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16 July 2021

City of Joondalup  
PO Box 21  
Joondalup WA 6919

Attention: Renae Mather and Ashleigh Bryce, Planning Services

**ADDITIONAL INFORMATION PACKAGE  
PROPOSED CHILD CARE PREMISES  
LOT 642 (104) MULLALOO DRIVE & LOT 643 (20) STANFORD ROAD, KALLAROO**

Apex Planning acts on behalf of Kallaroo Play and Learn Pty Ltd, the proponent of the proposed Child Care Premises development at the above lots in Kallaroo (**development site**).

We refer to the 16<sup>th</sup> June Joondalup Design Reference Panel (**JDRP**) meeting and subsequent email containing the JDRP's comments and the City's assessment comments.

Further to the 12<sup>th</sup> July meeting where the JDRP and assessment comments were discussed with the City, we present the following additional information package which contains amended drawings and further justification in support of the proposed childcare development.

**1 AMENDED PLANS**

Please find enclosed at **Appendix 1** a set of amended plans and revised 3D images depicting the following key changes:

- Reshuffling and reduction of back of house areas at south-eastern corner of the building, resulting in an increased southern setback of up to 4m. The change has also created further articulation to both the southern and eastern adjoining properties through the stepping of this section of the building off both boundaries.
- The substantial increase of landscape screen planting along the southern and eastern boundaries, comprised of bamboo hedging and additional trees.
- Reconfiguration and clarification of Mullaloo Drive verge treatments. This includes removal of pedestrian entry, replacement with crushed limestone maintenance and emergency access pathway.
- Details of verge planting, demonstrating significant planting of various types (trees, shrubs, groundcovers) to screen visible retaining and enhance the overall presentation of the development as viewed from the street.
- Extension of verandah at western side of childcare building to provide shade.
- Further detail of site crossover levels, demonstrating compliant grades. Inclusion of two bike racks and reconfiguration of ACROD bay within car park.
- Alternative treatment for corner section of boundary fence to increase visual relief.

## 2 RESPONSE TO JDRP COMMENTS

In consideration of the plan changes outlined in Section 1 of this submission, **Table 1** below provides a response to the JDRP comments.

JDRP comments	Apex comments
	<b>Landscaping</b>
<p>Concerns regarding impact (bulk, scale, overshadowing) on the adjoining southern neighbour – limited opportunity for a landscaping buffer.</p> <p>Notes pedestrian entrance off Mullaloo Drive with stairs into the development, suggests this be level.</p> <p>Concerns regarding how the main lobby is going to work in relation to wayfinding and the pedestrian entrance off Mullaloo Drive.</p> <p>Concerns regarding safety around the car parking area.</p> <p>A detailed landscaping plan is required – specifically in relation to landscaping on a slab, how will this work, is there enough shade?</p>	<p><u>SOUTHERN NEIGHBOUR</u></p> <p>Bulk impacts to the southern adjoining neighbour have been further reduced and moderated by virtue of the following key changes:</p> <ul style="list-style-type: none"> <li>• Reshuffling and reduction of back of house areas at south-eastern corner of the building, resulting in an increased southern setback of up to 4m.</li> <li>• The change has also created further articulation to both the southern and eastern adjoining properties through the stepping of this section of the building off both boundaries.</li> <li>• A significant landscaping buffer has been created through the provision of flowering plum trees and bamboo hedging, which will provide an effective/attractive screen.</li> </ul> <p>As agreed with the City's planners at the meeting on 12<sup>th</sup> July, the potential impacts to the southern adjoining property are limited to the eastern end of the shared boundary, near the pool and open outdoor area. Therefore, the modifications to built form and enhancements to landscaping have been concentrated at this area.</p> <p><u>MULLALOO DRIVE ENTRY</u></p> <p>The function of the Mullaloo Drive gate is clarified as only being available for the purpose of maintenance access and emergency exit. The gate will remain locked from the outside and is not intended to be utilised by parents or staff.</p> <p>The restricted use of this entry will be clarified at the time of child enrolment, and signage will be provided to clarify the restriction.</p> <p><u>MAIN LOBBY / WAYFINDING</u></p> <p>Wayfinding is not a material issue for this proposal, noting it is simply a childcare facility. The main entry is accessed via the car park, and the lobby is accessed via the car park. Parents will be advised how and where to access the centre at the time of enrolment. There will not be circumstances of random people getting lost, as this is not a facility used by patrons who don't have a reason to be there.</p> <p><u>SAFETY OF CAR PARK</u></p> <p>The comments regarding car parking safety are subjective and do not offer any tangible detail clarifying the concerns. The car park is designed compliant with Australian Standards and the development provides a compliant number of parking bays. Car park safety is not a landscape issue.</p>

	<p><u>DETAILED LANDSCAPE PLAN</u></p> <p>The plans have been updated to depict a verandah extension west of the building, which will provide shade within the outdoor play area on slab. A detailed landscape plan will be provided at detailed design stage in accordance with the City's standard conditions of planning approval.</p>
<b>Planning</b>	
<p>Notes that the development needs to consider its context and interface with the adjoining residential properties – not only in relation to compliance.</p> <p>Notes that the legibility of seeing an entrance off Mullaloo Drive may trigger people to use this entrance in lieu of the basement entrance – this needs consideration.</p> <p>Notes the front fence and its permeability in relation to street surveillance and visual amenity.</p> <p>Concerns regarding lot boundary setback variation to the south, thinks this will have a significant impact.</p>	<p><u>INTERFACE WITH ADJOINING PROPERTIES</u></p> <p>Interface with adjoining properties is addressed in detail in the DA report, and is further explored throughout the submission.</p> <p><u>MULLALOO DRIVE ENTRY</u></p> <p>Refer to earlier comments regarding the reconfiguration and clarification of this area. The reconfiguration and further information regarding this area is considered to resolve the query regarding legibility, as parents and staff will be unequivocally aware of the access arrangements for the facility.</p> <p><u>FRONT FENCE</u></p> <p>A pertinent consideration is for the facility to ensure the outdoor play area maintains an appropriate level of safety and security, therefore it is important for any level of passive surveillance to achieve a balance.</p> <p>The front fence facilitates passive street surveillance through the use of permeable vertical sections, both at Mullaloo Drive and Stanford Road. The permeable area occupies approximately 47% of the Mullaloo Drive fence, which will more than sufficiently facilitate mutual views.</p> <p>With regard to visual amenity, an acceptable level has been achieved through accumulation of the following measures:</p> <ul style="list-style-type: none"> <li>• The use of varied finishes and treatments for the front fence, comprised of rendered brick, attractive permeable infill sections with piers, and a blockwork feature at the corner.</li> <li>• The incorporation of simple Keiki Early Learning lettering.</li> <li>• Significant landscape planting within the verge, comprised of groundcovers, shrubs and trees. These are depicted on the DA drawings and 3D images.</li> </ul>
<b>Architecture</b>	
<p>Issues with pedestrian access off Mullaloo and the steps.</p> <p>Concerns regarding vehicular access from Stanford Road, the driveway cuts into the verge creating a retaining wall. Notes that if the verge level is not modified this will raise the undercroft car parking area and will further impact the southern adjoining property.</p>	<p><u>MULLALOO DRIVE ENTRY</u></p> <p>Refer comments above.</p> <p><u>STANFORD ROAD ACCESS</u></p> <p>Retaining is not proposed within the Stanford Road verge. The DA drawings have been updated to provide more detail regarding the Stanford Road driveway and crossover, demonstrating any alterations to levels will be within the 150mm threshold allowable under the City's Crossover Guidelines.</p>

Concerns regarding the southern and eastern elevations impact on the adjoining properties.	<u>SOUTHERN ELEVATION</u> Refer to earlier comments regarding the southern adjoining property (noting impacts have been moderated/reduced through alterations to built form, increase of setback/stepping of building, and substantial increase of boundary landscape treatments).
Concerns regarding the eastern elevation impact on the streetscape – primary setback variation and proposed fill means it will be visible along Mullaloo Drive.	<u>EASTERN ELEVATION</u> The eastern elevation is considered to be less impactful, noting the building is significantly set back from the boundary with open-style verandahs forming most of the interface.
Suggests artist impression for the southern and eastern elevations – which are the least aesthetically pleasing elevations, but will have the greatest impact on the adjoining properties.	Any perceived bulk is broken up / moderated through open-style verandahs, varied building treatments and stepped setbacks, and greenery comprised of bamboo, trees and shrubs. The suitability of the approach is evident on the plans and 3D images.
Notes adjoining southern properties garage slightly encroaching.	<u>ACROD BAY</u> The ACROD bay has been altered to achieve compliance.
Notes that the accessible bay does not comply due to the location of the columns.	<u>BIKE RACKS</u> 2x bike racks have been provided.
Notes that no bike racks are provided.	<u>AIR CON UNITS</u> Units do not need to be moved to the roof.
Concerns regarding the air-conditioning unit, noise and visual amenity if it needs to be moved to the roof.	

### 3 RESPONSE TO CITY ASSESSMENT COMMENTS

In consideration of the plan changes outlined in Section 1 of this submission, **Table 2** below provides a response to the City’s comments.

City comments	Apex comments
	<b>Health comments</b>
The report states that the air conditioners for the development will not comply with legislated noise requirements prior to 7am. What further steps are to be taken to mitigate noise during the night time period (10pm-7am) and what is the expected sound that would be emitted to neighbouring residents. This needs to be addressed at the planning stage as compliance with the recommendations of the Noise Assessment will be a condition of the approval.	<u>AC UNITS</u> The assessment of AC units at the planning approvals stage is an indicative/nominal component only and a number of assumptions are used because the AC system is not yet known or selected.  It is entirely common practice for a verification assessment to be required at building permit stage, where the specific AC units selected for the project are assessed and compliance must be demonstrated before occupancy of the site is permitted.
Please note, the bin store will need a sewer connection.	In terms of the query regarding what further steps are to be taken to ensure compliance is achieved, this includes: <ul style="list-style-type: none"> <li>• The selection of the quietest available type of AC units.</li> </ul>

Please advise if mechanical ventilation is required for the undercoft car parking area. If it is required, this will need to be addressed in the Environmental Noise Assessment.

- The selection of units which can operate on a 'low noise mode' function, which is capable of being controlled through an automatic timer.
- Controlling the number of units used before 7am, noting the facility is not fully occupied until after 7am.

In light of the above and as discussed and agreed with the City's planners at the meeting on 12<sup>th</sup> July, the matter can be resolved at detailed design stage in accordance with a suitable condition.

#### MECHANICAL VENTILATION (CAR PARK)

The car park does not require mechanical ventilation as it is open on three sides.

#### **IMS comments**

Retaining like structure within the verge as the crossover is below the existing verge levels. IMS will not support any modification of the existing verge levels and grades. The applicant is to design the crossover/driveway accordingly to ensure that the verge is not modified with the existing levels and grades retained.

#### MODIFICATION OF VERGE LEVELS

Retaining is not proposed within the Stanford Road verge. The DA drawings have been updated to provide more detail regarding the Stanford Road driveway and crossover, demonstrating any alterations to levels will be within the 150mm threshold allowable under the City's Crossover Guidelines.

The proposed ACROD bay does not comply with the Australian Standards, there should not be any above ground structures between the shared space and the ACROD bay.

#### ACROD BAY

The ACROD bay has been altered to achieve compliance.

Waste vehicles are required to enter the site and travel to the end of the parking module to undertake waste pick up. It is apparent that there is insufficient headroom (ceiling clearance) for waste vehicles to enter the site. The applicant will need to investigate further the on-site levels as they are not workable. The applicant is also to elect the waste vehicle that will be conducting the service as this will assist the City in determining whether the arrangement is workable. The bin store area might need to be relocated if the proposed arrangement is not workable.

#### WASTE COLLECTION

The car park provides a finished floor to ceiling clearance of at least 2.6m, which is more than sufficient to cater for a 'Low Entry Vehicle' operated by Cleanaway. The LEV has a maximum height of 2.338m when performing waste collection. Similar arrangements were established for a project approved in 2020 in Greenwood.

Please provide a Waste Management Plan to be reviewed and approved by the Waste Department (WMP).

A WMP is currently in the process of being prepared by TALIS and will be submitted to the City under separate cover.

As the undercoft parking area is enclosed from all directions bar one, it is anticipated that noise will be amplified within this area. During waste pick up, waste service vehicles will be required to reverse a long section of the parking module to access the bin store

With regard to the movements performed by waste collection vehicles, the application was supported by a Transport Impact Statement (TIS) which contained swept path plans depicting these movements. The swept paths, which are provided again in **Appendix 2** of this submission, clearly show that waste vehicles would not reverse a "long section" of the car park. The movements will predominantly be in forward gear.

With regard to noise generated during waste collection activity, all of this noise is exempt from assessment in accordance with Reg. 14A(2) of the *Environmental Protection (Noise) Regulations 1997*, provided waste collection is undertaken within the prescribed periods (which will be complied with and articulated in the WMP).

area. This may become a nuisance to nearby residents due to the sound of the reversing vehicle beeping. This will need to be addressed in the WMP.

**Building comments**

Openings in the building must be protected to comply with Part C3 of the NCC BCA – Southern boundary wall.

Access for people with a disability to be provided to and within all areas normally used by the occupants in accordance with Part D3 of the NCC BCA - Front steps.

Details of car parking bays and accessible bays need to be provided in accordance with Part D3.5 of the NCC BCA - Car bay and shared area to comply with AS2890.6.

A Class 9b early childhood centre must be provided with:

A kitchen or food preparation area with a kitchen sink, separate hand washing facilities space for a refrigerator and space for cooking facilities, with

- A. The facilities protected by a door or gate with a child proof latches to prevent unsupervised access to the facilities by children younger than 5 years old; and
- B. The ability to facilitate supervision of children from the facilities if the early childhood centre accommodates children younger than 2 years old; and
  - 1.
  - 2. One bath, shower or shower bath

All comments are noted, although it should be recognised the front steps have been removed and there is no intention for pedestrians, parents or staff to access the facility from Mullaloo Drive.

**Planning comments**

Please provide X2 bike bays.

Primary street setback variation – as noted in the JDRP comments, the City has similar concerns in relation to the eastern elevation which as minimal architectural form.

Building setback to southern boundary – all 3 panel members noted concern in relation to the bulk, scale and overshadowing impact of this elevation, pushing the building back so it complies will unlikely suffice. Please note the objectives of the City’s Child Care Premises LPP is to ensure that child

BIKE RACKS

Two bike racks are provided in the undercroft car park as requested.

PRIMARY STREET SETBACK (EASTERN ELEVATION)

The 3D images have been updated to include views from the east. It is evident that there will be no negative streetscape impact associated with the childcare building, noting:

- The front setback area of the adjoining eastern property contains significant existing vegetation which will likely screen views of the eastern side of the development.
- Notwithstanding the above, the eastern side of the building is set back substantially from the eastern

care premises do not have an adverse impact on the amenity of residential areas. To this regard, greater articulation is requested for this elevation.

Concerns in relation to the compatibility with the surrounding residential area:

- retaining and fill greater >0.5m is proposed to all site boundaries.
- extent of overshadowing to the adjoining southern property exceeds what is permitted in residential areas.
- solid fencing to 2.11m along Mullaloo Drive (taken from the midpoint of the verge) – as noted in the JDRP comments street surveillance and visual amenity is reduced.

Question regarding why the existing crossover from Mullaloo Drive is to be retained when access is to be from Stanford Road.

boundary, and has an attractive open style verandah structure within the eastern setback area. The building will be treated/finished in an attractive and responsive manner as viewed from the east.

- Additional landscape planting is provided along the eastern and north-eastern perimeter to further enhance views and mitigate streetscape impact.

#### SOUTHERN NEIGHBOUR

Bulk impacts to the southern adjoining neighbour have been further reduced and moderated by virtue of the following key changes:

- Reshuffling and reduction of back of house areas at south-eastern corner of the building, resulting in an increased southern setback of up to 4m.
- The change has also created further articulation to both the southern and eastern adjoining properties through the stepping of this section of the building off both boundaries.
- A significant landscaping buffer has been created through the provision of flowering plum trees and bamboo hedging, which will provide an effective/attractive screen.

As agreed with the City's planners at the meeting on 12<sup>th</sup> July, the potential impacts to the southern adjoining property are limited to the eastern end of the shared boundary, near the pool and open outdoor area. Therefore, the modifications to built form and enhancements to landscaping have been concentrated at this area.

In addition to the above, the southern elevation where visible from the adjoining property also contains highlight windows which serve to reduce the effect of bulk through the introduction of glazing and variation in finish.

With regard to overshadowing, it is essential to recognise:

- The variation proposed is only up to 5% (minor) and it is evident that a notable proportion of this falls onto the roof and front setback area of the adjoining site. The variation is based on measurements from NGL. When overshadowing is measured based on the proposed site RL, it is actually compliant.
- Overshadowing has been measured based on midday 21<sup>st</sup> June. It is unlikely the affected area (containing a pool) would be actively used at this time of the year. Overshadowing impacts will be less significant and more in line with compliance at most other times of the year.
- The southern side of the adjoining property's outdoor area, which contains grass (and more likely to be actively used all year round) is not affected.

#### RETAINING ALONG STREET BOUNDARIES

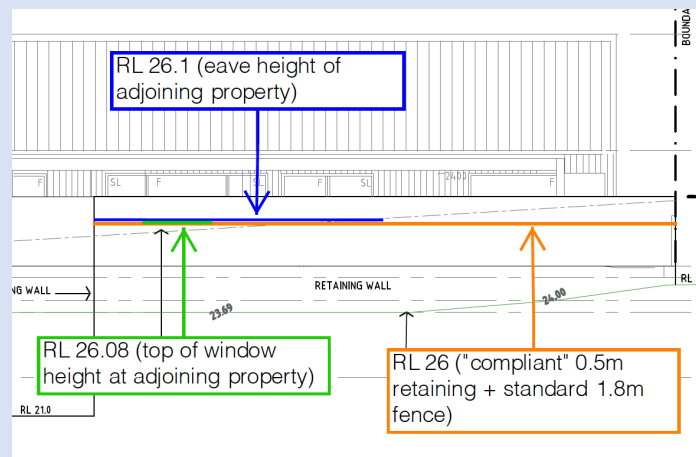
The extent of retaining fronting the street is not inconsistent with other examples in the immediate area. A key component of the existing character and amenity of Mullaloo Drive is solid retaining along the street edge. In consideration of the above, the plans have been updated to reflect:

- Significant landscape planting in the verge, which will serve to screen solid sections of retaining visible from the street and enhance the presentation of the development as viewed from the public realm.
- A feature stone treatment at the corner section of the fence.

It is considered that cumulative effect of all of the treatments, finishes and verge planting associated with the front fence results in an acceptable streetscape outcome.

#### RETAINING ALONG EASTERN BOUNDARY

The justification presented in the DA report is reiterated, noting the northern 15m of the eastern boundary provides retaining exceeding 0.5m in height with a 1.8m fence atop. In this regard, it is essential to recognise that based on the existing eave height at the adjoining property (RL 26.1), even a “compliant” scenario of 0.5m retaining + 1.8m solid fence would result in a bulk impact at this would achieve a comparable RL of 26. This is indicated in the below mark-up:



#### RETAINING ALONG SOUTHERN BOUNDARY

The justification presented in the DA report is reiterated, noting retaining only exceeds 0.5m in a couple of small areas. Additionally, the retaining and fencing treatment will be located entirely within the boundaries of the development site and would not be visible to the adjoining southern property as their boundary treatments will be retained and unchanged.

#### EXISTING MULLALOO DRIVE CROSSOVER

The existing Mullaloo Drive crossover is proposed to be retained for the purpose of maintenance access to the outdoor play area and building. This is not intended to be used by any other person or staff member for the facility.

Under the City’s verge guidelines, up to 75sqm or 50% of verge area (whichever is lesser) can be a hardstand surface, excluding the footpath. This is intended to be complied with.

Having regard for the content of **Table 2**, the modifications and further justification effectively address the City’s assessment comments and support for the proposal is warranted.



#### **4 CONCLUSION**

This additional information package contains amended drawings and further justification in support of the proposed development.

Overall, the development is designed in a responsive manner and will provide a positive streetscape contribution to the locality.

The facility is suitably located to provide essential childcare services to the local community, and warrants the City's support.

We look forward to the opportunity to provide a response to community submissions at the conclusion of public advertising.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'a stagno', with a stylized flourish at the end.

**ALESSANDRO STAGNO**  
**APEX PLANNING**