacks only such as a fruit platter or sandwiches. No cooking will be performed other baking for muffins or biscuits.
- There are no regular deliveries planned.

3.1.2 Waste Disposal and Collection

The bin store is positioned between the car park area and Broulee Lane, adjacent to the Broulee Lane vehicle crossover. The bin store is within proximity to the entry/exit of the centre for convenient transfer of internal waste to the store. The proximity to the Broulee Lane vehicle crossover, provides easy transport of bins to the collection vehicle. The attached Waste Management Plan provides further detail of the waste management on the site, to demonstrate the proposal provides safe and hygienic waste disposal.

3.1.3 Parking

The proposed development provides 19 parking bays, a two car bay shortfall from the statutory requirements. The attached Traffic Impact Statement ('**TIS**') dated 24 February 2021 confirms that the provided number of bays will satisfy the likely requirements during peak pickup and drop-off times of children to the centre, due to the on-street parking available. The centre provides eight bicycle parking bays (three short term bays and two long term bays), screened from the public realm.

3.1.4 Acoustic Considerations

The centre will follow the recommendations of the attached acoustic report dated 25 February 2021, to make sure that the operations of the proposed centre will have no adverse impact on any adjoining properties. This is achieved by complying with the Noise Regulations for noise emission limits, during the proposed operating hours. ND Engineering provide several recommendations within their acoustic report, implementation of which, will ensure compliant noise levels associated to the children's' emissions and non-children emissions.

4 PLANNING FRAMEWORK

4.1 STATUTORY PLANNING FRAMEWORK

The statutory planning framework applicable to the development is outlined in the table below. An assessment of the development against each of these documents is provided within the Planning Assessment and Justification section of the report.

Key statutory planning framework documents
LPS ('**LPS**')
Burns Beach Local Structure Plan ('**BBLSP**')
State Planning Policy 7.0 – Design of the Built Environment ('**SPP7.0**')
Local Planning Policy ('**LPP**')
Planning and Development (Local Planning Schemes) Regulations 2015 ('**deemed provisions**')

5 PLANNING ASSESSMENT AND JUSTIFICATION

An assessment of the proposed development's performance against the various relevant provisions of the planning framework is detailed in this section of the report. This report provides evidence to support development approval by demonstrating how the proposal satisfies these relevant development standards, design guidance, and objectives, and why it is capable of planning approval.

5.1 LOCAL PLANNING SCHEME

The objectives of the Urban Development zone are as follows:

- *To provide an intention of future land use and a basis for more detailed structure planning in accordance with the provisions of this Scheme.*
- *To provide for a range of residential densities to encourage a variety of residential accommodation.*
- *To provide for the progressive and planned development of future urban areas for residential purposes and for commercial and other uses normally associated with residential development.*

The above objectives are satisfied through the implementation and consideration of the BBLSP which affects not only the subject site, but also the surrounding 'Urban Development' zone. The provisions of the BBLSP are discussed in the following section of this report.

5.2 BURNS BEACH LOCAL STRUCTURE PLAN

The Burns Beach Local Structure Plan ('**BBLSP**') does not provide general objectives, instead the assessment of the proposed childcare centre is contemplated by the finer grain provisions of the relevant precinct that relates to the subject site, per the provisions for the 'Local Shop Precinct'. These are discussed in the table below to demonstrate the proposal satisfies the precinct objectives and provisions of the Structure Plan.

7.0 Local Shop Precinct A local shop precinct is shown on the Structure Plan (refer Plan 1). A local shop precinct has been identified to allow for the development of a small convenience retail facility within the structure plan area.	
Clause 7.1	***Objective*** *To cater for the daily needs of the local community and generate local employment opportunities.* **Satisfied** – The childcare will meet working residents daily needs to enable parents to return back to the workforce. The proposal also offers employment opportunities for 12 staff locally.

7.0 Local Shop Precinct

A local shop precinct is shown on the Structure Plan (refer Plan 1). A local shop precinct has been identified to allow for the development of a small convenience retail facility within the structure plan area.

To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.

Satisfied – With reference to the attached supporting documents, particularly the Acoustic Report, all noise generated on site will be properly managed and comply with the Australian standards. The hours of operation ensure that the overlap of residents being within their homes during the same times as the childcare is operational has minimised the potential for interference with the local amenity. This has further improved within the additional reduction in operating hours.

To ensure any retail or commercial uses are reflective of the local needs of the surrounding residential catchment; and

Satisfied – The Australian Bureau of Statistics 2016 (ABS 2016) reports that the Burns Beach area is overwhelmingly made up of family households, being 92% of all households in the area. The average number of people in each family is 3.3, indicating a tendency of these households to have more than 1 child. Of the families in the area, 51% have dependent children under the age of 15. This indicates a clear opportunity for the proposed childcare centre to meet a caretaker need of the surrounding residential catchment.

To promote active street interfaces and minimal street setbacks, to enhance the vitality and permeability of the area.

Satisfied – the proposed front fence is visually permeable above 650mm in height. The building's average setback is compliant between 3-4m on the ground floor and more than 2m on the first floor. Clear glazing and openings overlook the public street domain providing interaction to the street.

Clause 7.2 ***Land Uses***

The following land uses are considered permissible uses in the Local Shop Precinct:

- *Convenience Store*
- *Restaurant/Café*
- *Child Care Premises*
- *Shop*

In regard to the development of a Child Care Premises, consideration should be given to a Retail/Commercial use component fronting Grand Ocean Boulevard to facilitate the development of convenience retail; complying with any relevant development standards and requirements of the Scheme.

Satisfied – the proposed childcare premise is consistent with the meaning of childcare premise within LPS3 and is permissible. No retail/commercial component is proposed. Consideration is sought for a retail/commercial use component fronting Grand Ocean Entrance. However this sentence of the BBLSP is prefaced by the novel 'consideration'.

Consideration was given during the preliminary design phase however it was found that you could not reasonably co-locate the two uses on the one site. This was due to functionality, carparking design and the standards required for a childcare centre. However, the site could be adapted in the future to these type of land uses if the childcare centre ever sought to vacate.

The Structure plan clearly outlines a childcare premise being a preferred land use. It does not mandate the need for an additional use to be co-located.

Clause 7.3 **General Provisions**

I. Non-residential development proposals within the local shop precinct shall be assessed in accordance with the Scheme, Council's policies, relevant Local Laws and the Building Codes of Australia, except where they have been varied in the following instances:

Satisfied – the proposed childcare centre has been examined against LPS3, the provisions of the BBLSP and of the Local Planning Policies relating to childcare premises.

7.0 Local Shop Precinct

A local shop precinct is shown on the Structure Plan (refer Plan 1). A local shop precinct has been identified to allow for the development of a small convenience retail facility within the structure plan area.

II. *Buildings shall be constructed to a maximum height of 2 storeys with loft areas within the roof space permitted.*

Satisfied – The proposed building is two storeys.

III. *A minimum of two (2) on site car parking bays shall be provided for dwellings and shall be accessed from the rear laneway.*

Not Applicable – No dwellings are proposed.

IV. *The maximum building height measured from natural ground level shall be:*

Maximum wall height (with pitched roof) – 6.5 metres
Maximum total height to roof ridge – 9.5 metres
Maximum wall and total height (parapet wall with concealed roof) – 7.5 metres

Satisfied – The building generally complies with the 7.5m height requirement for a concealed roof, with the exception of the architectural corner element which has an overall height of 8.5m. This corner element only occupies 20sqm of the site equating to 2.2% of the total site area.

The proposed 1m height variation is indistinguishable from the surrounding development at the street level. No consequences arise relating to overshadowing, visual outlook, streetscape or amenity, and the development is consistent with the objectives of the BBLSP as discussed earlier within this report. Therefore, this variation is acceptable under the circumstances.

V. *Setback from all street boundaries (primary and secondary) shall be a minimum of 2 metres. A larger setback is encouraged to cater for alfresco dining and footpath trading opportunities.*

Satisfied – all primary and secondary street setbacks are compliant at 2m or more.

VI. *Setback from a side boundary shall be a minimum of 1 metre for the ground floor and 1.5 metres from the first floor.*

Satisfied – the proposal is setback a minimum of 2m from the side/rear boundary on both the ground and first floors. Ground floor parking will not be visible from the adjoining properties.

VII. *Setback from the rear boundary shall be 1.5 metres for a garage or carport and 6 metres for the main building where the laneway is less than 7.0m in width. Where the laneway is 7.0m or wider the rear setback for the garage may be reduced to 1.0m. A 1.0 metre visual truncation to the garage opening must be provided.*

Satisfied – the first floor parking is setback a minimum of 2m from the side and rear boundary. The building itself is setback 18m on the ground floor and over 12m on the first floor.

VIII. *To ensure that the impact on the visual quality and aesthetics of the area are minimised, air conditioning or cooling units, hot water systems, solar panels, bin storage areas, TV antennae, satellite dishes and radio masts should be located such that they are screened from public view and they are located in a position to minimise noise impacts on neighbouring residences.*

Satisfied – all utilities and services can be appropriately screened from view or located on the roof, out of sight from the public realm. The applicant is happy to accept a condition in this respect.

IX. *Buildings constructed on corner lots must be designed to address both the primary and secondary street. Buildings should face both the primary and secondary street at the corner and should be designed to 'turn the corner' rather than focus visually interesting elevations only on the primary street. This can be achieved by the following:*

- *having habitable rooms and major openings facing both the primary and secondary Street.*
- *by reducing the fencing along the secondary street boundary so that it is located at least 4 metres behind the front building line.*
- *having open style fencing along the front portion of the secondary street boundary rather than solid fencing.*
- *Residential development within the local shop precinct shall be in accordance with the mixed-use development requirements of the Residential Design Codes.*

7.0 Local Shop Precinct

A local shop precinct is shown on the Structure Plan (refer Plan 1). A local shop precinct has been identified to allow for the development of a small convenience retail facility within the structure plan area.

Satisfied – The proposal has major openings and permeable, open-style fencing to all street boundaries. Building setbacks are articulated to all street boundaries to increase streetscape interaction. A complete landscaping solution is proposed which further elevates the design whilst referencing the residential context of the area.

X. *A minimum of eight (8) on-site car parking bays shall be provided over the entire Precinct for future commercial development and shall be accessed from the rear laneway. The number of car parking bays shall be provided proportionate to the number of lots approved within the Precinct at the subdivision stage, to the satisfaction of the City of Joondalup.*

Satisfied – 19 parking bays including 1 ACROD bay are included in this proposal, accessed from Broulee Lane.

5.3 State Planning Policies

5.3.1 State Planning Policy 7.0 – Design of the Built Environment

This policy addresses design quality and built form outcomes in Western Australia. It seeks to deliver the broad economic, environmental, social, and cultural benefits that derive from good design outcomes and supports consistent and robust design review and assessment processes across the State. This is achieved through ten design principles that establish a definition of 'good design' that can inform the design, review, and decision-making processes for built environment proposals. An assessment of the proposed development against these principles is provided below.

SPP7.0 SCHEDULE 1 – DESIGN PRINCIPLES

1. ***Context and character*** *– Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

Satisfied – The character and context of the surrounding area is modern and strongly influenced by the design provisions of the BBLSP. The site itself is subject to varied design controls unique to the 'Local Shop' precinct, which the proposed development has followed. While the development is required to meet the site specific requirements, the design includes several features associated with the existing streetscape to ensure the development complements the existing character.

It is also noted that the structure plan provides varying controls for the surrounding residential land and the 'local shop precinct' that are innately consistent with one another. The same broadly applies to the objectives and visions which guides all development within the structure plan area, in this regard, both the existing and planned character of the site is the same.

Existing streetscape, west-adjoining properties on Grand Ocean Entrance

Existing streetscape, eastward properties on Grand Ocean Entrance

The upper floor staff room is curved to address the corner element. A large 1.5m tall window extends the entire length of the curved corner to increase the extent of passive surveillance.

SPP7.0 SCHEDULE 1 – DESIGN PRINCIPLES

Streetscape Render (north-west). Development Plans - 01 June 2021.

2. ***Landscape quality*** *– Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*

Satisfied – Landscaping has been provided throughout the site, on both the ground and first floors, with a focus around the outdoor play areas for the children and screening to the car park. Small and medium trees are provided predominantly around the car parking area, while the outdoor play area has more than sufficient room to accommodate a variety of landscape treatments. The site is vacant with no existing trees.

The proposal will have a positive contribution towards the vegetated streetscape of Grand Ocean Entrance, and complement the existing street vegetation in the locality.

3. ***Built Form and scale*** *– Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*

Satisfied – The proposal is consistent with the predominantly two storey scale in the BBLSP area. The built form and scale are closely linked with the character and context of the area, and highly influenced by consistency with the development provisions of the BBLSP.

Notably, there are some examples of houses possessing a likeness to the spire/turret in the proposed design. These examples (below) are houses which possess a dominant vertical component such as a spire or tower.

38 Grand Ocean Entrance

5 Seabreeze Avenue

Refer to SPP7.0 of this report for more detail.

SPP7.0 SCHEDULE 1 – DESIGN PRINCIPLES

4. ***Functionality and built quality*** *– Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*

Satisfied – The proposal is for a low-maintenance, aesthetically pleasing design that will use durable materials, finishes, and design elements. The design also does not excessively rely on artificial or mechanical heating methods (which require regular upkeep) and considers and responds to the potential for future changes in climate. The building will be managed by Panda Early Learning Centre who will monitor and address any future building issues as they arise in a timely manner.

The design has accommodated building utilities and services in an integrated manner, without detriment to the appearance, functionality and serviceability of the development and its future residents.

5. ***Sustainability*** *– Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*

Satisfied – The design maximises northern exposure and multiple aspects to enable passive heating and cooling throughout the development. Reducing the need for artificial heating and cooling provides better environmental and economic outcomes.

6. ***Amenity*** *– Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*

Satisfied – The development has been designed to minimise impact on both adjoining properties. The orientation and layout of the buildings provide pleasant outlooks from within, without necessitating screening to maintain suitable visual privacy. No overshadowing will occur to adversely affect the properties across Broulee Lane.

A high level of interaction and passive surveillance with the streetscape has also been achieved through active and habitable spaces built into the façade of the development.

7. ***Legibility*** *– Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*

Satisfied – Access is clearly defined both from the street and within the development to the lobby of the childcare through legible access points and simple access routes and intuitive legibility markers such as the marked bay with an installed bollard.

The amended plans have adjusted the materiality of the portico entry from the car park, to distinguish the entryway for pedestrians and make it more definable, improving legibility.

8. ***Safety*** *– Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*

Satisfied – Passive surveillance is enhanced through the many street-facing windows, providing a clear hierarchy of defensible space and uninterrupted sightlines to the public realm. In relation to vehicle manoeuvring, adequate sightlines are maintained through the development and driveway through to the crossover and street.

The design limits area for concealment and has further contemplated the underlying principles of Crime Prevention Through Environmental Design (CPTED).

9. ***Community*** *– Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*

Satisfied – The childcare will meet the needs of the community of local working parents' daily needs and generate employment for 12 staff locally. This is especially relevant per the earlier ABS (2016) statistics which show the abundance of family households in the burns beach area.

10. ***Aesthetics*** *– Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*

Satisfied – Consideration has been given to achieving a thoughtful mix of aesthetics from both the existing streetscape and the future desired built form. Elements of the existing streetscape character

have been incorporated into the design in addition to considerable articulation to through variation in setbacks, finishes and colours, complimented by landscaping throughout. All comments raised by the DRP at its meeting have been addressed, please refer to the attached document.

5.4 LOCAL PLANNING POLICIES

The City of Joondalup has local planning policies applicable to the proposed development, the relevance of these policies and assessment is outlined below.

5.4.1 Local Planning Policy – Child Care Premises

This Local Planning Policy guides the assessment of an application for development approval for childcare premises, via the controls which are discussed below:

LPP – Clause 5.1 Location

The appropriate location of childcare premises is crucial in avoiding adverse impacts on surrounding properties, particularly in terms of additional traffic, car parking and noise. This section considers clause (n), (v) and (x) of the *Deemed Provisions*.

5.1.1 Neighbouring Uses

a. *To minimise potential adverse impacts such premises may have on the amenity of residential properties, particularly as a result of noise and/or increased traffic, it is preferable to locate child care premises adjacent to non-residential uses such as shopping centres, medical centres or consulting rooms, schools, parks and community purpose buildings.*

Satisfied – the proposed childcare is adjacent to a great supply of public open space, totalling nearly 18,000sqm in area, in three landscaped sections.

b. *Where a child care premises is proposed to be located next to a residential property, the applicant must demonstrate that the proposal will not have an undue impact on residential amenity.*

Satisfied – The childcare centre is suitably located in accordance with Planning Bulletin No.72 next to adjoining residential uses without compromising amenity. The attached acoustic report demonstrates that the proposal avoids undue impacts on adjacent properties' amenity. Furthermore, as mentioned earlier, the operating times are outside of the hours where residents would be home and would not have any effective consequence.

5.1.2 Road Hierarchy

a. *As child care premises can be reasonably high traffic-generators, they should be located on Local Distributor Roads in such a manner that they would not conflict with traffic control devices and would not encourage the use of nearby Access Roads for turning movements.*

Satisfied – The attached TIS determines that per WAPC guidelines, there will be a moderate impact on the road network. This will be successfully accommodated based on the calculation of traffic generation.

LPP – Clause 5.2 Parking and Access

This section considers clause 67(s) and (t) of the *Deemed Provisions*.

5.2.1 *Car Parking Standard*

a. *Car Parking bays are to be provided per the table in the policy. Excerpt below—*

1 per employee
9 per 65-72 Children

Satisfied – the proposal provides 19 car bays, in lieu of 21 car bays in total.

The average time for a parent to drop off and pick up their child is just less than 7 minutes each trip but has been calculated cautiously for a 10-minute dwell time. This means a single car bay will accommodate 6 vehicles in an hour or 12 vehicles through the two-hour drop off or pick up

LPP – Clause 5.2 Parking and Access

This section considers clause 67(s) and (t) of the *Deemed Provisions*.

period for childcare centres. Therefore, the proposed shortfall is well within reason due to the three bays provided on the Street out the front of the proposed childcare.

5.2.2 Car Park Location and Design

a. Car Parking Location

- *All car parking is to be provided on-site; verge parking is not permitted.*
- *Car parks must be clearly visible from the Street to encourage parking on-site instead of on the road verge.*

Satisfied – all staff parking and the majority of drop off bays are provided on-site. The parking strategy will utilise the on-street parking and will have no consequence on these bays' actual demand. The time that the residents and the childcare customers will wish to use the street bays does not conflict. Car parking is as visible as possible from the street. Balancing the other various development requires landscaping, shade trees, setback articulation, and street access.

b. Car Park Design

(i) Car parks shall be designed in accordance with Australian Standards AS 2890.1 and/or AS 2890.2 as amended from time to time.

Satisfied – The TIS confirms section 2.8 on page 10 that all parking bays meet Australian Standard AS2890.1 and AS2890.6. The ACROD bay is designed to meet Australian Standards and has been confirmed by KCTT for compliance with AS2890.1/2004

c. Vehicle Access

(i) Vehicle access should not be taken from District Distributor A Roads. Only under exceptional circumstances may vehicle access be considered from a District Distributor B or Access Road.

(ii) Vehicle access with separate entry and exit points is preferred (Type 1 on Figure 1). Alternatively, 'two-way' vehicle access (Type 2 on Figure 1) is required.

(iii) Where practicable, existing vehicle access points should be utilised instead of proposing new access points.

(iv) Vehicles are required to enter and exit the site in forward gear.

Satisfied – Vehicle access has been provided in accordance with the requirements of the BBLSP to be accessed via Broulee Lane.

d. Pedestrian Access

(i) A footpath must be provided from the car park and the Street to the building entrance.

Satisfied – pedestrian access is provided via the yellow marked reversing bay. The reversing bay is used by commercial vehicles outside of peak hours and will not interfere with pedestrians' safety. A bollard further eliminates the likelihood of obstacles in this pedestrian access way.

5.2.3 Bicycle Parking Standards

a. Bicycle parking is to be provided in accordance with the following table and relevant Australian standards—

1 Per 8 employees

Satisfied – four double-sided bicycle racks provide eight bicycle bays on the ground floor at an effective rate of one bay per 1.5 staff employees.

LPP – Clause 5.3 Building Height

This section considers clause 67(m) and (n) of the *Deemed Provisions*.

a. *The maximum building height as measured from the natural ground level is to be in accordance with the following table:*

Maximum Building Height		
Top of external wall	***Top of external wall (concealed roof)***	***Top of pitched roof***
6 metres	*7 metres*	*9 metres*

Satisfied – The proposed wall height is 7.5m to parapet walls and a concealed roof and a maximum roof height of 8.5m. The Burns Beach Structure Plan provides a conflicting height

LPP – Clause 5.3 Building Height

This section considers clause 67(m) and (n) of the *Deemed Provisions.*

limit of 7.5m compared to 7m of this policy. The BBLSP represents a more localised consideration of design and streetscape and is a preferred instrument by which the development's height should be assessed.

LPP – Clause 5.4 Building Design

This section considers clause 67(b), (m) and (n) of the *Deemed Provisions.*

5.4.1 Building Setbacks

a. Building setbacks in the 'Residential' zone are to be in accordance with Part 5 of the R-Codes…

Not Applicable – the proposal is not within a residential zone.

b. Building setbacks in all other zones are to be in accordance with the setback requirements for that zone or in accordance with any relevant structure plan, activity centre plan or local development plan.

Satisfied – setbacks have been provided per the 'Local Shop Precinct' under the BBLSP.

5.4.2 Noise Attenuation

a. The layout and design of child care premises must consider noise attenuation measures to reduce the noise impact on adjacent properties. Noise-generating activities such as outdoor play areas, vehicle accessways, car parking areas and any plant and equipment are to be located away from noise-sensitive land uses (such as residences).

Satisfied – outdoor play areas are located towards the street on the ground level and setback 2.4-3m on the first floor, with acoustic treatments recommended in the attached acoustic report ensuring there is minimal noise spill to adjacent properties.

b. The design and construction of child care premises must also consider measures to reduce the impacts of noise from external sources, to achieve acceptable indoor noise limits. These measures should include consideration of the size and placement of windows and doors, the use of double-glazing, fencing, landscaping and the location of vehicle accessways, car parking areas and any plant and equipment.

Satisfied – the indoor noise limits are within acceptable bounds. The reduction in externally perceived noise levels is at least 20dB(A) due to the attenuation of the glass and is approximately 35dB(A) when all windows and doors are closed. Please refer to the attached acoustic report for more detail.

c. An acoustic report prepared by a suitably qualified person must be submitted with the application for development approval. A noise management plan is also required where identified by the acoustic report.

Satisfied – a noise management plan may be conditioned in approval in conjunction with the attached acoustic report, as the only requirement will be the installation of signage in the car park as noted in section 3.1.4 of this report relating to the recommendations of the Acoustic Report. Please see the attached acoustic report for more detail.

LPP – Clause 5.5 Landscaping

This section considers clause 67(p) of the *Deemed Provisions.*

a. Landscaping is to be in accordance with the following requirements:

(a) % landscaping

(i) A minimum of 8% of the area of a lot shall be landscaped.

(ii) The landscaped area shall include a minimum strip of 1.5 metres wide adjacent to all street boundaries.

Satisfied – the area of landscaping totals 27% of the site area, providing 237sqm of landscaping split 82sqm on the ground floor and 155sqm on the first floor.

All landscaping has a minimum 1.5m setback to the nearest boundary.

LPP – Clause 5.5 Landscaping

This section considers clause 67(p) of the *Deemed Provisions.*

(b) Size

(i) The landscaped area shall have a minimum width of 1.0 metre and distributed in areas of not less than 4.0 square metres.

Satisfied – all hard landscaping has a minimum dimension of 1m and area of more than 4sqm.

(c) Shade Trees

(i) Shade trees shall be provided and maintained in uncovered car parks at the rate of one tree for every four car parking bays.

Satisfied – shade trees are not required for the car park as it is completely covered. Nine medium trees and 12 small trees are provided to benefit the streetscape and would calculate at an equivalent rate of more than one tree per car bay.

(d) Verge Areas

(i) The verge areas of all child care premises are required to be suitably landscaped, reticulated and maintained to discourage patrons from parking on the verge. The verge is not permitted to be paved or sealed as this would encourage its use for parking.

Satisfied – all landscaped areas will be irrigated and maintained.

LPP – Clause 5.6 Hours of Operation

This section considers clause 67(m), (n), (r) and (u) of the *Deemed Provisions.*

(a) *The days and hours of operation for child care premises within the 'Residential' zone or abutting or opposite the 'Residential' zone are to be in accordance with the following:*

(a) Monday to Friday: 7.00am to 6.00pm
(b) Saturday: 8.00am to 1.00pm
(c) Sunday: Not permitted

Acceptable – the operating hours are consistent with the recommended 7.00 am to 6.00 pm times.

LPP – Clause 5.7 Applications for development approval

This section considers clause 67(m), (n) and (r) of the *Deemed Provisions*.

(a) *In addition to the general requirements for an application for development approval, the following are required:*

- *Traffic and Road Safety Impact Report*
- *Acoustic Report*

Satisfied – the reports mentioned in this clause, are both attached with this submission.

5.5 Planning and Development (Local Planning Schemes) Regulations 2015

In considering an application for development approval the decision maker is to have due regard to the matters outlined in clause 67 of the deemed provisions to the extent that, in the opinion of the decision maker, those matters are relevant to the development the subject of the application. These matters are outlined below alongside comment on whether the matter is relevant, and if so, how it has been addressed by the development.

DEEMED PROVISIONS CLAUSE 67 – MATTERS TO BE CONSIDERED BY THE DECISION MAKER	
(a)	*the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;* **Satisfied** – the objectives and requirements of LPS3 have been addressed.
(b)	*the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;* **Satisfied** – follows the requirements of orderly and proper planning.
(c)	*any approved State planning policy;* **Satisfied** – all relevant state planning policies have been addressed.
(d)	*any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d);* **Satisfied** – all relevant environmental protection policies have been addressed.
(e)	*any policy of the Commission;* **Satisfied** – all relevant commission policies have been addressed.
(f)	*any policy of the State;* **Satisfied** – all relevant state policies have been addressed.
(fa)	*any local planning strategy for this Scheme endorsed by the Commission;* **Satisfied** – the proposed development is consistent with the objectives of the local planning strategy.
(g)	*any local planning policy for the Scheme area;* **Satisfied** – all relevant local planning policies have been addressed.
(h)	*any structure plan, activity centre plan or local development plan that relates to the development;* **Satisfied** – the objectives and requirements of the BBLSP have been addressed.
(i)	*any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015;* **Satisfied** – there are no current reports of the review of LPS3.
(j)	*in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;* **Satisfied** – the development site is not reserved under LPS3.
(k)	*the built heritage conservation of any place that is of cultural significance;* **Satisfied** – the development site does not contain any registered places of Indigenous, state, or local heritage significance.
(l)	*the effect of the proposal on the cultural heritage significance of the area in which the development is located;* **Satisfied** – the development site does not adjoin any registered places of Indigenous, state, or local heritage significance.

DEEMED PROVISIONS CLAUSE 67 – MATTERS TO BE CONSIDERED BY THE DECISION MAKER

(m) the compatibility of the development with its setting, including —
- *(i) the compatibility of the development with the desired future character of its setting; and*
- *(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;*

Satisfied – the proposal is consistent with both the scale of the locality and the relevant provisions of the local framework.

(n) the amenity of the locality including the following —
- *(i) environmental impacts of the development;*
- *(ii) the character of the locality;*
- *(iii) social impacts of the development;*

Satisfied – the proposed design is consistent with the development provisions that apply to the site and takes inspiration of detailed finishes by considering the locality.

(o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;

Satisfied – no adverse effect is identified.

(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;

Satisfied – no trees exist on site to be capable of retention. Suitable landscaping and DSA has been outlined on the enclosed plans.

(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;

Satisfied – no such risk is identified.

(r) the suitability of the land for the development taking into account the possible risk to human health or safety;

Satisfied – the development site is not contaminated, nor have any health or safety risks been identified.

(s) the adequacy of —
- *(i) the proposed means of access to and egress from the site; and*
- *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*

Satisfied – the access location has followed the provisions of the local framework, and the TIS demonstrates that internal vehicle manoeuvring is compliant.

(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;

Satisfied – the TIS demonstrates that anticipated traffic generation is within the acceptable levels of the local road network.

(u) the availability and adequacy for the development of the following —
- *(i) public transport services;*
- *(ii) public utility services;*
- *(iii) storage, management and collection of waste;*
- *(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);*
- *(v) access by older people and people with disability;*

Satisfied – the report outlines the availability and adequacy of the above.

(v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;

Satisfied – no loss is identified; in turn the proposal provides a service which is extremely suitable to the locality of Burns Beach.

(w) the history of the site where the development is to be located;

Satisfied – the site is vacant development site without local or state historical value.

DEEMED PROVISIONS CLAUSE 67 – MATTERS TO BE CONSIDERED BY THE DECISION MAKER	
(x)	*the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;* **Satisfied** – the development significantly increases interaction and activity to the streetscape.
(y)	*any submissions received on the application;* Pending consultation.
(za)	*the comments or submissions received from any authority consulted under clause 66;* **Satisfied** – no external authority referrals required.
(zb)	*any other planning consideration the local government considers appropriate.* **Satisfied** – no other planning considerations have been identified.

6 CONCLUSION

The proposed development at Nos. 44 and 46 Grand Ocean Entrance, Burns Beach has been duly considered in accordance with the relevant local planning framework including LPS3, the Burns Beach Local Structure Plan and the Local Planning Policy relating to childcare premises.

The application prepared and submitted for development approval showcases a proposal which has considered the site, development on adjoining properties and the immediate locality, to produce a development outcome and which is responsive to and respectful of the established streetscape and local development character.

The applicant looks forward to working with the City to reach an amicable and timely solution in planning approval. Should you have any question in relation to the details provided in this submission, please contact the undersigned on 6444 9171 or bianca@urbanistaplanning.com.au; or Mitchell Palmer at mitchell@urbanistaplanning.com.au.

Yours sincerely,

Bianca Sandri | Director

ATTACHMENT 8

City of Joondalup

Environmentally Sustainable Design – Checklist

Under the City's planning policy, *Environmentally Sustainable Design in the City of Joondalup*, the City encourages the integration of environmentally sustainable design principles into the construction of all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

Environmentally sustainable design is an approach that considers each building project from a 'whole-of-life' perspective, from the initial planning to eventual decommissioning. There are five fundamental principles of environmentally sustainable design, including: siting and structure design efficiency; energy efficiency; water efficiency; materials efficiency; and indoor air quality enhancement.

For detailed information on each of the items below, please refer to the *Your Home Technical Manual* at: **www.yourhome.gov.au**, and *Energy Smart Homes* at: **www.clean.energy.wa.gov.au**.

This checklist must be submitted with the planning application for all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

The City will seek to prioritise the assessment of your planning application and the associated building application if you can demonstrate that the development has been designed and assessed against a national recognised rating tool.

Please tick the boxes below that are applicable to your development.

Siting and structure design efficiency

Environmentally sustainable design seeks to affect siting and structure design efficiency through site selection, and passive solar design.

Does your development retain:

- ☐ existing vegetation; and/or
- ☑ natural landforms and topography

Does your development include:

- ☑ northerly orientation of daytime living/working areas with large windows, and minimal windows to the east and west
- ☑ passive shading of glass
- ☐ sufficient thermal mass in building materials for storing heat
- ☐ insulation and draught sealing
- ☐ floor plan zoning based on water and heating needs and the supply of hot water; and/or
- ☐ advanced glazing solutions

Energy efficiency

Environmentally sustainable design aims to reduce energy use through energy efficiency measures that can include the use of renewable energy and low energy technologies.

Do you intend to incorporate into your development:

- ○ renewable energy technologies (e.g. photo-voltaic cells, wind generator system, etc); and/or
- ○ low energy technologies (e.g. energy efficient lighting, energy efficient heating and cooling, etc); and/or
- ○ natural and/or fan forced ventilation

Water efficiency

Environmentally sustainable design aims to reduce water use through effective water conservation measures and water recycling. This can include stormwater management, water reuse, rainwater tanks, and water efficient technologies.

Does your development include:

- ○ water reuse system(s) (e.g. greywater reuse system); and/or
- ○ rainwater tank(s)

Do you intend to incorporate into your development:

- ☑ water efficient technologies (e.g. dual-flush toilets, water efficient showerheads, etc)

Materials efficiency

Environmentally sustainable design aims to use materials efficiently in the construction of a building. Consideration is given to the lifecycle of materials and the processes adopted to extract, process and transport them to the site. Wherever possible, materials should be locally sourced and reused on-site.

Does your development make use of:

- ○ recycled materials (e.g. recycled timber, recycled metal, etc)
- ○ rapidly renewable materials (e.g. bamboo, cork, linoleum, etc); and/or
- ○ recyclable materials (e.g. timber, glass, cork, etc)
- ○ natural/living materials such as roof gardens and “green” or planted walls

Indoor air quality enhancement

Environmentally sustainable design aims to enhance the quality of air in buildings, by reducing volatile organic compounds (VOCs) and other air impurities such as microbial contaminants.

Do you intend to incorporate into your development:

- ☑ low-VOC products (e.g. paints, adhesives, carpet, etc)

‘Green’ Rating

Has your proposed development been designed and assessed against a nationally recognised “green” rating tool?

- ○ Yes
- ☑ No

If yes, please indicate which tool was used and what rating your building will achieve:

_____

_____

_____

If yes, please attach appropriate documentation to demonstrate this assessment.

If you have not incorporated or do not intend to incorporate any of the principles of environmentally sustainable design into your development, can you tell us why:

The proposal for a childcare centre is balancing the legislative requirements, access and passive solar design.

The proposal has sought to orientate the foyer, activity room and staff area north.

Shading devices and inset windows are provided.

Is there anything else you wish to tell us about how you will be incorporating the principles of environmentally sustainable design into your development:

When you have checked off your checklist, sign below to verify you have included all the information necessary to determine your application.

Thank you for completing this checklist to ensure your application is processed as quickly as possible.

Applicant's Full Name:_____ **Contact Number:** _____

Applicant's Signature: _____ **Date Submitted:** _____

Accepting Officer's Signature:_____

Checklist Issued: March 2011