



PROPOSED CHILD CARE PREMISES

Part Lot 27 (No. 3) Westfield Road, Camillo





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 approval from the Metro Outer Joint Development Assessment Panel to develop a Child Care Premises on Part Lot 27 (No. 3) Westfield Road, Camillo ('the subject site'). A copy of the Development Plans are included at **Appendix A**.

The Application proposes a Child Care Premises which has been designed to accommodate 92 children and 17 staff members, comprising 328m² creditable indoor play area, 698m² of creditable outdoor play area, and the associated amenities. The centre offers a total of 29 car bays for use by staff and for drop off/pick up by parents/carers, and includes 1 universal bay.

A review of the City of Armadale's Town Planning Scheme No. 4 (TPS 4), 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, traffic, parking, acoustic, and bushfire considerations relevant to the proposal.

1.2 Pre-Lodgement Consultation

Prior to, and during the preparation of this Application, the Applicant consulted with the Planning Department at the City of Armadale to enable early inputs to be considered as part of the premises design. This included a review and comment on the Development Plans by the City.

Prior to lodgement, the Applicant submitted a request for a review of the Development Plans by the City's Design Review Panel (DRP), which was undertaken at a meeting on 19 August 2021. A copy of the minutes from this Design Review Panel meeting are attached at **Appendix B**, and the comments/recommendations are summarised in **Table 1**. The DRP specifically noted their support for the building and the proposed land use and provided recommendations for improvements as further discussed and detailed in section 4.3.1 of this Report. The DRP recommendations have been given due regard and taken into account where possible during the finalisation of the proposed Development Plans. The letter provided to the City of Armadale as part of the DRP process along with the presentation has been included at **Appendix C**.

SPP 7.0 Principles	DRP Recommendations
1 Context and Character	<ul style="list-style-type: none">a) Minimal Informationb) Saying it has timber cladding because Armadale has trees is not enough.c) If the design is inspired by local precedents, then illustrate it.d) Response to streetscape is limited – a Perspex fence and a landscaped verge.e) Need to consider how the design contributes to the street rather than mitigate against it.f) Car Park is overly visible from the street.g) The proposal is in an established residential area, opposite the Train Line and Albany Highway. Camillo Wetlands are nearby as is the Kelmscott Train Station. The site has generally good proximity to transport.h) The proposal of a Childcare Centre in this location is broadly supported although as it neighbours well established (and future) residential areas, there are concerns about ongoing noise from the external spaces and the impact of traffic/parking at peak times on the immediate neighbours.
2 Landscape Quality	<ul style="list-style-type: none">a) Landscape generally supported.b) Tree locations need to be worked in with the design of the playspaces.c) Shade trees to car park are few and far between.d) Is the landscape between the car park and the boundary retained? If so, is the resulting sliver wide enough to be sustainable.e) Review the fence alignment to avoid the unworkable sliver of planting.



	<p>f) The design of the age separated play spaces needs more development noting the choice of shade trees and planting should be considered. There is opportunity to more directly link the planting and tree palette with local character planting (both endemic and non-endemic). It is noted that the sap of the proposed Chinese Tallow is toxic.</p> <p>g) A secure Outdoor storage facility for toys and moveable equipment, gardening gear should be considered.</p> <p>h) Is their opportunity for inclusion of a simple external kitchen/bbq?</p>
3 Built Form & Scale	<p>a) Mass and scale is appropriate to the location.</p> <p>b) Arguably underwhelming for a prominent corner, especially given how far it set back from the street.</p> <p>c) Locating the car park along the western boundary and moving the building closer to the street would have been a better outcome.</p> <p>d) Show roof lines on plan.</p> <p>e) Some 3D images would be helpful.</p> <p>f) Two storey construction is supported. The proponent noted some small non compliances around set backs. These don't appear to have a detrimental impact on neighbouring properties.</p>
4 Functionality & Build Quality	<p>a) Generally fit for purpose.</p> <p>b) No intermediate secure zone between activity rooms and reception.</p> <p>c) No office and kitchen doubles as a reception.</p> <p>d) Perspex fencing will be a licence for graffiti/scratching.</p> <p>e) Noise attenuation for adjacent residents?</p> <p>f) Noise attenuation for future residents to the north?</p> <p>g) Durability/maintenance of timber cladding?</p> <p>h) Consider potential to go harder on timber - e.g: Glulam, CLT, etc.</p> <p>i) No continuity of access path to bin store.</p> <p>j) Cross sections required to understand structural and roof depths.</p> <p>k) Difficult to take bins out of the store if cars are parked in the staff bays.</p> <p>l) How are bins collected?</p> <p>m) Where are AC condensers located?</p> <p>n) Shade Structures in the playground should be considered upfront as an integrated design outcome given the Day One shade requirements will almost certainly exceed the capability of new tree planting.</p>
5 Sustainability	<p>a) Water efficient landscaping is supported.</p> <p>b) Can PV be a commitment rather than a 'maybe'?</p> <p>c) Are windows operable for cross ventilation?</p> <p>d) Opportunities for education around sustainable themes within the garden areas such a vegetable gardens and water which could be integrated into the educational and play experience.</p> <p>e) Consider lighter colour paving treatments to the driveway and car park. Extra planting and tree canopy especially over paved surfaces can help reduce ambient temperature during warmer months.</p> <p>f) Use of timber as a key material is supported however a commitment to a sustainable source is strongly encouraged.</p>
6 Amenity	<p>a) Confirm extent of coverage to pathways.</p> <p>b) Internal amenity is generally good, but add window to staff room.</p> <p>c) No pedestrian access from the street. Will everybody come by car?</p> <p>d) Consider more tree canopy cover to the adjacent footpath.</p> <p>e) Continue footpath over the driveway to prioritise pedestrian amenity over driver convenience.</p> <p>f) The carpark could be designed in such a way to give it a more civic / treed plaza appearance and potential for an alternative occasional use (eg fete's and so on).</p> <p>g) An external space for staff members could be considered.</p>
7 Legibility	<p>a) Lack of pedestrian route from the street.</p>



8 Safety	<ul style="list-style-type: none"> a) No intermediate security for runaway kids at reception. b) Review egress from end parking bay. c) Review sightlines at crossover adjacent to the transformer location. d) No pedestrian pathway from the street – peds forced to walk in car zones. e) Concern as to the location of driveway relative to the intersection and the realities of set down / pickup need further examination especially with regards to safety of ChildCare centre users and passers-by.
9 Community	<ul style="list-style-type: none"> a) A use with community benefit. b) Limited engagement with the street (and, hence, the community) because of the site planning. c) Consideration could be given to how the carpark area may function as an occasional plaza space to encourage a sense of community.
10 Aesthetics	<ul style="list-style-type: none"> a) Generally supportive. b) Elegant, contemporary, and visually interesting architectural approach. c) Use of timber is good. d) Opportunity to complement the architecture with the fencing through a more appropriate treatment rather than Perspex. e) Some elements appear to be ambitiously thin. f) Success of the architecture will depend on resolving mundane issues such as rainwater disposal, vents, AC units, and depths required for structure, roof falls and gutters. g) Consider how the architectural qualities can be enhanced by lighting. h) Consider a simplification of materials and finishes to the building.

Table 1 – Summary of DRP Comments

In addition to the above, Paul Sanders (Chair) provided the following comments:

- a) A traffic report is proposed to be submitted, in particular having regard to the location of the crossover.
- b) The location of the bin enclosure area should be reviewed and its impact on the streetscape.
- c) An acoustic report will be required to demonstrate compliance with the Noise Regulations, this may influence the design, materials used and management of the facility (via a Management Plan).
- d) A Management Plan will also be required to be submitted as part of the application, which should address any of the relevant requirements of the acoustic report.
- e) Additional trees should be provided around the parking areas on the western side and the 5 bays opposite the driveway.
- f) Consideration should be provided on the placement of trees to ensure nature light into the outdoor play areas, where possible.





2 SUBJECT LAND

The subject land comprises the southern portion of Lot 27 (No. 3) Westfield Road, Camillo, located on the corner of and having frontage to Westfield Road and Railway Avenue. Harley Dykstra notes a subdivision approval granted by the Western Australian Planning Commission over Lot 27 is currently being implemented (WAPC ref 158672). Therefore, the subject land is identified as being Lot 827 on draft Deposited Plan 419172.

The subject land is currently vacant with civil construction works being undertaken. It is located approximately 4.3km north of Armadale City Centre and 280m north of the Kelmscott Train Station. The land is more formally summarised in **Table 2** and a copy of the Certificate of Title and draft Deposited Plan is included at **Appendix D**. An aerial locality plan has been included at **Figure 1**, while an aerial photograph has been included at **Figure 2**. Site photos are included at **Figure 3** and **Figure 4**.

LOT NO.	PROPERTY ADDRESS	LANDOWNER	VOL.	FOLIO	PLAN NO.
27	3 WESTFIELD ROAD, CAMILLO	CHAMPION LAKE INVESTMENTS PTY LTD	1008	712	2706

Table 2 – Summary of Land



Figure 1 – Aerial Locality Plan



Figure 2 – Aerial Photograph (Proposed Lot 827 Highlighted)



Figure 3 – View from Railway Avenue

PROPOSED CHILD CARE CENTRE
Part Lot 27 (No. 3) Westfield Road, Camillo





Figure 4 – View from Westfield Road



3 PROPOSED DEVELOPMENT

3.1 Development Summary

The proposed development has been designed to actively engage with the site's Westfield Road and Railway Avenue street frontages. Approval of this development will facilitate the construction of a new child care premises which has been designed to accommodate a maximum of 92 children and 17 child care employees. The proposed facility will provide an important service to its local community within a high-quality, architecturally designed facility.

The facility has been designed to activate its Westfield Road and Railway Avenue street frontages, while respecting neighbouring sensitive land uses (existing and proposed residential dwellings) and enhancing the amenity of the child care centre itself. In doing so, it ensures that all active outdoor play spaces are adequately setback from sensitive boundaries, and 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 child care centre comprises a total of 698m² of creditable outdoor play space (in addition to other functional outdoor spaces) and 328m² 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 timber look tongue and groove cladding, feature fascia panels, painted feature panels, feature timber columns, and masonry walls. Overall, the building provides for a high degree of visual appeal through building articulation and high quality finishes. The building entry is clearly defined by architectural features included landscaping and a definable public access. Further, the building responds to the natural environment through the provision of a significant amount of landscaping. Overall, the building respects and facilitates a high level of visual interest as viewed from the streetscape while also remaining compatible with the existing amenity of the locality.

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, and elevations. A landscaping plan has also been prepared in support of the application. These plans are included at **Appendix A**.

As aforementioned, the proposed centre has been designed to accommodate 92 children and 17 staff members. Accordingly, the development accommodates a 698m² area of creditable outdoor play area which has been located to appropriately integrate with and provide passive surveillance to the adjoining road reserves. The development also accommodates 328m² of indoor play spaces as well as the associated amenities.

A parking area is provided on the southern portion of the site, deriving access from Westfield Road. The car parking area accommodates 29 car parking spaces, including one universal bay. Details in relation to parking have been included in the Traffic impact Statement (TIS) prepared by Cardno as attached at **Appendix E**.

A bin store able to accommodate 8 x 660L bins has been included within the parking area adjacent to the eastern lot boundary. The bin store has been relocated from its original location following feedback from the DRP. Further details relating to waste management have been provided in subsequent sections of this report and in the Waste Management Plan attached at **Appendix F**.

The entrance to the building is located on the site's southern boundary, accessible via the proposed car parking area. The entrance provides direct access to a reception foyer.



3.3 Building Design & Rationale

The proposed development has been designed to celebrate its location on a prominent street corner. At the same time, the design acknowledges and sensitively responds to the amenity of the area and nearby residential land uses. The subject site's location within close proximity to the Kelmscott Train Station, commercial land uses on the eastern side of Albany Highway, and prominent transport routes, should be complemented by a high-quality built form that activates the streetscape. The proposal achieves this via architectural design and by virtue of the land use itself. The design approach for the project is set out in the SPP 7.0 assessment detailed in subsequent sections of this report.

The building directly addresses the corner of Westfield Road and Railway Avenue and includes a variety of high quality materials and finishes. This ensures the building will provide a high degree of visual interest while also being of appropriate bulk and scale in relation to the adjoining residential land uses.

The development material palette comprises timber tongue and groove cladding, feature fascia panels, painted feature panels and feature timber columns. Overall, these architectural elements and selected materials and colours will result in a high-quality building that will enhance the amenity of the area and establish a suitable benchmark for future development in the area. Other rationale for the building design is as follows:

- This development will provide a high level of passive surveillance to each of its street frontages during hours of operation, given it is a relatively active land use with further activation and surveillance afforded by its built form and layout.
- The architectural design of the building shall provide a high degree of visual interest to the streetscapes.
- It is anticipated that a child care premises will be a highly valued land use activity within this area, particularly given the increased residential development occurring within the locality. Therefore, this centre will provide a necessary service to its community in a local context.
- The proposed landscaping throughout the site and in particular that which fronts the road reserves, shall contribute to the public domain, compliment the natural amenity of Armadale, and provide for a more pedestrian friendly streetscape.
- 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 an accessible location by either active modes of transport (walking or cycling), public transport, or private vehicles.

A design restrictive covenant will be placed over the new lot by the developers. As part of preparing and lodging this application, the client has obtained consent from the developer for the proposed development.

3.4 Hours of Operation & Staffing

The child care premises will operate from 6.30am to 6.30pm on weekdays only (Monday to Friday). The facility has been designed to accommodate a maximum of 92 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 minimum of 17 staff members to manage the site at full capacity, in accordance with the following ratios (**Table 3**).





Age Group	Staffing Required	Proposal
Children less than 24 months	1 educator per 4 children	16 children 4 educators
Children aged 24 to 36 months	1 educator per 5 children	46 children 10 educators
Children aged more than 36 months	1 educator per 10 children	30 children 3 educators
		92 children 17 educators

Table 3 – Staffing Ratios





4 PLANNING FRAMEWORK

4.1 Metropolitan Region Scheme

Lot 27 (No. 3) Westfield Road is currently zoned 'Urban' under the Metropolitan Region Scheme (MRS) (see **Figure 5** below). The Armadale to Perth Railway Reserve and Albany Highway Primary Regional Road Reservation is located directly east of the subject land while a Development WA redevelopment area is located to the south east.

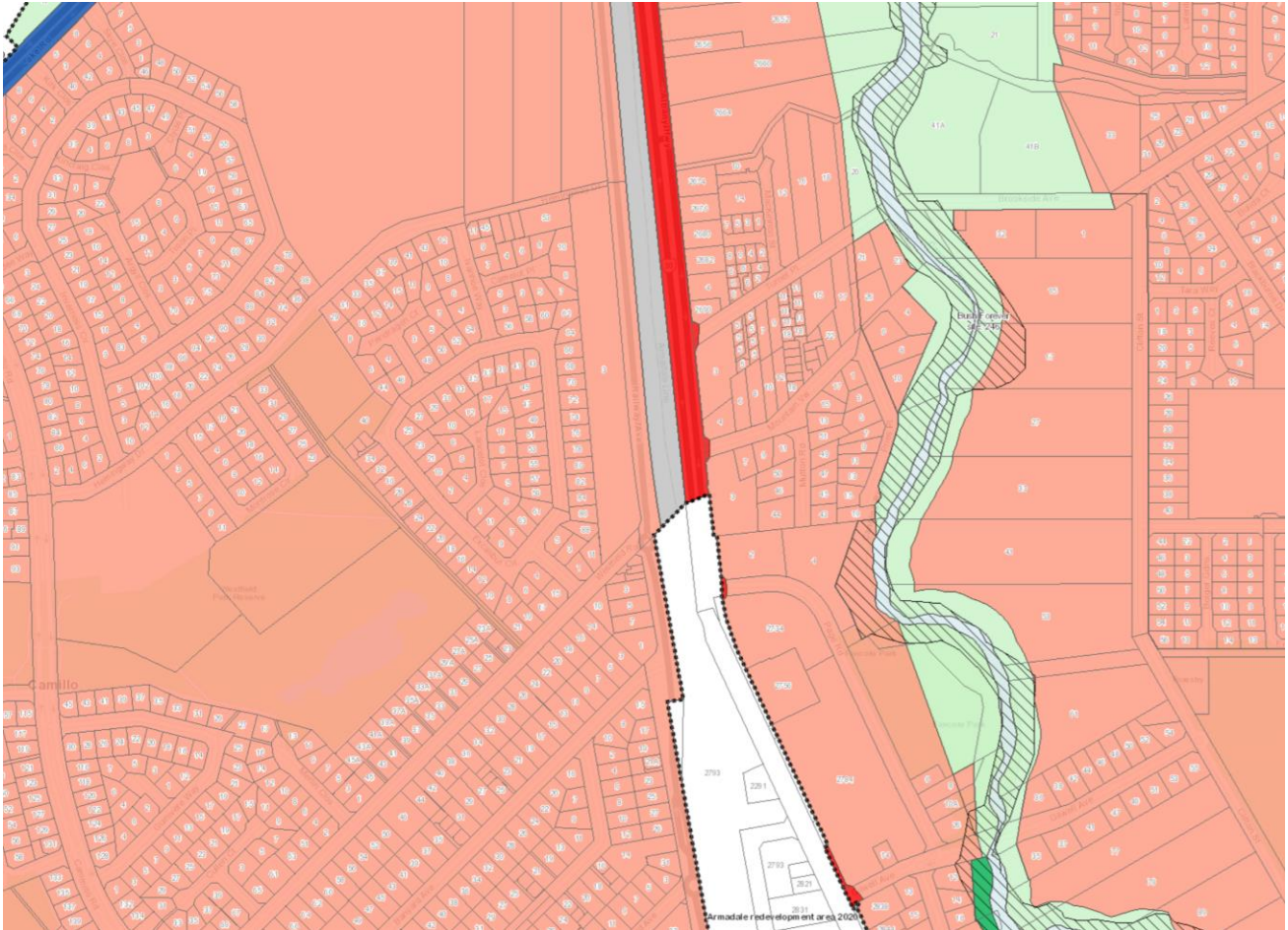


Figure 5 – MRS Zoning Map

4.2 City of Armadale Town Planning Scheme No. 4 (TPS 4)

The subject land and surrounds is currently zoned 'Residential R15/40' under the City of Armadale Town Planning Scheme No. 4 (TPS 4). A Zoning Map, demonstrating the zoning of the subject land and the broader locality, has been included at **Figure 6** over page.

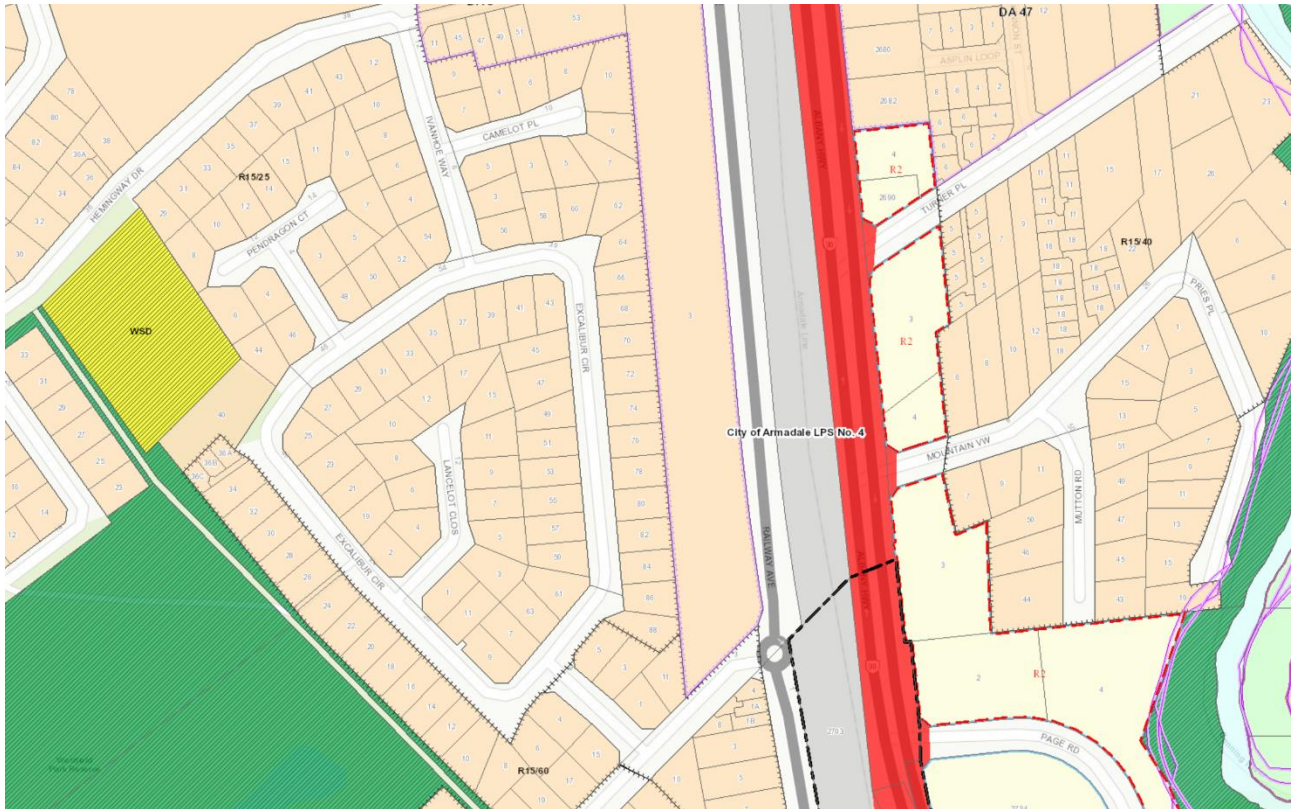


Figure 6 – TPS 4 Zoning Map

The 'Residential' zone has the following objectives:

- a) *To provide for a range of housing and a choice of residential densities to meet the needs of the variety of household types which make up the community.*
- b) *To provide for a range of associated compatible activities and development, which will assist in the creation of efficient and sustainable residential neighbourhoods.*
- c) *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*

In accordance with the above objectives, it is considered that the proposed development is compatible with existing and future residential development, will facilitate and encourage high quality design, and will be a service that provides for the needs of the local community.

The land use definition relevant to this application is defined within Table 2 of TPS 4 as follows:

"Child Care Premises – means premises used for the daily or occasional care of children in accordance with the regulations for child care under the Child Care Services Act 2007, but does not include a Family Day Care."

'Child Care Premises' is an 'A' use in the 'Residential' zone, meaning the use is capable of approval through Council discretion and after a period of advertising.

TPS 4 also identifies the subject land as being within Development Area 9 which states the following:

- 1) *Comprehensive planning for the area shall be undertaken by preparation of a Structure Plan to guide subdivision and development.*



- 2) *The Structure Plan shall address stormwater and nutrient management due to the constraint of high levels of ground water, in addition to the interfacing with the existing ground levels of adjacent development.*

Therefore, the subject land is located within the Lot 58-60 Centre Road & Lot 27 Westfield Road, Camillo Structure Plan (see **Appendix G**) which also identifies the subject land as 'Residential R15/40'. In designing the proposed child care premises, due regard has been given to the structure plan and the Lot 27 Westfield Road, Camillo Local Development Plan (see **Appendix H**) with respect to the lot orientation and point of access onto Westfield Road. In saying that, it is noted that for the most part, development requirements relevant to the proposed development are contained within TPS 4, and relevant state and local planning policies as will be detailed in subsequent sections of this report.

4.3 Lot 58-60 Centre Road & Lot 27 Westfield Road, Camillo Structure Plan

The Lot 58-60 Centre Road & Lot 27 Westfield Road, Camillo Structure Plan provides a framework for future subdivision and development of Development Area 9. As noted above, the subject land is identified as 'Residential R15/40' on the structure plan map as included at **Appendix G**. Clause 5.1 of the Structure Plan states land use permissibility is to be in accordance with the Residential zoning under the scheme which identifies 'Child Care Premises' as an 'A' use. This application also has due regard to section 5.4 – *Other Requirements* specifically relating to traffic management, water management, and waste management as discussed in subsequent section of this report.

4.4 Lot 27 Westfield Road, Camillo Local Development Plan

The Lot 27 Westfield Road, Camillo Local Development Plan has been prepared to guide lot orientation, implementation of quiet house design measures, road construction, and road widening. The proposed development plans have due regard to the Local Development Plan particularly with respect to the building's orientation toward the corner of Westfield Road and Railway Avenue. In addition, an SPP 5.4 acoustic assessment has been prepared in support of this application to ensure compliance with the Environmental Protection Noise Regulations is achieved, and the proposed building will be located outside the non-habitable portion of the lot identified on the Local Development Plan. Further details pertaining to the acoustic assessment are included in section 5.2 of this report and the Local Development Plan has been included at **Appendix H**.

4.5 Planning Bulletin 72/2009 – Child Care Centres

Planning Bulletin 72/2009 (PB 72) was prepared by the WAPC to guide planning and development of child care centres in Western Australia. PB 72 sets out the following objectives:

- a) *Locate child care centres appropriately in relation to their surrounding service area;*
- b) *Minimise the impact a child care centre has on its surrounds, in particular on the amenity of existing residential areas;*
- c) *Minimise the impact the surrounds may have on a child care centre; and*
- d) *Consider the health and safety of children attend the Child Care Centre within the confines of the planning system.*

The proposed child care premises has been planned and designed having regard to PB 72, particularly with regard to the location of the child care premises, design of the centre, and traffic impacts. Section 4.7.1 of this report provides further details on each of these aspects.

4.6 State Planning Policies

4.6.1 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 4** below.

DESIGN PRINCIPLES	DESIGN STATEMENT
<p>Context & Character</p> <p><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. In particular, the building places a significant focus on connections to the natural amenity of Armadale. Timber cladding is proposed and the building will be set in a significant amount of landscaping. With regard to built form elements, the rendering chosen will compliment the colours of more recent development to the south of Westfield Road. The fencing style and colour will also compliment fencing found within close proximity of the subject land. At the same time, it seeks to respond to the existing scale of the area being predominantly single storey residential development.</p> <p>While the building has been designed to compliment the existing character of the area, it also seeks to capitalise on and activate its dual street frontage by creating a unique identity through painted coloured panels, and unique materials.</p>
<p>Landscape Quality</p> <p><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 provide a connection to the natural environment and amenity of the locality.</p> <p>A landscaping plan has been prepared by Kelsie Davies Landscape Architecture as attached at Appendix A. The landscape plan has been prepared according to the summary of good design under “Landscape Quality” of SPP 7.0, guidance provided in the City’s Landscaping Policy, and species listed in the City’s Urban Forest Strategy. Advice was also obtained from the City’s landscape coordinator.</p> <p>In particular, it is emphasised that the landscape plan proposes deep root zones capable of accommodating large trees of the species identified in the City’s Urban Forest Strategy.</p>
<p>Built Form and Scale</p> <p><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 setbacks, heights, and mass buildings that will be developed on the balance of Lot 27. At the same time, the building responds appropriately to the existing built form and scale of buildings in the locality which are predominantly single storey. The scale of the building will enable appropriate landscaping treatments, adequate outdoor play spaces, sufficient parking, and appropriate building setbacks to be provided.</p> <p>In addition, the building corner fronting the intersection of Railway Avenue and Westfield Road has been designed to give it prominence. This will result</p>



	in a development that acts as a landmark site on a prominent street corner while being consistent with the built form and scale of the area.
Functionality & Build Quality <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>	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 functional work place for staff through the provision of a staff room, and appropriate facilities including wash up areas, an office, and kitchen space.
Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>	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 should demand change. 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 to contribute to the visual amenity of the building while also combatting the urban heat island effect as evident in the landscaping plan.
Amenity <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>	The proposed development will contribute to the variety of attractive uses and activities in the area. The proposed building will also contribute to an attractive streetscape on both the Westfield Road and Railway Avenue street frontages through an attractive building design that is set in a considerable amount of landscaping. With regard to internal amenity, a large internal foyer has been designed to provide a welcoming entrance from the access point. Extensive glazing is also featured on all facades to provide natural light for the tenancies while also contributing to passive surveillance.
Legibility <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>The development has been designed in a manner which clearly identifies the major openings both through architectural treatments and landscaping. The siting of the building facing the corner of Westfield Road and Railway Avenue clearly identifies the front façade as viewed from the road reserves.</p> <p>The building with its incorporation of coloured panels and a significant amount of landscaping on the street corner, will assist in creating an identity that distinguishes the building from the majority of the built form in the area.</p> <p>Vehicular access and parking areas will also be clearly marked.</p>
Safety <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>	The development provides for a high level of passive surveillance on both the Westfield Road and Railway Avenue street frontages. Large glazing panels comprise a significant portion of the facades. In addition, the nature of the land use itself will attract a relatively high level of activity. This will reduce opportunities for anti-social behaviour within the site and the adjoining road reserves. Feature lighting will also be incorporated into the facades to provide an improved level of safety and visibility.
Community <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>	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's setting in a significant amount of landscaping will also enhance the pedestrian experience of pedestrians along Railway Avenue and Westfield Road. Footpaths connect the subject land to the broader locality including the eastern side of the railway line. The building has also been designed to be adaptable for other uses should future demand change.



<p style="text-align: center;">Aesthetics</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>Significant effort has been put into the design to ensure that it is contextually appropriate and responds to the existing and future character of the area well. The building seeks to integrate with the residential amenity of the area while also incorporating features such as coloured panels to ensure it acts as a landmark site on a prominent street corner. In particular, the building seeks to engage with the natural amenity of the Armadale area by featuring timber cladding and ensuring that the building is set in a considerable amount of landscaping, of which native species have been chosen. Overall, it is anticipated the proposed development will provide a positive contribution to the visual amenity of the Railway Avenue and Westfield Road streetscapes.</p>
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Table 4 – Response to SPP 7.0 Design Principles

The DRP gave their in principle support for the application, both in terms of the proposed land use, location, and built form. The DRP also provided a range of recommendations to further improve the design. The following table (**Table 5**), provides a summary of the DRP recommendations, and the design response (where applicable) that has been implemented by the proposed plan set.



SPP 7.0 Principles	DRP Recommendations	Applicant Response
<p>1 Context and Character</p> <p><i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p>	<ul style="list-style-type: none"> a) Minimal Information b) Saying it has timber cladding because Armadale has trees is not enough. c) If the design is inspired by local precedents, then illustrate it. d) Response to streetscape is limited – a Perspex fence and a landscaped verge. e) Need to consider how the design contributes to the street rather than mitigate against it. f) Car Park is overly visible from the street. g) The proposal is in an established residential area, opposite the Train Line and Albany Highway. Camillo Wetlands are nearby as is the Kelmscott Train Station. The site has generally good proximity to transport. h) The proposal of a Childcare Centre in this location is broadly supported although as it neighbours well established (and future) residential areas, there are concerns about ongoing noise from the external spaces and the impact of traffic/parking at peak times on the immediate neighbours. 	<ul style="list-style-type: none"> a) A study into the surrounding context and character has been carried out which notes the materiality, scale and forms of the existing developments within a radius of the development site. The scale and material palette of existing development has been considered and the development plans prepared accordingly. b) Timber cladding has been selected to compliment the heavily landscaped character of Armadale and the natural amenity of the Perth hills. At the same time, the proposed development responds appropriately to the character of existing and future development. c) Please see the DRP presentation attached to this application. d) The fencing design has been amended to reflect the architectural design of the built form. Due to the location of the development, acoustic protection is required which the Perspex fence is able to achieve. The heavily landscaped verge intends to compliment the natural amenity of Armadale. e) (Please see point d) f) Landscaping and trees are feature around the carpark helps to reduce visual prominence.
<p>2 Landscape Quality</p> <p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p>	<ul style="list-style-type: none"> a) Landscape generally supported. b) Tree locations need to be worked in with the design of the play paces. c) Shade trees to car park are few and far between. d) Is the landscape between the car park and the boundary retained? If so, is the resulting sliver wide enough to be sustainable. e) Review the fence alignment to avoid the unworkable sliver of planting. f) The design of the age separated play spaces needs more development noting the choice of shade trees and planting should be considered. There is opportunity to more directly link the planting and tree palette with local character planting (both endemic and non-endemic). It is noted that the sap of the proposed Chinese Tallow is toxic. 	<ul style="list-style-type: none"> b) trees in play area noted only, this shall be subject to future detail. c) additional shade trees have been added. d) Planting area has been widened and additional planting added. e) Planting area has been widened and additional planting added. f) Play design will be subject to future detail. Trees have been swapped from the Chinese Tallow to Gleditsia. A deciduous tree is preferable in the space to allow for better shade vs sun over the seasons. However, placement and the type of tree will be finalised at the time of place space design. The species shown at this stage is indicative.



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	<ul style="list-style-type: none"> g) A secure Outdoor storage facility for toys and moveable equipment, gardening gear should be considered. h) Is their opportunity for inclusion of a simple external kitchen/bbq? 	
3 Built Form & Scale <i>Good design ensures that the massing and height of a development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>	<ul style="list-style-type: none"> a) Mass and scale is appropriate to the location. b) Arguably underwhelming for a prominent corner, especially given how far it set back from the street. c) Locating the car park along the western boundary and moving the building closer to the street would have been a better outcome. d) Show roof lines on plan. e) Some 3D images would be helpful. f) Two storey construction is supported. The proponent noted some small non compliances around set backs. These don't appear to have a detrimental impact on neighbouring properties. 	<ul style="list-style-type: none"> b) The outdoor nature play element is a major attraction to prospective parents who are considering enrolling their children into the centre- it is therefore important for the design to highlight this area. Furthermore, due to the development being in a residential environment, it is important that the scale and setbacks of the development are subtle and in keeping with the existing and future urban fabric. c) We feel that the site planning works for the site and takes into consideration the various interfaces with the neighbours and streetscape. d) Roof lines have been shown. The awning along the "veranda" correlates to the edge of the paving. e) 3D images are included in the plan set.
4 Functionality & Build Quality <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>	<ul style="list-style-type: none"> a) Generally fit for purpose. b) No intermediate secure zone between activity rooms and reception. c) No office and kitchen doubles as a reception. d) Perspex fencing will be a licence for graffiti/scratching. e) Noise attenuation for adjacent residents? f) Noise attenuation for future residents to the north? g) Durability/maintenance of timber cladding? h) Consider potential to go harder on timber - e.g: Glulam, CLT, etc. i) No continuity of access path to bin store. j) Cross sections required to understand structural and roof depths. k) Difficult to take bins out of the store if cars are parked in the staff bays. l) How are bins collected? m) Where are AC condensers located? n) Shade Structures in the playground should be considered upfront as an integrated design outcome given the Day One shade requirements 	<ul style="list-style-type: none"> b) The internal doors are intended to have door handles that are located higher than typical doors to ensure children are kept safe and secure. Further to this, the entry doors into the centre have a buzzer system that controls who comes in and out. The foyer also has sufficient space where security gates can be installed to add further protection, however this will be determined as per the tenants requirements. c) the kitchen does not double up as the reception- there is a servery window to allow interaction with the cooking staff. There is an area provided within the foyer where ipads used for signing in and out are to be located. Typically child care centres do not have a dedicated reception desk with a receptionist in addition to this, many centres have an office space which also has the flexibility to be used as a meeting room. d) A good point- the fencing has been amended. e) This is addressed in the environmental acoustic assessment. f) This is addressed in the environmental acoustic assessment. g) To be considered when selecting a cladding supplier. h) To be considered at building permit stage. i) A connection is now provided to the relocated bin store area. j) Cross section provided in the revised drawing set. k) Bin collection will occur after hours by a private contractor. No cars would be parked in the parking area. l) Bin collection will occur after hours by a private contractor. m) AC units to be roof mounted and concealed with a parapet as shown in the cross section.



	will almost certainly exceed the capability of new tree planting.	n) Shade structures have been shown in the revised plans however these will be amended to correlate with the outdoor play design which will be determined by the tenant.
5 Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>	a) Water efficient landscaping is supported. b) Can PV be a commitment rather than a 'maybe'? c) Are windows operable for cross ventilation? d) Opportunities for education around sustainable themes within the garden areas such a vegetable gardens and water which could be integrated into the educational and play experience. e) Consider lighter colour paving treatments to the driveway and car park. Extra planting and tree canopy especially over paved surfaces can help reduce ambient temperature during warmer months. f) Use of timber as a key material is supported however a commitment to a sustainable source is strongly encouraged.	b) The structure of the roof is to be designed with the notion that solar panels will be installed in the future by either the owner of tenant. c) Yes windows to be operable for cross ventilation. d) to be further determined by the tenant e) Noted. f) Noted
6 Amenity <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>	a) Confirm extent of coverage to pathways. b) Internal amenity is generally good, but add window to staff room. c) No pedestrian access from the street. Will everybody come by car? d) Consider more tree canopy cover to the adjacent footpath. e) Continue footpath over the driveway to prioritise pedestrian amenity over driver convenience. f) The carpark could be designed in such a way to give it a more civic / treed plaza appearance and potential for an alternative occasional use (eg fete's an so on). g) An external space for staff members could be considered.	a) The roof plan outlines the extents of the awning, which for the most part correlates to the edge of the paved "veranda" b) The staff room features two windows. c) Pedestrian footpath has been provided from Westfield Road. d) (Please refer to landscaping response) e) (Please refer to point c) f) This option will be provided to the future tenant. g) The outdoor configuration is to be determined by the tenant
7 Legibility <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>	a) Lack of pedestrian route from the street.	a) A good point provided by the panel- the design has been amended to include a pedestrian pathway from Westfield Road.
8 Safety	a) No intermediate security for runaway kids at reception. b) Review egress from end parking bay.	a) The internal doors are intended to have door handles that are located higher than typical doors to ensure children are kept safe and secure. Further to this, the entry doors into the centre have a buzzer system that controls who comes in and out. The



<p><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>	<p>c) Review sightlines at crossover adjacent to the transformer location.</p> <p>d) No pedestrian pathway from the street – peds forced to walk in car zones.</p> <p>e) Concern as to the location of driveway relative to the intersection and the realities of set down / pickup need further examination especially with regards to safety of Child Care centre users and passers-by.</p>	<p>foyer also has sufficient space where security gates can be installed to add further protection, however this will be determined as per the tenants requirements.</p> <p>b) See Transport Impact Statement.</p> <p>c) See Transport Impact Statement.</p> <p>d) The design has been amended to include a pedestrian pathway from Westfield Road.</p> <p>e) See Transport Impact Statement.</p>
<p>9 Community</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>a) A use with community benefit.</p> <p>b) Limited engagement with the street (and, hence, the community) because of the site planning.</p> <p>c) Consideration could be given to how the carpark area may function as an occasional plaza space to encourage a sense of community.</p>	<p>b) The proposed development seeks to actively engage with the street in particular through landscaping and passive surveillance.</p> <p>c) To be considered by the tenant.</p>
<p>10 Aesthetics</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>a) Generally supportive.</p> <p>b) Elegant, contemporary, and visually interesting architectural approach.</p> <p>c) Use of timber is good.</p> <p>d) Opportunity to complement the architecture with the fencing through a more appropriate treatment rather than Perspex.</p> <p>e) Some elements appear to be ambitiously thin.</p> <p>f) Success of the architecture will depend on resolving mundane issues such as rainwater disposal, vents, AC units, and depths required for structure, roof falls and gutters.</p> <p>g) Consider how the architectural qualities can be enhanced by lighting.</p> <p>h) Consider a simplification of materials and finishes to the building.</p>	<p>d) A good suggestion by the panel- the fencing design has been amended.</p> <p>e) To be considered by structural engineer.</p> <p>f) AC units are to be located on the roof with a parapet to conceal. Further logistics to be looked into more detail at building documentation stage.</p> <p>g) Lighting is to be incorporated around the external of the building to compliment the architectural features.</p>

Table 5 – Response to Recommendations of DRP Minutes





4.7 Local Planning Policies

4.7.1 PLN 3.2: Child Care Premises and Family Day Care

PLN 3.2 – Child Care Premises and Family Day Care was prepared by the City of Armadale with the purpose of guiding the City in determining development applications for Child Care Premises or Family Day Care. The policy outlines the matters which applicants need to consider in selecting suitable sites for child care premises, and matters the City should take into account when considering an application. PLN 3.2 outlines the following four objectives:

- a) *“to promote the provision of Child Care Premises/Family Day Care in accordance with community needs;*
- b) *To encourage applicants to undertake appropriate planning in the establishment of Child Care Premises/Family Day Care;*
- c) *To provide guidelines for the selection of suitable sites for Child Care Premises/Family Day Care and their development requirements; and*
- d) *To minimise the impacts of Child Care Premises/Family Day Care on the amenity, form and function of neighbourhoods.”*

Table 6 below, sets out the proposal’s compliance with each of the relevant planning criteria set out in PLN 3.2.

Clause	Policy Statement	Compliance Statement
4.1 Location Criteria		
Cl 4.1.1	Sites in close proximity to community facilities, local centres, schools and public transport networks are a preferred location for new Child Care Premises.	Given the proposed child care centre is located within close proximity to a school, local centre, and public transport opportunities, the proposed location is considered appropriate.
Cl 4.1.2	Child Care Premises should not be located so to adversely affect the level of service provided by a road or create road safety concerns, to the City’s satisfaction.	A Transport Impact Statement was prepared in support of the original subdivision application. The TIS identified the site as being a possible child care centre site. An updated TIS has also been prepared in support of this application and is attached at Appendix E which confirms the traffic generated by this proposal will have no detrimental impact on transport infrastructure.
Cl 4.1.3	Larger Child Care Premises (considered those which accommodate more than 50 children) are not generally considered suitable in Residential zones, where such facilities are proposed in Residential zones they will only be supported where: <ul style="list-style-type: none">a) The proposal will not have a significant detrimental impact to the residential amenity of adjoining and nearby properties;b) Arrangements will be in place to manage the use of outdoor areas to minimise any impacts on the residential amenity of adjoining and nearby properties;c) Traffic generated from the facility will not detrimentally affect the level of service provided by the local road system;	<p>While under PLN 3.2 the centre would be considered a ‘Larger Child Care Premises’, this proposal has demonstrated the child care centre will have no impact on the residential amenity of the area. A response to points a) to e) has been included below.</p> <p>As confirmed by the environmental acoustic assessment, the proposed development will not have a detrimental impact to the residential amenity of the adjoining properties.</p> <p>The proposed outdoor play areas will be restricted to use only after 7am. Boundary fencing will also be required to the heights shown on Figure 5.1 of the environmental acoustic assessment.</p> <p>A TIS has been prepared by Cardno in support of this application as attached at Appendix E. The TIS concludes that traffic generated by the proposed development is unlikely to have any material impact on the surrounding transport infrastructure.</p>



	<p>d) The site has certain attributes to distinguish it as possibly being acceptable in a Residential zone (such as the site being surrounded by roads and/or reserves, the land being in excess of 1000m² in size or there being non-residential land uses or zones on one or more sides); and</p> <p>e) Other relevant requirements are complied with.</p>	<p>The subject land is a corner site located on the intersection of two prominent roads. In addition, the TIS prepared in support of the subdivision, identified the subject site as a suitable location for a future child care premises. Further, it is noted the lot size of 2,358m² exceeds the recommended minimum lot size of 1,000m²</p> <p>Other relevant requirements are detailed in subsequent sections of this report.</p>
4.2 Site Requirements		
CI 4.2.1	Sites with access to reticulated sewer are preferred unless the land's capability and suitability for on-site effluent disposal is demonstrated to the City's satisfaction and/or the Health Department.	The subject land in accordance with clause 4.2.1 is able to be connected to reticulated sewer, which in any case, is a requirement of the subdivision approval.
CI 4.2.2	Sites shall be of sufficient size to accommodate parking and access requirements, servicing infrastructure, landscaping, outdoor play areas and setbacks to adjoining properties to the satisfaction of the City.	As demonstrated in the TIS, adequate parking will be available for the proposed use. At the same time, adequate space will be available for outdoor play areas and associated infrastructure in compliance with the <i>Child Care Services Act (2007)</i> .
CI 4.2.3	Regular shaped sites in excess of 1000m ² are preferred, as these sites generally enable accommodation of required facilities and appropriate setbacks/buffers between the Child Care Premises and adjoining properties.	The area proposed to be used by the proposed child care centre is adequately sized to accommodate outdoor and indoor play spaces, amenities, staff facilities, a bin store area, and parking. At the same time the proposed centre is located in such a way that it is able to comply with the <i>Environmental Protection Noise Regulations 1997</i> as demonstrated in the Environmental Acoustic Assessment attached at Appendix I . Further, it is noted the lot size of 2,358m ² exceeds the recommended minimum lot size of 1,000m ²
CI 4.2.4	For sites that are on roads which are part of the Road Freight Network, a transport noise assessment in accordance with the guidelines of the WAPC State planning Policy 5.4 <i>Road and Rail Noise and Freight Considerations in Land Use Planning</i> (or standards which supersede it) shall be undertaken. Any noise amelioration measures, recommended in the noise assessment report shall be incorporated into the development at the appropriate stages as determined by the City.	The subject land is located within the trigger distance of the Albany Highway and public transport rail corridor. Therefore, an SPP 5.4 acoustic assessment has been prepared and is attached at Appendix J . The assessment concludes the noise received within the outdoor play areas would comply with the requirements of SPP 5.4.
4.4 Building Design and Layout		
CI 4.4.1	The scale and design of new buildings shall be consistent with the character of the existing or desired streetscape in the locality.	The proposed development responds to its surrounding environment by complementing the intended future building setbacks, heights, and mass of land that will be developed to the north. At the same time, the building responds appropriately to the existing built form and scale of buildings in the locality which are predominately single storey. The scale of the building will enable appropriate landscaping treatments, adequate outdoor play spaces, sufficient parking, and appropriate building setbacks to be provided
CI 4.4.2	Fencing of a suitable height and materials shall provide a safe, screened and secure site which also achieves a high standard of streetscape amenity. Boundary fencing separating play areas from adjoining residential properties shall be constructed of materials that will reduce noise impacts where appropriate.	A combination of 1.8m high colorbond fencing and 1.8m high Perspex panel infill fencing will be provided. Where possible, the fencing will be visually permeable to assist in passive surveillance. It is expected fencing will also act as an acoustic barrier as detailed in the Environmental Acoustic Assessment.



CI 4.4.3	Designs shall be able to demonstrate the use of passive solar design principles and provide shaded outdoor play areas to protect children from the dangers of prolonged sun exposure.	Where possible, glazing will be installed to provide for solar access. This will reduce the buildings reliance on conventional heating systems. With regard to the outdoor play area, sufficient undercover area will be provided and shade trees will be planted.
CI 4.4.4	Within Residential zones and on land adjoining a residential use, building setbacks shall be provided to the minimum requirements of the Residential Design Codes (all openings of a Child Care Premises are to be regarded as "major openings" under the Residential Design Codes for assessment purposes).	The proposed building is sufficiently setback from all lot boundaries. As confirmed by the various supporting reports attached to this application, the building will have no impact on the amenity of area.

Table 6 – Response to PLN 3.2 Development Requirements

4.7.2 PLN 3.12: Percent for Public Art

PLN 3.12 – Percent for Public Art is applicable to all applications except residential where the development cost exceeds \$1 million. The City of Armadale recognizes the ability for public art to improve the quality of the built environment and enhance the sense of place and character of an area. Therefore, PLN 3.12 seeks to deliver public art within the urban environment that is vibrant and able to activate public spaces through community engagement as an interactive functional piece and not only through passive observation. PLN 3.12 has the following four objectives:

- a) *"to provide new Public Art within the City through City funded projects and private development;*
- b) *To promote excellence, creativity and innovation in the delivery of public art, which enhances the public amenity of public spaces;*
- c) *To provide opportunities for a wide variety of artistic outcomes, including permanent, temporary and mural artworks, that engage and interact with the community; and*
- d) *To enhance the local community identity and cultural tourism."*

Clause 2.1 of the Policy states as follows:

"With the exclusion of single residential development and developments within the zones listed in Clause 2.2 below, all development applications with a development cost:

- b) *\$2 million or more are required to either:*
 - i. *Make a monetary contribution to the City of Armadale and Public Art Reserve Account equal to one per cent (1%) of the estimated total development cost; or,*
 - ii. *Provide public art work to the value of one per cent (1%) of the total development cost and continuously maintain the public art work.*

It is anticipated that a condition of any approval would require a public art contribution in accordance with clause 2.1 of PLN 3.12.

4.7.3 PLN 3.14: Designing Out Crime

PLN 3.14 – Designing out Crime, sets out design guidelines for development to assist in reducing the likelihood of crime and anti-social behavior in the City of Armadale. The City acknowledges that the effective design of buildings using CPTED principles can assist with reducing crime and the opportunity for such activities. The policy has three objectives as follows:

- a) *Encourage development within the City to incorporate designing out crime principles;*
- b) *Provide guidance in relation to built outcomes that assist in supporting the reduction in actual and perceived crime and anti-social behavior; and*



- c) *Provide guidance on the design and assessment of planning proposals.*

In contributing to designing out crime, the proposed development places a large emphasis on passive surveillance. In particular, the front façade features extensive glazing which will assist in the proposed use being able to overlook activities in the parking area. The nature of the land use itself will also have a positive impact on reducing crime given that it is a relatively high activity land use. This means that parents picking up and dropping off their children will also contribute to passive surveillance throughout the subject land and broader locality. Lighting will also be incorporated into the façade. Overall, it is expected that the proposed land use will have a positive contribution on safety.

4.7.4 PLN 4.2: Advertisements (Signage)

PLN 4.2 – Advertisements (Signage) provides a framework for regulating the design and placement of signage in the City of Armadale. The policy applies to all signage proposed within the City of Armadale and has the following 8 objectives:

- a) *“to ensure signage relates to the approved use taking place at the building or land on which it is located;*
- b) *To ensure signage does not adversely impact on the amenity and streetscapes of the City and is integrated with the surroundings;*
- c) *To ensure signage does not detract from the level of public safety;*
- d) *To ensure the colour, materials and general design of signage is compatible with the style, heritage values and character of a building and/or place (envisaged by the City or existing);*
- e) *To ensure that the scale of a sign is appropriate to the size of buildings and lot frontages;*
- f) *To limit the number of signs at any one property and avoid the general clutter of signage along street frontages and/or on buildings;*
- g) *To ensure that where multiple signs are erected on a single building or at a single place, the style and form of such signage remains consistent; and*
- h) *To provide preferred development standards for signs in terms of illumination, area, dimensions, text, graphics and images etc.*

While signage does not form part of this application, it is considered that there are areas on the building façade able to accommodate signage in compliance with LPP 2.2. Signage will be subject to a separate development application at a later stage.





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 E**. 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.

In summary, the TIS confirms the following key points:

- A total of 29 parking spaces are provide on-site, including 1 ACROD bay. This exceeds the 22 parking bays required by the City's town planning scheme.
- The proposed development is expected to have a total trip generation of approximately 73 vehicles in the AM peak hour and 74 vehicles during the PM peak hour. This level of traffic generation is anticipated to have no significant impact on the surrounding road network.
- Bicycle access to the subject site is facilitated by the Perth Bicycle Network and other bicycle routes within the surrounding area.
- Excellent connectivity in terms of public transportation is provided by bus stops within 100m to 200m from the subject site and the Kelmscott train station is located 350m from the subject land.

Overall, it is concluded that the development is unlikely to cause any material impact on the surrounding road network.

5.2 Acoustic Management

The design of this development has been prepared having regard to the locality, An Environmental Acoustic Assessment (EAA) has been prepared by Herring Storer Acoustics in support of this application, and is attached at **Appendix I**. 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.

In accordance with the following provision of the Lots 58 – 60 Centre Road and Lot 27 Westfield Road, Camillo Structure Plan, an SPP 5.4 acoustic assessment has been prepared in support of this application at attached at **Appendix J**:

No subdivision or development will be supported without an upfront noise assessment in accordance with SPP5.4 and with the advice of the Public Transport Authority and Main Roads WA.

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 SPP 5.4, it is required to comply with the provisions of SPP 5.4.



The SPP 5.4 acoustic 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 continue to be contained within the site via soak wells, detention cells and within areas of landscaping.

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 total of 8 bins (4 x 660L general waste bins and 4 x 660L recycling bins) within a bin enclosure. A Waste Management Plan has been prepared by Cardno (see **Appendix F**) which demonstrates that the proposed development provides a sufficiently sized bin enclosure for storage of general and recyclable waste based on the estimated waste generation.

It is anticipated that waste collection will be undertaken on-site by a private contract after normal business hours. The private contract will ferry the bins on the day of collection and return the empty MGBs back to the bin enclosure.

Further details relating to waste generation, storage and collection are provided in the Waste Management Plan attached at **Appendix F**.

5.5 Bushfire Management

The WAPC’s State Planning Policy 3.7 – *Planning in Bushfire Prone Areas* (SPP 3.7) and accompanying Guidelines for Planning in Bushfire Prone Areas, sets out specific guidelines and requirements for subdivision and development in order to preserve life and reduce the impact of bushfire on property and infrastructure.

As identified by the Department of Fire and Emergency Services (DFES) mapping (**Figure 7**), the site is identified as bushfire prone. A bushfire management plan has been prepared by Bushfire Prone Planning and is attached at **Appendix K**. It demonstrates that the proposed building will be located within an area that is subject to potential radiant heat levels of no higher than BAL 29. Given that the proposed land use is a vulnerable land use within a bushfire prone area, a Bushfire Evacuation Plan has also been prepared by Bushfire Prone Planning and is attached at **Appendix L**. The plan was developed in line with ‘*A Guide to development of a Bushfire Emergency Evacuation Plan*’ (WAPC 2019). Overall, the plan outlines procedures for both evacuation and shelter-in-place to enhance the protection of occupants from the threat of bushfire.



Figure 7 – Department of Fire and Emergency Services Bushfire Prone Mapping



6 CONCLUSION

This Development Application has provided the relevant details and supporting rationale for the development of a child care premises at Lot 27 (No. 3) Westfield Road, Camillo. This proposal would allow for the development of a child care premises capable of accommodating 92 children and 17 staff.

This submission demonstrates that the servicing and management requirements for the facility, including traffic, parking, acoustic output and waste can adequately be met. This submission has also demonstrated that the proposal is compliant with the applicable planning framework, including Town Planning Scheme No. 4, relevant Local Planning Policies, and the applicable Design WA state planning policies.

The proposal, and in particular, the improvements to the site as illustrated on the development plans attached at **Appendix A**, intends to service the local community and improve the overall amenity of the area. 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 Plan and supporting technical studies, it is respectfully requested that the proposed child care premises at Lot 27 (No. 3) Westfield Road, Camillo is approved. Should you have any further queries or require any additional information to support this proposal, please do not hesitate to contact Benjamin Houweling at this office.

