



29 January 2021

Rachel Tu
Planning Officer
City of Melville
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Dear Ms Tu,

**APPLICATION FOR DEVELOPMENT APPROVAL
PROPOSED CHILD CARE CENTRE
LOT 1 (No.2C) MATHESON ROAD, APPLECROSS**

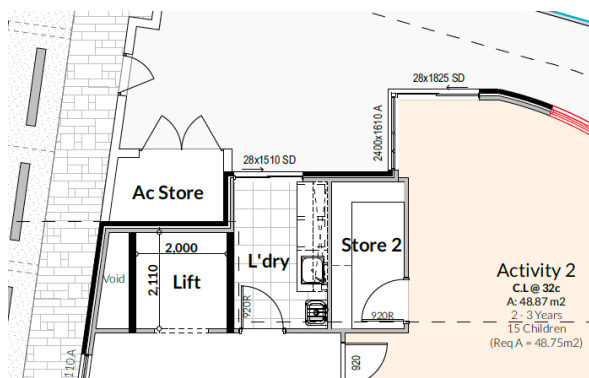
We refer to the above-described Development Application ('Application') and hereby respond to the various items outlined in your emails dated 21 December 2020 and 15 January 2021, following assessment and advertising of the Application.

RESPONSE TO ASSESSMENT

Planning Comments

Location of Air Conditioning Units and Other Utilities

As depicted on the Architectural Drawings submitted with the Application, an air conditioning plant room is proposed on the Ground Floor. The plant room is integrated into the design of the building and situated adjacent to the lift. The plant room will contain the air conditioning condenser units and is enclosed with solid walls on three sides. The doors will have louvers for ventilation and face toward Canning Highway. The plant room design and location ensure it will not have an adverse visual or noise impacts. Air conditioning ducting will be housed within the 'void' at the rear of the plant room, adjacent to the lift, avoiding the need for any ducting to be affixed to the external walls of the building to enhance its appearance. The 'void' is of sufficient size to accommodate other services (i.e. electrical, hydraulic etc).



Location of Air Conditioning Plant Room and Service Void



Verge Landscaping

We confirm that landscaping to the verge will comprise irrigated lawn with the potential for irrigated and mulched native planting in select locations. As depicted on the Landscape Plan, existing verge trees will be retained. Further details of landscaping, including verge treatments, will be submitted prior to building occupation, pursuant to a suitable Condition of Development Approval.

Operations Management Plan

An Operations Management Plan is attached.

Signage

We confirm that signage is not proposed by this Application and that a separate Development Application will be submitted in the future following consideration of the current Application. It should be noted that the building façade is designed to accommodate a limited amount of signage that can be integrated into the design of the building. For example, the painted white rendered walls near the pedestrian entry and facing Canning Highway provide opportunities to accommodate signage depicting the name of the proposed Child Care Centre.

Boundary Fencing

The Architectural Drawings proposed visually permeable fencing to the Matheson Road frontage of the site, with a masonry wall and timber posts to the Cunningham Street and Canning Highway frontages. The enclosed Amended Drawings increase the extent of visually permeable boundary treatments to Cunningham Street and Canning Highway. Open fencing is proposed to the Canning Highway frontage of the car park, between the site's north-eastern boundary and the External Play Area (solid wall to be retained to the bin store). To the External Play Area that fronts Canning Highway and Cunningham Street, feature glazed elements have been introduced to reduce and break-up the extent of solid masonry wall. The boundary treatments fronting Canning Highway will be designed and constructed in accordance with the recommendations contained in the Acoustic Assessment.

Design of Pedestrian Entry

An awning has been provided to better emphasise the pedestrian entry to the Child Care Centre. It is considered the awning, together with trees retained in this area, result in a high-quality pedestrian entry that is clearly visible from the footpath and accessible from the car park.



Awning to Pedestrian Entry



Traffic Comments

Observations on Traffic Movements

The City's comments with respect to traffic movements within Applecross are noted.

Canning Highway runs along the entire southern edge of Applecross, with the Swan River enclosing the western, northern and eastern sides. This means that all traffic exiting / entering Applecross must travel via Canning Highway.

Despite this geographical constraint, Applecross is a highly permeable suburb with respect to traffic. Between Tompkins Park in the west and Canning Bridge in the east, there are a total of 20 roads providing direct access to / from Canning Highway. Of these, there are five signalised intersections, at Riseley Street, Ardross Street, Reynolds Road, Sleat Road and Canning Beach Road. All of these intersections provide convenient left-in / left-out movements to / from Applecross for vehicles travelling in an eastbound direction.

The Canning Beach Road intersection does not allow traffic leaving Applecross to make a right turn into Canning Highway to travel in a westerly direction. Therefore, to travel in a western direction from Applecross, it is necessary to use one of the other four signalised intersections. A right-turn into the west-bound lanes of Canning Highway can also be made at four non-signalised intersections, at Dunkley Avenue, Cantray Avenue, Cunningham Street and Simpson Street, where a break in the central median is provided. However, due to the volume of traffic on Canning Highway, right-turn movements are difficult, hence the majority of traffic would seek to enter the westbound lanes of Canning Highway from one of the four signalised intersections mentioned above.

This is reflected in the traffic data collected by the City (as outlined in your email), which indicates the majority of traffic using Matheson Road is travelling in a north-east direction, with fewer vehicles travelling south-west toward Canning Highway.

The majority of vehicles travelling in a north-east direction along Matheson Road are likely returning to Applecross from the eastbound lanes of Canning Highway or seeking to exit Applecross at one of the signalised intersections before travelling in a western direction. The low volume of vehicles travelling south-west along Matheson Road is most likely due to the lack of signals at Cunningham Street to assist with a right turn movement into Canning Highway.

Matheson Road (together with Kintail Road) is the main east-west distributor road in Applecross, and naturally carries a higher volume of traffic as motorists seek to enter / exit Canning Highway at one of the many available intersections. Bus services also run along Matheson Road / Kintail Road, which further suggests these roads function as local distributors. For these reasons, the City's traffic data does not necessarily indicate that 'rat-running' is occurring along Matheson Road.



With respect to the Child Care Centre, the majority of customers will live or work in Applecross and likely access the site as part of their normal AM / PM commute. This means most customers will already be using the local road network when accessing the site and will not add to the volume of traffic on local roads. For those customers living / working outside of Applecross, the site's location means there will be little impact on the local road network, with customers able to enter / exit the Child Care Centre from the Canning Highway / Cunningham Street intersection abutting the site, with only a small number of people likely to travel along Matheson Road before re-entering Canning Highway (most likely at the Riseley Street signalised intersection in order to turn right into the Canning Highway westbound lanes).

The above observations suggest the Child Care Centre will not have a significant impact on the volume of traffic utilising local roads within Applecross.

SIDRA Analysis

The Traffic Impact Statement has been amended to include a SIDRA Analysis.

Trip Generation Rates

The City's comments with respect to trip generation rates assume the Child Care Centre will always operate at its maximum capacity of 67 places, however, actual attendances will be lower to account for absentees (i.e. sickness, holidays). On any given day, it can be assumed the maximum attendance will be equivalent to 80% of capacity (say 54 places). Therefore, using the same peak hour and directional split assumptions as the City, the maximum number of traffic movements in the peak hour is likely to be closer to 32, with 17 cars entering and 15 cars departing the site.

This is equivalent to approximately 4 cars entering / exiting every 15 minutes in the AM peak hour. Given the nature of the land use, it is reasonable to assume that customers will stay for only a very limited duration (<15 minutes). With a total of 9 car bays available for customer parking (including the ACROD bay), it is considered sufficient on-site car parking is provided to meet anticipated demand.

Car Park Design

The Amended Drawings incorporate design changes to satisfy AS2890.1. The aisle has been increased to a width of 6.6 metres as per Class 3A car bays. The width of the tandem car bays has been retained at 2.5 metres noting an additional 0.1 metres is provided to each car bay between the alignment of the columns. This satisfies the intent of Class 3A with additional space available for driver / passenger access. All columns are positioned in accordance with AS2890.1, including adjacent to Car Bay No.1 which has also been increased to 2.6 metres in width. Comments in support of the car park design are provided in the revised Traffic Impact Statement.

Traffic Management Plan and Parking Management Plan

A Traffic Management Plan and Parking Management Plan can be provided prior to commencement of works, pursuant to a suitable Condition of Development Approval



Comments by Main Roads WA

We note that Main Roads does not object to the proposed development, subject to imposition of conditions, all of which are acceptable to the Applicant.

Condition 1 and Advice Note 1

Main Roads' recommended Condition 1 reads as follows:

1. **Prior to issue of the Building Permit**, an acoustic report by a qualified acoustic consultant consistent with the requirements of State Planning Policy No. 5.4 – Road and Rail Noise is to be prepared and submitted to the satisfaction of the City, in consultation with Main Roads. Any recommendations contained in the acoustic report shall be thereafter implemented and maintained for the duration of the development.

Justification for Condition

To ensure the acoustic requirements are implemented. The submitted Environmental Assessment Report does not comply with SPP5.4.

Main Roads Advice Note 1 reads:

1. In regard to Condition 1 above, the review and resubmission of the Environmental Assessment Report is required, with regard to the following.
 - a) On-site noise monitoring must be conducted in accordance with the SPP 5.4 Guidelines to determine the existing traffic noise levels.
 - b) ND Engineering must use for modelling and clearly state in its report current and future traffic volumes and the years for which they apply, including the percentage of heavy vehicles.
 - c) ND Engineering must use for modelling and clearly state in its report the correct current and future vehicle speed, road surface and other modelling inputs such as topography.
 - d) ND Engineering must cite sources for the current and future traffic volumes and other inputs used in its modelling, including reference numbers and dates. Contact Main Roads' Traffic Modelling Branch to obtain the most up-to-date Main Roads modelled projections.
 - e) Modelling must use future traffic forecasts to determine future noise, providing 20-year forecasts as required by SPP 5.4.
 - f) Acoustic treatments must be recommended that are consistent with the treatments outlined in the latest version (September 2019) of SPP 5.4 and its Implementation Guidelines, including the requirement for notification on titles.

We note the City's request for the re-submission of the Acoustic Assessment prior to determination of this Application rather than prior to the issue of a Building Permit as recommended by Main Roads.

The Acoustic Engineer has advised that the Acoustic Assessment satisfies AS2107-2016 and State Planning Policy 5.4, with the recommendations in Annexure H (Traffic) based on actual noise data collected at the site, however, due to time constraints, a full explanation of the methodology was not included in the Acoustic Assessment.



The Acoustic Engineer has issued a revised Acoustic Assessment (copy enclosed) and provided the following comments in response to Main Roads Advice Note 1.

Main Roads Comment	Response
On-site noise monitoring must be conducted in accordance with the SPP 5.4 Guidelines to determine the existing traffic noise levels	<p>On-site noise monitoring was conducted at the following times:</p> <ul style="list-style-type: none"> • AM peak Thursday 5 November 20; • PM peak Friday 6 November 20.
ND Engineering must use for modelling and clearly state in its report current and future traffic volumes and the years for which they apply, including the percentage of heavy vehicles.	<p>Data was obtained from Main Roads WA on 27 October 2020, via email:</p> <p><i>From: NG Thomas (TMA)</i> <i>Thomas.Ng@mainroads.wa.gov.au</i></p> <p><i>Sent: Tuesday, 27 October, 2020 13:59</i> <i>Subject: #41661 - APPLECROSS Lot1, 2c Matheson Rd Noise Assessment</i></p> <p><i>Attachments:</i></p> <p><i>41661_Validation_Y16_Canning Hwy Applecross_Noise Assessment.pdf;</i> <i>41661_LVP_All Day_Y41_Canning Hwy Applecross_Noise Assessment.pdf;</i> <i>41661_LVP_All Day_Y16_Canning Hwy Applecross_Noise Assessment.pdf</i></p> <p>Modelling was undertaken using SoundPlan with model shown in FIGURES H.0 & H.1 on page 39 of the Acoustic Assessment for 2041.</p>
ND Engineering must use for modelling and clearly state in its report the correct current and future vehicle speed, road surface and other modelling inputs such as topography.	Modelling was undertaken using SoundPlan with model shown in FIGURES H.0 & H.1 on page 39 of the Acoustic Assessment for 2041.
ND Engineering must cite sources for the current and future traffic volumes and other inputs used in its modelling, including reference numbers and dates. Contact Main Roads' Traffic Modelling Branch to obtain the most up-to-date Main Roads modelled projections.	Data was obtained from Main Roads WA on 27 October 2020, (refer email reference above).
Modelling must use future traffic forecasts to determine future noise, providing 20-year forecasts as required by SPP 5.4.	Data was obtained from Main Roads WA on 27 October 2020, (refer email reference above). Model shown in FIGURES H.0 & H.1 on page 39 of the Acoustic Assessment for 2041.
Acoustic treatments must be recommended that are consistent with the treatments outlined in the latest version (September 2019) of SPP 5.4 and its Implementation Guidelines, including the requirement for notification on titles.	SPP5.4 Quiet House packages are not applicable to non-residential developments. Non-residential acoustic treatments have been developed by ND Engineering to meet the requirements of AS2107. Refer SPP5.4 Appendix 4 Item 5.



The Acoustic Assessment contains a series of recommendations to mitigate noise generated by the Child Care Centre as well as noise generated from traffic on Canning Highway. The recommendations are presented in Chapter 5 of the Acoustic Assessment and appear under the following sub-headings:

- Operational;
- Children's Play Areas;
- Music;
- Mechanical Services;
- Car Park; and
- Construction.

In response to Main Roads comments, the 'construction' recommendations will mitigate the effects of traffic noise and are derived from Annexure H (Traffic) of the Acoustic Assessment. These recommendations relate to:

- Materials and thickness of external walls and insulation;
- Materials and insulation for ceilings;
- Thickness and design of glazing, including requirements for acoustic seals;
- Mechanical ventilation systems;
- Materials and height of external boundary walls and glazing;
- Restricting the use of the External Play Area facing Canning Highway to non-peak times; and
- Restricting natural ventilation via operable doors and windows for rooms facing Canning Highway to non-peak times.

None of the Acoustic Assessment recommendations require any changes to the design and layout of the building. All of the recommendations are capable of being implemented at construction stage and during operation of the Child Care Centre.

RESPONSE TO ADVERTISING

We provide the following comments in response to the five key issues raised during advertising of the Application.

Inappropriate location which does not satisfy the provisions in LPP1.12 Child Minding Centres and Family Day Care and is not suitable in a residential context.

We disagree a Child Care Centre is not a suitable use in a residential context.

One of the Objectives of the Residential zone under the City's Local Planning Scheme ('LPS') is:

*To provide for a range of **non-residential uses**, which are compatible with and complementary to residential development to promote sustainable residential development.*



A Child Care Centre is a discretionary ('A') use in the Residential zone of the City's LPS. This suggests the use has the potential to be an appropriate and compatible non-residential use within the Residential zone with potential to promote sustainable residential neighbourhoods through improved access to facilities and services.

A merits-based assessment of any discretionary land use is required to confirm the suitability of the use in the location proposed, in order to minimise any adverse impacts on the amenity of the surrounding residential area.

By their nature, Child Care Centres serve a local customer base, the majority of whom are residents / employees within the immediate surrounding area. Most customers prefer to live close to the Child Care Centre to allow for convenient access during the AM / PM drop-off / pick-up times, and during the day in the event that a child is sick and is required to be collected with limited notice. In many instances, small-scale child minding services (family day care) are home-based businesses, further demonstrating the suitability of the use in a residential context.

The proposed Child Care Centre, whilst not a home-based operation, is of a suitable scale for its location, with a maximum capacity of 67 places. In comparison, most contemporary Child Care Centres aim for a capacity in the order of 90 to 100 places.

The proposed Child Care Centre will be located at the periphery of the Applecross residential area, adjacent to Canning Highway, and for this reason will not draw traffic into the centre of the neighbourhood. As noted above, the majority of customers will likely live in Applecross and access the premises as part of their daily commute.

The Child Care Centre represents an appropriate transitional non-residential use for a site adjacent to Canning Highway and satisfies the relevant provisions of Local Planning Policy 1.11 – Canning Highway Precinct Design Guidelines. The building has a residential scale (2-storeys) and design, incorporating a pitched roof and materials consistent with the residential character of the area.

Furthermore, the site is positioned at the corner of three roads with only one boundary directly abutting an existing residential property. This reduces the potential impacts of the development on surrounding residential properties.

Local Planning Policy 1.12

The table below appears in the Planning Statement for the Application and provides a detailed response to all of the requirements of Local Planning Policy 1.12 – Child Care Premise and Family Day Care.



Requirement	Response
Location	<p>Preferred Characteristics</p> <p><u>Corner Sites</u></p> <p>The site is located on a corner and can obtain access from an existing crossover off Matheson Road.</p> <p>The site only has one common boundary with an adjoining residential property, to the north. The Child Care Centre does not have any impact on that property as a result of overlooking, overshadowing, noise, bulk or scale.</p> <p><u>Proximity to Services and Facilities</u></p> <p>LPP1.12 encourages Child Care Centres to be:</p> <p style="text-align: center;"><i>Located close to, or abutting shopping centres, workplaces, schools, community facilities, public open space and civic facilities.</i></p> <p>Whilst the Child Care Centre is not within an activity centre and does not directly abut the facilities outlined above, the location is appropriate for the following reasons:</p> <ul style="list-style-type: none"> • The Child Care Centre is located close to the Swan River and within 300 metres of a playground located in the foreshore reserve; • Riseley District Centre is within 400 metres to the north-east; • Ardross Primary School is 600 metres to the south-east. • The Child Care Centre will primarily serve the catchment area of Applecross, on the north side of Canning Highway; • This site is at the corner of Matheson Rd, Cunningham St and Canning Hwy, at the periphery of the catchment area. • Convenient access to the Child Care Centre from the catchment area is provided via Matheson Road, being the main connector road running through Applecross, meaning traffic seeking to access the Child Care Centre is not being drawn through local roads. • The site's location on the periphery of the catchment area allows customers to access the Child Care Centre as part of their regular drive to / from work (or other destinations), before / after travelling on the regional road network. • This achieves the purpose intended by LPP1.12 by allowing people to undertake a multi-purpose trip with minimal impact on the surrounding residential area. • Convenient access is provided by bus services that run along Matheson Rd (148 & 158) and Canning Hwy (111 & 910). • The site is also highly accessible by foot with direct connections provided to the existing footpath network. <p>In summary, the site is at the periphery of the Residential zone and represents an appropriate transitional land use between the residential area and abutting regional road network.</p> <p><u>Access to Footpaths</u></p> <p>Footpaths are provided in the verge of all three frontages, connecting the Child Care Centre to the surrounding catchment area and the bus stop on Canning Highway.</p> <p>A new pedestrian path will provide a direct connection between the entry lobby and footpath, and a pedestrian access point is also proposed from the Canning Highway footpath.</p>



	<p><u>Site Size</u></p> <p>The size of the site is adequate to accommodate the proposed Child Care Centre (67 places; 15 staff) in accordance with regulatory requirements for internal and external play areas, and in accordance with the parking requirements of LPP1.6.</p> <p><u>Road Hierarchy</u></p> <p>Whilst the site is not located on a designated Local or District Distributor Road, the site is situated at the corner of Canning Highway and Matheson Road, at one of the main access points to / from Applecross.</p> <p>Matheson Road (together with Kintail Road) run through the centre of Applecross and distribute traffic to local roads. Bus services 148 and 158 also run along these roads.</p> <p>The site's location means traffic seeking to access the Child Care Centre is not being drawn through local roads within Applecross.</p> <p>Undesirable Characteristics</p> <p>The site is not within a cul-de-sac, is not a battleaxe lot, and does not share access with any other properties.</p>
Siting & Design	<p>The design and scale of the Child Care Centre is compatible with the residential character and scale of dwellings in the area.</p> <p>The Child Care Centre satisfies the relevant Deemed to Comply provisions of the RD Codes, for land coded R40, including:</p> <ul style="list-style-type: none"> • Primary Street Setback (Matheson Road); • Secondary Street Setbacks (Canning Hwy & Cunningham St); • Building Setback (Northern Boundary); • Open Space; • Visual Privacy; and • Overshadowing. <p>The site's location at the intersection of three streets, with only the site's northern boundary abutting a residential property, means it is ideally placed to accommodate the proposed Child Care Centre consistent with the provisions of the RD Codes.</p>
Noise and Amenity	<p>The Application is accompanied by an Acoustic Assessment that recommends noise mitigation measures to ensure the Child Care Centre is capable of complying with the Environmental Protection (Noise) Regulations.</p> <p>No operable windows are proposed facing the site's northern boundary with a 1.8 metre high solid wall provided to the External Play Area.</p>
Landscaping	The Application is accompanied by a Landscape Plan.
Car Parking & Traffic Generation	<p>A total of 16 car bays will be provided consistent with LPP1.6.</p> <p>All vehicles can enter and exit the site in forward gear.</p> <p>The Application is accompanied by a Traffic Impact Statement.</p>
Hours of Operation	Monday to Friday 7am to 6.30pm, consistent with LPP1.12
Signage	Refer to response to LPP2.2.



Adverse traffic implications, specifically increasing the likelihood of accidents at the intersection and traffic congestion along surrounding roads.

The Application is accompanied by a Traffic Impact Statement that supports the proposed development. The scale of the development, together with its location, suggests the Child Care Centre will not have a significant impact on the volume of traffic utilising local roads within Applecross (refer comments above).

Concerns that there is insufficient parking, and the tandem parking design is not practical. No drop off/pick up provided.

The Application satisfies the car parking standards of Local Planning Policy 1.6 – Car Parking and Access (14 bays required; 16 bays provided).

The use of tandem car parking is an ideal approach for a Child Care Centre. This is because the vast majority of customers arrive in the morning before work and stay for a very short time (< 15 minutes) to drop-off children, before returning in the afternoon to collect children.

Staff arriving at the commencement of the day (before opening time and therefore before customers arrive) will park in the allocated staff bays, being the rear tandem bays. This leaves the front tandem bays available to customers during the morning drop-off. As the majority of customers will stay for a short duration of time (< 15 minutes) to complete the drop-off, staff arriving during the morning peak will be able to access the rear tandem bays.

It is highly unlikely all of the front tandem bays will be occupied by customers at the same time. As noted above, no more than 4 customers are expected to access the site every 15 minutes during the AM peak hour. With a total of 8 bays available to customers (plus the ACROD bay), it is not expected that staff arriving by car at this time will be unable to access their allocated car bay. In the unlikely event that all customer bays are occupied at once, staff will be able to wait within the driveway until a car bay becomes accessible. The driveway has a length of 30 metres, providing ample 'holding' space without any impact on the road network.

With respect to the provision of a dedicated drop-off / pick-up bay, there is no practical purpose in providing such a bay at a Child Care Centre, as the children attending (0 to 5 years) are too young to be dropped off unsupervised. The age of the children requires the parent / guardian to park the car and take the child into the premises. Hence, a dedicated set down / pick up bay would operate in the same way as a standard car bay, noting the proposed development exceeds the minimum car parking standard under Local Planning Policy 1.6.



Adverse noise implications as a result of the children in open play areas to adjoining properties.

The Acoustic Assessment includes recommendations for the construction and operation of the External Play Areas, including the following:

- Time restrictions relating to the use of the External Play Areas;
- Fixed play equipment to be non-metallic with any hollow sections of fixed metal equipment to be filled with expanding foam or sand;
- Minimise use of concrete or brick paved areas;
- No playing of music outdoors, unless limited to light / soft children's music;
- Solid walls to 1.8 metres in height required to external areas, including to External Play Area No.2 on the north-east side of the premises.

Alan Stewart
There is only one residential property directly abutting the site, to the north-east, with External Play Area No.2 on the First Floor located 6 metres from the site's north-east boundary and provided with a solid wall to 1.8 metres in height. The north-east facing window to Activity Room 3 on the First Floor will comprise fixed glazing. No other residential properties abut the site.

The Acoustic Assessment recommends that children not be permitted outdoors for play purposes prior to 7am and after 6pm, with the External Play Areas abutting Canning Highway to be used during non-peak traffic times only (9.30am to 2.30pm). The proponent of the Child Care Centre is supportive of these time restrictions and has advised that children will not be permitted to play outdoors after 5.30pm. This is an improvement on the recommendation of the Acoustic Assessment and will assist with reducing any potential impacts on neighbouring properties.

The attached Operational Management Plan includes details of time restrictions relating to the use of the external play areas.

Unsafe conditions for children attending childcare being within close proximity to large volume vehicles / air pollution from said vehicles.

There are numerous non-residential uses abutting Canning Highway in the City of Melville, including the following Child Care Centres:

- Applecross Kindy, situated at No.799 Canning Highway;
- Growin Early Education, situated at No.817 Canning Highway;
- Jellybeans Attadale, situated at No.432 Canning Highway; and
- Good Start, situated at No.541 Canning Highway.

Beyond the City of Melville, child care centres are typically found at corner sites abutting major roads, where they function as a transitional non-residential use into the adjacent residential neighbourhood whilst enjoying a high level of accessibility from the regional road network.



According to on-line data published by the Australian Government, the average weekly attendance at centre-based day care facilities is approximately three days per week (<https://www.education.gov.au/child-care-australia-report-march-quarter-2019>). It can therefore be assumed that the majority of children attending the site will be there three days a week, with only some of that time spent outdoors, based on the weather, activities and age group. Internally, the premises will be mechanically ventilated to reduce reliance on natural ventilation or at those times of the day when natural ventilation may not be suitable (i.e. peak traffic times, weather conditions).

Should you require any further information or clarification in relation to this matter, please contact Alan Stewart on 0413 842 645.

Yours faithfully,

Alan Stewart

Alan Stewart

Director

Stewart Urban Planning