

Development Application Report

Proposed Child Care Centre

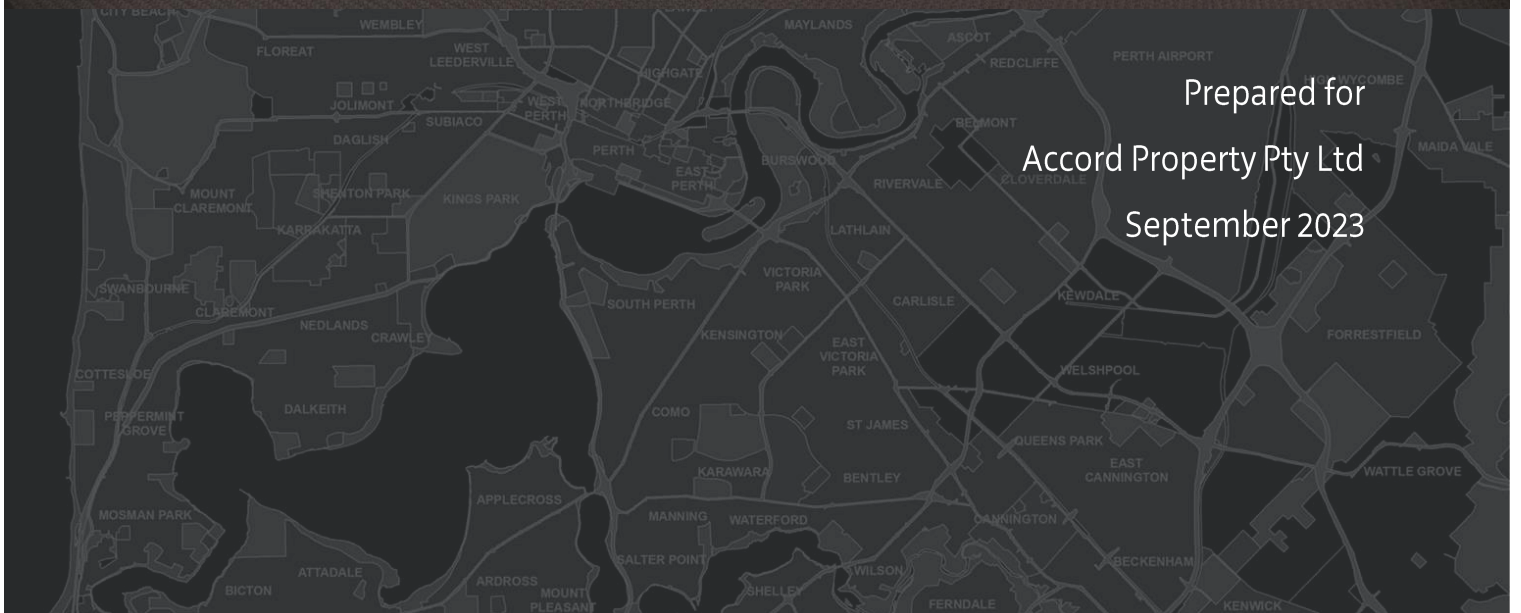
Lot 341 (53) Rathmines Street, Clarkson

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

PS



BROWN
FALCONER



Prepared for
Accord Property Pty Ltd
September 2023

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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of Accord Property, the proponent of the proposed child care centre development at Lot 341 (53) Rathmines Street, Clarkson (**subject site**).

Planning Solutions has prepared the following report in support of an application for development approval. This report will discuss various matters pertinent to the proposal, including:

- Background.
- Site details.
- Proposed development.
- Statutory planning framework.

The proposal involves the use and development of a child care centre on the subject site, which will accommodate a maximum of 116 children and 22 staff.

The proposed development seeks to establish an important community facility on the subject site, providing essential early learning services to the residents and workers of Clarkson and its surrounding suburbs. The proposed development will result in a substantial community benefit through the provision of an essential service and the generation of local employment opportunities.

The child care centre has been specifically designed to respond to the residential character of the area with an attractive, site responsive design and layout.

The proposed development is designed to a high architectural standard and has benefitted from the expert input of civil, traffic, and acoustic consultants. The development includes environmentally sustainable design features and native landscaping and encourages alternative modes of transport.

We respectfully request the Metro Outer Joint Development Assessment Panel grant approval to the proposed development.

1.2 Background

1.2.1 Pre-lodgement consultation with the City of Wanneroo

Planning Solutions attended a pre-lodgement meeting with the officers of the City of Wanneroo (**City**) on 1 March 2023. The City's officers provided no 'in principle' objection to the development of a child care centre from a land use planning perspective.

The City's officers confirmed the technical reporting required as part of the application as well as the requirements for the application to be referred to the City's Design Review Panel (**DRP**).

The applicant was provided with the DRP Report and feedback on 30 August 2023. The feedback received from the City has been considered in the finalisation of the development plans and application package.

The outcomes of the DRP Report are discussed in further detail in section 3.8 of this report.

2 SITE DETAILS

2.1 Land description

Refer to **Table 1** below for the lot details and a description of the subject site.

Table 1 - Lot details

Lot	Deposited Plan	Volume	Folio	Area (m ²)
341	424903	4037	48	6,907

Refer to **Appendix 1** for copies of the Certificates of Title and Deposited Plan. Several interests and notifications affect the subject site:

- A restrictive covenant to the benefit of the Electricity Networks Corporation. The restrictive covenant provides fire separation to a distribution transformer.
- A covenant to the benefit of the City of Wanneroo. The covenant restricts access to the subject site by prohibiting vehicular access from Aviator Boulevard and Connolly Drive.
- A notification of noise compliance. The notification requires that habitable rooms are acoustically treated or not located within the area marked 'C' on the Deposited Plan adjacent to the distribution transformer.
- A notification of transport noise. The notification details that the subject site is located in the vicinity of a transport corridor and may be affected by transport noise in the future.

All interests and notifications that affect the subject site have been addressed by the proposal ensuring compliance.

2.2 Location

2.2.1 Regional context

The subject site is within the municipality of the City of Wanneroo, approximately 31km north of the Perth city centre and 7km north of the Joondalup Town Centre.

The subject site adjoins Connolly Drive at its eastern boundary, which provides a direct connection to Neerabup Road and Mitchell Freeway.

2.2.2 Local context, land use and topography

The wider locality is characterised by low density residential development. A future neighbourhood centre is identified directly east across Connolly Drive by the Tamala Park Local Structure Plan. The Structure Plan identifies significant residential growth in area, ranging from low to high density.

Approximately 1.5km to the north west, Ocean Keys Shopping Centre houses various commercial and retail uses. St Andrews Catholic Primary School and Somerly Primary School are located approximately 1.5km to the north of the subject site.

The subject site is currently cleared and vacant.

Refer **Figure 1**, aerial photograph of the subject site and surrounds.



Figure 1: Aerial of subject site

3 PROPOSED DEVELOPMENT

3.1 Development Summary

The proposal seeks to develop a single-storey, 116 place child care centre development with associated car parking, landscaping and access on the subject site. The child care centre is well positioned in a predominantly single storey residential locality. The scale and form of the proposed child care centre respects the context and character of the site. The proposed building seeks to address the three street frontages through responsible design, reinforcing the residential aesthetic, while allowing for a subtle variation to outline the child care centre and its relative branding.

The proposed centre will provide early learning / child care services for up to 116 children of the following age demographics:

- 24 places for children aged 0-2 years.
- 52 places for children aged 2-3 years.
- 40 places for children aged 3-5 years.

The centre is proposed to operate from 6:30am to 6:30pm, Monday to Friday, and will accommodate up to 22 staff. Staff numbers will fluctuate throughout the day, with demand. Subsequently staff changeovers are expected to occur 2-3 times a day.

The proposal is supported by the following technical reports demonstrating its suitability:

- Transport Impact Statement prepared by Transcore, demonstrating there will be minimal impacts on the surrounding road network arising from the proposal, and that the proposed access arrangements are satisfactory from a traffic engineering perspective (refer to **Appendix 3**).
- Environmental Noise Assessment prepared by Lloyd George, demonstrating the proposal will comply with the *Environmental Protection (Noise) Regulations 1997* (refer to **Appendix 4**).
- A Landscaping plan prepared by Urban Retreat Garden Design, depicting the proposed on site and verge landscaping (refer **Appendix 5**).
- Civil Engineering Plans prepared by Porter Consulting Engineers, including a stormwater catchment and drainage plan, levels plan and drainage details (refer to **Appendix 6**).

Specifics of the proposed development and its built form are discussed below.

3.2 Built form

The proposed child care centre is intended to create a recognisable community focal point, providing an essential service which is accessible to the surrounding residents.

The facility has been designed in a manner consistent with the prevailing residential character of the locality, using domestic styled materials and complementary design features. The domestic building form with a pitched roof, selected soft tones, materials and textures ensure the attractive built form of the facility is sympathetic to its context.

Specifically, the proposed development comprises:

- A single storey child care centre building with a maximum height of 4.5m, with the following setbacks:
 - Minimum 11m from Connolly Drive (eastern boundary).

- Minimum 1.8m from Aviator Boulevard (southern boundary) for an 8m long portion, otherwise a 3.7m minimum setback for the majority of the building.
 - Minimum 21m setback from Rathmines Street (western boundary)
 - A minimum of 1.2m from northern boundary.
- Floor-to-ceiling windows along the eastern building elevation to maximise access to natural sunlight within internal activity rooms.
- Openable windows and doors on building elevations to allow natural cross-ventilation.
- The building façades are comprised of high quality materials including rendered cladding, Colorbond and textured paint finishes and glazing. The materials and finishes are consistent with a residential built form typology. The built form is intended to be an attractive addition to the streetscape.
- The western elevation comprises a change in materiality and feature wall to accentuate the building entrance point and frontages to the adjoining public realm.
- An enclosed outdoor play area in the eastern portion of the site, with a total area of 830m².
- An internal floor layout with the following components:
 - Entry foyer, reception desk, office, meeting and staff rooms.
 - Kitchen, pantry store and laundry.
 - Seven group activity rooms and associated children’s toilets, prep rooms and sleep rooms.
- Boundary fence along the perimeter of the subject site and outdoor play spaces, comprising various materials, design features and heights. Fencing heights and design are reflective of the acoustic recommendations and amenity.
- Substantial landscaping provided along street frontages and throughout the site, including native shade trees, groundcover and verge planting.
- Two 3.5m wide crossovers to Rathmines Street (west) providing access to the onsite car parking area. Access and egress have been configured to optimise the functionality and accessibility of the site for both visitors and staff.
- A 34 bay car park situated in the western portion of the subject site, including one ACROD bay.
- Pedestrian access via an entrance foyer at the western elevation, accessible from the car park.
- Fully enclosed bin store located in the south west portion of the site. Waste bins will be wheeled out to the car park for on site waste collection (during no peak periods of operation), as required and based on the needs of the child care centre.

Refer to **Appendix 2** for the development plans, and **Figures 2 and 3** below for perspectives of the proposed development.



Figure 2: Perspective of south west elevation



Figure 3: Perspective of north west elevation

3.3 Transport

The proposed development and access arrangements are supported by a Transport Impact Statement (TIS) prepared by Transcore. The TIS carries out an assessment in accordance with WAPC guidelines and demonstrates that the trip generation resulting from the proposed facility will have an insignificant impact on the surrounding road network.

The resultant anticipated traffic generation from the proposed development is 92 AM peak hour trips, and 94 PM peak hour trips. The net traffic increase of the child care centre will not increase traffic on the surrounding road network by more than 100 vehicles per hour. In accordance with the WAPC's Transport Impact Assessment Guidelines for Development (2016), a Transport Impact Assessment is therefore not required as the impact on the surrounding road network is insignificant.

The TIS provides the following conclusions:

- The traffic analysis shows that the traffic generation of the proposed development is relatively low, and as such, would have an insignificant impact on the surrounding road network.
- The site features good connectivity via the existing road network, path network and has convenient access to the public transport service in this area.
- The provision of 33 on-site car parking bays and off-site bays in proximity to the subject site are deemed surplus to the needs of the child care centre.
- The car park provides sufficient space for service vehicles to access and egress the subject site at off peak operating times or when closed.

Refer to **Appendix 3** for the TIS prepared by Transcore.

3.4 Acoustic

The development site is in proximity to residential properties and adjoins planned residential development at its western boundary. Accordingly, an Environmental Noise Assessment has been conducted by Lloyd George.

The assessment considers the noise impacts associated with the proposed child care centre and demonstrates the proposal will comply with the *Environmental Protection (Noise) Regulations 1997* during operating hours.

Refer to **Appendix 4** for a copy of the Environmental Noise Assessment.

3.5 Landscaping

The proposed development provides 326m² of landscaped areas. The outdoor play area design and landscaping will be finalised following tenant negotiations and preparation of more detailed designs and is 780m² in area.

The landscaping incorporates native species which are resilient and waterwise, consistent with typical types of planting found in the Perth north-western corridor. Dedicated landscaped areas are strategically located along site boundaries and verges to visually soften the development and present attractively to the streetscape landscaping is provided adjacent to the car parking area, to screen parked vehicles and to soften the development when viewed from residential areas.

A total of 12 native trees are to be planted throughout the site, with *Corymbia ficifolia* 'Orange Splendour' proposed to provide shade to parked cars. The *Agonis flexuosa* and *Eucalyptus decipiens* located along the primary street frontage are low maintenance and will screen a portion of the building when mature.

Refer to **Appendix 5** for the Landscaping Plan prepared by Urban Retreat Garden Design.

3.6 Civil Design and Stormwater Management

The proposed design levels and stormwater management systems have been considered in a holistic manner to enable the development of the proposed child care centre. A finished floor level of 15.9m AHD is proposed in order to retain the existing retaining wall. A combination of soakwells and a tunnel well will ensure storage for a one in 100-year critical event.

Refer to the Civil Engineering Drawings and stormwater calculations prepared by Porter Consulting Engineers in **Appendix 6**.

3.7 Waste Management

The development proposes an enclosed bin store at the south-western corner of the subject site, adjacent to the car park area. Bins will be wheeled out to the car park for onsite waste collection (outside of peak periods of operation), as required and based on the needs of the child care centre. Waste collection will occur through a private contractor chosen by the operator.

Refer **Appendix 8** for a copy of the Waste Management Plan.

The TIS in **Appendix 3** provides swept paths depicting the satisfactory movement of an 8.8m waste collection vehicle through the car park. Waste collection would occur when the facility is closed or outside of peak operating hours, allowing optimal use of the car park by a service vehicle and ensuring waste collection does not interfere with the operation of the centre.

3.8 Design Review Panel

The Design Review Panel (DRP) Report provides recommendations to enhance the design quality of the proposal. These recommendations are considered in **Table 2** below.

Table 2 - DRP suggestions and applicant's response

Suggested improvements	Proponent response
<p><i>Consider illustrating through simple diagrams what other master plan options were considered and why the current arrangement of built form was selected for design development.</i></p>	<p>As discussed during the DRP meeting, several factors have influenced the site layout and built form proposed.</p> <p>Foremost, a covenant on the Certificate of Title restricts access to Aviator Boulevard and Connolly Drive, resulting in limitations to the building orientation and placement. As Rathmines Street now becomes the primary street, the building has been designed in a manner to address this frontage.</p> <p>Further, the outdoor activity area has been deliberately placed away from neighbouring residential development, to prevent potential land use conflict and minimise the need for sound attenuation measures.</p> <p>Refer Appendix 2, development plans which illustrates other built form arrangements considered.</p>
<p><i>Consider providing streetscape elevations that illustrate the proposal within its context and thereby demonstrate how it has responded to its location.</i></p>	<p>The proposal incorporates architectural elements and materials consistent with the intended residential character of the locality. This includes the use of axon grained cladding, high textured painted finish, as well as a pitched roof and awning.</p> <p>Landscaping consisting of grasses, shrubbery, and mature trees reduce the perceived building bulk along Rathmines Street and Aviator Boulevard.</p> <p>Refer Appendix 2, development plans for streetscape elevations.</p>
<p><i>In a childcare centre the presentation of boundary fencing has a disproportionate impact on the public realm due to its height requirements and its length. The Proponent is encouraged to give considerable thought to the design, scale and materiality of the proposed fencing. Consider introducing quality materials, areas of solid and permeable wall and visual variety that seeks to avoid monolithic and invasive lengths of palisade and/or sheeting.</i></p>	<p>As acknowledged by the panel, fencing for a child care centre development has a critical function from a safety perspective, and has been provided as per the specifications of the operator. Where practicable, permeable walls and changes to materiality have been proposed to improve visual privacy. This includes:</p> <ul style="list-style-type: none"> • Solid timber look fence with black palisade infills backed by Perspex. • Black palisade fence. • Colorbond metal 'Good Neighbour' type fence. • Solid timber look fence. • Limestone retaining wall with brick capping. <p>Permeable walls are concentrated along the eastern boundary, overlooking the public realm.</p>

Suggested improvements	Proponent response
	The proposed fencing is in accordance with typical residential development.
<i>Consider masonry piers interspersed with palisade and or other materials.</i>	As above.
<i>Provide the opportunity for children to capture external views whilst balancing their privacy.</i>	External views are provided along the eastern boundary with Palisade infill features proposed.
<i>Consider how a more emphatic streetscape presence and pedestrian connection can be achieved from the west streetscape through the car park and to the main entry.</i>	<p>The development plans have been refined further to improve the relationship to the street.</p> <p>Foremost, landscaping has been thoughtfully considered and positioned to soften the impact of the car park to the streetscape.</p> <p>The buildings relationship to the western streetscape has also been improved through the creation of a centred pedestrian link to the main entry (inclusive of a zebra crossing).</p> <p>A new footpath connection to Rathmines Street from Connolly Drive and Aviator Boulevard, improves overall connectivity.</p> <p>Finally, a pylon sign on the corner truncation acts as an entrance feature.</p>
<i>Consider a more generous walkway entry path with paving that signals pedestrian connectivity with the public realm rather than a car park across which pedestrians must circulate.</i>	<p>As noted above, the location of the car park is limited by restrictions to site access on the CT.</p> <p>Notwithstanding, the development plans have been amended to:</p> <ul style="list-style-type: none"> • Relocate the pedestrian connection to the main building centrally. • Provide a new footpath connection. • Provide a zebra crossing to ensure pedestrian safety when crossing the car park.
<i>Consider relocating the bin store and service area so that the south elevation can more successfully engage with the adjoining public domain.</i>	<p>Noting the need to ensure the bin store remains accessible to service vehicles, the bin store and service area has been located away from shared boundaries with residential uses.</p> <p>The impact of the bin store and service area on the southern elevation is managed through the elevation of the site from the footpath. Further, the solid timber look fencing situated behind the existing verge trees blocks the store area from view.</p>
<i>Produce a more detailed landscape design concept and plan that seeks to optimise the number of trees on site and through the car park.</i>	<p>Additional trees have been provided within the car park along Aviator Boulevard. The outdoor play area design will be finalised as part of detailed design and negotiations with the child care centre operator.</p> <p>Landscaping is discussed throughout this report and within the landscape plan in Appendix 5.</p>

Suggested improvements	Proponent response
<i>Consider and illustrate the design of the outdoor activity area including a benchmark amount of soft landscaping. The impact of this space will be substantial on the overall setting and its omission makes it difficult to assess the merits of the proposal.</i>	Design of the outdoor activity area is to be confirmed as part of the detailed design stage and through negotiation with the operator. Visual access to the outdoor activity area is managed as per the privacy requirements of the operator.
<i>Consider additional trees at a minimum of 1 tree per four car bays.</i>	We confirm that trees are proposed at a rate of 1.4 per four car bays.
<i>Consider the planting areas of shade trees and their proximity to the eaves of the building.</i>	Shade trees have been located beyond the eaves of the building and away from main entrance.
<i>If the current arrangement of built form is pursued, then consider ways in which the access way and connection from Rathmines Street to the front door can be improved through greater generosity, visibility, wayfinding and connectivity.</i>	The main entrance and its connection to Rathmines Street has been refined through the creation of a centred pedestrian link, inclusive of a zebra crossing. A new footpath connection improves access to the site and Rathmines Street from Connolly Drive and Aviator Boulevard.
<i>Provide a roof plan and section illustrating the location of all HVAC plant including AC condensers.</i>	The location of plant equipment is detailed on the floor plan. Refer Appendix 2 .
<i>Illustrate how all plant is fully screened from the public and private realm.</i>	This can be addressed as a suitably worded condition of approval.
<i>Consider a more generous entry to create more of an atmosphere and result in better functionality.</i>	The awning above the main entry has been refined to create a larger and more legible feature entrance. The materiality has been amended to create 'more of an atmosphere'. In terms of functionality, the pedestrian access has been centred at the entrance with the accessible bay relocated adjacent.
<i>Engage an ESD professional to develop a comprehensive and coherent sustainable design concept and narrative</i>	No sustainability consultant has been appointed. The proposed development provides native waterwise landscaping and large areas of glazing and openings on selected elevations for natural sunlight and ventilation.
<i>Ensure that all cot rooms have access to natural light and ventilation.</i>	It is not appropriate to provide natural light to cot rooms as they are used for the sole purpose of sleeping. This is in accordance with typical child care centre developments and the operators internal policies.
<i>Consider increasing the set back to the north boundary to allow the north located activity room the opportunity for north solar access and cross ventilation.</i>	The northern setback has been increased to 1.1m. Windows are not proposed due to the adjoining future residential development.
<i>Consider operable roof lights and/or folded roof forms that allow for natural light and ventilation to be introduced to the deep activity rooms and the central corridor.</i>	Operable roof lights will be considered as part of the detailed design stage.
<i>Consider more generous ceiling heights.</i>	The proposed ceiling heights are considered generous for the development.

Suggested improvements	Proponent response
<i>Consider a deeper east facing canopy. However, also be mindful of solar access to the deep activity rooms.</i>	The east facing canopy has been designed in consideration of solar access. The canopy has been redesigned and incorporated into the pitch of the roof.
<i>Consider additional architectural strategies that may better signal the entry from and across the car park. This may include enhancing the scale of the entry or distinguishing the entry within the overall west façade.</i>	The awning above the main entry has been refined to create a larger and more legible feature entrance. The materiality has been amended to ensure easier identification. The pedestrian access has also been centred at the entrance creating more visual prominence.
<i>Consider locating the ACROD bay directly in front of the entry, raising it to the pavement level and paving it to match the footpath.</i>	The accessible bay has been relocated directly in front of the main entrance.
<i>Consider providing a footpath on the western verge to enhance pedestrian connectivity.</i>	A new footpath connection has been provided for a portion of the western verge.
<i>Consider some built form articulation to the east facade. Perhaps recess the WC areas from the activity rooms to create some variation in the façade presentation and distinguish the amenities from the activity rooms.</i>	The buildings eastern façade is largely not visible from the public realm. Recessing the WC areas would result in an underutilisation of the site and create potential line of site issues for staff.

The feedback from the DRP has been considered holistically and incorporated into the proposed development where possible. Refer to **Appendix 7** for a copy of the Design Review Panel Report.

4 STATUTORY PLANNING FRAMEWORK

4.1 Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme (**MRS**) the subject site is zoned Urban. The proposed development is consistent with the intent of the Urban zone and may be approved accordingly.

The subject site fronts Connolly Drive, which is reserved 'Other Regional Roads' under the MRS. The proposed child care centre development does not seek any vehicle access from Connolly Drive. The subject site is therefore not affected by any land reserved by the MRS, nor is it subject to any resolution or declaration made under the MRS.

4.2 Local Planning Scheme

4.2.1 Zoning

The subject site is zoned 'Urban Development', with no applicable density code under the provisions of the City of Wanneroo District Planning Scheme No.2 (**DPS2**).

Table 2 of DPS2 sets out the objectives of the Urban Development zone, as follows:

The objectives of the Urban Development zone are to:

- To provide an intention of future land use and a basis for more detailed structure planning in accordance with the provisions of this Scheme.
- To provide for a range of residential densities to encourage a variety of residential accommodation.
- To provide for the progressive and planned development of future urban areas for residential purposes and for commercial and other uses normally associated with residential development.
- To provide an intermediate transitional zone following the lifting of an urban deferred zoning within the Metropolitan Region Scheme.

All development and subdivision within Urban Development zone is subject to the provisions of Clause 3.3 (6) of DPS2, including the preparation and approval of a Local Structure Plan and Local Development Plan.

The subject site is subject to and will be guided by the Tamala Park Local Structure Plan No. 79 and the Catalina Local Development Plan No. 6. The Tamala Park Local Structure Plan No. 79 identifies the subject site as 'Residential', with land use permissibility to be in accordance with this zone as outlined by DSP2.

Additionally, an environmental condition applies to the subject site as a result of an assessment carried out under the Environmental Protection Act 1986 Part IV Division 3. The environmental condition was satisfied as part of the approved subdivision.

4.2.2 Land use permissibility

Pursuant to Clause 6.2 of DPS2 the proposed development is classified as a 'Child Care Centre', defined as:

- (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;*

In accordance with the Zoning Table of DPS2, the proposed Child Care Centre is a 'D' (discretionary) use in the Residential zone. This means the use is capable of approval on site, subject to the City exercising its discretion and granting approval.

The proposed Child Care Centre use is entirely appropriate and suitable for establishment on the subject site for the following reasons:

1. The proposed development will establish an important community facility for the growing local community and workforce, providing essential early learning services for up to 116 children, create 22 jobs, and enhance employment opportunities for the surrounding community.
2. The proposed development has been designed and configured to respond to the site context, and is supported by expert co-consultant reporting which demonstrates it is satisfactory from a traffic, noise impact and drainage perspective (refer to **Appendices 3, 4, 6 and 8**).
3. The proposed centre responds to the residential character of the locality through the use of a pitched roof and soft tones, textures and domestic styled materials. The built form outcome is one which will enhance the subject site's presentation to each respective frontage.
4. The development features significant landscaping treatments along site frontages and will result in the establishment of 21 new trees.

The proposed child care centre development warrants support and approval.

4.2.4 Development standards and requirements

Schedule 6 of DPS2 stipulates the development standards and requirements for the subject site. Refer Table 3 below for an assessment against the relevant provisions of Schedule 6.

Table 3 - Assessment against the relevant development standards of DPS2

Requirement	Comment	Complies
9. Setbacks for non rural and non residential development		
<p>9.1 - <i>Subject to the provisions of Part 3 or as otherwise provided in this clause, non rural and non residential buildings shall be set back as follows:</i></p> <p>(a) <i>street boundary - 6 metres;</i> (b) <i>side and rear boundaries - Nil.</i></p>	<p>The proposed child care building is set back:</p> <ul style="list-style-type: none"> • Minimum of 11m to Connolly Drive. • Minimum of 1.8m to Aviator Boulevard. • Minimum 21m to Rathmines Street. • 1.1m to the northern lot boundary. <p>The reduced setback to Aviator Boulevard is in result of the irregular lot shape, two street frontages and need to maximise functionality of the space. Notwithstanding, the adjoining verge is substantial and well vegetated, mitigating any perceived impact from the reduced setback.</p>	VARIATION
<p>9.2 - <i>Where a lot has a boundary with two or more streets, the local government shall determine which of these streets may be considered secondary street boundaries. Setbacks to secondary street boundaries may be reduced by local government to 3 metres.</i></p>	<p>As a result of access limitations on the Certificate of Title, Rathmines Street is the primary street. The minimum setback requirement on Aviator Boulevard is therefore 3m.</p>	✓
<p>9.3 - <i>Where a non residential development is proposed to be located on a lot having a common boundary with a Residential Zoned lot, the side and rear setbacks shall not be less than:</i></p> <p>(a) <i>3 metres for buildings of one storey; or</i> (b) <i>6 metres for buildings of two or more storeys.</i></p>	<p>The proposed child care building is set back:</p> <ul style="list-style-type: none"> • Minimum of 11m to Connolly Drive. • Minimum of 1.8m to Aviator Boulevard. • Minimum 21m to Rathmines Street. • 1.1m to the northern lot boundary. <p>Colorbond metal 'Good Neighbour' fencing ranging from 1.8-2.1m in height is proposed on the northern lot boundary. The noise attenuating fencing will mitigate any visual or noise impacts created by the reduced setback.</p> <p>The setback to Aviator boulevard is on average, greater than 3m and resultant of the irregular lot boundary. Changes in materiality manage the buildings visual prominence to the street.</p>	VARIATION
<p>9.4 - <i>That portion of a lot within 3 metres of the street alignment shall only be permitted to be used for a means of access and landscaping.</i></p>	<p>The Rathmines Street frontage is used solely for access and landscaping.</p>	✓

Requirement	Comment	Complies
<p>9.5 - That portion of a lot between 3 metres of the street alignment and the building setback line shall only be permitted to be used for:</p> <p>(a) a means of access; (b) the loading and unloading of vehicles; (c) landscaping; (d) a trade display; (e) the daily parking of vehicles used by employees and customers of the development.</p> <p>No such area shall be used for the parking of vehicles displayed for sale or which are being wrecked or repaired or for the stacking or storage of materials, products or wastes.</p>	<p>The Rathmines Street frontage is used solely for access, landscaping, parking, and the loading and unloading of service vehicles.</p>	✓
<p>10 Building facades for non rural and non residential development</p>		
<p>10.1 - The facade or facades of all non rural and non residential development shall be of a high standard of architectural design and constructed in brick, masonry and/or plate glass or other approved material which in the opinion of local government would not adversely impact on the amenity or streetscape of the area. Where metal clad walls are approved by local government they shall have a factory applied paint finish.</p>	<p>The proposed building façade is constructed of high quality materials which have been deliberately selected to maintain congruity with the site's future residential context.</p> <p>Materials selected include:</p> <ul style="list-style-type: none"> • Textured cladding • Powder coat aluminium • Colorbond roofing • Glazing • Timber 	✓
<p>10.2 - The facade or facades of all non rural and non residential development shall have incorporated in their design, integrated panels for the purpose of signage placement.</p>	<p>The proposed signage is integrated into the façades of the proposed child care centre building.</p>	✓
<p>11 Traffic entrances</p>		
<p>11.1 - The local government may where it considers it desirable and in the interests of traffic safety, to reduce traffic hazards or otherwise to assist in the planning for vehicular traffic, direct the owner of any lot to limit access and egress or provide such additional access and egress as it requires to any premises.</p>	<p>Refer to Appendix 3, TIS which confirms the access and egress to the site is satisfaction.</p>	✓

Requirement	Comment	Complies
12 Visual truncations to vehicle accessways in the vicinity of streets and rights-of-way		
12.1 - <i>No building, wall, fence, landscaping or other development greater than 0.6 metres in height measured from the natural ground level at the boundary shall be constructed or maintained within the sight line area stipulated in the Australian Standard for Off Street Parking AS2890.1 at the intersection of a vehicular access way and a street or right-of-way.</i>	Sight lines are uninterrupted at both crossovers and within the car park.	✓
15 Storage and Rubbish Accumulation		
15.1 - <i>All storage, including the storage of accumulated rubbish, shall be confined to within a building, or a suitably enclosed area screened from its immediate surrounds and any adjacent public street or road by normal viewing by a wall not less than 1.8 metres in height constructed of brick, masonry or other approved material. All storage of accumulated rubbish shall be located in a position accessible to rubbish collection vehicles and where vehicular access and car parking will not be adversely affected.</i>	Provided is an enclosed 14m ² bin store.	✓
16 Car parking standards		
16.1 - <i>The number of on-site car parking bays to be provided for specified development shall be in accordance with Table 2. Where development is not specified in Table 2 the local government shall determine the parking standard. The local government may also determine that a general car parking standard shall apply irrespective of the development proposed in cases where it considers this to be appropriate.</i>	<p>Pursuant to Table 2 of DPS2, the required number of parking bays for the proposed development is set out in Local Planning Policy 2.3 (LPP 2.3).</p> <p>LPP 2.3 requires a total of 39 car parking bays. 33 bays are provided onsite, resulting in a 6 bay shortfall.</p> <p>The WAPC Draft Position Statement: Child care premises states that the minimum car parking requirement for child care premises is one space per five children. Subsequently, the required car parking at the proposed development is 23.2 bays, and the 39 bays proposed provides a 9.8 bay surplus.</p> <p>Additionally, child care drop off is inherently sporadic thus the demand for parking spaces fluctuates throughout the day. It also expected that local users of the centre will walk.</p> <p>Further commentary is provided in the TIS prepared by Transcore (Appendix 3).</p>	VARIATION
18 Bicycle parking and end of trip facilities		
18.1 - <i>The local government may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial developments and other employment centres in accordance with Austroads' Guide to Engineering Practice Part 14: Bicycles.</i>	Bicycle racks to be provide as part of detailed design.	✓

Requirement	Comment	Complies
19 Landscaping requirements for non rural and non residential development		
19.1 - A minimum of 8% of the area of a development site shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. In addition the road verge adjacent to the lot shall be landscaped and maintained to the satisfaction of the local government.	<p>A total of 210m² of landscaped areas are provided throughout the development. This excludes the landscaped outdoor play area. On-site landscaping (excluding the outdoor play area) equates to approximately 7.2% of total site area. Landscaping is a mix of trees, ground covers, and native species.</p> <p>When including the outdoor play area, the proposed on site landscaping</p> <p>Refer Appendix 5 for a copy of the Landscaping Plan.</p>	✓
19.2 - When a proposed development includes a car parking area abutting a street, an area no less than 3 metres wide within the lot along all street alignments shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. This landscaped area shall be included in the minimum 8% of the area of the total development site referred to in the previous subclause.	<p>A 3m wide landscaping strip is provided along the primary street frontage. The 3m buffer is marginally reduced for a small portion along Aviator Boulevard to provide the safe circulation of vehicles in the car park.</p> <p>This is considered acceptable noting that this portion is heavily vegetated with shrubbery and a mature tree. Furthermore, the verge adjacent to this portion is also landscaped.</p>	VARIATION
19.4 - Landscape areas shall be designed and located to improve the visual appeal of the development from the street and other public spaces and the standard of amenity for those using the development. The use of endemic trees and shrubs are encouraged.	<p>The landscaping incorporates native species which are resilient and waterwise, consistent with typical types of planting found in the Perth north-western corridor. Dedicated landscaped areas are strategically located along site boundaries and verges to visually soften the development and present attractively to the streetscape landscaping is provided adjacent to the car parking area, to screen parked vehicles and to soften the development when viewed from residential areas.</p> <p>Refer Appendix 5, Landscaping Plan.</p>	✓
19.5 - Shade trees shall be planted and maintained in car parking areas designed within the wells at the rate of one tree for every four (4) car parking bays, to the local government's satisfaction.	<p>5.5 trees are required based on 22 parking spaces. Trees wells are provided to accommodate trees directly adjoining the car parking bays.</p> <p>12 trees are proposed on site and within the verges of Rathmines Street, which is far in excess of the City's minimum requirement.</p>	✓
20 Screen walls for non residential development abutting residential areas		
20.1 - Where a non residential development is proposed to be located on a lot having a common boundary with a lot that is zoned or developed for residential purposes, a screen wall at least 1.8 metres in height and to a standard specified by the local government shall be provided along the common boundary of the two lots to protect the residential amenity.	<p>The proposed development incorporates an appropriate fence along its lot boundaries. A fence height of 1.8m and 2.1m is proposed along the northern boundary adjoining the residential neighbouring lot.</p>	✓

Requirement	Comment	Complies
	The proposal is also supported by an Environmental Noise Assessment which demonstrates the child care centre will comply with the <i>Environmental Protection (Noise) Regulations 1997</i> (refer Appendix 4).	
24 Control of advertisements		
<p>24.1 - The objectives of the provisions for control of advertisements are:</p> <p>a) To ensure that the visual quality and character of particular localities and transport corridors are not eroded;</p> <p>b) To achieve advertising signs that are not misleading or dangerous to vehicular or pedestrian traffic;</p> <p>c) To minimise the total area and impact of outdoor advertising commensurate with the realistic needs of commerce for such advertising;</p> <p>d) To prohibit outdoor advertising which is considered to be superfluous or unnecessary by virtue of their number, colours, height, prominence, visual impact, size, relevance to the premises on which they are located, number and content;</p> <p>e) To reduce and minimise clutter; and</p> <p>f) To promote a high standard of design and presentation in outdoor advertising.</p>	The proposed signage has been thoughtfully incorporated into the built form of the development. The proposed signage is minimalistic and wholly relates to the development.	✓

Having regard to **Table 3** above, the proposal is generally consistent with the relevant development requirements of DPS2. Variations proposed relate to setbacks, car parking and landscaping. They are justified as:

- The development sites irregular shape requires a unique design and configuration.
- Landscaping is generally provided well in excess of the requirements and is used to effectively manage the developments interface with surround residential area.
- **Attachment 3** confirms the suitability of the car parking provision.

Accordingly, the variations proposed and justified and the proposed development warrants approval.

4.2.5 Matters to be considered

Clause 67(2) of the Deemed Provisions sets out the matters for which due regard is to be given when considering a development application. Refer **Table 4** below for an assessment of the relevant matters.

Table 4 - Matters to be considered

Matter to be considered	Provided
(a) <i>the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	The aims and provisions of DPS2 are addressed in this report.
(b) <i>the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	There are no known scheme amendments to DPS2 or other planning proposals that affect the merits of this proposal from an orderly and proper planning perspective.
(c) <i>any approved State planning policy</i>	The relevant State Planning Policies are addressed in section 4.4 of this report.
(d) <i>any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d) –</i>	N/A
(fa) <i>any local planning strategy for this Scheme endorsed by the Commission</i>	N/A
(g) <i>any local planning policy for the Scheme area;</i>	Relevant local planning policies are considered in section 4.3 of this report.
(m) <i>the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation, and appearance of the development;</i>	<p>Strong emphasis has been placed on the design of the building, ensuring the built form responds to the prevailing residential character of the locality, while making a positive built form contribution to the streetscape.</p> <p>The proposed building incorporates domestic styled materials and design features including a pitched roof, soft tones, textures and materials to maintain a high level of similarity with the established residential character of the area. The proposed building is single storey, consistent with adjoining residential properties.</p> <p>The proposed parking area comprises landscaping with shade trees to minimise/soften any perceived visual impacts. Increased landscaping is also provided within the car park (within the verge) to further mitigate any visual impacts.</p> <p>The end result is a child care facility which presents well to the surrounding locality and achieves a good design outcome. Overall, the scale, height, orientation and appearance of the development is consistent with the character of the locality.</p>

Matter to be considered	Provided
<p>(n) <i>the amenity of the locality including the following –</i></p> <ul style="list-style-type: none"> (i) <i>environmental impacts of the development;</i> (ii) <i>the character of the locality;</i> (iii) <i>social impacts of the development;</i> 	<p>As detailed above, the proposed development responds to the character of the area through a range of design features.</p> <p>It has been demonstrated in the Environmental Noise Assessment the proposal will not affect the amenity of the adjacent residential properties. In this regard, noise generated by the proposed development will comply at all times with the <i>Environmental Protection (Noise) Regulations 1997</i>.</p> <p>There will be no detrimental social impact resulting from the proposed development. Conversely, the proposal will result in positive social impacts to the locality, through the creation of 22 jobs and provide essential early learning services for families, further enhancing opportunities for employment.</p>
<p>(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i></p>	<p>The proposed development incorporates the following landscaping:</p> <ul style="list-style-type: none"> • 326m² of overall landscaped area (excluding the outdoor play area). • The provision of native groundcover species throughout the development and adjacent verges. • 12 trees are provided on site. <p>The proposed landscaping arrangements are considered to be more than adequate for the purpose of the proposal.</p>
<p>(q) <i>the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk</i></p>	<p>This application is supported by Civil Engineering Drawings, which address the relevant drainage considerations and demonstrate the proposal is acceptable.</p> <p>Refer Appendix 6, Civil Engineering Drawings.</p>
<p>(s) <i>the adequacy of –</i></p> <ul style="list-style-type: none"> (i) <i>the proposed means of access to and egress from the site; and</i> (ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i> 	<p>A Transport Impact Statement (TIS) has been prepared to address traffic/access considerations, confirming the proposed development is entirely suitable in this regard.</p> <p>Refer to Appendix 3 for a copy of the TIS.</p>
<p>(t) <i>the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i></p>	<p>Refer to Appendix 3 for a copy of the TIS.</p>
<p>(u) <i>the availability and adequacy for the development of the following –</i></p> <ul style="list-style-type: none"> (i) <i>public transport services;</i> (ii) <i>public utility services;</i> (iii) <i>storage, management and collection of waste;</i> (iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> (v) <i>access by older people and people with disability;</i> 	<ul style="list-style-type: none"> i. Availability of transport options near the subject site is addressed in the supporting TIS (refer Appendix 3). ii. The subject site has access to all the required utility services prior to commencement of development (ie. following subdivision conditions clearance). iii. The details of the storage and collection of waste are provided within the supporting WMP (refer Appendix 8). iv. The development is accessible to pedestrians and cyclists through provision of a pedestrian accessway from Callison Way to the main entry. v. One universally accessible car parking space has been provided for the proposed development.

Matter to be considered	Provided
(v) <i>the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;</i>	The proposed child care centre will provide full-time employment for up to 22 people and provide essential early learning services for up to 116 children, meeting demand for such urban support services in the area. The facility will also enhance employment opportunities for residents in the wider locality through the provision of such services.
(w) <i>the history of the site where the development is to be located;</i>	The history of the site for residential purposes has been considered in the design of the proposed child care center.
(x) <i>the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i>	In this respect, there is a clear and demonstrable positive social outcome resulting from this development. The application is supported by traffic and acoustic reporting, demonstrating the proposal will have no adverse impact on the amenity of the surrounding area.
(y) <i>any submissions received on the application;</i>	Any submissions will be considered during public advertising of the application.

The proposal meets the relevant matters to be considered, warranting approval.

4.1 Tamala Park Local Structure Plan No. 79

The subject site is subject to the provisions of Tamala Park Local Structure Plan No. 79 (LSP79). LSP79 identifies the subject site as 'Residential' with an applicable Residential Density Code (R-Code) of R30-60.

Pursuant to LSP79, Local Development Plans are to be prepared for the Structure Plan area.

4.2 Catalina Local Development Plan No. 6

The subject site is subject to the provisions of Catalina Local Development Plan No. 6 (LDP6). LDP6 designates the subject site with an applicable R-Code of R60.

Refer **Figure 4**, LDP6 Map.

Additionally, LDP6 provides Quiet House Design Requirements. As the proposed Child Care Centre is a commercial building, the design requirements do not strictly apply. Notwithstanding, the provisions of LDP6 will be addressed as part of the detailed design stage.

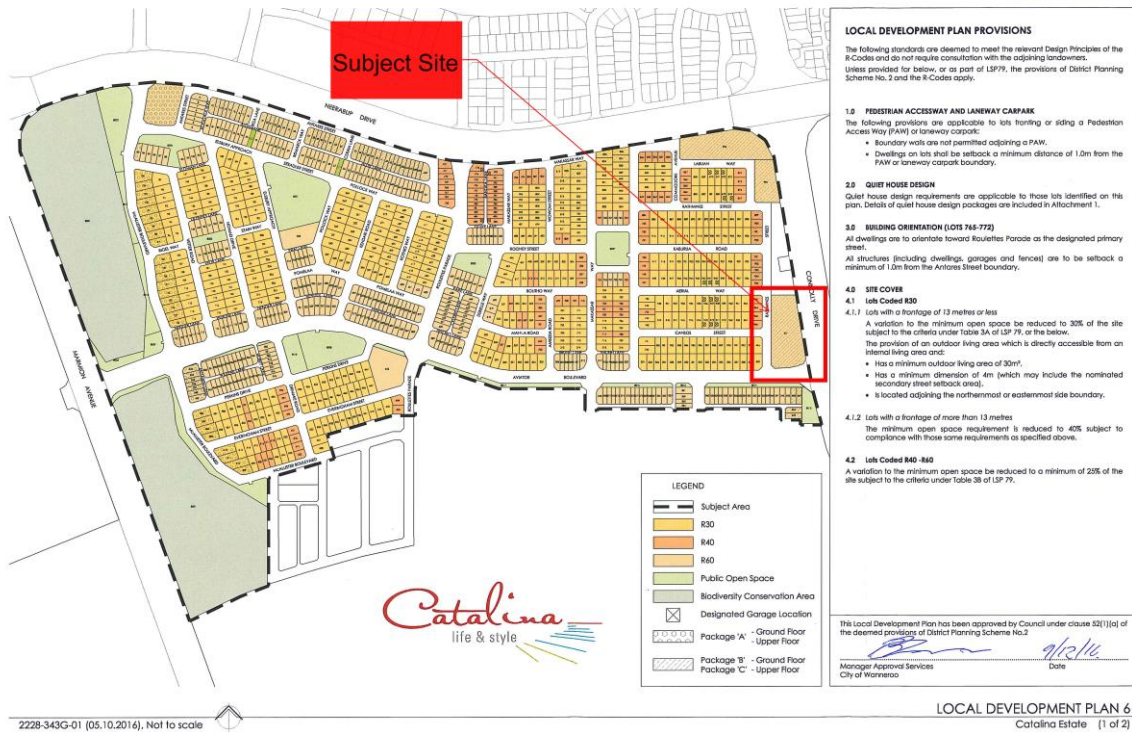


Figure 4: Local Development Plan No. 6

4.3 Local Planning Policies

4.3.1 Local Planning Policy 2.3 Child Care Centres

Local Planning Policy 2.3 – Child Care Centres (LPP2.3) contains provisions relating to the design, location and access of child care centres within the City of Wanneroo. Refer to **Table 5** below for an assessment of the proposed development against the relevant provisions of LPP2.3.

Table 5 - Assessment against the provisions of LPP2.3

Provision	Comment	Complies
1 Location		
<i>Clause 1.1: Child Care Centres should ideally be located abutting and/or adjacent to non-residential uses such as shopping centres, medical centres, schools, parks and community purpose buildings.</i>	<p>The child care centre is located adjacent to a future shopping centre, across Connolly Drive.</p> <p>Furthermore, an acoustic assessment has been conducted by a suitably qualified engineering consultancy in the form of an Environmental Noise Assessment, which found the proposed child care centre complies with the noise regulations.</p> <p>The proposed child care centre is appropriately located to provide an essential urban support service to the surrounding community</p>	✓
2 Design		
<i>Clause 2.1: Building setbacks are set out in Clause 4.7 of DPS 2.</i>	The boundary setback requirements of DPS2 are discussed in Table 3 of this report.	VARIATION
<i>Clause 2.2: Raised outdoor play areas and windows to activity rooms with a finished floor level greater than 0.5 metres above natural ground level are to be setback in accordance with Clause 5.4.1 Visual Privacy of State Planning Policy 3.1 Residential Design Codes, where the Child Care Centre is located abutting land which may accommodate residential development.</i>	The outdoor play areas and windows of activity rooms face Connolly Drive (east), away from the residential dwellings.	✓
<p><i>2.3 Childcare Centres should meet the following requirements to minimise any potential noise impacts on adjoining uses;</i></p> <ul style="list-style-type: none"> • <i>2.3.1 Outdoor play areas should ideally be located away from any adjoining residential development;</i> • <i>2.3.2 Where 2.3.1 cannot be met, the outdoor play areas are to have one metre buffer along all common boundaries; and</i> 	<p>The outdoor play is adjacent Connolly Drive (east).</p> <p>The proposed design has sought to minimise the number of windows on the northern elevation where possible.</p>	✓

Provision	Comment	Complies
<ul style="list-style-type: none"> 2.3.3 Windows to activity rooms should be oriented away from any adjoining residential development. 		
3 Landscaping		
Clause 3.1: Landscaping requirements are set out in Clause 4.7 and 4.17 of DPS2.	Landscaping requirements have been addressed in section 4.2.3 of this report.	✓
Clause 3.2: All adjacent verges are to be landscaped, reticulated and maintained for the duration of the development to discourage parking. Paving or sealing the verge is not permitted.	Adjacent verges are to be landscaped in accordance with this requirement.	✓
4 Street Walls and Fencing		
Clause 4.1: Fences within the front setback area on land where the R-Codes apply should be in accordance with Clause 5.2.4 Street Walls and Fences of the Residential Design Codes.	No front fence is proposed.	✓
5 Traffic, Access and Parking		
Clause 5.1: Child Care Centres should ideally be located on Neighbourhood Connector roads.	The subject site is located on Rathmines Street, which is identified as an 'Access Road'. The location is considered appropriate for the proposed child care centre development as Aviator Boulevard both connects to Connolly Drive.	VARIATION
Clause 5.2: Parking areas should be located in front of buildings or easily visible from the entrance to the site	The car park is located on the primary street frontage in front of the building.	✓
Clause 5.3: Disabled parking bays should be located in close proximity to the pedestrian entrance to the site.	The universal access parking bay is located directly adjacent to the building, within close proximity of the entrance.	✓
Clause 5.4: Pedestrian access within the site is to be provided from the parking area to the entrance of the building and link into existing or future neighbourhood pedestrian or cycle networks.	Pedestrian access within the site provides optimal connection from the parking area to the entrance of the building and links directly to the pedestrian network on Aviator Boulevard and Connolly Drive.	✓

Having regard to **Table 5**, the proposed development is largely consistent with LPP2.3. The minor variation proposed is justified as:

- Aviator Boulevard is more readily described as a 'Neighbourhood Connector' and connects to Connolly Drive.
- The proposed development is located within 2km of three schools and shopping centre in residential area.

Accordingly, the minor variation is justified and the development warrants approval.

4.3.2 Local Planning Policy 4.23 Design Review Panel

Pursuant to Local Planning Policy 4.23 Design Review Panel, the proposal was referred to the DRP prior to lodgement and assessed on reviewed by the DRP on 24 August 2023.

Section 3.8 of this report details how, and to the extent to which, the comments made by the DRP have been addressed.

4.3.3 Local Planning Policy 4.6 Advertising Signs

Local Planning Policy 4.6 Advertising Signs (LPP4.6) provides standards for advertising signage at the subject site.

The development includes the following signage:

- 1 x wall sign, 1m x 2.8m, above the main entrance of the building.
- 1 x pylon sign, 2.1m x 1.3m at the corner truncation of Rathmines Street and Aviator Boulevard.

Branding is to be confirmed as part of the detailed design stage.

An assessment against the relevant provisions of LPP4.6 is provided in **Table 6** below.

Table 6 - Assessment against the relevant provisions of LPP4.6

Provision	Comment	Complies
General Development Standards		
In general, advertising signs shall: <ul style="list-style-type: none"> • Not contain any offensive material; • Not be affixed to boundary walls or fences; • Not extend beyond the boundary of the lot on which they are situated; • Relate to the site on which they are located; and • Integrate with the building design, particularly through the provision of signage panels within the building facades, wherever possible. 	The proposed sign is affixed to the main building, relates wholly to the proposed development and has been incorporated thoughtfully into the developments design. One branding is confirmed, the operator will ensure the sign does not contain any offensive material.	✓
Wall Sign		
Be limited to maximum of one sign per tenancy, per street frontage.	One sign is proposed.	✓
<i>Not extend laterally beyond either end of the wall or protrude above the top of the wall.</i>	The proposed signage does not protrude the wall.	✓
<i>Not exceed 25 percent in aggregate area on any one wall to a maximum of</i>	The proposed signage covers a fraction of the wall fronting Rathmines Street.	✓

Provision	Comment	Complies
8 square metres.		
<i>Be integrated with the building design.</i>	The proposed signage has been thoughtfully integrated into the building design contrasting the colour of its immediate surroundings while adhering to the colour palette used through the development.	✓
<i>Limited to 1.2 square metres in area.</i>	The proposed signage is 2.8m ² in area. The proposed signage is proportionate to the western elevation of the building's main entrance. Its size allows for easy identification of the entrance and better wayfinding for pedestrians.	VARIATION
Pylon Sign		
<i>Be limited to a maximum of one per street frontage or one for every 40 metres of linear street frontage.</i>	One pylon sign is proposed.	✓
<i>Not exceed 6 metres in height by 2.5 metres in width.</i>	The proposed pylon sign is 2.1m x 1.3m.	✓
<i>Be located centrally within the lot and no closer than 3 metres to a side boundary.</i>	The proposed pylon sign is located on the corner truncation with a nil setback. Its location ensures easy identification and wayfinding of and to the site.	VARIATION

The proposed signage is generally compliant with LPP4.6. Variation proposed which when considered relative to the size of the building and extent of the frontage to the primary street, is a proportionate response.

Accordingly, the proposed signage warrants approval.

4.4 State Planning Policies

4.4.1 Draft State Planning Policy 2.9 Planning for Water

Draft State Planning Policy 2.9 – Planning for Water (SPP 2.9) was prepared with the intent to ensure that planning and development considers water resource management.

The subject site is located within Perth Coastal and Gwelup Underground Water Pollution Control Area – a Priority 3 area.

SPP2.9 states that proposals should, in accordance with the guidelines:

- a) ensure stormwater and groundwater management systems are designed and constructed in accordance with the Decision process for stormwater management in Western Australia, Stormwater Management Manual for Western Australia and the Australian Rainfall and Runoff Guidelines, and in consultation with the relevant water management agency and/or infrastructure manager(s);
- b) provide for the retention, detention, conveyance and treatment (where required) of stormwater and manage groundwater inundation, including treatment of groundwater discharges, while also protecting and enhancing environmental functionality, local amenity and liveability; and

- c) *incorporate water sensitive design, in the early stages of the planning process. This should include setting aside sufficient land for drainage areas as part of an integrated stormwater drainage system.*

A Storm Water Management Plan (SWMP) has been prepared for the proposed development. The SWMP has been prepared in accordance with the relevant guidelines and incorporates best practise solutions to storm water management.

Refer to **Appendix 6** for a copy of the SWMP.

4.4.2 State Planning Policy 3.6 Infrastructure Contributions

State Planning Policy 3.6 Infrastructure Contributions (SPP3.6) provides the framework whereby local government or the determining authority levy contributions from developers.

As discussed in Section 3.9 of this report, all contributions owing that are applicable the subject site are to be paid by the landowner, Tamala Park Regional Council as part of the development application process.

4.4.3 State Planning Policy No.7 - Design of the Built Environment

State Planning Policy No.7 – Design of the Built Environment (SPP7) is the lead policy that elevates the importance of design quality, and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP7 establishes a set of ten 'Design Principles', providing a consistent framework to guide the design, review and decision-making process for planning proposals. Refer **Table 7** below for an assessment against the ten design principles of SPP7.

Table 7 - Assessment against Schedule 1 – Design Principles of SPP 7

Design Principle	Proposed Development Response
1. <i>Context and character</i>	<ul style="list-style-type: none"> The proposed child care centre is located within the suburb of Clarkson. It is located in close proximity to existing residential land uses and opposite a future local activity centre on Connolly Drive. It is well located to allow convenient access for local residents. The locality is predominantly residential, with the subject site surrounded by single dwellings. The design responds to this by being single storey and by incorporating design elements, colours and materials from the Catalina Central Design Guidelines applicable to development on the subject site. Clarkson is a growth area with new housing anticipated to the west, east and south over the coming years. The child care centre is sized to accommodate this growing residential population which is expected to have a high number of young families.
2. <i>Landscape quality</i>	<ul style="list-style-type: none"> The proposal will provide approximately 827m² of soft landscaped and play areas, plus a landscaped verge incorporating two new street trees (subject to Council approval). A detailed play space design will be completed following development approval. This space will be an inviting place for children to interact with nature and will incorporate a variety of enriching play equipment which will be consistent with the tenant requirements. In acknowledgement of the site's large frontage, the design response places a significant emphasis on presentation to the street, provision of shade and attractive, native vegetation. Extensive landscaping and trees are proposed around the car park, to provide attractive screening to the streetscape and shade for parked cars. The majority of plant species are locally endemic, low-water species. Refer Appendix 5 for a list of the proposed landscaping species. The verge areas fronting Aviator Boulevard and Connolly Drive have already been completed by the land developer.
3. <i>Built form and scale</i>	<ul style="list-style-type: none"> The proposed built form is consistent with and is sympathetic to its local context. The building height and scale of the child care centre building is consistent with built form of the established locality. The single-storey scale responds to the prevailing heights in the area. The building is set back appropriately from Rathmines Street to ensure the development does not adversely impact the residential streetscape. The parapet design at the front of the building is purposefully commercial in appearance to visually identify the child care use while the bulk of the building has a traditional pitched roof in keeping with the majority of houses in the area. The entrance of the building and face directly onto the primary street – Rathmines Street. Potentially unsightly components such as bin stores and building services are located to the side of the building and will be attractively screened to ensure they do not detract from the appearance of the area.

Design Principle	Proposed Development Response
<p>4. <i>Functionality and build quality</i></p>	<ul style="list-style-type: none"> • Functionality is at the core of the proposed design, to ensure access, interface between indoor and outdoor play areas, and appropriate safety features for the child care centre. • The facility is designed in compliance with the National Childcare Regulations which require a baseline level of functionality and build quality to be achieved for child care facilities. • The facility will be constructed to a high standard with quality materials which are intended to last the full life-cycle of the development and require minimal maintenance, allowing educators to focus on providing childcare services. • The crossover location for vehicles will ensure a logical coordinated flow of vehicles through the site.
<p>5. <i>Sustainability</i></p>	<ul style="list-style-type: none"> • In terms of social and economic impact, the proposed child care premises is likely to result in significant net benefits as it will: <ul style="list-style-type: none"> ○ Actively contribute to meeting the demand for childcare places in the area; ○ Facilitate the establishment of a new business; and ○ Create direct and indirect employment opportunities. • From an environmental point of view, the building includes various design features which would reduce the use of resources, including: <ul style="list-style-type: none"> ○ east-facing activity spaces to allow morning light into the building. ○ an awning and trees along the east side of the building to provide shade from the harsh afternoon sun. a play space design in the future will also incorporate appropriate shade sails for further shade and functionality. ○ high-quality, low maintenance materials designed to last the life of the building where possible. • The proposed development contains landscaped areas to enable suitable planting of low, medium and higher scale plants/trees. This will aid providing greater shade to the car park and outdoor play area. • Landscape planting will mostly comprise of native species which are acclimatised to the area and suited to the soil types of Clarkson. This will ensure low ongoing maintenance and water requirements while delivering a high-quality appearance and supporting local fauna. Refer Appendix 5 for a list of the proposed landscaping species.
<p>6. <i>Amenity</i></p>	<ul style="list-style-type: none"> • The achievement of a high level of amenity for children, nearby residents, visitors and staff have been central to the design of the child care centre. • The location avoids most direct neighbour impacts by being surrounded on three sides by roads. The houses opposite Rathmines Street do not face directly onto the site or have vehicle access from this road ensuring minimal impact with their occupants. • Future medium density housing to the north will be protected by an appropriately designed dividing fence to minimise noise transmission where the play area abuts the adjoining properties (23m). These lots will not be developed until after the child care centre is established, allowing for lot designs that further minimise the potential for noise impact. • Amenity for users has been enhanced through the provision of spacious internal rooms and outdoor play area, easy pedestrian access, accessible vehicle parking, high-quality landscaping and the location of the waste storage area located to allow easy collection of waste. • The amenity of the neighbourhood has been considered through the use of a residential building design, a sympathetic scale of built form, large front setback and the use of landscaping to soften the street interface. • The design allows for good pedestrian access with pathway connections to the existing footpath on Aviator Boulevard and across the road on Rathmines Street.

Design Principle	Proposed Development Response
	<ul style="list-style-type: none"> The development application will also be supported by a range of expert consultant reports demonstrating the suitability of traffic / servicing and acoustic management arrangements to ensure the amenity of the locality is preserved and supported by the proposed development.
<p>7. Legibility</p>	<ul style="list-style-type: none"> The proposal is a clear and attractive feature on the corner of Aviator Boulevard and Rathmines Street, providing good visibility and directing users to the car park entrance off Rathmines Street. A defined pedestrian path offers pedestrian access from the street to the parking area and the entrance of the building to ensure universal ease of movement and safe navigation throughout the site. The entrance uses bold materials (vertical timber cladding) to identify the main access point to the building and the flat roofed design of the front section clearly articulates a non-residential use. This will be supported by appropriate signage.
<p>8. Safety</p>	<ul style="list-style-type: none"> The facility will be constructed in accordance with regulatory standards which optimise safety and security for occupants. The child care centre will allow for passive surveillance of the street. The car park is of a suitable size and configuration and is compliant with relevant Australian Standards to ensure safe and proper interaction between pedestrians and vehicles. Two crossovers are proposed to allow for refuse trucks to collect waste from the property without having to reverse. This will increase safety should waste collection occur during operating hours and will avoid the use of reversing sirens which would otherwise cause disturbance to nearby residents.
<p>9. Community</p>	<ul style="list-style-type: none"> The child care centre will be a community focal point. Local families will be likely to place their children in the centre and are likely to interact on a daily basis as a result of this. The development will facilitate passive social interaction by providing services that many members of the community will use. It is likely the community fabric will be strengthened as a result of the centre being established. There are also expected to be synergies with local schools, where families may have children attending the child care centre.
<p>10. Aesthetics</p>	<ul style="list-style-type: none"> The proposal incorporates design elements, colours and materials from the Catalina Central Design Guidelines which apply to development in the area. A focus on high-quality, low maintenance finishes is proposed. Changes in materials across the front of the building act to break up the building bulk and create visual interest. The large gable facing Aviator Boulevard will feature vertical timber cladding to draw attention to the building and add visual interest when viewed from this street. The potentially unsightly areas (i.e., bin stores) are given design attention through materiality and treatment to ensure they do not detract from the appearance of the area and are located to be less visible.

Having regard to **Table 7**, the proposed development is largely consistent with SPP7.0 and warrants approval

5 CONCLUSION

This application seeks development approval for a Child Care Centre on the subject site. The proposed development is generally consistent with the relevant provisions and requirements of the City of Wanneroo's District Planning Scheme No. 2, as well as the applicable planning policies. The proposal warrants approval for the following reasons:

1. The proposed development will provide increased community services and amenity to residents and workers of the surrounding locality.
2. The proposed development is site responsive, complementing the residential character of the locality and adjoining residential properties.
3. The design of the proposed development is of an appropriate bulk and scale, with high-quality, contemporary materials, resulting in a quality built form outcome.
4. Substantial areas of high quality landscaping are proposed.

The proposed development has substantial merit and warrants approval. We therefore respectfully request the Metro Outer Joint Development Assessment Panel grant approval to the application.