



# PROPOSED CHILD CARE PREMISES

Lot 557 (No. 15) Willcock Street Ardross



Harley Dykstra<sup>®</sup>

PLANNING & SURVEY SOLUTIONS



## DOCUMENT CONTROL

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# 1 INTRODUCTION

## 1.1 Purpose of Report

This Application to Commence Development (Development Application) has been prepared to formally seek the approval of the Metro Inner South Joint Development Assessment Panel (JDAP) to develop a Child Care Centre on Lot 557 (No. 15) Willcock Street, Ardross ('the subject site'). The proposed development comprises a three-storey building with primary frontage to Willcock Street and secondary frontage to Petrossian Lane. A copy of the Development Plans are included at **Appendix A**.

The Application proposes a child care centre, which has been designed to accommodate 62 children and 10 staff members, comprising 214m<sup>2</sup> creditable indoor play area, 424m<sup>2</sup> creditable outdoor play area, and the associated amenities, sited over three storeys. The centre offers 11 car parking spaces, provided for by a mix of at-grade and car stacking solutions for visitors and staff.

The proposed development has been designed to address Willcock Street while vehicular access will be gained from Petrossian Lane.

A review of the City of Melville's Local Planning Scheme No. 6 (LPS 6), the Riseley Activity Centre Structure Plan, and relevant Local and State Planning Policies has been conducted in order to prepare this Development Application; which includes a description of the proposed works, the subject land and surrounding context, planning rationale in support of the application, traffic, access and parking calculations, as well as the various management solutions including landscaping and acoustic treatments.

## 1.2 Pre-Lodgement Consultation

Prior to lodgement of this Application, the applicant undertook preliminary consultation with the City of Melville. Preliminary plans were provided to the City of Melville on 8 February and the project team attended a preliminary meeting at the City on 18 February. Following the meeting, Harley Dykstra reviewed comments received via email from the City of Melville. Bloom Architecture subsequently prepared a Design Review Panel (DRP) presentation which was anticipated at the time. After reviewing the presentation, the City confirmed on 29 March that a presentation to the City's DRP would not be required. The plans accompanying this application are for the most part consistent with the plans provided to the City as part of the pre-lodgement consultation process and reflected in the presentation prepared for the DRP.



## 2 SUBJECT LAND

Lot 557 (No. 15) Willcock Street, Ardross ('the subject site') is located on Willcock Street which intersects Canning Highway 700m to the north west. The subject land is identified as being within Precinct 4 (Transitional Frame) of the Riseley Activity Centre Structure Plan while land to the south is generally 'Residential' land with density codes of between R20 and R40.

Apart from scattered vegetation, the site itself is otherwise vacant. The site has two street frontages being Willcock Street and Petrossian Lane. Lots adjacent to the side lot boundaries and to the north east have been developed for commercial purposes. Land to the south of Willcock Street has been developed for residential use. **Figure 1** depicts an Aerial Photograph of the site and its surrounds.



**Figure 1 – Aerial Photograph**

A summary of the land particulars is provided at **Table 1** and a copy of the Certificate of Title is included at **Appendix B**.

LOT NO.	PROPERTY ADDRESS	LANDOWNER	VOL.	FOLIO	PLAN NO.
557	15 WILLCOCK STREET, ARDROSS	ANGELA MAGRO	1116	864	5429

**Table 1 – Summary of Land**



## 3 PROPOSED DEVELOPMENT

### 3.1 Development Summary

The proposed development has been designed having regard to both the site's Willcock Street and Petrossian Lane frontages. Essentially, the building seeks to maximise the benefits of its two street frontages and provide positive activation particularly with respect to Willcock Street. The approval of this development will facilitate the construction of a new child care centre, which has been designed to accommodate a maximum of 62 children and 10 child care employees. The operation of the proposed facility will provide an important service to its local community, and it seeks to do so within a high-quality, architecturally designed facility that successfully activates its adjoining frontages.

The facility has been spatially designed to activate Willcock Street in particular, while also respecting the amenity of Petrossian Lane and the neighbouring land uses. In doing so, it ensures that appropriate visual and acoustic treatments are provided where required. Early input from the project traffic engineer and acoustic consultant has ensured that the development will have a minimal impact on the existing amenity of the locality, and that all impacts are managed internally.

This facility comprises a total of 424m<sup>2</sup> of creditable outdoor play space (in addition to the functional outdoor spaces) and 214m<sup>2</sup> of creditable indoor play space (in addition to the functional indoor spaces, amenities and staffing spaces). Each of these creditable areas are compliant with the spatial requirements per child, as set out in the *Child Care Services Act 2007* and associated Regulations.

The proposed building facades comprise generally of aluminium battens with a timber grain finish. Windows throughout the building are framed and located to enable natural light to enter the building. The centre places a significant focus on landscaping in the play areas and a landscaping strip fronting Willcock Street designed to clearly define the building entry point. Overall, the building respects and facilitates a high level of visual interest as viewed from the streetscape.

### 3.2 Site Layout & Design

The proposed improvements to the site are presented on the attached Development Plan Set prepared by Bloom Architecture, including a Development Site Plan, Floor Plans, Elevations and a Concept Landscaping Plan. These have been included at **Appendix A**.

As aforementioned, the proposed centre has been designed to accommodate 62 children and 10 staff members. Accordingly, the development accommodates a 424m<sup>2</sup> area of creditable outdoor play space, sited on the ground floor and first floor (roof deck) and mezzanine deck. These play spaces have been designed to provide the greatest level of distance between them and adjoining land uses, to ensure acoustic amenity is protected. The development also accommodates 214m<sup>2</sup> of indoor play space (as well as the associated amenities) sited on the ground and first floors.

A parking area is provided on the northern portion of the site, deriving access from Petrossian Lane. The car parking area accommodates 11 car parking spaces, including one universal access bay. 4 of the car parking bays are provided within dependent car stacking systems, with the upper bays being line marked and reserved for staff only. A bin store for 7 bins has also been included within this area. The bin store area is easily accessible from Petrossian Way and the staircase from the first floor.

Two entrances to the building are provided. One is accessible via the footpath on Willcock Street while the other is available from the parking area. The entrance provides direct access to a reception foyer and various amenities including a stairwell/lift. The ground floor also accommodates a play space for 0 – 2 year old children and their associated cot/change room facilities.

The other internal play areas (i.e. for all children aged 2 year and older) is accommodated on the first floor, as well as their associated amenities.



### 3.3 Building Design & Rationale

The proposed development has been designed in a manner to ensure that in particular, the Willcock Street frontage is addressed and activated while acknowledging and responding to the existing amenity of the area. The centre's location within close proximity to a high-frequency activity corridor (Canning Highway) best suits a high-quality, lively built form that activates the streetscape. The proposal as a whole seeks to do this in terms of architectural design, the land use itself, and pedestrian focussed nature of the facility.

The building comprises split levels. The split levels, as well as the inclusion of the second floor as an open play deck, provides a high degree of visual interest, and proposes a building with an appropriate bulk and scale in relation to the existing context of the locality.

The development material palette comprises a mix of timber look aluminium battens, colorbond white fascia, timber look feature mullions with glazing, glazed balustrading with feature mullion design, and painted panels on the side elevations. Overall, these architectural elements, materials and the colours chosen, will result in a high-quality building that will enhance the amenity of the area and establish a suitable benchmark for development of the Riseley Activity Centre. Other rationale for the building design is as follows:

- This development will provide a high level of passive surveillance over each of its street frontages, given it is a relatively high activity land use activity, with further activation and surveillance afforded by its built form.
- The architectural design of the building shall provide a high degree of visual interest to the streetscapes.
- It is anticipated that a child care centre will be a highly valued land use activity within this area, particularly given the progressive redevelopment of residential areas to higher densities which is occurring in the locality. This centre will therefore provide a necessary service to its community in a local context.
- The siting and screening of the car parking area as proposed, promotes the pedestrian scale and streetscape of the locality along Willock Street.
- The proposed landscaping, within the frontage to Willcock Street, shall contribute to the public domain and provide for a more pedestrian friendly streetscape. At the same time, the landscaping assists in clearly defining the building's entrances.
- The development, and more specifically, the internal activity areas, have been sited and designed to capitalise on naturally occurring breezes and to optimise access to natural lighting.
- The development successfully integrates with its setting, without providing any negative impacts (including traffic, acoustic output and overshadowing).
- The subject land is situated in a highly accessible, well-connected location. The pedestrian focus of the built form is intended to promote active modes of transport to the site including walking and cycling.

### 3.4 Hours of Operation & Staffing

The child care centre will operate from 6.30am to 6.30pm on weekdays only (Monday to Friday). The facility has been designed to accommodate a maximum of 62 children at any one time, based on the spatial requirements outlined in the *Child Care Services Act (2007)*. The Act also sets out the requirement for the number of staff required to manage a centre, based on the number of children (and age group demographic) accommodated. This centre will require a total of 10 staff members to manage the site at full capacity, in accordance with the following ratios.



Age Group	Staffing Required	Proposal
Children less than 24 months	1 educator per 4 children	12 children <b>3 educators</b>
Children aged 24 to 36 months	1 educator per 5 children	20 children <b>4 educators</b>
Children aged more than 36 months	1 educator per 10 children	30 children <b>3 educators</b>
		62 children <b>10 educators</b>

**Table 2 – Staffing Ratios**



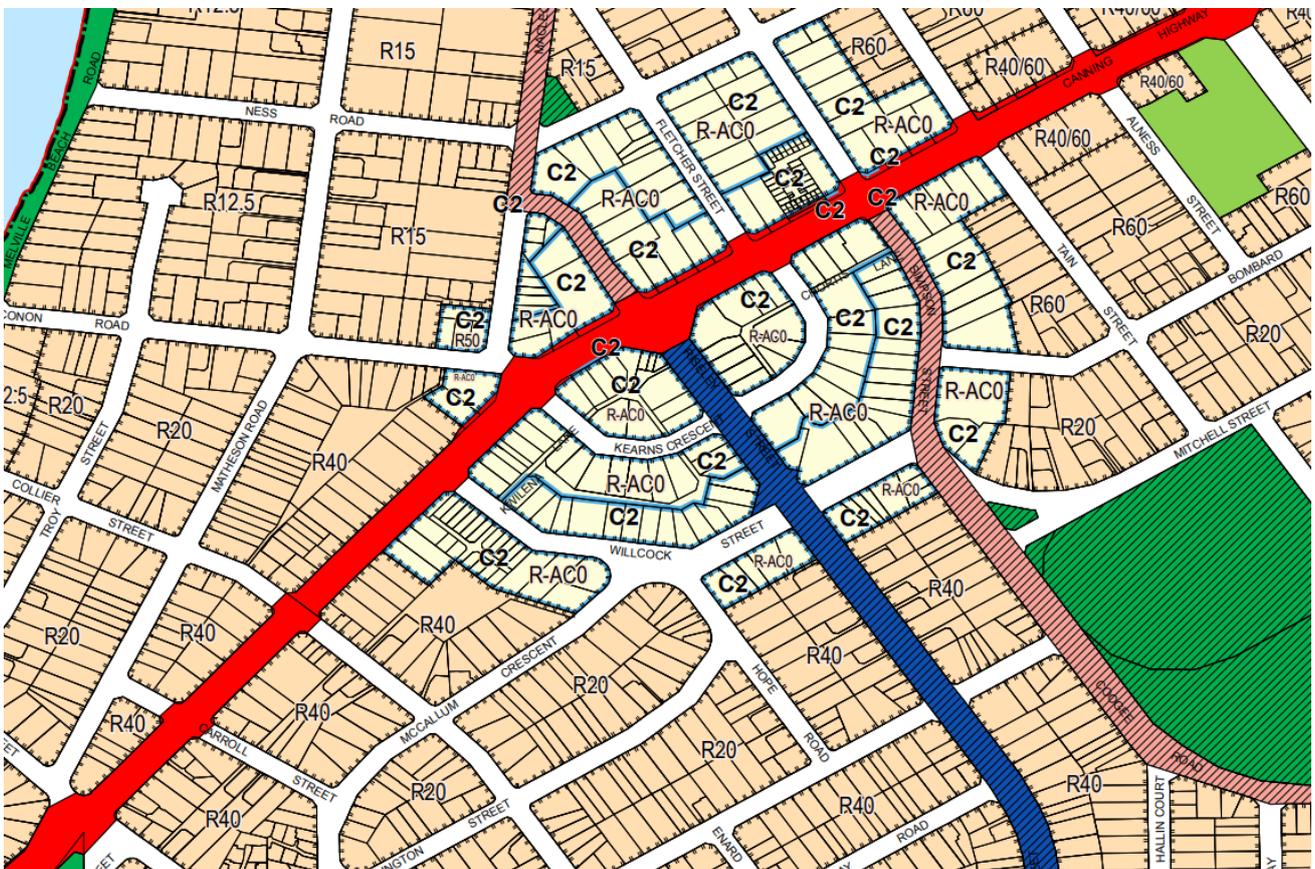
## 4 PLANNING FRAMEWORK

### 4.1 Metropolitan Region Scheme

The subject site, as with the broader surrounding area, is zoned 'Urban' under the Metropolitan Region Scheme (MRS). The Canning Highway which is located in close proximity to the site, is identified as a 'Primary Regional Road' under the MRS,

### 4.2 City of Melville Local Planning Scheme No. 6

The subject site as with the surrounding land is zoned 'Centre C2' under the City of Melville Local Planning Scheme No. 6 (LPS 6), with a prescribed density coding of RAC-0. Land further to the south is zoned 'Residential' with a density coding of R20. A Zoning Map, demonstrating the zoning of the wider locality, has been included at **Figure 2**.



**Figure 2 – LPS 6 Zoning Map**

The objectives of the 'Centre C2' zone are defined within LPS 6 as follows:

- *"To designate land for future development as a city centre or activity centre.*
- *To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy.*
- *To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.*



- *To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, shops, amusement centres, and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.*
- *C1 – Secondary Centre – Booragoon: to provide for City Centre development including retail, commercial and residential development and gives due regard to the Melville City Centre Structure Plan.*
- ***C2 – District Centres subject to activity centre plans: to provide for District Centre development focusing on weekly needs and services a wide district catchment giving due regard to the relevant activity centre plans.***
- *C3 – Other District Centres: to provide for District Centre development focusing on weekly needs and services a wider district catchment for centres with no activity centre plan.*
- *C4 – All neighbourhood and Local Centres: to provide for Neighbourhood and Local Centres to focus on the main daily to weekly household shopping and community needs and focus for medium density housing.*
- *To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.*
- *To ensure the design and landscaping of development provides a high standard of safety, convenient and amenity and contributes towards a sense of place and community.”*

The land use definition relevant to this application is defined within Part 6 of the Scheme, as follows:

***“Child Care Premises means premises where –***

- a) an education and care service as defined in the Education and Care Services National Law (Western Australia) 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.”*

Given that Table 1 of LPS 6 does not define land use permissibility for the ‘Centre C2’ zone, Clause 18 (7) is applicable as follows:

*If the zoning table does not identify any permissible uses for land in a zone the local government may, in considering an application for development approval for land within the zone, have due regard to any of the following plans that apply to the land –*

- a) a structure plan;*
- b) an activity centre plan;*
- c) a local development plan.*

In accordance with the above and note 1 under the land use permissibility table, due regard is to be given to the Riseley Centre Structure (Activity Centre) Plan (Structure Plan) as discussed in subsequent sections of this report. The Structure Plan identifies the subject land as being within Precinct 4 – *Transitional Frame*, with a Residential Density Coding of R50 and a maximum height limit of four storeys. ‘Child Care Premises’ is a ‘D’ use (Discretionary) within Precinct 4 meaning that the use is not permitted unless the local government has exercised its discretion by granting development approval.

### 4.3 Riseley Centre Structure (Activity Centre) Plan

The Riseley Centre Structure (Activity Centre) Plan (Structure Plan) has been prepared by the City of Melville to support the future revitalisation and growth of the Riseley Activity Centre as a District Centre. The key objectives of the Structure Plan are as follows:

- *“Create an attractive and sustainable activity centre that is a vibrant, desirable and safe place to live, work and socialise;*



- Facilitate viable, enduring and high quality development in the activity centre with an appropriate mix of land uses;
- Enhance the character, streetscapes and public spaces in the activity centre;
- Appropriately manage traffic, parking and accessibility issues;
- Promote a mix of housing choices;
- Encourage local employment and business opportunities; and
- Provide certainty to enable investment decisions to be made with reasonable confidence.”

The structure plan has two roles. Firstly, it sets out acceptable development parameters within the centre which this proposal has regard to, and secondly it is intended to act as a catalyst to the revitalisation of the Riseley Activity Centre.

As mentioned above, the subject land is identified as being within Precinct 4 – *Transitional Frame*. ‘Child Care Premises’ is a ‘D’ use (Discretionary) within Precinct 4 meaning that the proposed use is not permitted unless the City of Melville has exercised its discretion by granting development approval. The intent of Precinct 4 is described in the Structure Plan as follows:

*“The Transitional Frame provides for the incremental expansion of the activity centre over time. The precinct is anticipated to change from a predominately residential area to also include compatible commercial uses. A key feature of the precinct is adaptability, where buildings can be used for different uses over time.”*

**Table 3** below provides a response to each of the development standards specifically applicable to Precinct 4:

Clause	Development Standard	Compliance Statement
CI 10.32	Buildings heights are to be generally in accordance with the Structure Plan Map (Plan 1), unless otherwise approved by the responsible authority.	The proposed building complies with the maximum 4 storey height limit.
CI 10.33	Nil setbacks are permitted to Willcock Street or Simpson Street for up to 3 storeys.	Given that the proposed building will be a maximum of three storeys, a nil setback to Willcock Street is proposed.
CI 10.35	Nil setbacks to adjoining properties in Precincts 1, 3 or 4 are permitted to a maximum height of 2 storeys. Any level above two storeys is to be setback in accordance with the Residential Design Codes.	While the mezzanine play deck above the first floor will have a nil setback, the bulk of the building will not impact on the adjoining commercial use. The mezzanine level will also be screened to ensure that children playing do not have a negative impact on the amenity of the adjoining lots. It is also noted that the bulk and scale of the building at 13 Willcock Street is similar to this proposal.

**Table 3 – Response to Precinct 4 Structure Plan Standards**

A response to the applicable minimum development standards for the broader structure plan area are included in **Table 4** below:

Clause	Development Standard	Compliance Statement
Urban Form		
CI 9.2	Building heights shall be in accordance with the Structure Plan Map (Plan 1) and Part 10 unless otherwise varied by the responsible authority.	The proposed building complies with the maximum 4 storey height limit.
Facades and Frontages		



CI 9.6	Development is to be of a high quality and all facades and frontages shall be designed and finished with high quality materials and finishes.	All materials are of high quality and will contribute to enhancing the amenity of Willcock Street. Materials selection is based on durability and ease of maintenance. A list of materials is included under section 3.3 of this report.
CI 4.3	Building facades (including car park structures above ground level) shall be articulated, coloured and detailed to contribute positively to the appearance of local streetscapes and adjoining properties.	The proposed building facades comprise a mix of building materials to contribute positively to the appearance of the streetscape. With respect to Willcock Street, landscaping and building articulation is proposed to contribute to an attractive streetscape. Parking is not proposed within the Willcock Street frontage in accordance with Clause 9.35 of the Structure Plan to promote the pedestrian focus of the centre and activate the street frontage.
CI 9.9	Feature elements are strongly encouraged on building facades, including (but not limited to) variation to colours and building materials, coloured or textured banding, banding, recesses, ornamental details, gables, verandas, balconies, pillars, awnings, canopies and bay windows.	The development material palette comprises a mix of timber look aluminium battens, colorbond white fascia, timber look feature mullions with glazing, glazed balustrading with feature mullion design, and painted panels. These feature elements assist in creating a visually appealing built form.
CI 9.10	Extensive blank walls, facades and featureless glazing facing streets or public spaces are not permitted.	Blank walls and featureless facades are not proposed as part of this application.
CI 9.11	Non-residential ground floor frontages facing public streets and/or public spaces are to generally be connected to provide a continuous urban edge. Continuous awnings shall also be provided to provide shade and weather protection for pedestrians.	The ground floor frontage to Willcock is consistent with the intended and future character of the area. Awnings are proposed to provide shade and weather protection for pedestrians.
CI 9.12	Service areas and car parking (except on-street) are to be predominately screened from public view.	Service areas and parking will not be visible from Willcock Street. Parking and service areas will only be accessible from the rear of the property via Petrossian Lane and will be effectively screened from view by the rear building façade.
CI 9.13	All development is to be designed to incorporate Crime Prevention Through Environmental Design principles and be generally in accordance with the Crime Prevention Through Environmental Design of Buildings Local Planning Policy.	The development provides for a high level of passive surveillance on both the Willcock Street and Petrossian Lane frontages. Large glazing panels will be installed along the front façade while balustrading will be provided along the rear. Feature lighting will also be incorporated into Willcock Street and Petrossian Lane to provide an improved level of safety and visibility.
CI 9.14	Development is to be constructed in such a manner as to ameliorate noise and vibration from the urban environment. The City may require an acoustic assessment report detailing the likely noise effects of the development on its surroundings and/or external noise impacts on future residential dwellings.	An acoustic report detailing compliance with the <i>Environmental Protection Noise Regulations 1997</i> has been prepared by Herring Storer in support of this application. The report concludes that the acoustic impact to nearby land uses including residential properties on the opposite side of Willcock Street is compliant with the Regulations.
Signage		
9.15	Signage shall utilise high quality materials and be unobtrusive, elegant and complement building designs in accordance with relevant policies.	While signage has been notionally shown on the Development Plans, it does not form part of this application. Final detail of any signage will be subject to the City's LPP 2.2 and a separate Development Approval (if required).
Landscaping		
9.25	Landscaping is to accord with an overall landscaping plan for the site, which has been approved by the responsible authority.  Note: Landscaped roof and/or wall areas may be considered as landscaping provided that it is of a high quality and accessible (roof) and/or visible (walls).	A Concept Landscape Plan has been included within the Development Plans ( <b>Appendix A</b> ), demonstrating the hard and soft landscaping treatments, verge landscaping, shade structures and play equipment.



		It may be worth checking if Vishna has been in contact with the City's Landscape Architect Co-ordinator – see email 18/2/2021
Resource Conservation		
CI 9.26	Unless otherwise approved through the preparation and approval of a Local Water or Site Management Plan, all stormwater is to be contained onsite.	It is expected that all stormwater runoff will be able to be contained within the site via soak wells, detention cells and within areas of landscaping. It is anticipated that a condition of approval would require a Drainage Management Plan to be prepared and approved by the City of Melville, prior to the issue of a Building Permit.
CI 9.27	Developments are to include appropriate energy and conservation measures.	Noted and detailed further below.
CI 9.28	Solar passive design principles should be considered in the detailed design of buildings.	Solar access is provided via dual frontages which incorporate glazing.
CI 9.29	Building design should encourage water efficiency, wherever possible.	A selection of drought tolerant plants and irrigation sources is proposed to minimise water usage.
CI 9.30	Unless otherwise agreed, developments should be in accordance with the Energy Efficiency in Building Design Local Planning Policy.	Compliance with Local Planning Policy 1.5 – <i>Energy Efficiency in Building Design</i> is included in section 4.5.2 of this report.
Car Parking		
CI 9.31	On-site car parking is to be in accordance with an approved Parking Management Plan or local planning policy for the centre or otherwise in accordance with the Scheme and Residential Design Codes.	Car parking has been designed to be consistent with LPP 1.6. Details relating to parking management have been included in the TIS prepared by Cardno as attached at <b>Appendix C</b> . Overall, an adequate number of on-site parking bays is provided as detailed in subsequent sections of this report.
Vehicular Access		
CI 9.33	Large Development Applicants shall be accompanied by a suitable Transport Plan that addresses: vehicle access to/from the site, promotion of public transport, walking and cycling access and freight deliveries/servicing.	Details about parking management have been provided by Cardno in support of the application at <b>Appendix C</b> .
CI 9.35	Vehicle parking areas should be provided to allow for coordinated access to/from other adjoining lots and encourage safe pedestrian movement around the centre.	The proposed parking area will be accessed from Petrossian Lane. This will enable the Willcock Street frontage to be pedestrian focussed. Safe pedestrian movement is promoted within the site via pathways located away from vehicle reversing areas.
CI 9.36	Where a lot abuts a right of way (laneway), vehicle access to the property is to be from the right of way and not the street frontage (where practical).	Vehicle access to the proposed child care centre will be from Petrossian Lane. This will help promote the pedestrian focussed nature of the facility with respect to Willcock Street.
Road and Right of Way (Laneway) Widenings		
CI 9.39	<p>Lots adjacent to a right of way (laneway) shall cede free of cost any proportionate share of land required to widen the right of way to 6.0 metres at the point of subdivision or development.</p> <p>Note: It is a WAPC requirement for all rights of way to achieve a minimum width of 6.0m. The widened portion of the right of way or street is to be granted free of cost to the Crown or the City of Melville (depending on current ownership) and shown on the final deposited plan submitted for subdivision clearance.</p>	The portion of Petrossian Lane which the subject land adjoins is 6m in width. Therefore, no land will need to be ceded to achieve this requirement.
Waste Management		
CI 9.40	Large Development Applications shall be accompanied by a suitable Waste Management Plan to address how waste and recycling will be managed on the site.	Details of waste management and waste calculations are included in section 5.4 of this report and a Waste Management Plan has been included at <b>Appendix G</b> .



**Table 4 – Response to Structure Plan General Development Standards**

#### 4.4 State Planning Policies

##### 4.4.1 State Planning Policy 7.0: Design of the Built Environment

State Planning Policy 7.0 Design of the Built Environment (SPP 7.0) was enacted by the WAPC on 24 May 2019, and intends to provide a framework for improving the built form outcomes by introducing design review and assessment processes. The objectives of SPP 7.0 are as follows:

1. *A consistent framework to define the desired quality outcomes from the planning and design of built environment projects across the State.*
2. *A coordinated strategy of design quality mechanisms to achieve design outcomes that meet government and community expectations, including:*
  - *Design Principles – performance-based approach to policy*
  - *Design Review – skilled evaluation expertise*
  - *Design Skills – skilled design expertise*
3. *Timely and efficient review of planning and development proposals against the design principles.*

In achieving compliance with SPP 7.0, an Applicant must provide a design statement demonstrating the manner in which the proposal addresses each of the Design Principles set out in Schedule 1 of SPP 7.0, and shown in **Table 5** below. The presentation provided to the City of Melville as part of pre-lodgment consultation which addresses each of the design principles, has been included at **Appendix D**.

DESIGN PRINCIPLES	DESIGN STATEMENT
<p style="text-align: center;"><b>Context &amp; Character</b></p> <p style="text-align: center;"><i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p>	<p>This development proposes a colour and material palette that will respond to the natural and built form elements of the local area and contribute to a sense of place. The architectural design intends to provide visual interest to the street.</p>
<p style="text-align: center;"><b>Landscape Quality</b></p> <p style="text-align: center;"><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p>	<p>The proposed development, while being set in an urban environment, recognises the responsibility to provide a connection to the natural environment. As such, in areas available for landscaping, significant landscaping treatments have been proposed in order to reduce the building’s reliance on conventional climate controlling measures, including passive shading.</p>
<p style="text-align: center;"><b>Built Form and Scale</b></p> <p style="text-align: center;"><i>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.</i></p>	<p>The proposed development responds to its surrounding environment by complementing the intended future building setbacks, heights and mass in the locality as expressed in the Riseley Activity Centre Structure Plan. The development provides for the activation of both street frontages.</p>
<p style="text-align: center;"><b>Functionality &amp; Build Quality</b></p> <p style="text-align: center;"><i>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.</i></p>	<p>The proposed development is designed to fit the requirements of a child care centre. It has been designed to efficiently provide for the needs of child care occupants, including their access to outdoor spaces and functional indoor spaces. At the same time, the proposed child care premises provides a function work place for staff through the provision of a staff room and appropriate facilities including wash up areas, an office and kitchen space.</p>



DESIGN PRINCIPLES	DESIGN STATEMENT
<p style="text-align: center;"><b>Sustainability</b></p> <p><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>	<p>The building has been sited to optimise solar access. This will reduce the development's reliance on conventional climate control systems. The adaptable design and use of robust cladding will also allow successful repurposing of the building in later years. The development will also allow for solar panels to be installed in the future. A selection of drought tolerant plants and irrigation sources to minimise water usage is also proposed along with inclusion of veggie gardens and fruit trees to promote sustainable food sources to children.</p>
<p style="text-align: center;"><b>Amenity</b></p> <p><i>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.</i></p>	<p>The proposed development will contribute to the variety of attractive uses and activities in the area. The proposed child care centre will contribute to an attractive streetscape on Willcock Street. With regard to internal amenity, a large internal foyer has been designed to provide a welcoming entrance from both access points. Extensive glazing is featured along the front façade along Willcock Street to provide natural light along with glass sliding doors to the rear of the indoor play areas. The ground floor outdoor play area is designed to provide sun protection while also allowing natural light in. The first floor play deck does likewise and will provide for a range of activities.</p>
<p style="text-align: center;"><b>Legibility</b></p> <p><i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i></p>	<p>The development has been designed in a manner which clearly identifies the major openings both through the architectural treatments and landscaping.</p> <p>Vehicular access and parking will be clearly marked.</p> <p>Similar design elements as the front façade are proposed at the rear to aid in way finding along Petrossian Lane.</p>
<p style="text-align: center;"><b>Safety</b></p> <p><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>	<p>The development provides for a high level of passive surveillance on both the Willcock Street and Petrossian Lane frontages. Large glazing panels will be installed along the front façade while balustrading will be provided along the rear. Feature lighting will also be incorporated into Willcock Street and Petrossian Lane to provide an improved level of safety and visibility.</p>
<p style="text-align: center;"><b>Community</b></p> <p><i>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.</i></p>	<p>The proposed child care centre is anticipated to provide a much needed social service to the area. The clientele of the childcare centre will be broad and diverse and encourage social interaction. The building has also been designed to be adaptable for other uses should future demand change. Overall, the building has been designed to fit in with the vision for the Structure Plan area and Willcock Street.</p>
<p style="text-align: center;"><b>Aesthetics</b></p> <p><i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p>	<p>While the proposed development has largely been designed to fit the purpose of the child care centre, significant effort has been put into the design to ensure that it is contextually appropriate and responds to the existing character of the area well. It is anticipated that the proposed development will provide a positive contribution to both the Willcock Street and Petrossian Lane streetscapes.</p>

**Table 5 – Response to SPP 7.0 Design Principles**



## 4.5 Local Planning Policies

### 4.5.1 LPP 1.1: Planning Process and Decision Making

Local Planning Policy 1.1 – Planning Process and Decision Making (LPP 1.1) is applicable to all development applications. LPP 1.1 outlines the policy objectives as follows:

- *To promote a consistent approach by the City in the assessment and public advertising of development applications, local planning policies, subdivision referrals and other planning matters;*
- *To facilitate community input into the decision making process; and*
- *To provide information to Elected Members, the City administration, applicants and submitters regarding the process for dealing with planning matters.*

Harley Dykstra notes the assessment procedure for development applications. In particular, the process for Development Assessment Panel (DAP) applications is noted under section 18 of the policy.

### 4.5.2 LPP 1.2: Design Review Panel

Local Planning Policy 1.2 – Design Review Panel (LPP 1.2) relates to the role and function of the Design Review Panel and has the following objectives:

- *To ensure the administration of the City of Melville Design Review Panel (DRP) is consistent with the process outlined by the State Government Design Review Guide – Guidance for local governments (the Design Review Guide) to set up and operate design review processes.*
- *To augment the provisions of the Design Review Guide where required.*

In preparing this application, Harley Dykstra has had due regard to LPP 1.2 specifically relating to the role of the Design Review Panel. Therefore, a DRP presentation was provided to the City of Melville Planning Team who after reviewing the proposed development, advised that a presentation to the Design Review Panel would not be required.

### 4.5.3 LPP 1.3: Waste and Recyclables Collection for Multiple Dwellings, Mixed Use Developments and Non-Residential Developments

Local Planning Policy 1.3 – Waste and Recyclables Collection for Multiple Dwellings, Mixed Use Developments and Non-Residential Developments (LPP 1.3) is applicable to multiple dwelling, mixed use, and non-residential developments. LPP 1.3 has the following two objectives:

- *Achieve development that is functionally designed and effectively managed in terms of waste and recycling management and collection.*
- *Promote waste minimisation.*

While it is noted that Table 1 of LPP 1.3 does not specifically provide a waste or recycling generation rate for childcare centres, it is considered that 7 bins is sufficient in accordance with the calculations detailed in section 5.4 of this report. In accordance with section 5 of LPP 1.3, the proposed bin enclosure is sufficiently sized to accommodate the bins and allow easy disposal of waste into them. A Waste Management Plan has been prepared using the template provided by the City of Melville as attached at **Appendix G**.

### 4.5.4 LPP 1.4: Provision for Public Art in Development Proposals

Local Planning Policy 1.4 – Provision for Public Art in Development Proposals (LPP 1.4) is applicable to applications for development approval for multiple dwellings, mixed use or non-residential developments. The policy objectives are set out within as follows:

- *To contribute to a sense of place through the provision of public art which provides an interpretation and expression of the local area's natural, physical, cultural and social values.*



- *To enhance public enjoyment and understanding of places through the integration of art into developments.*
- *To add to the appearance, vibrancy, character and amenity of developments and their surrounding environment.*
- *To create local landmarks.*
- *To provide increased public exposure to, and understanding of, public art.*

Clause 1 of the Policy states as follows:

*“Each application for the construction of a multiple dwelling, mixed use or non-residential development (or alterations, additions or extensions to these developments) where the cost of development exceeds \$2 million, are to provide public art to the value of 1% of the cost of development.”*

It is anticipated that a condition of any approval would require a public art contribution to be paid to the City of Melville, to the value of 1 per cent of the cost of development.

#### **4.5.5 LPP 1.5: Energy Efficiency in Building Design**

In designing the proposed Child Care Centre, due regard has been given to the provisions of the City of Melville Local Planning Policy 1.5. In particular, the building has been sited to optimize solar access to reduce the developments reliance on conventional climate control systems. Light colours are also proposed to prevent surfaces from becoming excessively hot. The concept landscaping plan identifies a selection of drought tolerant plants and irrigation sources which will minimise water usage whilst also enabling vegetation to act as a form of climate control.

#### **4.5.6 LPP 1.6: Car Parking & Access**

Local Planning Policy 1.6 – Car Parking and Access (LPP 1.6) was prepared by the City of Melville to set out the car parking provisions applicable to all non-residential development in the local government area. LPP 1.6 sets out the following policy objectives:

- *To facilitate the development of adequate, safe and convenient parking facilities that meets the needs of users.*
- *To ensure that development proposals incorporate an appropriate level of parking.*
- *To ensure safe, convenient, and efficient access for pedestrians, cyclists and motorists.*
- *To promote alternative transport modes by incorporating flexibility to reduce parking requirements where alternative transport options exist.*
- *To enable the payment of a financial contribution in lieu of actual parking provision for non-residential developments and to provide guidelines to ensure that the calculation of cash-in-lieu is applied in a consistent and transparent manner.*
- *To promote ‘shared’ or publicly available parking in preference to exclusive, single user parking for non-residential developments.*

Clause 2.1 of LPP 1.6 states that car parking for all new developments is to be provided in accordance with the ratios set out in Table 1 of the policy. Table 1 of the policy sets out a ratio of:

**Child Minding Centres**                      *“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 centre has been designed to accommodate a maximum of 62 children and 10 staff members; generating a requirement for 11 bays. This proposal includes 11 car parking spaces (including four car stacking bays and one universal bay), and is therefore compliant with the number of bays required by LPP 1.6. All parking spaces and



maneuvering spaces have been designed and will be constructed in accordance with Australian Standard 2890.1: Parking Facilities – Off-Street Parking (as amended), satisfying clause 2.5 of the LPP.

Car stackers are proposed as part of this application and are considered by Harley Dykstra as a necessary part of contemporary building design. Clause 2.8 of LPP 1.6 states as follows:

*“The City supports the use of sensitively located car stacking systems.”*

Car stackers are considered appropriate given that Child care centres in themselves generate a high degree of repeat customers; ergo, each client is likely to frequently return to the site and therefore be acutely aware of their surroundings. In addition, the car stackers will only be used by staff who will access the facility early in the day.

Overall, the TIS confirms that all parking, manoeuvring and access areas have been designed in accordance with the relevant Australian Standards.

#### **4.5.7 LPP 1.8: Crime Prevention Through Environmental Design of Buildings**

Local Planning Policy 1.8 – Crime Prevention Through Environmental Design of Buildings (LPP 1.8) was prepared by the City of Melville to minimise the potential for a place or site to facilitate or support crime or antisocial behaviour. LPP 1.8 has the following three objectives:

- *To reduce the potential for crime and anti-social behaviour to occur within the City of Melville through well designed buildings and places;*
- *To raise awareness of key community safety, security and crime prevention issues, designing out crime principles and solutions;*
- *To ensure that planning for development redevelopment activity within the City of Melville takes into consideration designing out Crime principles.*

The proposed development has been designed to incorporate the principles of Crime Prevention Through Environmental Design. In particular, the proposed development focuses on providing passive surveillance to both Willcock Street and Petrossian Lane. Large glazing panels will be installed along the front façade while balustrading will be provided along the rear. Feature lighting will also be incorporated into Willcock Street and Petrossian Lane to provide an improved level of safety and visibility. The building facades fronting Willcock Street and Petrossian Lane also include feature elements in order to avoid large blank surfaces where graffiti is possible.

#### **4.5.8 LPP 1.12: Child Care Premise and Family Day Care**

Local Planning Policy 1.12: Child Care Premise and Family Day Care (LPP 1.12) was prepared by the City of Melville to guide the assessment of development applications for Child Care Centres within the local government areas. The policy objective is stated as follows:

*“To provide for the establishment of child care and family day care premises within the City of Melville, whilst ensuring that their location, siting and design is compatible with the surrounding built form, and avoids significant adverse amenity impacts”.*

The policy applies to the assessment of all applications for planning approval in respect of child care premises proposals including extensions to existing approved centres. The policy also applies to the assessment of Home Occupation applications for family day care.

**Table 6**, below, sets out the proposal’s compliance with each of the relevant planning criteria set out in LPP 1.12.

<b>Clause</b>	<b>Policy Statement</b>	<b>Compliance Statement</b>
3.0 Locations		
Cl 3.2	Child Care Premises within the Centre, Mixed Use, Service Commercial, Light Industry, Private Institutions	The proposed Child Care Centre is located within the Centre Zone meaning that the proposal is capable of



	and places of worship zones are 'P' (permitted) or 'D' (discretionary) uses pursuant to LPS 6. In principle, the establishment of child care premises in these location is supported in land use terms given their proximity to shopping centres, workplaces and public transport, however a car parking, traffic and amenity assessment will be undertaken.	approval and according to Cl 3.2, supported in principle. Supporting acoustic and traffic studies have been prepared to demonstrate that this proposal will have a negligible impact on traffic and the amenity of locality.
<b>4.0 Siting and Design</b>		
Cl 4.1	The design of Child Care Premises should respect and be compatible with existing development within the immediate surrounding area.	The proposed development has been designed having regard to the existing locality and amenity, as detailed in Section 3 of this report.
Cl 4.3	Fencing along the primary and secondary street (if applicable) should be of permeable design. Solid portions will be assessed on their individual merit taking into account the need for noise mitigation and security.	No fencing is proposed along the primary and secondary street frontages.
<b>5.0 Noise and Amenity</b>		
Cl 5.1	Where a Child Care Premises is located adjacent to residential property(s), an acoustic impact assessment may be requested to demonstrate that the proposal will satisfy the relevant noise regulations.	While the Child Care Centre will not be located directly adjacent to residential property(s), an Environmental Acoustic Assessment (EAA) has been prepared by Herring Storer Acoustics in support of this Application, and is attached at <b>Appendix E</b> . The EAA demonstrates that the proposal is able to comply with the Environmental Protection (Noise) regulations 1997 at all times, subject to appropriate mitigation measures. The EAA is further discussed in Section 5.2 of this report.
Cl 5.2	Outdoor playing spaces should be sited to minimise any adverse noise impact towards occupiers of adjoining residential properties. The use of solid masonry dividing fences can mitigate adverse noise impacts.	While the Child Care Centre will not be located directly adjacent to residential property(s), the spatial layout of the development will ensure that there is no impact on neighbouring commercial uses during the proposed hours of operation.
<b>6.0 Landscaping</b>		
Cl 6.1	The City may require the submission of a landscaping plan detailing all hard and soft landscaping, including shade structures.	A Concept Landscape Plan has been included within the Development Plans ( <b>Appendix A</b> ), demonstrating the hard and soft landscaping treatments, verge landscaping, shade structures and play equipment.
<b>7.0 Car Parking and Traffic Generation</b>		
Cl 7.1	Car parking will be required in accordance with Local Planning Policy LPP1.6 Car Parking and Access (Non-Residential).	As discussed in Section 4.4.1 of this Report, the proposed development has provided parking bays in accordance with the requirements for child care centres set out in LPP 1.6.
Cl 7.2	Parking areas must be designed to allow vehicles to enter and exit the property in a forward gear.	All parking bays have been designed to allow vehicles to enter and exit the property in forward gear. A turning template has been prepared within the attached Transport Impact Statement (TIS) at <b>Appendix C</b> .
Cl 7.3	Planning applications for new Child Care Premises, and those that propose to increase numbers within existing centres 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.	This application is supported by a Transport Impact Statement (TIS), prepared by Cardno and attached at <b>Appendix C</b> . The TIS concludes that the existing road network is able to accommodate the anticipated traffic generation and that access is provided in a safe location.



8.0 Hours of Operation		
Cl 8.1	Where a Child Care Premises is located adjacent to a property used for residential purposes, the hours of operation of the premises are limited to 7am to 7pm Monday to Friday and 8am to 7pm during weekends.	Given that the child care premises is not located adjacent to residential premises, the proposed operating hours are from 6.30am to 6.30pm on Monday – Friday.
9.0 Signage		
Cl 9.1	The City's requirements for advertising and signage are outlined in Local Planning Policy LPP2.2 Outdoor Advertising and Signage.	While signage has been notionally shown on the Development Plans, it does not form part of this application. Final detail of any signage will be subject to the City's LPP 2.2 and a separate Development Approval (if required).

**Table 6 – LPP 1.12 Compliance Statement**

#### 4.5.9 LPP 2.1: Non-Residential Development

Local Planning Policy 2.1 – Non-Residential Development (LPP 2.1) applies to all non-residential development and the non-residential element of any mixed use development proposal. LPP 2.1 outlines the following four objectives:

- *To promote high quality architectural form to maintain and enhance the visual character of the City.*
- *To ensure new buildings are designed to be of human scale to facilitate effective movement and interaction between building and street.*
- *To ensure building frontages at the street level assist in the creation of safe built environments through use of internal and external lighting, encouraging visual interest and ensuring passive surveillance.*
- *To ensure that all buildings make a positive contribution to the streetscape, assisting in the maintenance and creation of safe, secure and attractive places.*

Table 7 sets out compliance with relevant policy provisions of LPP 2.1 as found below:

Clause	Policy Statement	Compliance Statement
1.0 Building Design - General		
Cl 1.1a	Development should be orientated towards the primary street frontage.	The proposed development is orientated to address Willcock Street whilst also contributing the visual amenity of Petrossian Lane.
Cl 1.1b	Development should be designed to minimise the incidence of blank and unarticulated elevations.	The proposed facades are articulated and use a variety of colours and materials to enhance the visual interest of the development.
Cl 1.1c	Development should exhibit high levels of architectural articulation through the use of varied architectural planes, effective fenestration, architectural detailing, external materials, and a varied colour palette.	The proposed building facades comprise a mix of building materials to contribute positively to the appearance of the streetscape. Building articulation also creates a building that will attract visual interest.
Cl 1.1d	Development should incorporate a differentiated design approach to the treatment of the ground floor 'vs' upper floor(s), achieved through varied design, use of materials, changes in architectural planes, incorporation of awnings and the like, to enhance pedestrian scale.	Use of landscaping and clearly defined entry points distinguishes the design of the ground floor from the upper floor. The pedestrian scale of the proposal is enhanced through the provision of awnings over the public realm. Clear differentiation between the ground and first floor is established through the awning which provides a strong horizontal element to the proposed development.
3.0 Front Facades and Shopfronts		
Cl 3.1	Facades fronting the street and public domain should incorporate window and door openings which provide passive surveillance.	The development provides for a high level of passive surveillance on both the Willcock Street and Petrossian Lane frontages. Large glazing panels will be installed



		along the front façade while balustrading will be provided along the rear. Feature lighting will also be incorporated into Willcock Street and Petrossian Lane to provide an improved level of safety and visibility.
Cl 3.2	The pedestrian scale of the development should be enhanced through the use of windows, door openings, awnings, public art, architectural design and detailing at ground level.	The pedestrian scale of the development is promoted through the use of a significant amount of glazing, ease of movement through the site, and clearly defined entry points.
Cl 3.5	Windows at ground floor level should remain visually permeable at all times.	All windows proposed as part of the development are visually permeable.
Cl 3.5	Reflective or heavily tinted glazing at ground floor level will not be supported.	Proposed glazing is neither reflective nor tinted. The transition between the public realm and the centre is seamless as a result of the significant amount of glazing.
Cl 3.6	At least 60% of the total length of the ground floor level façade adjacent to a footpath should be transparent.	Approximately 61.5% of the ground floor façade fronting Willcock Street is transparent.
Cl 3.7	Where they interface with the public domain, security shutters and gates are to be visually permeable. Solid security shutters and gates will not be supported. Roller doors of transparent design and construction will be acceptable provided they are at least 75% visually permeable.	No security shutters are proposed by this application. A rear sliding gate is proposed fronting Petrossian Lane. After hours, the gate which shall be greater than 75% visually permeable, will be closed.
<b>4.0 Weather Protection</b>		
Cl 4.1	Where a building abuts a footpath, awnings for weather protection should be provided along its whole length.	An awning will be provided for the full length of the Willcock Street frontage.
Cl 4.2	Where possible, the minimum depth of an awning is to be 2.5m. Where this is not possible due to the width of the verge or any other factor, the awning is to be practical for weather protection.	While the majority of the awning will be 2.5m in width, a portion of the awning will reduce to 1.35m in width. The curved design is proposed to provide visual interest. At the same time, the awning will remain functional in protecting against weather.
Cl 4.3	Awnings sited to enable a minimum clearance of 2.75m above ground level. Where under-awning signage is proposed, the height of the awning should take into account that the minimum clearance above ground level for any future signage will be 2.75m.	The awning fronting Willcock Street has a minimum clearance 2.7m. While it is noted this is marginally below the requirement of LPP 2.1, the clearance is considered to be sufficient.
Cl 4.4	The awning is not to be sited within 0.5m of a kerb.	The proposed awning will be setback in excess of 0.5 from a kerb.
Cl 4.5	New awnings should be designed and sited to integrate with those of adjoining buildings and structures to provide continuous cover.	Neighbouring lots do not incorporate awnings. If re-development of these lots occurred in the future, awnings could be integrated at that stage.
<b>6.0 Landscaping</b>		
Cl 6.1a	Where applicable, landscaping should be concentrated within the street setback area to: <ul style="list-style-type: none"> <li>• enhance and positively contribute to the streetscape; and</li> <li>• soften the appearance of the building; and</li> <li>• where relevant, provide a buffer between the development and adjoining residential properties.</li> </ul>	A landscaping strip at the front of the centre along Willcock Street has been used to make the building legible by clearly defining points of entry/exit. A landscaping strip has also been provided to the rear of the property along Petrossian Lane to assist in creating an attractive space for users.
Cl 6.1b	In addition to traditional at-grade planting, the City will consider landscaping above ground level in the form of: <ul style="list-style-type: none"> <li>• Accessible and inaccessible 'green roofs';</li> <li>• Well designed and maintained 'green walls';</li> <li>• Permanent planters;</li> <li>• Window boxes.</li> </ul>	As demonstrated in the concept landscaping plan, landscaping above the ground level is proposed to ensure that the centre remains connected to the natural aspects of the locality and is attractive for users.
Cl 6.1d	Shade trees are to be provided within at-grade car parking areas containing more than six bays. The shade trees are to be provided at a minimum rate of one tree per six bays. The shade trees are to be dispersed evenly	One tree is proposed within the development to soften the building bulk.



	throughout the car parking area to provide shade and relief of building bulk.	
Cl 6.5	Detailed landscaping plans should incorporate the use of low maintenance, water wise plants, with a presumption in favour of the use of native West Australian species.	A selection of drought tolerant plants and irrigation sources is proposed to minimise water usage.
Cl 6.6	There is a presumption in favour of the retention of existing street trees. Approval will not be given for the removal of street trees unless material planning circumstances dictate the removal and where supplementary tree replanting in accordance with Council's Street Tree Policy is the only viable alternative.	All existing street trees are proposed to be retained.
Cl 6.7	Existing street trees located within the verge are to be protected during the construction of the development in accordance with Australian Standard AS4970: Protection of Trees.	Noted.
<b>8.0 Vehicle Access, Loading and Parking</b>		
Cl 8.1	Vehicle access should be provided from secondary streets or rights of way where available. Only one access point per street is encouraged.	Vehicle access to the site will be from Petrossian Lane.
Cl 8.2	All vehicles utilising on-site car parking bays should be able to enter and exit in a forward gear where practicable.	All vehicles utilising the parking area will be able to enter and exit in forward gear.
Cl 8.4	On-site parking should be located behind the building line or within the building where possible. Parking within the front setback area of a development will be discouraged.	Parking will be located behind the front building line. Parking is not proposed to be located within the Willcock Street frontage.
Cl 8.7	Structures (walls, fencing, services) and vegetation should not exceed 0.6m in height within 1.5m x 1.5m of where the vehicle access way meets the street boundary.	Vegetation not exceeding 0.6m in height is proposed adjacent to the vehicle access point along Petrossian Lane.
Cl 8.8	Prior to the initial occupation of a development, a Noise Management Plan may be required to detail how noise associated with deliveries is to be managed. Where necessary, limitations on delivery hours may be imposed.	Noted.
Cl 8.9	The provision of bicycle parking facilities and end of trip facilities are encouraged for all developments.	While bicycle and end of trip facilities are not proposed, it is anticipated that many users will access the site by walking from the nearby residential area.
Cl 8.10	Disabled parking provided in accordance with the National Construction Code 2012 (as amended)	1 marked disabled bay will be provided.
<b>9.0 Plant</b>		
Cl 9.1	All air conditioners and other similar servicing plant are to be appropriately located and screened from the street and neighbouring properties.	The proposed air conditioning units will not adversely affect the amenity of the area in terms of their visual appearance or acoustic output.
<b>10 Waste</b>		
Cl 10.1	All developments should be provided with a bin storage area of sufficient size to accommodate a minimum of one weeks waste and recycled material.	Waste collection calculations are included in section 5.4 of this report. The bin store area will be sufficiently sized to accommodate a total of 7 bins as detailed in the Waste Management Plan attached at <b>Appendix G</b> .
Cl 10.2	The bin storage area should be screened from view of the street and be located to ensure adverse visual amenity impacts are avoided.	The bin store area will be effectively screened from Willcock Street and Petrossian Lane (refer to elevations at <b>Appendix A</b> ).
Cl 10.3	Bin storage areas should be located in an easily accessible location for both occupants of the building and for rubbish collection. The design is to include provision for easy cleaning.	The bin storage area will be located in close proximity to the location for collection and in a convenient location for ease of access via Petrossian Lane.
Cl 10.4	Details of the proposed collection point are to be submitted at the time of development approval	The proposed collection location will be from Petrossian Lane.



CI 10.5	A rubbish collection point should be nominated which is of sufficient size to contain the number of bins required to service the building, whilst not obstructing parking and pedestrian access, traffic flow and sightlines.	Rubbish collection will occur via a private contractor who will take the bins from the store area, empty them and return the bins back to the store. Therefore, there is no need to nominate a specific rubbish collection point within Petrossian Lane.
CI 10.6	Prior to the initial occupation of a development, a Waste Management Strategy may be required to detail how waste and the noise associated with waste disposal will be minimised.	Noted.

**Table 7 – LPP 2.1 Compliance Statement**

**4.5.10 LPP 2.2: Outdoor Advertisements and Signage**

Local Planning Policy 2.2 – Outdoor Advertisements and Signage (LPP 2.2) has been prepared by the City of Melville and applies to any sign installed on property within the City apart from those exempt by the policy. LPP 2.2 has the following objectives:

- *To encourage good quality, well considered advertising signage within the City of Melville.*
- *To maintain and enhance levels of visual amenity through the control of advertisement clutter.*
- *To ensure signage does not present a hazard or obstruction to pedestrian or motorists.*
- *To ensure all commercial signage is designed to be consistent with, and appropriate to, the location and function of the site it serves.*
- *To protect the significant characteristics of buildings, streetscapes and the general amenity of the area.*

While signage has been notionally shown on the Development Plans, it does not form part of this application. Final detail of any signage will be subject to the City’s LPP 2.2 and a separate Development Approval (if required). It is considered that there are areas on the building façade to accommodate signs that comply with LPP 2.2.



## 5 MANAGEMENT CONSIDERATIONS

### 5.1 Car Parking and Traffic Management

A Traffic Impact Statement (TIS) has been prepared by Cardno in support of this Development Application, which is attached at **Appendix C**. The TIS provides an assessment of the existing road and transport facilities surrounding the development, an assessment of the anticipated traffic generated by this proposal and whether this will impact on the amenity of the area, and an assessment of the parking requirements.

In summary, the TIS confirms the following key points:

- Overall, cycling amenity within the immediate vicinity is considered to be above average with good cycling links from the site to surrounding cycling routes;
- The site has good accessibility to public transport services, with reasonable frequency;
- The site will generate approximately of 50 and 43 vehicle movements in the AM and PM peak periods, respectively which is unlikely to have even a moderate impact on the surrounding road network;
- Vehicle access is provided along Petrossian Lane with a new proposed crossover; and pedestrian access is located along Willcock Street.
- The development proposes two embayed on-street parking bays at Willcock Street frontage for additional parking options.
- On-street waste collection for the Site is expected to be collected along Petrossian Lane. During collection days, bins will be brought out to the street and returned to the bin store when emptied.
- The number of recorded crashes is considered significant, particularly along Kearns Crescent. However, the development aim to introduce a one-way traffic flow along Petrossian Lane, to reduce the risk of vehicle crashes.

Overall, the TIS confirms that all parking, manoeuvring and access areas have been designed in accordance with the relevant Australian Standards.

### 5.2 Acoustic Management

The design of this development has been prepared having regard to the locality, as well as the neighbouring commercial uses and residential properties on the other side of Willcock Street. An Environmental Acoustic Assessment (EAA) has also been prepared by Herring Storer in support of this application, and is attached at **Appendix E**. The intent of the EAA is to assess and address the outgoing noise emissions from the Child Care Centre to ensure the development is able to comply with the *Environmental Protection (Noise) Regulations 1997*, thereby ensuring the acoustic amenity of the site is protected.

The EAA considers the likely noise sources occurring within this development as being children playing within the outside play areas and mechanical services. Despite the noise associated with motor vehicles technically being exempt from the *Environmental Protection (Noise) Regulations 1997*, noise generated by cars has also been assessed for information purposes only.

The acoustic assessment concludes that noise produced by the outdoor play areas would comply with the *Environmental Protection (Noise) Regulations 1997* keeping in mind that the outdoor play areas would not be used until after 7am. The air conditioning condensing units would also comply subject to the units having night period "Low Noise" modes. Noise produced by cars including the shutting of car doors is also compliant with the regulatory requirements. Therefore, noise



emissions from the proposed development would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation.

State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4) requires sensitive development within a predefined trigger distance of significant transport routes to be supported by an Acoustic Assessment, ensuring that the proposed development is able to achieve internal and external noise levels, and are therefore protected from current and future traffic noise. Given the site is within the trigger distance of a Strategic Freight Route/Major Traffic Route (Canning Highway), and Riseley Street, it is required to comply with the provisions of SPP 5.4.

An Acoustic Assessment addressing SPP 5.4 has also been prepared by Herring Storer, and has been attached at **Appendix F**. This assessment indicates the noise received at the development from future traffic rates is compliant with the noise level criteria. Therefore, noise received at the premises is below the “Target” criteria of SPP 5.4 meaning that no further action is required.

### 5.3 Stormwater Drainage

It is expected that all stormwater runoff will be able to be contained within the site via soak wells, detention cells and within areas of landscaping. It is anticipated that a condition of approval would require a Drainage Management Plan to be prepared and approved by the City of Melville, prior to the issue of a Building Permit.

### 5.4 Waste Management

The proposed development includes a bin store with an area which has been designed and located to accommodate all of the proposed waste generated by the facility. It has been designed to accommodate a maximum of seven (7) bins (2x360L bins and 4x240L bins) within a bin enclosure, in accordance with the following table (**Table 6**).

Waste Calculation (General Waste)	Waste Calculation (Recycling Waste)	Proposal	# of General Bins Required	# of Recycling Bins Required
70L/100m <sup>2</sup>	70L/100m <sup>2</sup>	214m <sup>2</sup> (internal play space)	749L per week = 3.1 x 240L bins	749L per week = 2.1 x 360L bins

**Table 6 – Waste Management Calculations**

It is anticipated that the development would utilise the City’s commercial waste management services for once weekly collection of all bins from Petrossian Lane. A Waste Management Plan has been prepared using the template provided by the City of Melville as attached at **Appendix G**.

While it is noted this application proposes alternative bin collection arrangements when compared to the most recent approval granted by the City of Melville over the subject land, it is considered that collection from Petrossian Lane is a better option than collection from Willcock Street. In particular, it is noted that the City of Melville encourages access and servicing to be taken from secondary street frontages where available.

### 5.5 Landscaping

A Concept Landscape Plan has been prepared and included at **Appendix A**, which illustrates the proposed landscaping treatments of all outdoor play areas, as well as the Willcock Street frontage. There is a large focus on creating a nature playground for both ground floor and first floor outdoor play areas, suited to the various age groups of children. Fruit trees, veggie gardens, and natural play elements such as logs and recycled tyres will be utilised. A landscaping strip at the front of the centre along Willcock Street has been used to make the building legible by clearly defining points of entry/exit. A landscaping strip has also been provided to the rear of the property along Petrossian Lane to assist in creating an attractive space for users. The final landscaping detail would be provided and landscaping established and maintained via a condition of development approval.



## 6 CONCLUSION

This Development Application has provided the relevant details and supporting rationale for the development of a child care centre at Lot 557 (No. 15) Willcock Street, Ardross. This proposal would allow for the development of a new child care centre facility which has been designed to accommodate a maximum of 62 children and 10 staff members.

This submission demonstrates that the servicing and management requirements for the facility, including traffic, parking, acoustic output and waste can adequately be met. The submission has also demonstrated that the proposal is compliant with the applicable planning framework, including the Local Planning Scheme No. 6, relevant Local Planning Policies, the Riseley Activity Centre Structure Plan, and the applicable Design WA state planning policies.

The proposal, and in particular, its high quality architectural form, intends to service the local community and improve the overall amenity of the area. It provides for street front activation of both its Willcock Street and Petrossian Lane frontages, while maintaining a high level of amenity. Overall, it is considered that this development will be a highly positive contribution to the overall area, increasing the level of activity and vibrancy to the locality.

In view of the attributes of this proposal as described within this report, the associated Development Plans and supporting technical studies, it is respectfully requested that the Metro Inner South JDAP approve the proposed child care centre at Lot 557 (No. 15) Willcock Street, Ardross. Should you have any further queries or require any additional information to support this proposal, please do not hesitate to contact David Maiorana at this office.