

Proposed Child Care Premises

Application for Planning Approval



1 Islip Court and 2A & 2B Broadhurst Crescent, Bateman

January 2025

Application for planning approval

1 Islip Court and 2A & 2B Broadhurst Crescent, Bateman

Prepared for Hindle Properties - Bateman Pty Ltd

DOCUMENT CONTROL

DESCRIPTION	DATE
250116 24-265 DA report - Bateman (rev0).docx	16 January 2025

Apex Planning

Phone: 0416 672 501

Email: admin@apexplanning.com.au

Address: 3/128 Main Street, Osborne Park 6017

© 2025 Apex Planning Pty Ltd

All rights reserved. The information contained in this document and its appendices is confidential and intended solely for the use of the client for the purpose it was prepared. This document remains the intellectual property of Apex Planning Pty Ltd. This document may not be used, sold, reproduced or copied by any person without the prior written consent of Apex Planning Pty Ltd. The use or copying of this document in whole or in part without the written permission of Apex Planning Pty Ltd constitutes an infringement of copyright. No liability is accepted whatsoever for any unintended third party use or reliance on this report.

CONTENTS

1	INTRODUCTION	1
1.1	PRE-LODGEMENT ENGAGEMENT	1
2	LAND DESCRIPTION	2
2.1	LOT DETAILS AND ENCUMBRANCES	2
2.2	EXISTING PLANNING APPROVAL	2
3	CONTEXTUAL CONSIDERATIONS	3
3.1	REGIONAL CONTEXT	3
3.2	LOCAL CONTEXT	3
3.3	CURRENT SITE CONDITIONS	4
4	PROPOSED DEVELOPMENT	5
4.1	LANDSCAPING	7
4.2	TRAFFIC ASSESSMENT	7
4.3	ACOUSTIC COMPLIANCE	8
4.4	WASTE MANAGEMENT	8
5	STATUTORY PLANNING ASSESSMENT	9
5.1	METROPOLITAN REGION SCHEME	9
5.2	STATE PLANNING POLICY 7.0 DESIGN OF THE BUILT ENVIRONMENT	9
5.3	CITY OF MELVILLE LOCAL PLANNING SCHEME NO.6	12
5.3.1	ZONING AND LAND USE	12
5.4	LOCAL PLANNING POLICIES	13
5.4.1	LOCAL PLANNING POLICY 1.3 – WASTE, RECYCLING AND FOGO COLLECTIONS FOR MULTIPLE DWELLINGS, MIXED USE DEVELOPMENTS AND NON-RESIDENTIAL DEVELOPMENTS	13
5.4.2	LOCAL PLANNING POLICY 1.4 – PROVISION OF PUBLIC ART IN DEVELOPMENT PROPOSALS	13
5.4.3	LOCAL PLANNING POLICY 1.5 – ENERGY EFFICIENCY IN BUILDING DESIGN	13
5.4.4	LOCAL PLANNING POLICY 1.6 – CAR PARKING AND ACCESS	14
5.4.5	LOCAL PLANNING POLICY 1.12 – CHILD CARE PREMISE AND FAMILY DAY CARE	15
5.4.6	LOCAL PLANNING POLICY 2.1 – NON-RESIDENTIAL DEVELOPMENT	19
5.4.7	LOCAL PLANNING POLICY 2.2 – OUTDOOR ADVERTISING AND SIGNAGE	21
6	CONCLUSION	23

APPENDICES

APPENDIX 1:	CERTIFICATES OF TITLE
APPENDIX 2:	DEVELOPMENT PLANS
APPENDIX 3:	LANDSCAPE PLANS
APPENDIX 4:	TRANSPORT IMPACT STATEMENT
APPENDIX 5:	ACOUSTIC ASSESSMENT
APPENDIX 6:	WASTE MANAGEMENT PLAN

1 INTRODUCTION

Apex Planning has produced this application for planning approval on behalf of Hindle Properties - Bateman Pty Ltd, with regard to a new child care premises proposed at 1 Islip Court and 2A & 2B Broadhurst Crescent, Bateman (hereafter referred to as the **development site**).

The proposal involves the demolition of existing development from the site, and replacement with a brand new, architecturally designed child care facility. The facility will provide education and care services for up to 107 children, increasing the availability of this important urban support service for local families.

The development site is appropriately located for a child care facility, noting it is adjacent to a major local school (Corpus Christi), highly accessible via the adjoining road network with three road frontages, and is within walking distance of local bus services.

The layout and configuration of the development provides a meaningful response to the site, enabling a high quality streetscape response and carefully considered interface to adjoining residential properties.

The proposal is supported by a number of expert reports which demonstrate its suitability for establishment on the development site, with its operation creating minimal impact to nearby residential properties.

The proposed development is appropriate for establishment on the site, and warrants the support of the City of Melville and the approval of the Metro Inner DAP.

1.1 PRE-LODGEEMENT ENGAGEMENT

Pre-lodgement engagement has occurred with the City of Melville since mid 2024. This includes communication via email / telephone, and a pre-lodgement meeting with the City's planning department on 3rd July 2024.

The commentary and feedback received from the City has informed the refinement and finalisation of the proposed application materials.

2 LAND DESCRIPTION

2.1 LOT DETAILS AND ENCUMBRANCES

The land subject of this application for planning approval is described in **Table 1** below.

Table 1: Lot details				
Lot	Plan	Volume	Folio	Ownership
1	SP8850	1583	758	Hindle Properties – Bateman Pty Ltd
2	SP8850	1583	759	
5	P12741	1527	270	

The Certificates of Title are provided at **Appendix 1**. There are no encumbrances listed on the CTs which relate to the proposed development.

2.2 EXISTING PLANNING APPROVAL

On 12 April 2023, the former Metro Inner-South JDAP granted approval for an 82 place child care facility on the development site. The approval remains valid until 12 April 2027.

As reflected in the minutes from meeting MISJDAP/135, the reason for granting approval to the development was:

REASON: *The majority of the Panel were of the opinion the proposed childcare has been suitably located and designed, including layout of parking, access and play areas, to mitigate against any risk of adverse impacts on the amenity of the surrounding residential area. Accordingly, the proposal was approved with conditions which reflect the commercial nature of the development in a residential area, in particular, the need to provide suitable landscaping, restrict hours of operation, staff and children numbers, and provide sufficient parking to Australian Standards. In this regard, the majority of the Panel were of the opinion that the need and nexus for the lighting of on-street car parking bays has been established as the on-street parking is proposed by the developer to meet an on-site parking shortfall and without the on-street bays, lighting would not be required.*

The currently approved facility was progressed by a different proponent for a different operator. The land has since changed ownership and the facility subject of this development proposal is based on the format and requirements of a different operator.

Moreover, the design solution for the proposed facility involves distinct modifications which include a more residential design typology, the use of a split level format to ensure the screening of the car park (with a compliant number of parking spaces provided wholly onsite), and reduced extent of playscape interface with adjoining residential properties.

3 CONTEXTUAL CONSIDERATIONS

The following sub-sections describe the contextual characteristics of the site and local area. Refer to **Figure 1: Aerial Photo** on the subsequent page, which illustrates the development site and surrounds.

3.1 REGIONAL CONTEXT

In terms of regional context, the development site is within the Perth metropolitan region in the locality of Bateman. The site is located approximately 12km south of the Perth CBD, 700m north of the Murdoch Specialised Centre, and 1.2km north-west of the Bull Creek District Centre.

The site has three road frontages which offer the following linkages:

- Marsengo Road (north), a Local Distributor road which runs east-west and offers a link to Murdoch Road.
- Broadhurst Crescent (east), a local access road which runs along the eastern frontage of the development site and forms a loop through the locality with two linkages to Marsengo Road.
- Islip Court (south), a local access road which terminates with a culdesac at its western end.

Bus services exist along Marsengo Road and Murdoch Drive, which offer transit connections to Murdoch train station, Fremantle train station, Bull creek train station, and Booragoon bus station (as outlined later in this report).

3.2 LOCAL CONTEXT

The development site is comprised of one green-title lot and two strata lots which collectively have three road frontages to Marsengo Road (north), Broadhurst Crescent (east), and Islip Court (south).

Marsengo Road is a Local Distributor which provides the locality with a connection to Murdoch Drive. Murdoch Drive is a District Distributor which provides connectivity to the wider metropolitan area, with linkages to Leach Highway, South Street, and Farrington Road which each have an interchange with the Kwinana Freeway.

Both Marsengo Road and Murdoch Drive are used by the local and wider community as key commuting routes, with Murdoch Drive providing connectivity to the Murdoch Specialised Centre which is a major activity centre and employment generator for the metropolitan region.


A key element of local context is the existence of Corpus Christi College on the northern side of Marsengo Road (adjacent to the development site), a large co-ed educational institution which includes local parish.

Murdoch Drive on the approach to Marsengo Road (both north and south) is a speed controlled 40km/h school zone, and is provided with dedicated turning pockets on the



Figure 1: Aerial Photo

**1 Islip Court and 2A & 2B Broadhurst Crescent,
Bateman**




NORTH

Drawn: Alessandro Stagno

Rev: 0

Source: MNG Access

Date: 6 January 2025



ingress to Marsengo Road. Marsengo Road in the vicinity of the development site is also within a speed controlled 40km/h school zone.

The immediate surroundings of the site is a predominantly residential area with main housing typology of detached dwellings in both single and double storey scale.

The site adjoins two residential properties along its western boundary, comprising Lot 3 (northern side) and Lot 6 (southern side). Lot 3 has primary frontage to Marsengo Road and Lot 6 has primary frontage to Islip Court.

The locality is well serviced by public transportation, noting multiple bus stops are within the easy 400m walkable catchment of the site along Marsengo Drive, Murdoch Drive, and Broadhurst Crescent providing connections to Murdoch train station, Fremantle train station, Bull creek train station, and Booragoon bus station.

The local area has an established footpath network, with a footpath existing within the verge of all three road frontages adjoining the development site which connect to the wider footpath network on Murdoch Drive.

3.3 CURRENT SITE CONDITIONS

The development site is comprised of one green-title lot and two strata lots each containing existing dwellings. The development site totals 1,755sqm of area.

The two strata lots contain a single storey duplex with single shared crossover to Broadhurst Crescent providing access to conjoined garages. The green-title lot contains a double storey dwelling with a crossover to Broadhurst Crescent and Islip Court.

According to survey data and State mapping, the development site has access to the key urban utilities services, with water and sewer mains running within the adjacent verges of Broadhurst Crescent and Islip Court, and underground power within Islip Court and Marsengo Road. An overhead powerline also runs within the verge of Marsengo Road.

In terms of topographical features, the development site is sloping with a fall of approximately 2-2.5 metres from its northern and north-eastern corner (Marsengo Road frontage) to its southern side (Islip Court frontage), with levels ranging from approx 29.7m AHD to 27.4m AHD. The existing finished floor level (**FFL**) of the duplex is 29.73m and the existing FFL of the dwelling is 29.27m.

The site survey is included with the DA drawings at **Appendix 2**.

4 PROPOSED DEVELOPMENT

The proposal involves the demolition of existing development from the site, and replacement with a brand new architecturally designed child care facility. The development plans (which include a 3D images) are provided at **Appendix 2**.

The facility will provide education and care services for up to 107 children, increasing the availability of this important urban support service for local families. The facility will cater for the following age groups:

0-2 years: 12 places

2-3 years: 35 places

3+ years: 60 places

The early learning centre will typically operate 6:30am-6:00pm Monday to Friday, offering a high level of convenience for local working families and limiting impacts to adjoining neighbours (noting the centre would be closed at night and on weekends).

Approximately 18 staff would cater for the needs of children in accordance with the ratios and requirements of the relevant childcare regulatory requirements, with additional support staff intermittently attending the facility to facilitate the efficient operation of the centre.

The proposed development will deliver critically needed early learning services for the established and growing community, on a site which is highly accessible to local parents and working families, and which is adjacent to a major local school precinct.

The layout and design of the proposed facility addresses site-specific constraints whilst ensuring a high level of internal and external amenity is achieved. The design approach involves the following key elements:

- A split level design which appropriately responds to the site's sloping topography, cohesively responding to the streetscape and carefully addressing interface with neighbouring residential properties.
- Defined pedestrian entry facing Broadhurst Crescent with accentuated portico feature and ramp which optimises legibility and accessibility for all patrons
- The attractively designed childcare building located on the upper level which addresses all street frontages and provides a contiguous built form response to Broadhurst Crescent with the majority of outdoor play fronting Marsengo Road, enabling generous and comfortable spaces with significant access to northern light.
- Undue noise impact mitigated through good design, by minimising the interface of outdoor play areas with the neighbouring western properties and siting the car park within the basement level.
- A well-considered landscape solution which provides generous soft landscaping within the periphery of the playscape, the Islip Court street setback, and the street verges to enhance the development's streetscape response.

The facility is designed in a residential format with distinct contemporary elements, adopting a 15 degree pitch roof and textured facebrick in a 'hit and miss' configuration. The roof extends out to form a verandah along the eastern side of the building, with the entirety of the roof edge / eaves incorporating an angled fascia with timber batten style soffit. A band of highlight windows is provided around the entire building which will bring a significant amount of natural light into the internal spaces and provide optimal amenity for children.

The main entrance of the facility facing Broadhurst Crescent is clearly defined with an elevated contemporary feature portico with a front gable, following the same design methodology as the building with feature timber and dark fascia framing. The centre's reception area includes a staircase and lift which provide access for all modes to the lower level car park.

The playscape is provided along the street frontages of the site, minimising the potential for acoustic impact to the neighbouring properties along the western boundary. A generous landscape buffer of up to 2.4m width is provided along the western side of the playscape which ensures play occurs off the boundary.

The car park is within the basement level of the site, gaining access via a 6.2m wide two-way crossover to Islip Court. The car park contains 20 parking bays (including an ACROD bay) and a turnaround bay, with no tandem spaces. Bike racks are provided beneath the entry portico at the upper level.

The facility's bin storage area is internalised within the basement car park which ensures its use and collection activity does not create undue impact to neighbouring properties. Staff can easily access the bin store via the lift, and the car park is designed to cater for the selected waste collection vehicle via private contractor.

In terms of fencing, the facility provides:

- 1.8m high fencing along the Broadhurst Crescent frontage, which is comprised of a combination of permeable Perspex, open-style palisade railing, and brick piers.
- 1.8m high open style palisade fencing along the Marsengo Road frontage and Islip Court frontage.
- 1.8m high solid 'hit and miss' brickwork fence along the corner truncation boundary of Marsengo Road and Broadhurst Crescent, with a simple sign incorporated.
- 2.1m high Colorbond fencing along the site's western boundary.

Noting the sloping topography of the development site, the earthworks and civil approach has been formulated to avoid siteworks and retaining along the western boundary (which adjoins residential neighbours). A level of retaining is required to be provided along the Broadhurst Crescent and Islip Court frontages with maximum heights in the range of up to 2 metres. The street retaining walls will be treated to a high standard with 'hit and miss' style textured brickwork and screen landscaping up to 2m high to be planted within the verge as shown on the landscape plans.

The proposed facility is designed in a site-responsive and sensitive manner. The development provides a suitable response to its corner location, and which promotes the preservation of residential amenity and minimisation of external impact.

4.1 LANDSCAPING

The proposed development features a high-quality landscaping approach, depicted in the landscape plans provided at **Appendix 3**.

The landscape plans include playscape plan, planting plans, irrigation plan, and verge plan.

The proposed development provides 342sqm of soft landscape area, representing 19.5% of the site. Deep soil planting is provided at every opportunity, including the northern playscape areas which enable the use of natural grass rather than astroturf and the planting of four feature Agonis Flexuosa trees.

The southern playscape is on a suspended slab (noting the split level design of the facility, and incorporates high quality astroturf with four Pyrus Callaryana trees within pots and some areas of shrubbery.

As part of the proposal, the adjoining verges will be upgraded with high quality shrubbery in a tiered planting format. The street retaining will be effectively screened with the planting of Adenanthos Cuneatus and Syzygium Smithii which grow to a mature height of 2 metres. Existing trees within the Marsengo Road verge will be retained and protected.

The proposed landscaping arrangements are of a high quality and have been formulated to integrate with the overall design approach.

4.2 TRAFFIC ASSESSMENT

The proposed development is supported by a Transport Impact Statement (**TIS**) produced by Transcore. The TIS is provided at **Appendix 4**.

With regard to traffic generation, the TIS concludes that the AM and PM peak trip generation is estimated at 93 and 76 trips respectively, resulting in an insignificant impact to the surrounding road network.

The TIS also undertakes an analysis of the car park layout and access arrangements, demonstrating the acceptability of the proposed layout and design.

The TIS contains swept path diagrams demonstrating the satisfactory movements of an 8m waste collection vehicle.

Overall, the development is acceptable from a traffic and access point of view.

4.3 ACOUSTIC COMPLIANCE

An environmental noise assessment has been produced by Herring Storer Acoustics in accordance with statutory requirements. This is provided at **Appendix 5**.

The acoustic assessment demonstrates compliance from outdoor play, car park noise, and mechanical plant, based on the fencing depicted on the development plans.

It is noted that outdoor play cannot commence until after 7am, which is a typical operational measure.

4.4 WASTE MANAGEMENT

An internalised bin store is proposed within the car parking area of the facility (at basement level). The bin store is 27.3sqm in area and capable of comfortably accommodating six 660L bins.

A waste management plan (**WMP**) is provided at **Appendix 6** which outlines the waste management practices of the facility.

In short, sufficient capacity is available to accommodate 2x collections per week for general waste and 1x collections per week for recyclables. The facility will be serviced by a private contractor.

The WMP demonstrates acceptable and responsive waste management practices and warrants the City's support.

5 STATUTORY PLANNING ASSESSMENT

5.1 METROPOLITAN REGION SCHEME

The development site and adjoining roads are zoned Urban under the MRS. The proposal seeks approval for a child care premises, an important urban support service and land use which is entirely consistent with the Urban zone.

5.2 STATE PLANNING POLICY 7.0 DESIGN OF THE BUILT ENVIRONMENT

State Planning Policy 7.0 (**SPP7.0**) addresses design quality and built form outcomes, seeking to deliver the range of benefits that derive from good design. An assessment of the proposal against the design principles of SPP7.0 is provided in **Table 2** below.

Table 2: Ten design principles of SPP7.0	
1. Context and character	
<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>	
<p>The development site is appropriately located, noting it is adjacent to Corpus Christi (a major school with age groups of K-12) and in close proximity to Murdoch Drive, as well as within the easy walkable catchment of multiple bus routes.</p> <p>The proposed childcare facility is designed in a residential format with distinct contemporary elements, adopting a 15 degree pitch roof and textured facebrick in a 'hit and miss' configuration with significant external windows. The roof extends out to form a verandah along the eastern side of the building, with the entirety of the roof edge / eaves incorporating an angled fascia with timber batten style soffit. The built form approach uses high quality materials and is befitting of the local area, which is predominantly Residential R20 with dwellings of varying ages and a mixture of single and double storey.</p> <p>The playscape wraps around the street frontages with permeable / open style fencing which provides mutual views and interactivity with street frontages.</p> <p>The site's sloping topography is addressed through the use of a split-level format involving excavation and the creation of a basement level which will contain the car park. This optimises the streetscape response, as the car park will essentially be fully screened and the architecturally designed building with its entry feature and external playscapes forming the streetscape response. Whilst this approach has resulted in some retaining facing the street, the retaining has been executed in a sensitive manner with the use of textured facebrick and tiered landscaping in the verge to provide effective screening.</p>	
2. Landscape quality	
<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>	
<p>The proposed development provides 342sqm of soft landscape area, representing 19.5% of the site. Deep soil planting is provided at every opportunity, including the northern playscape areas which enable the use of natural grass rather than astroturf and the planting of four feature Agonis Flexuosa trees.</p> <p>The southern playscape is on a suspended slab (noting the split level design of the facility, and incorporates high quality astroturf with four Pyrus Callaryana trees within pots and some areas of shrubbery.</p> <p>As part of the proposal, the adjoining verges will be upgraded with high quality shrubbery in a tiered planting format. The street retaining will be effectively screened with the planting of Adenanthos Cuneatus and Syzygium Smithii which grow to a mature height of 2 metres. Existing trees within the Marsengo Road verge will be retained and protected.</p> <p>The proposed landscaping arrangements are of a high quality and have been formulated to integrate with the overall design approach.</p>	
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.

The proposed building is single storey in scale with a top of pitch roof height of 7.5m-8m (depending on the street frontage).

The built form style is residential in nature, but reinforces a sense of openness and amenity through the incorporation of a significant amount of windows (including a band of highlight windows along the top of the external wall to every elevation).

A cohesive and attractive built form response is provided to each street frontage of the site, and the car park is provided within the basement level where it is screened and does not impact on visual amenity. Back of house areas are tucked away at the rear or within the basement.

4. Functionality and build quality

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

The proposed childcare facility is designed with high quality materials and has been formulated based on the format and specifications of the operator. The facility provides a visible and ACROD compliant pedestrian connection to its main entrance facing Broadhurst Crescent, as well as an internal lift and staircase connecting to the basement level, ensuring patrons can easily enter the building from the street and the car park.

The internals of the centre are set up such that each internal activity room connects to the external play area for the relevant age group, with large windows ensuring direct line of sight.

The car park is designed to specifically cater for the movements of an 8m waste truck and provides the correct height clearance for the operation of the vehicle.

The car park provides a compliant number of parking bays, and is designed with excellent visibility and a turnaround bay to minimise instances of congestion.

5. Sustainability

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

The proposed development is arranged such that significant natural light and ventilation is achieved within the building. This includes the provision of windows to each elevation, as well as a band of highlight windows along the top of the external wall to every elevation. The playscapes are generally north facing and receive substantial northern light, and the babies play area is located at the southern side where it receives the most passive shading (hence the arrangement of outdoor play areas is cognisant of the needs of age groups).

The proposal also includes the planting of 8 new trees with significant soft landscaping area, incorporating a large deep soil playscape zone within the northern half of the site which will assist with reducing the urban heat island effect whilst creating a high amenity environment.

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.

From a visual amenity point of view, the proposed development achieves a high level of streetscape amenity through its split level format which completely screens the car park and enables the architecturally designed building with its playscapes to form the streetscape response.

From a neighbour amenity point of view, the facility will achieve compliant noise levels through a combination of responsive layout and the incorporation of acoustic mitigation measures as outlined within the acoustic report.

From a user amenity point of view, the facility provides generous internal and outdoor spaces for children which receive significant natural light. The playscape design is of a high quality which incorporates soft landscaping and trees. Accessibility into the centre is optimised for both pedestrians and vehicles, with the incorporation of grade-compliant ramp and a lift for access by all.

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.

The facility incorporates a feature entry portico facing Broadhurst Crescent which provides definition of the main pedestrian entrance, facilitated by a grade compliant ramp system connecting to the footpath. In the car park, a lift lobby is clearly visible at the end of the car park aisle where patrons can enter the facility via the lift or staircase.

8. Safety

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

The proposed facility is designed to comply with relevant regulatory requirements which place a significant emphasis on safety and security. Additionally, the playscapes face street frontages with open style or permeable fencing which enables surveillance of the public realm. The car park is designed compliant with Australian Standards and the traffic assessment has identified no safety concerns.

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.

Child care centres often act as a focal point for their community, fostering interaction and social cohesion for local children, parents and staff. The site will attract local residents, who will enrol their children in the centre.

The site's close proximity to Corpus Christi College will improve the existing provision of community services in the local area, and will provide the local community with increased access to essential urban support services.

The delivery of more childcare places will create positive community outcomes through increased community interaction, employment generation, and facilitating greater workplace participation.

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.

The development incorporates architectural features, materials, finishes and colours which are appropriate in this context and aesthetically pleasing for centre patrons, neighbours and the broader public. The extensive landscaping proposed seeks to set this centre apart from other centres in the locality, creating a visually appealing and interesting space for observers both within and outside the site. The design aesthetic has been formulated both by architects and landscape experts to achieve a well considered and holistic outcome. The end result is a facility which will integrate with its surroundings and provide a positive contribution to the streetscape.



5.3 CITY OF MELVILLE LOCAL PLANNING SCHEME NO.6

5.3.1 ZONING AND LAND USE

The development site is zoned Residential R20 under the City's LPS42. Refer to **Figure 2 – Zoning Map**. Pursuant to *Table 2 – Zone objectives* of LPS6, the objectives of the Residential zone are:

- *To provide for a range of housing and a choice of residential densities to meet the needs of the community.*
- *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*
- *To provide for a range of non-residential uses, which are compatible with and complementary to residential development to promote sustainable residential development.*
- *To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.*

Child Care Premises is identified as an 'A' discretionary use in the Residential zone of LPS6, meaning the use is capable of approval subject to discretion.

Child care facilities are a critically needed urban support service which enable local families to optimise workforce participation and strengthen local community fabric through the early education of the future generations, and are generally considered to be compatible with residential areas where an appropriate design approach is adopted and impacts to residential amenity can be suitably managed.

The site is within an appropriate location, noting its proximity to Corpus Christ (a K-12 school) and is positioned where it can offer its services to local families within the surrounding residential areas is considered to promote the objective of creating a more sustainable residential environment in this location. A child care premises within a residential area (separate to a commercial precinct) could be seen as more direct for users in passing trips and a more compatible environment for children.

As demonstrated throughout this report, the proposed facility is designed to a high architectural standard in a residential format, befitting the character of the local area. The height and scale of the proposed development fits comfortably within its local context and what would be expected for land zoned Residential R20 with 1,755sqm of developable area.

The earthworks design establishes a split level format which enables complete screening of the car park, with the attractive building and external playscapes forming the streetscape response. A high quality landscaping approach is demonstrated through the landscape plans which provide a high level of detail in relation to the playscapes, soft landscaping areas, and external verges.



Figure 2: Zoning Map

**1 Islip Court and 2A & 2B Broadhurst Crescent,
Bateman**



NORTH

Drawn: Alessandro Stagno

Rev: 0

Source: PlanWA

Date: 6 January 2025

apex
planning

The development site has direct interface with two residential properties to the west. The site planning and design approach minimises impact to these properties in a meaningful way, and the suite of expert assessments supporting this application demonstrate compliance and compatibility. An acoustic assessment has been prepared which demonstrates compliance at all times with the incorporation of noise attenuation measures which are reasonable and acceptable.

A traffic assessment has been produced which demonstrates a moderate level of traffic generation and an insignificant impact to the surrounding road network.

The content of this report and its appendices demonstrate consistency with the applicable town planning framework, and that the child care facility is entirely appropriate for establishment within its context.

Overall, the development is appropriate for the site and warrants approval.

5.4 LOCAL PLANNING POLICIES

5.4.1 LOCAL PLANNING POLICY 1.3 – WASTE, RECYCLING AND FOGO COLLECTIONS FOR MULTIPLE DWELLINGS, MIXED USE DEVELOPMENTS AND NON-RESIDENTIAL DEVELOPMENTS

The City's LPP1.3 provides criteria for the storage and collection of waste for various forms of development in the Scheme area.

A waste management plan is provided at **Appendix 6** which has been prepared based on the criteria of LPP1.3 and demonstrates appropriate and acceptable waste management practices.

5.4.2 LOCAL PLANNING POLICY 1.4 – PROVISION OF PUBLIC ART IN DEVELOPMENT PROPOSALS

The City's LPP1.4 sets out the policy standards for the provision of public art, where the cost of development of apartments, mixed use, or non-residential exceeds \$2 million.

As this subject development has a cost exceeding \$2 million, a 1% contribution is applicable. It is anticipated the matter would be addressed by way of condition of planning approval.

5.4.3 LOCAL PLANNING POLICY 1.5 – ENERGY EFFICIENCY IN BUILDING DESIGN

The City's LPP1.5 provides a number of environmental and energy efficient design principles which are encouraged to be incorporated into new buildings. These principles include:

- Building orientation/passive solar design;
- Solar access;

- Landscaping – climate control, waterwise gardens and the retention of trees
- Building infrastructure initiatives
- Promotion of energy efficient and environmentally sustainable building design

The proposed development is arranged such that significant natural light and ventilation is achieved within the building. This is achieved through the provision of windows to each elevation, as well as a band of highlight windows along the top of the external wall to every elevation.

The playscapes are generally north and east facing and receive substantial northern light with shading during the late afternoon periods, and the babies play area is located at the southern side where it receives the most passive shading (hence the arrangement of outdoor play areas is cognisant of the needs of age groups).

The proposal also includes the planting of 9 new trees with significant soft landscaping area, incorporating a large deep soil playscape zone within the northern half of the site which will assist with reducing the urban heat island effect whilst creating a high amenity environment. The tree species are native and appropriate for establishment within a childcare setting.

At detailed design stage, additional ESD measures will be determined and confirmed which would include the use of recycled building materials, carbon-efficient concrete, and energy efficient fixtures / fittings / appliances which reduce energy and water usage.

5.4.4 LOCAL PLANNING POLICY 1.6 – CAR PARKING AND ACCESS

The City's LPP1.6 applies in respect of car parking requirements for non-residential development proposals.

Under the policy, car parking for Child Minding Centres is required at a rate of *“one bay per 10 children, plus 0.5 bays per staff member, and drop-off and pick-up area to the satisfaction of the Council”*.

The proposed child care facility will comprise 107 children and up to 18 staff, which requires a total of 20 bays (11 visitor + 9 staff). The proposed car park compliantly provides 20 bays (11 visitor + 9 staff). None of the proposed bays are in a tandem configuration.

No provision for 'drop-off and pick-up area' is made, as all drop-off and pick-up activity occurs with children being accompanied by their parent or guardian which would either be via using a car parking bay or walking to the centre. For safety and security, childcare centres typically require children to be accompanied to/from the sign-in point, noting the age groups of children being 0-4 years.

The car park has been designed to comply with relevant Australian Standards, and contains an ACROD bay and a turnaround bay, which addresses the LPP1.6 criteria.

As a child care facility is not a servicing-intensive land use, all servicing occurs from the car park during off-peak periods or when the facility is closed. The facility receives a small amount of deliveries which are usually by a normal sized van which fits within a standard parking bay. Deliveries are usually undertaken during the day, outside the drop-off and pick-up periods when the visitor bays are unused.

Waste collection occurs when the facility is closed, which allows the waste collection vehicle to use the entire car park for manoeuvring as outlined within the WMP.

No motorcycle or scooter parking bays are provided, noting it is unlikely that parents/guardians would be transporting young children via motorcycles or scooters. The proposed development provides a compliant number of normal parking bays which will meet the requisite standards.

Six covered bicycle spaces are provided within the main entry portico, which exceeds the minimum requirement of 4 spaces (2 per 10 car parking bays).

The facility includes a 6.2m wide crossover to Islip Court which provides access into the basement car park. The proposed access is consistent with policy standards and demonstrated to be acceptable via the transport assessment provided at **Appendix 3** of this report.

The proposed development is consistent with the City's LPP1.6 and warrants support.

5.4.5 LOCAL PLANNING POLICY 1.12 – CHILD CARE PREMISE AND FAMILY DAY CARE

The City's LPP1.12 guides the location, design, and operation of child care premises throughout the Scheme area. **Table 3** below provides an assessment against the relevant policy criteria.

Table 3: Child Care Centre policy criteria	
Policy criteria	Response
1.0 Locations	
1.1 In accordance with Table 3-Zoning Table Clause 17 of LPS 6, Child Care Premises located within the Residential zone are classed as an 'A' use capable of development approval following advertising in accordance with Clause 64 of the Regulations. Where Child Care Premises are proposed within the Residential zone the following will be taken into account in the assessment of whether the location is appropriate: <i>Preferred site characteristics are:</i> (a) Corner sites - to improve the ability for access and to limit the impacts upon adjoining residential properties.	(a) the development site is a corner site with three road frontages with its only sensitive interfaces to the western boundary. (b) the development site is adjacent to Corpus Chrsti (a major school), as well as two separate parks, and multiple bus stops. (c) each frontage road of the site has an existing footpath network and the site is within easy walking distance of multiple bus stops which provide a transit connection to train stations and a bus station. (d) as demonstrated on the plans, the site is of adequate size to comfortably accommodate the building, play areas, landscaping, and compliant car parking. (e) the site has frontage to Marsengo Road, a Local Distributor.

<p>(b) Within a walkable catchment, of activity centres, workplaces, schools, community facilities, public open space and civic facilities.</p> <p>(c) Well served by footpaths, dual access paths and public transport.</p> <p>(d) Of adequate size to provide suitable areas of play space (both indoor and outdoor) and parking.</p> <p>(e) Located on Local Distributor and District Distributor Roads;</p> <p><i>Undesirable characteristics are:</i></p> <p>(a) Sites within cul-de-sacs.</p> <p>(b) Sites with battleaxe access leg (or similar) configuration or shared access.</p> <p>(c) Sites located on the following Primary Distributor roads, Canning Highway, Leach Highway and South Street, in order to minimise the potential for harmful traffic fumes, excessive noise levels and road safety risks impacting on the health of children, staff and visitors to the child care centre and surrounding road users.</p>	<p>Whilst the site has frontage to a cul-de-sac, it is within a corner location and all traffic movements in and out of the site do not impact on other properties further along Islip Court.</p>
<p>1.2 In accordance with Table 3 – Zoning Table in Clause 17 of LPS 6, Child Care Premises within the Centre (C3 and C4) zone and the Mixed Use, Service Commercial, , Private clubs institutions, and places of worship zones are ‘P’ (permitted) or ‘D’ (discretionary) uses pursuant to LPS6. In the Centre (C1 and C2) zone, land use permissibility is in accordance with any applicable structure plan or activity centre plan.</p>	<p>N/A</p>
<p>1.3 Under the provisions of the Regulations, development approval is not required for a ‘P’ use where there is no works component or where the works component is also exempt from approval. In principle, the establishment of Child Care Premises in the above mentioned zones is supported in land use terms given their proximity to shopping centres, workplaces and public transport. However, where development approval is required a design, car parking, traffic and amenity assessment will be undertaken.</p>	<p>Noted, the information and assessments contained within this application comprehensively address design, car parking, traffic, and amenity.</p>
<p>2.0 Siting and Design</p>	
<p>2.1 Where a Child Care Premises is located in a Centre, Mixed Use, Service Commercial or Private clubs, institutions and places of worship zones, the design should respect and be compatible with existing and future development within the immediate surrounding area taking into account the planning framework such as LPS6, Activity Centre Plans and local planning policies.</p>	<p>N/A</p>

2.2 Where a Child Care Premises is proposed within a Residential zone, the design and resultant built form will be assessed against the relevant provisions of LPS6, the R- Codes (for open space, setbacks, visual privacy and overshadowing) and local planning policies. This will ensure such development is compatible with the residential character of the area.

Street setbacks (R-Codes Volume 1 Part B)

Broadhurst Crescent is considered to be the “primary street”, requiring a minimum 6m setback. The building generally complies, except for minor portions of the reception and change room which is a result of the angled configuration of the building. The entry portico and sections of the verandah also extend into the setback area. Discretion on these items is warranted, noting the entry portico and verandah are architectural features which improve legibility and design quality, and are supported on columns with no external walls. They are design elements which add to the visual interest and architectural expression of the building and on balance, are considered to provide an improved streetscape response which promotes improved activation and interactivity with Broadhurst Crescent.

The building comfortably complies with the minimum 1.5m secondary street setback requirements for Islip Court and Marsengo Road.

Lot boundary setbacks (R-Codes Volume 1 Part B)

To adjoining Lot 3, the proposed building has a wall length of 23m and a wall height less than 3.5m measured from NGL with a major opening (window to Kindy 1). The setback requirement is 1.5m and a setback of 1.7m to 4m is provided to this boundary.

To adjoining Lot 6, the proposed building has a wall length of 23.3m and a wall height ranging from 3.15m to 3.85m from NGL with major openings (windows to staff and cot rooms). A setback of up to 3.6-4.5m would technically be required due to the wall height slightly exceeding 3.5m. The setback of 1.7m is considered appropriate, as clearly no bulk and scale impact is being created due to consistent site levels and single storey scale, there is no opportunity for overshadowing, and the 2.1m high boundary fence prevents visual privacy impacts.

Open space

For the R20 coding, minimum 50% open space is required. The proposed development exceeds 50% site cover due to its split-level format which involves a suspended slab over the southern section. In a practical sense, bulk and scale is avoided as the development generally presents in an open way to the street frontages, with the building generally set well back with open style verandahs facing Broadhurst Crescent. The building is also well articulated and textured, which diminishes the perception of bulk where visible from the street.

Visual privacy

The building has a FFL of 30m which is consistent with the levels of the western neighbouring properties. There is also a 2.1m high boundary fence which prevents the ability for overlooking.

Overshadowing

	The neighbouring properties are along the western boundary of the site.
2.3 Fencing along the primary and secondary street (if applicable) should be of permeable design in accordance with the R Codes and Local Planning Policy. Solid fencing portions will be assessed on their individual merit taking into account the need for noise mitigation and security.	As demonstrated on the development plans, the fencing along all street frontages is either open style or includes permeable Perspex for acoustic attenuation. The only portion of fencing which is solid is the north-eastern corner of the site, along the truncation boundary of the intersection of Marsengo Road and Broadhurst Crescent. This is to achieve safety for the playscape, as the masonry fence provides a solid barrier in the event of a vehicle driving into the corner. The solid section of fence is appropriately textured with facebrick and will include a simple sign to add some visual interest.
3.0 Noise and amenity	
3.1 Where a Child Care Premises is proposed to be located adjacent to residential property(s), an acoustic impact assessment shall be requested to demonstrate that the proposal will satisfy the relevant noise regulations.	An acoustic assessment forms part of the application which demonstrates compliance with the Noise Regulations.
3.2 Outdoor playing spaces should be sited to minimise any adverse noise impact towards occupiers of adjoining residential properties.	The playscapes are positioned away from neighbouring properties. A generous landscape planting strip is provided along the western side of the northern playscape which ensures play occurs off the boundary. A 1.7m setback is provided to the southern playscape and the western boundary.
4.0 Landscaping	
4.1 A landscaping plan detailing all hard and soft landscaping, including shade structures shall be provided with a development application.	Landscaping plans are included with the application.
5.0 Car parking and traffic generation	
5.1 Car parking shall be provided in accordance with Local Planning Policy LPP1.6 Car Parking and Access.	A compliant number of parking bays is provided wholly onsite, being 20 bays comprising 11 visitor bays and 9 staff bays.
5.2 Parking areas must be sited and designed to allow vehicles to enter and exit in forward gear.	The car park is designed compliant to Australian Standards and enables all vehicles to enter and exit in a forward gear. The car park includes a reversing bay.
5.3 Planning applications for new Child Care Premises, and those that propose to increase numbers within existing child care premises by more than 10 additional children, must be accompanied by a Transport Statement prepared by a suitably qualified and experienced traffic engineer. Proposals will not be supported if the form, function and safety of the surrounding road network is deemed to be compromised.	A traffic assessment is included with the application which demonstrates acceptable traffic/access outcomes.
5.4 Use of car stackers or tandem parking arrangements is considered not desirable.”	No stackers or tandem bays are proposed.
6.0 Hours of operation	

6.1 Where a Child Care Premises is located adjacent to a property used for residential purposes, the hours of operation of the premises may be limited to 7am to 7pm Monday to Friday and 8am to 7pm during weekends. Note: The limit on hours of operation does not prevent staff attendance outside of the operating times.

The proposed hours of operation for the facility are 6:30am-6pm Monday to Friday. In this instance, the slightly earlier opening is considered to be appropriate and capable of approval, noting:

- The 6:30am opening provides parents with the level of service which is generally expected of modern child care centres, ensuring the needs of families with diverse requirements can be met.
- The car park is within a basement level and completely separated from the western adjoining properties, therefore use of the car park will create no discernible noise to those properties prior to 7am. The internal lift will provide parents and children with discrete access to the reception area without any impact to the neighbouring properties.
- No outdoor play will occur prior 7am per the acoustic assessment.

In this instance, discretion is warranted.

7.0 Signage

7.1 The City's requirements for advertising and signage are outlined in Local Planning Policy LPP2.2 Outdoor Advertising and Signage.

Noted, addressed later in this report.

5.4.6 LOCAL PLANNING POLICY 2.1 – NON-RESIDENTIAL DEVELOPMENT

The City's LPP2.1 applies to all non-residential development. The relevant criteria of LPP2.1 is addressed below.

Building design

The proposed development is orientated toward its primary street frontage of Broadhurst Crescent, which is achieved through its large portico entry feature and deep verandah facing that street.

The building demonstrates high levels of architectural expression through the use of a combination of complementary materials in warm colour palettes, with the main material being feature 'hit and miss' style facebrick and integration of feature timber battens. A significant amount of windows are incorporated into the design, including a band of highlight windows integrated into the top of external wall on each façade.

Whilst the development is located on a corner site, its suburban context lends itself to providing the main pedestrian entry and elevated entry feature to Broadhurst Crescent. This configuration is more cohesive in a Residential R20 environment and also preserves a generous setback to Marsengo Road which is consistent with the layout of other dwellings along Marsengo Road.

The fencing to all street frontages (except for the corner truncation facing Marsengo Road / Broadhurst Crescent intersection) is open style or permeable which facilitates

passive surveillance from playscapes and the main entry portico promotes interactivity to Broadhurst Crescent through pedestrian activity.

Landscaping

A set of landscaping plans is included with the application which depict significant soft landscaping representing approximately 19.5% of the site area, with the majority of the outdoor play area provided as deep soil.

Generous landscape buffer planting is provided within the periphery of the northern playscape (including the western side which adjoins residential properties) and four Agonis Flexuosa trees are proposed along the area fronting Marsengo Road. In addition, four Pyrus Callaryana trees are proposed within the southern playscape. As there are no 'at grade' parking spaces (all bays are within the basement car park), there is no strict requirement – however, trees are still provided within open areas of the development.

As part of the landscaping approach, the verges will be upgraded with attractive tiered planting and will include the planting of native shrub species which grow up to 2m high at maturity which will be a key feature for screening of street retaining and will also substantially improve the development's streetscape response.

Visual privacy

The finished level of the building and playscapes at 30m AHD is consistent with the levels of the neighbouring western properties (no variance of 0.5m or more) and a boundary fence of 2.1m height is proposed which ensures no overlooking or visual privacy impact.

Vehicle access, loading and parking

The proposed development will gain access from the lowest order road (Islip Court) with its crossover achieving compliant separation from the corner with Broadhurst Crescent.

The car park is designed compliant to Australian Standards and enables ingress and egress in a forward gear. The car park includes a dedicated reversing bay which ensures no interruption to internal traffic flow. The car park is within a basement level and not visible to the street.

Per responses for other local policies, the car park will be used for minor deliveries and waste collection, as is standard practice for child care facilities. This is demonstrated to be acceptable through the supporting traffic assessment and waste management plan.

Six bike spaces are provided at the main pedestrian entry of the site, located beneath the entry portico.

Plant

A mechanical plant yard is provided within a recessed area at the rear of the building and is enclosed with absorptive lining per acoustic recommendations. The noise created by mechanical plant will comply with the Noise Regulations and the units will not be visible.

Waste

A waste management plan is include with the application demonstrating acceptable waste management practices which meet the City's policy criteria.

Site works

The development site has a sloping topography which falls by about 2.5-3m from its northern boundary to its southern boundary.

Noting the sloping topography of the development site, the earthworks and civil approach has been formulated to avoid siteworks and retaining along the western boundary (which adjoins residential neighbours). A finished level of 30m AHD has been selected for the building which is consistent with the levels facing Marsengo Road and the adjoining western properties, and excavation will occur at the southern side to establish a basement level for the car park.

This approach eliminates the need for retaining along the neighbouring property boundaries which prevents potential amenity impact. A level of retaining is required to be provided along the Broadhurst Crescent and Islip Court frontages with maximum heights in the range of up to 2 metres. The street retaining walls will be treated to a high standard with 'hit and miss' style textured brickwork and screen landscaping up to 2m high to be planted within the verge as shown on the landscape plans.

The proposed site works are considered to be responsive to the characteristics of the site and result in a superior streetscape outcome, as it reduces amenity impact to neighbouring properties, facilitates the complete screening of the car park, and involves the provision of significant landscape planting as part of verge upgrades.

5.4.7 LOCAL PLANNING POLICY 2.2 – OUTDOOR ADVERTISING AND SIGNAGE

The City's LPP2.2 sets out criteria relating to the provision of advertising signage throughout the municipality.

The proposed development includes two simple signs which would be integrated into the north-eastern fence facing the corner of Marsengo Road / Broadhurst Crescent, and the feature portico facing Broadhurst Crescent.

The signage generally complies with the standards for 'commercial properties within the Residential zone', except for the portico sign exceeding maximum height requirement of no more than 1.8m above ground level and both of the signs exceeding 1sqm in area.

Application for planning approval

1 Islip Court and 2A & 2B Broadhurst Crescent, Bateman

In the instance of this application, the signage is simplistic in nature and modest when considered in the context of the development. The signage is designed in colours and styling befitting the predominant design style of the development and improves the identification and legibility of the development.

Having regard for the above, the proposed signage is acceptable and warrants the City's support.

6 CONCLUSION

This application for planning approval involves the demolition of existing development from 1 Islip Court and 2A & 2B Broadhurst Crescent, Batement and replacement with a new early learning facility.

The proposed early learning facility is designed to provide education and care services for up to 107 children and would deliver critically needed urban support services to the surrounding community.

The proposed development warrants the City's support for the following reasons:

- The proposed land use is permissible in the LPS6 Residential zone, and the proposal is evidently consistent with objectives of the Residential zone.
- The site is well located to accommodate childcare services, noting it has three road frontages and is adjacent to a major school precinct.
- The proposed development will deliver an essential community service which will increase the provision of childcare places for the residents and workers of the growing local community.
- The proposal will contribute positively to local visual amenity and streetscape quality, providing both a high quality of built form design and extensive landscaping that is well suited to the site's location.
- The proposed centre has been designed and configured to maximise operational efficiency, safety and amenity, while also minimising any potential off-site amenity impacts for surrounding residential dwellings. The proposal is supported by expert traffic and acoustic reports demonstrating there will be no unacceptable impacts to the surrounding area.

The proposal warrants the support of the City of Melville and the approval of the Metro Inner DAP.