

Town Planning Statement

Child Care Centre

Lot 1 (No.2c) Matheson Road, Applecross

prepared by



STEWART URBAN PLANNING

on behalf of

Tonic Holdings Pty Ltd and Synergy WA Pty Ltd

23 November 2020



1.0 Introduction

Stewart Urban Planning acts for Tonic Holdings Pty Ltd & Synergy WA Pty Ltd, the contracted purchaser of Lot 1 (No.2c) Matheson Road, Applecross ('site').

This Town Planning Statement has been prepared in support of an Application for Development Approval ('Application') to demolish the existing buildings and construct a Child Care Centre on the site.

1.1 Technical Reports

The Application is accompanied by the following documents.

Report	Consultant
Feature Survey	Ross McLoughlin Consulting Surveyor
Architectural Drawings	Macri Builders Pty Ltd
Landscape Concept Plan	Plan-E
Acoustic Assessment	ND Engineering
Traffic Impact Statement	KCTT



2.0 Site Description

2.1 Overview

Local Authority	City of Melville
Address	No.2c Matheson Road, Applecross
Cadastral	Lot 1 on Diagram 26845
Certificate of Title	Volume 36 Folio 165A
Land Area	1,017m ²
Frontages	Matheson Road 27.18m Cunningham Street 34.74m (including truncations) Canning Highway 31.84m
Existing Land Use	Single House

2.2 Analysis

Site Context

The site is approximately 8 kilometres south of the Perth central area in the locality of Applecross, in the City of Melville ('City').

Refer Figure 1 – Regional Context.

This site is located at the north-east corner of Matheson Road, Cunningham Street and Canning Highway, at the periphery of the established suburb of Applecross. The locality of Ardross is situated on the south-east side of Canning Highway. The surrounding area is characterised by a mix of established and recently built homes. A two-storey dwelling constructed in 2008 occupies the abutting land to the north-east. Booragoon Activity Centre is 1 kilometre to the south-east and the Riseley Street District Centre is less than 400 metres to the north-east. Ardross Primary School and Applecross High School are 600 metres to the south-east. Wireless Hill Park, comprising an area of 40 hectares, is diagonally opposite the site while Tompkins Park and the Swan River are 280 metres to the north-west.

Refer Figure 2 – Local Context.

Site Characteristics

The existing single storey house on the site was constructed in the early 1970's. Numerous trees and shrubs have been planted around the house and five trees are located in the road verge abutting the site. The site has a gradual rise of approximately 1.3 metres west to east, from a level of approximately 6.2 metres adjacent to Matheson Road to 7.5 metres adjacent to Canning Highway. Access to the site is presently obtained from two crossovers off Matheson Road. Footpaths are provided within the verge and a bus stop is located in the Canning Highway verge adjacent to the site.

Refer Figure 3 – Site Characteristics.



3.0 Description of Proposed Development

The Application proposes the demolition of the existing house on the site and the construction of a two-storey Child Care Centre.

Item	Proposed			
Building Area	Ground		259m ²	
	First		304m ²	
	Total		563m²	
External Play Area	Ground		188m ²	
	First		286m ²	
	Total		474m²	
Activity Rooms	Room	Age Group	Area	Places
	1	3 to 5	76m ²	20
	2	2 to 3	49m ²	15
	3	1 to 2	58m ²	16
	4	0 to 2	74m ²	16
	Total		257m²	67
Staff	Educators		13	
	Kitchen		1	
	Administration		1	
	Total		15	
Operating Times	Monday to Friday		7am to 6.30pm	
Parking	Car Bays		16	
	Bike Bays		4	
Landscaping	Deep Soil Area - In Ground		120m ²	
	Planting in Structure – 1 st Floor		20m ²	
	Trees Removed - Verge		0	
	Trees Retained - Verge		5	
	Trees Removed - Site		6	
	Trees Retained - Site		1	
	Trees Proposed - In Ground		4 (feature trees)	



4.0 Town Planning Considerations

4.1 Metropolitan Region Scheme

Zoning

The site is zoned 'Urban' under the Metropolitan Region Scheme ('MRS').

Reserves

The site abuts the MRS 'Primary Regional Road' reserve for Canning Highway.

An Amendment to the MRS has previously been implemented for the purpose of widening Canning Highway. Portions of Canning Highway in Applecross and Como are still affected by Planning Control Area No.153 but this does not extend west to the site. Accordingly, the site is not affected by any road widening proposals.

Development Control Procedures for Land Abutting Regional Road Reserves

In accordance with the Instrument of Delegation published in the Government Gazette 30 May 2017 (as amended), the Western Australian Planning Commission ('WAPC') has delegated some of its development control powers under the MRS to Local Government, including "applications for developments on or abutting land that is reserved in the MRS for the purpose of a regional road".

The site abuts the Primary Regional Road reserve for Canning Highway. As depicted on Plan No.693 accompanying the Instrument of Delegation, Canning Highway is a Category 2 Road under the control of Main Roads Western Australia ('MRWA').

In accordance with the Instrument of Delegation, if the City considers the proposed development has the potential to significantly increase traffic on Canning Highway, the Application is required to be referred to MRWA for transport-related comments prior to determination by the City.

4.2 State Planning Policies

State Planning Policy 5.4 – Road and Rail Noise

The purpose of State Planning Policy 5.4 – Road and Rail Noise ('SPP5.4') is:

to minimise the adverse impact of road and rail noise on noise-sensitive land-use and / or development within the specified trigger distance of strategic freight and major traffic routes and other significant freight and traffic routes.

The term 'noise-sensitive land use and/or development' is defined in SPP5.4 as including 'child care premises.'

SPP5.4 defines 'strategic freight and major traffic routes' as:

Roads as defined by Perth and Peel Planning Frameworks and/or roads with either 500 or more Class 7 to 12 Austroads vehicles per day, and/or 50,000 per day traffic volume.



Canning Highway is identified as a ‘major traffic route’ under SPP5.4. According to Main Roads WA Traffic Data, Canning Highway in the vicinity of the site carried an average of approximately 35,000 vehicles per weekday in 2019/2020, with over 6% of vehicles recorded as trucks (Austroads Classes 3 to 12).

Table 1 of SPP5.4 stipulates a trigger distance of 300 metres for noise-sensitive land uses close to major traffic routes. The site abuts Canning Highway and is therefore within the trigger distance.

Table 2 of SPP5.4 sets out Noise Targets for noise sensitive development within the trigger distances of nearby transport corridors. A Preliminary Assessment has been undertaken in accordance with the Noise Exposure Forecast methodology set out in the SPP5.4 Guidelines, to determine whether the proposed facility is likely to achieve the Noise Targets. The Preliminary Assessment suggests the proposed development will require noise mitigation measures to achieve the recommended Noise Targets.

The Application is accompanied by an Acoustic Assessment, which addresses SPP5.4 as well as the potential impact of noise emanating from the proposed development.

State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment (‘SPP7.0’) contains 10 Design Principles to be applied to significant built form development proposals. The following table lists each design principle accompanied by the proposed design response, demonstrating compliance with each of the 10 principles.

Design Principle	Proposed Design
Context and Character	The locality is characterised by a low-rise suburban built form with residential buildings of varying age, size and appearance. The site is in close proximity to the Swan River foreshore and Wireless Hill Park. The use of painted masonry, facebrick and glazing to external walls is appropriate to the site’s location on a prominent corner at the edge of an established residential area.
Landscape Quality	The Child Care Centre will be set within a high-quality landscaped setting including deep soil areas, planting in structure, and tree retention / planting.
Built Form and Scale	The massing and height of the building (2 storeys), including the pitched and skillion roof elements, is appropriate to its setting, with similarly designed two-storey homes occupying nearby properties.
Functionality & Build Quality	The building is specifically designed as a Child Care Centre and will meet the needs of the tenant in an efficient and effective manner. The materiality, including the distinctive ‘porthole’ windows to the north-west elevation, emphasises the function of the building. The curved façade to Cunningham Street mimics the shape of the site and creates a distinctive built form at what is a prominent corner site at one of the main entry points into Applecross.



Sustainability	<p>The development incorporates a range of indoor and outdoor play areas, suitable for use at varying times of the year depending on the prevailing weather conditions.</p> <p>All Activity Rooms have direct access to external areas, daylight and natural cross-ventilation.</p> <p>The building and landscape design provide access to shade in summer and sunlight in winter.</p>
Amenity	<p>A high level of amenity will be achieved for the occupants of the building. All Activity Rooms and External Areas are designed for their intended purpose and of sufficient size to satisfy applicable child care centre regulations.</p> <p>The building is designed to mitigate any adverse impacts on the abutting residential property to the north. The building is setback 5.8 metres from the northern boundary with the upper floor window 1.6m above floor level and a 1.8m high wall to the external area to avoid overlooking and reduce noise.</p> <p>The development will not overshadow any residential properties.</p>
Legibility	<p>The building incorporates a legible pedestrian entry accessed from the car park and Matheson Road footpath, incorporating a portico and clear full-height glazing.</p> <p>Once inside the entry lobby, clear line of sight is provided along the hallway to the lift and stairs.</p> <p>Externally, feature paving connects the pedestrian entry to the footpath and the car park.</p>
Safety	<p>The building utilizes glazing and visually permeable fencing to maximise surveillance of the public realm, whilst creating opportunities for children to 'connect' with their surrounds.</p> <p>The edge treatment to the First Floor external play area fronting Matheson Road incorporates glazing to create visual connections to the public realm and break up the mass of the building.</p> <p>At Ground Level, visually permeable fencing is provided to the external play area fronting Matheson Road while visually permeable elements are provided to the boundary wall fronting Matheson Road and Canning Highway, noting the need for a predominantly solid wall to these frontages for safety and noise mitigation.</p> <p>Security systems will be installed to ensure access to the premises by authorised staff and parents only.</p> <p>Clear line of sight is provided from the office to the entry lobby and forecourt.</p>
Community	<p>The Child Care Centre will increase the range of community facilities available to residents in Applecross.</p>
Aesthetics	<p>The proposed development displays a high quality aesthetic that will improve the built form and architecture in the immediate area.</p> <p>The feature facebrick, glazing, curved façade and distinctive roof emphasize the site's prominent corner position at one of the main entry points into Applecross.</p>

Other State Planning Policies

No other State Planning Policies are relevant to the consideration of this Application.



4.3 City of Melville Local Planning Scheme No.6

4.3.1 Zoning

The site is zoned 'Residential' under Local Planning Scheme No.6 ('LPS6'). The abutting land to the north, west and east (on the opposite side of Canning Highway) is also zoned Residential.

Refer Figure 4 – LPS6 Zoning Map.

The Objectives of the Residential zone are set out in Clause 16 and 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.*

The Application satisfies the relevant Objectives of the Residential zone, for the following reasons:

- The Child Care Centre is a complementary non-residential use that will provide residents of Applecross with improved access to child care services in close proximity to home;
- The convenient location of the Child Care Centre, being adjacent to Canning Highway at one of the main entry points to / from Applecross, promotes sustainable development by allowing customers to directly access the facility by car on the way to / from work as part of a single trip;
- The facility is conveniently located for access by foot or public transport (bus);
- The scale and materials of the Child Care Centre will enhance the streetscape and the design will reinforce the residential character of the area.

4.3.2 Land Use

The proposed use falls within the definition of a 'Child Care Premises' under LPS6:

Child Care Premises

Means premises where:

- a) an education and care service as defined in the Education and Care Services National Law (Western Australia) Act 2012 Section 5(1), other than a family day care service as defined in that section, is provided; or*
- b) a child care service as defined in the Child Care Services Act 2007 section 4 is provided.*



The LPS6 Zoning Table sets out the permissibility of land uses in various zones throughout the Scheme Area, with a 'Child Care Premises' being designated as an 'A' use in the Residential zone, meaning the use may be approved at the discretion of the City following advertising for public comment.

It is considered the Child Care Centre is consistent with the relevant Objectives of the Residential zone, being a non-residential land use that is compatible with and complimentary to residential development. As with other non-residential uses that are permissible within the Residential zone, the proposed Child Care Centre will service the needs of the local community. The site is located on the periphery of the Residential zone and represents an appropriate transitional land use between the established residential area of Applecross and the regional road network.

4.3.3 Deemed Provisions

Deemed Provision 67 of LPS6 sets out a range of matters that a decision-maker is required to consider in determining this Application. The table below explains how the Application addresses each of the matters in Deemed Provision 67.

Deemed Provision 67		Response
(a)	Local Planning Scheme	The Application satisfies the relevant provisions of, and is capable of approval under, LPS6.
(b)	Orderly and proper planning	The proposed use is consistent with the relevant Objectives of the Residential zone. There are no draft planning proposals relevant to the consideration of this Application.
(c)	State Planning Policies	State Planning Policy 5.4 – Road and Rail Noise State Planning Policy 7.0 – Design of the Built Environment
(d)	Environmental Protection Policies	None applicable
(e)	Any policy of the WAPC	None applicable
(f)	Any policy of the State	None applicable
(g)	Local Planning Policies	The following Local Planning Policies ('LPP') are relevant to the consideration of the Application: LPP 1.3 Waste Management LPP 1.4 Public Art LPP 1.5 Energy Efficiency in Building Design LPP 1.6 Car Parking and Access LPP 1.8 Crime Prevention Through Environmental Design LPP 1.9 Height of Buildings LPP 1.11 Canning Highway Precinct Design Guidelines LPP 1.12 Child Care Premises LPP 2.1 Non-Residential Development LPP 2.2 Advertising and Signage
(h)	Structure Plans, Centre Plans and Local Development Plans	Not applicable
(i)	Review of Local Planning Scheme	Not applicable



(j)	Reserved land	The site abuts the MRS Primary Regional Road reserve for Canning Highway		
(k)	Built heritage conservation of any place of cultural significance	Not applicable		
(l)	Cultural heritage significance	The development does not have any effect on the cultural heritage significance of the area. The site is not within a place of Aboriginal heritage significance.		
(m)	Compatibility with setting	The building is designed to address all street frontages. The setting of the building will be enhanced by provision of verge and on-site landscaping. The scale and design of the building are compatible with other buildings in the locality and reinforce the residential character of the area.		
(n)	Amenity of the locality:			
	(i) Environmental impacts	The proposal will not have any adverse environmental impacts. The development incorporates noise mitigation measures as recommended in the Acoustic Assessment.		
	(ii) Character of locality	The design will reinforce the residential character of the area and satisfies the Design Principles of SPP7.0.		
	(iii) Social impacts	The development will not have any adverse social impacts and will provide residents of Applecross with improved access to child care services in close proximity to home.		
(o)	Effect on natural environment	The development will not have an adverse effect on the natural environment.		
(p)	Landscaping and tree retention	Existing verge trees will be retained. Landscaping, including deep soil areas, tree retention and planting, is proposed.		
(q)	Environmental risks	None		
(r)	Risk to human health or safety	None		
(s)	Access and parking	Parking for 16 cars is provided, consistent with LPP1.6. Access is proposed via Matheson Road at the northern corner of the site. An existing crossover near the corner of Matheson Road and Cunningham Street will be closed and the verge made good.		
(t)	Traffic impacts	The traffic generated by the development will not have an adverse effect on traffic flow and safety.		
(u)	(i) Public Transport	The site is well serviced by public transport (bus services).		
		<u>Bus Stop No.</u>	<u>Location</u>	<u>Bus Service</u>
		10315 / 10253	Canning Hwy	910 Perth – Fremantle 111 Perth – Fremantle
		19917 / 10253	Matheson Rd / Canning Hwy	148 Como – Fremantle 158 Perth - Fremantle
	(ii) Public Utilities	All utilities required to service the development are available, including water, sewer, and power.		
	(iii) Waste Management	A bin store is proposed of sufficient capacity to meet the needs of the proposed Child Care Centre.		
	(iv) Pedestrian & Cyclist Access	Bicycle parking is provided in accordance with LPP 1.6. Paved footpaths connect the entry of the Child Care Centre to the car park and existing footpath within the verge.		



		Pedestrian access is also proposed from the footpath on Canning Highway to provide convenient access for customers using the adjacent bus stop.
	(v) Elderly & Disability Access	One 'ACROD' bay is provided.
(v)	Loss of community benefit or service	The Application will not result in any loss of a community service. The Child Care Centre will benefit the local community by providing improved access to child care services in close proximity to home.
(w)	History of the site	No relevant site history.
(x)	Impact on the community	It is not considered the proposed Child Care Centre will have any adverse community impacts.
(y)	Submissions on the proposal	To be determined
(za)	Comments from agencies	To be determined
(zb)	Other planning considerations	None

4.3.4 Development Standards

LPS6 does not contain any development standards applicable to the Application.

4.3.5 Local Planning Policies

Local Planning Policy 1.3 - Waste Management

The Application is accompanied by a Waste Management Plan that addresses the relevant provisions of LPP 1.3.

Local Planning Policy 1.4 - Public Art

LPP1.4 requires that public art be provided to the value of 1% of the cost of a development, either through the provision of public art or the payment of cash-in-lieu. For development with a value of less than \$10 million, LPP1.4 applies a 15% discount to cash in lieu payments. The development has a value of \$2.2 million meaning public art to the value of \$22,000 is required (discounted to \$18,700 for cash in lieu of public art). Confirmation of the public art strategy can be provided in accordance with a suitable condition of Development Approval.

Local Planning Policy 1.5 - Energy Efficiency in Building Design

Requirement	Response
Building Orientation and Passive Solar Design	<p>The building is designed to maximise access to winter sunlight to the fullest extent possible given the site conditions.</p> <p>The upper floor Activity Rooms and External Play Area No.2 all benefit from a northern aspect, with part of External Play Area No.3 also capable of receiving northern winter sunlight. The upper-level Activity Rooms have access to both External Play Areas, allowing for a flexible approach depending on the time of year and prevailing weather conditions.</p> <p>The ground floor Activity Rooms and External Play Areas are capable of receiving either morning or afternoon winter sunlight, with both Activity Rooms accessible from the External Play Area on the west and east sides.</p>



	<p>Windows are positioned to maximise winter sunlight while all External Play Areas will have partially covered areas to provide shade in summer and sunlight in winter.</p> <p>Laminated glass is provided for noise mitigation purposes, which also assists with passive solar design.</p>
Solar Access to Adjoining Sites	The site is positioned to the south of an existing residential property to the north, while the west, south and east elevations of the building face the street. The proposed development does not therefore overshadow any residential properties.
Landscaping	The Application is accompanied by a Landscape Plan proposing native planting and new trees. One site tree and all verge trees will be retained.
Building Infrastructure	The energy efficiency requirements of the National Construction Code are acknowledged, and consideration can be given to incorporating additional energy efficiency and water saving initiatives at the building stage.
Promotion	The Child Care Centre presents an opportunity to promote sustainability through education programs and activities.

Local Planning Policy 1.6 – Car Parking and Access

Requirement	Response
Car Parking Bays	<p>Car Parking Required:</p> <ul style="list-style-type: none"> • 1 bay per 10 children (67 places) 6.7 • 0.5 bays per staff (15) <u>7.5</u> • Total 14.2 <p>Car Parking Provided: 16.0</p>
Drop-Off / Pick-Up Bay	LPP1.6 requires a drop-off / pick-up area to be provided to the satisfaction of the City, in addition to car parking. A dedicated drop-off / pick-up area is not required for a Child Care Centre, as children attending the facility will be less than 5 years of age and must be checked in and collected from the centre by a parent or guardian. It is preferable to provide additional car bays rather than a drop-off / pick-up bay.
Design of Car Park	The car park and driveway is designed as per AS2890.1.
Universal Access	One car bay is marked for use by drivers with disabilities.
Tandem Bays	<p>14 car bays are designed in a tandem arrangement, with the 7 rear bays to be allocated to staff parking only. These car bays will be sign posted accordingly. The remaining car bays will be available for customer and staff use. Only one tenant will occupy the building and the use of tandem car bays is practical for a Child Care Centre, for the following reasons:</p> <ul style="list-style-type: none"> • Staff arriving early (before customers) will park in one of the allocated tandem bays, allowing customers to access the remaining bays during the peak morning drop-off period. • As customers only occupy bays for a short time during the morning drop-off (5 to 10 minutes), it is unlikely staff arriving at this time will not be able to access the tandem bays.



	<ul style="list-style-type: none"> • After the peak morning drop-off, the allocated customer car bays will be vacant, except for occasional visits when a child needs to be collected early. Staff will therefore be able to exit the car park during the day without having to wait for a customer to move their car. • During the peak afternoon pick-up, customers will again be able to access the allocated car bays, with staff able to depart as the number of children at the centre decreases toward closing time.
<p>Location of Car Bays</p>	<p>The car park is located to maximise the distance between the entry / exit driveway and the intersection of Matheson Road / Cunningham Street / Canning Highway.</p> <p>Landscaping, including retention of verge trees, will screen the car park.</p> <p>All but one car bay is located in the undercroft behind the street setback line (4 metres). The car bay within the setback area will be screened by the retained verge trees.</p>
<p>Service / Loading Bay</p>	<p>LPP1.6 requires the provision of a service / loading bay for developments exceeding 500m² NLA.</p> <p>Whilst the floor area exceeds 500m², a dedicated loading bay is not considered necessary, for the following reasons:</p> <ul style="list-style-type: none"> • The nature of the Child Care Centre use is that very few deliveries by external suppliers occur, with day-to-day groceries and supplies generally purchased by staff. • During the day, between the peak morning drop-off and afternoon pick-up times, there will be an oversupply of car parking bays which will be available for use by service or delivery vehicles that may be required to attend the site. • Management can also arrange for servicing and deliveries to take place outside of the peak drop-off / pick-up times. • It is preferable to provide extra car bays, as proposed, which will be available for customer use (during peak drop-off / pick-up times) and service / delivery vehicles (other times).
<p>Access</p>	<p>Vehicle access is proposed from Matheson Road at the northern end of the site to maximise the distance from the intersection of Matheson Road / Cunningham Street / Canning Highway.</p> <p>One access point is proposed in the position of an existing crossover while the other existing crossover will be removed.</p> <p>All vehicles can enter and exit the car park in forward gear.</p> <p>No structures are proposed where the driveway / crossover meets the footpath to maintain sight lines.</p> <p>No public transport facilities or raised medians are located in the vicinity of the proposed access point.</p> <p>Separate pedestrian access is provided via a new path linked to the existing footpath to minimise conflict with vehicles.</p> <p>Landscaping is proposed to the northern boundary to assist with screening the car park from the adjacent residential property, noting the adjoining house has a wall built to the common boundary with the subject site and its primary outdoor living area is located on the opposite (northern) side of the house.</p>



Motorcycle / Scooter Parking	Motorcycle / scooter parking is not required when the parking requirement is less than 15 car bays.
Bicycle Parking	Bike Parking Required (2 per 10 car bays): 4 Bike Parking Proposed: 8
Design of Bike Bays	The bike racks are situated near the entry to the building and will comply with AS2890.3.
End of Trip Cyclist Facilities	Not required if the number of required bike bays is less than 6. A unisex facility with shower is provided on the First Floor.

Local Planning Policy 1.8 - Crime Prevention Through Environmental Design

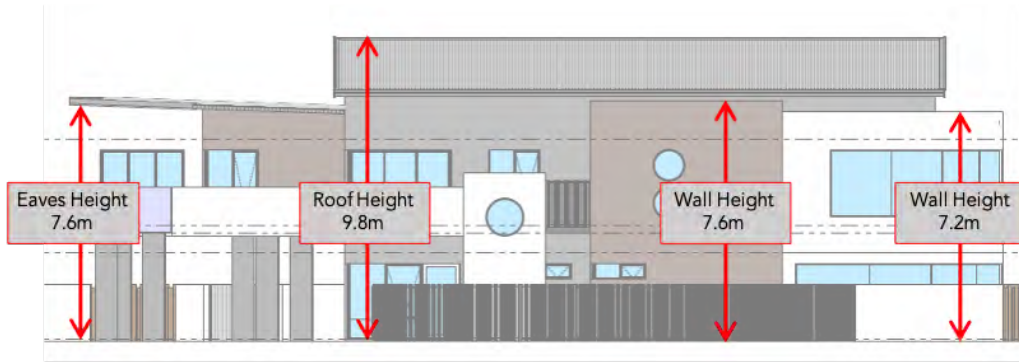
Requirement	Response
Passive Surveillance	The development maximises passive surveillance of the public realm through extensive glazing to the ground and upper floors. Walls to External Play Areas incorporate visually permeable elements at ground and first floor to allow for surveillance of the public realm and enable children to connect with the surrounds. Windows to the ground level entry lobby and corridor, as well as provision of a pedestrian entry from the Canning Highway footpath, allow for views of the car park.
Graffiti	Boundary walls will be finished with an anti-graffiti treatment.
Fencing	No fencing is proposed to the Matheson Road frontage of the car park or to the pedestrian entry to the building. Full-height visually permeable fencing is provided to the External Play fronting Matheson Road. For Cunningham Street and Canning Highway, a solid wall is required to mitigate the impacts of traffic noise. The full-height open design to the Matheson Road frontage compensates for the solid wall treatment to the remaining street frontages.
Design Elements	No 'blind corners' are provided adjacent to the pedestrian entry path and full height glazing is provided to the entry lobby. Lighting will be provided to the car park.

Local Planning Policy 1.9 - Height of Buildings

For land with a residential density code of R40 and situated within the Canning Highway Public Transport Corridor, LPP1.9 stipulates the following height limits:

- Eaves Height: 11.0 metres
- External Wall Height: 12.0 metres
- Overall Height: 13.5 metres

The proposed development satisfies the building heights set out in LPP1.9. The diagram below shows the height of various elements of the building.



Proposed Building Heights

Local Planning Policy 1.11 - Canning Highway Precinct Design Guidelines

Requirement	Response
Residential Character	<p>The Child Care Centre is designed to respect the residential character of the area. The two-storey scale of the building is consistent with the scale of two-storey dwellings in the area and the overall height of the building is well under the maximum height limits specified by LPP1.9.</p> <p>The Child Care Centre is designed to have a residential appearance, through the use of facebrick, painted rendered masonry, visually permeable fencing to Matheson Road, full-height glazing and a combination of skillion and pitched roofs.</p> <p>All verge trees and one tree within the site will be retained, with additional trees and landscaping proposed to the setback areas around the Child Care Centre.</p>
Non-Residential Development	<p>The Child Care Centre is positioned centrally within the site to accommodate external play areas and / or landscaping around the periphery, to reflect the residential character of the area.</p> <p>One access point is proposed toward the northern end of the Matheson Road frontage in the vicinity of an existing crossover.</p> <p>The development satisfies the parking standards of LPP1.6.</p> <p>With respect to sustainable transport alternatives, the site is highly accessible by public transport, being in close proximity to bus stops for the 111, 148, 158 and high frequency 910 services, noting the 148 and 158 services deviate through Applecross via Matheson and Kintail Roads.</p> <p>Bicycle parking is provided in accordance with LPP1.6 and the existing footpaths to the street frontages connect the site to the surrounding catchment area.</p>
Design Principles	<p>The building is setback 4 metres from the primary (Matheson Road) frontage of the site, as per the RD Codes.</p> <p>The upper floor is setback 5.8 metres from the northern boundary, in excess of minimum setbacks under the RD Codes, in recognition of the adjoining residential property.</p> <p>The setback to Canning Highway varies from 2 to 5 metres for the ground floor, with the upper floor walls setback between 2 and 8 metres. The External Play Area to the upper floor is setback 1.2 metres from Canning Highway.</p>



	<p>The overall design, including setbacks, position of activity rooms and external play areas, and wall / window treatments, ensures adequate separation is provided to Canning Highway.</p> <p>The building is complemented by soft landscaping (including retention of all verge trees and one site tree) and open fencing to the primary street (Matheson Road) frontage.</p> <p>Only one driveway is proposed and all but one of the car bays is positioned beyond the 4 metre primary street setback.</p>
Public Domain	<p>The development maximises passive surveillance of the public domain through the orientation of rooms, position of windows, full-height glazing and visually permeable edge treatments.</p>

Local Planning Policy 1.12 - Child Care Premises

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><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.



	<ul style="list-style-type: none"> • 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>
<p>Siting & Design</p>	<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	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. 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.
Landscaping	The Application is accompanied by a Landscape Plan.
Car Parking & Traffic Generation	A total of 16 car bays will be provided consistent with LPP1.6. All vehicles can enter and exit the site in forward gear. The Application is accompanied by a Traffic Impact Statement.
Hours of Operation	Monday to Friday 7am to 6.30pm, consistent with LPP1.12
Signage	Refer to response to LPP2.2.

Local Planning Policy 2.1 - Non-Residential Development

Requirement	Response
Building Design	The development is orientated toward the primary street frontage of the site with minimal use of blank walls. The building has a high level of articulation through the use of facebrick, painted rendered masonry and full-height glazing. The building has a curved façade facing the southern corner of the site and a feature pitched roof that reflect the prominent corner location of the site. The development achieves good visibility to the street with full height glazing and visually permeable elements to fencing and external play areas. The pedestrian entry to the Child Care Centre is visible to the street.
Landscaping	The Application is accompanied by a Landscape Plan. All verge trees and one site tree will be retained, with additional trees and in-ground landscaping proposed to the site's street frontages and northern boundary.
Visual Privacy	The north-facing window to Activity Room 3 on the upper floor has a sill height of 1.6m above the floor. The north-facing wall to the External Play Area does not contain any openings and has a height of 1.8 metres above floor level.
Vehicle Access and Parking	Refer to response to other LPP's. All relevant provisions are satisfied, having regard to the nature of the proposed use and the site's location at the intersection of Canning Highway / Cunningham Street / Matheson Road. An Acoustic Assessment is provided with the Application.
Plant and Equipment	Air conditioner units will be housed in the plant room on the Ground Floor with ducting running internally.
Waste	The Application is accompanied by a Waste Management Plan.

Local Planning Policy 2.2 - Advertising and Signage

A Signage Strategy will be submitted pursuant to a Condition of Development Approval to demonstrate the intended location of signage consistent with LPP2.2.



5.0 Conclusion

This Town Planning Statement has been prepared in support of an Application for Development Approval for a Child Care Centre at Lot 1 (No.2c) Matheson Road, Applecross.

The Child Care Centre will be located at the periphery of the suburb of Applecross, adjacent to Canning Highway, at one of the main access points to / from Applecross. The Child Care Centre is a complementary non-residential land use that will provide residents of Applecross with improved access to child care services in close proximity to home. The site location and orientation, together with the building design, ensure the Child Care Centre will not adversely affect any residential properties as a result of overshadowing, loss of privacy, noise or traffic generation.

The proposed development satisfies the relevant considerations listed in Deemed Provision 67 of LPS6, is consistent with the relevant Objectives of the Residential zone and the principles of orderly and proper planning, and will not have any detrimental impact on the amenity of the locality.



Figures



Figure 1
Regional Context



Reference 0118
 Project Child Care Centre
 Address Lot 1 (No.2c) Matheson Road,
 Applecross
 Map Source Landgate

Figure 2
Local Context

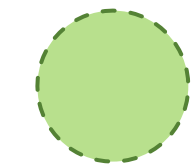


Reference 0118
Project Child Care Centre
Address Lot 1 (No.2c) Matheson Road,
Applecross
Map Source Nearmap (October 2020)



Figure 3

Site Characteristics



Verge Trees



Footpath



Reference 0118
 Project Child Care Centre
 Address Lot 1 (No.2c) Matheson Road,
 Applecross
 Map Source Nearmap (October 2020)



Figure 4
Local Planning Scheme No.6
Zoning Map



Reference 0118
 Project Child Care Centre
 Address Lot 1 (No.2c) Matheson Road,
 Applecross
 Map Source WAPC