PLANNING REPORT

HALE ROAD COMMERCIAL DEVELOPMENT

LOT 193 (NO. 318) AND LOT 194 (NO. 310) HALE ROAD, WATTLE GROVE

PROJECT REF: 940

DYNAMIC PLANNING AND DEVELOPMENTS

Prepared for
Su Family Trust
APPLECROSS WA 6953

History and Status of this Document

Revision	Date issued	Prepared by	Reviewed by	Revision type
Rev 1		AS	RC	

Document Printed
File Name 230713 940 Wattle Grove Commercial Centre DA.doc
Author/s Adam Spear
Name of Document Planning Report
Document Version Rev 1

Copyright Statement 2024

© Dynamic Planning and Developments Pty Ltd

Except as permitted under the Copyright Act 1968 (Cth), the whole or any part of this report may not be reproduced by any process, electronic or otherwise, without the specific written permission of the copyright owner, Dynamic Planning and Developments. This includes the adaptation, microcopying, photocopying or recording of the report.

Neither may the information contained in this report be reproduced, transmitted or stored electronically in any form, such as in a retrieval system, without the specific prior written permission of Dynamic Planning and Developments.

This report has been exclusively drafted. No express or implied warranties are made by Dynamic Planning and Developments regarding the research findings and data contained in this report. All of the information details included in this report are based upon the existent land area conditions, research provided and obtained, and so forth as Dynamic Planning and Developments conducted its analysis into the subject proposal and/or project. Dynamic Planning and Developments will not be responsible for the application of its recommended strategies by the Client.

Please note that the strategies devised in this report may not be directly applicable towards another Client. We would also warn against adapting this report's strategies / contents to another land area which has not been researched and analysed by Dynamic Planning and Developments. Instead, please contact Dynamic Planning and Developments to provide a customised report for your specific needs. Otherwise, Dynamic Planning and Developments accepts no liability whatsoever for a third party's use of, or reliance upon, this specific report.

.

Table of Contents

1.0 Introduction 4

2.0 Site Details 5

2.1 Legal Description 5

2.2 Locational and Land Use Context 5

2.2.1 Regional and Local Context 5

3.0 Planning Framework 7

3.1 Metropolitan Region Scheme (MRS) 7

3.2 City of Kalamunda Local Planning Scheme No. 3 7

3.3 Cell 9 Wattle Grove Structure Plan 7

3.4 Land Use Permissibility **7**

4.0 Proposal Details 9

4.1 Development Details 9

4.2 Operational Details 10

5.0 Assessment 12

5.1 Land Use Permissibility 12

5.3 Development Requirements 13

5.3.2 Local Planning Scheme No. 3 ..... **13**

5.3.3 City of Kalamunda Local Planning Policy 10) 16

5.3.4 Planning Bulletin 72/2009 – Childcare Centres 18

6.0 Other Considerations 21

6.1 Transport Impact Assessment 21

7.0 Conclusion 22

Appendices 23

APPENDIX 1 - Certificates of Title 24

APPENDIX 2 - Development Plans 25

APPENDIX 3 – Transport Impact Assessment 26

APPENDIX 4 – BAL rating 27

APPENDIX 5 – Design Review Panel Responses 28

DYNAMIC PLANNING AND DEVELOPMENTS

1.0 Introduction

Dynamic Planning and Developments acts on behalf of Su Family Trust, the registered proprietor of Lot 193 (No. 318) and Lot 194 (No. 310) Hale Road, Wattle Grove (herein referred to as the 'subject site').

This planning report has been prepared in support of an Application for Planning Approval for a proposed 'Commercial' development at the subject site. The planning report contains the following pertinent details of the proposal relevant to the assessment of the proposed application:

- Details of the proposal;
- Detailed assessment of the proposal against the relevant planning provisions applicable under the City of Kalamunda Local Planning Scheme No. 3 (LPS No. 3) and any relevant Local Planning Policies; and
- Detailed justification of any variations sought.

In addition to this planning report, the following documentation has been provided in order to assist the City of Kalamunda in making a recommendation on the proposed application:

- Certificate(s) of Title pertaining to the subject site(s) (**Appendix 1**);
- Relevant development plans (**Appendix 2**);
- A Transport Impact Assessment (**Appendix 3**);
- A self-reported bushfire assessment BAL rating (**Appendix 4)**;
- A copy of design review panel comments and resolutions as prepared and addressed by HCP Architects (**Appendix 5)**
- Completed and signed City of Kalamunda Development Application Form, MRS Form 1 and DAP Form 1.

It will be demonstrated in subsequent sections of this submission that the proposed development is entirely appropriate for approval.

2.0 Site Details

2.1 Legal Description

The subject site is legally described as:

Lot	Plan	Volume	Folio	Street Address
193	413819	2949	622	318 Hale Road
194	413818	2949	570	310 Hale Road

The area of the subject site is 14,285m².

A copy of the Certificate(s) of Title pertinent to the subject site is contained in **Appendix 1**.

2.2 Locational and Land Use Context

2.2.1 Regional and Local Context

The subject site is located within the City of Kalamunda municipal area, within the suburb of Wattle Grove. The site is situated within a broader area of existing residential development adjacent to a Neighbourhood Commercial Centre (Wattle Grove Shopping Centre) along Hale Road, with the subject site also planned for commercial development.

The subject site exists as a corner lot with frontage to Hale Road and Wimbridge Road, with a corridor of planned public open space along the rear of the subject site. Access to the existing commercial development occurs from Hale Road with an element of shared access.

It is understood that Lot 192 (No. 326) Hale Road is being as a funeral parlour. It is important to note that development on Lots 193 and 194 will have no impact on the funeral parlour at Lot 192 with access and parking dealt with separately on each site. The nature of the proposed uses is such that there will not be any cross trade between the developments.

More broadly, the site is situated approximately 16km east of the Perth CBD within the municipal locality of the City of Kalamunda and in the suburb of Wattle Grove. It is noted that the site sits approximately 450m from the Wattle Grove Shopping Centre and 8km from the Perth Airport. Hale Road provides connections to Tonkin Highway and Welshpool Road East leading to Leach Highway. These roads are reserved as 'Primary Regional Roads' under the provisions of the Metropolitan Region Scheme (MRS) and provide great connections around the Perth Metropolitan Area.

Figures 1 and **2** depict the subject site in its regional and local context, respectively.

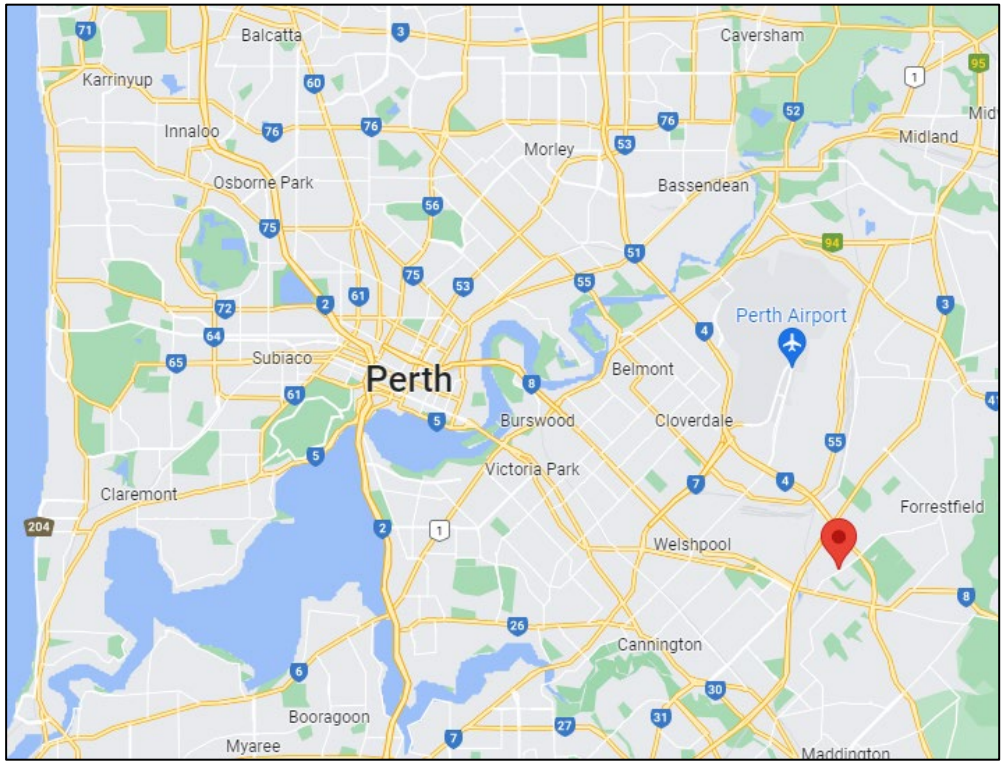


Figure 1 – Regional Context

Figure 2 – Local Context

DYNAMIC PLANNING AND DEVELOPMENTS

3.0 Planning Framework

3.1 Metropolitan Region Scheme (MRS)

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

For reasons outlined further in this report, the proposed development is considered to be consistent with the 'Urban' MRS zoning applicable to the subject site.

3.2 City of Kalamunda Local Planning Scheme No. 3 (LPS No.3)

The subject site is zoned 'Urban Development' under the provisions of LPS No. 3. The objective of the 'Urban Development' zone is outlined in Clause 4.2.1 of LPS No. 3 and has been summarised below:

- *To provide orderly and proper planning through the preparation of a Structure Plan setting the overall design principles for the area.*
- *Encourage the retention and rehabilitation of native vegetation and the minimisation of bush fire hazard.*

In accordance with the 'Urban Development' zoning, the City has adopted the 'Cell 9 Wattle Grove Outline Development Plan' to guide subdivision and development.

3.3 Cell 9 Wattle Grove Structure Plan

Cell 9 Wattle Grove Structure Plan is the Local Structure Plan (LSP) that pertains to the subject site and the broader area. Under the LSP both lots are zoned 'Mixed Use' and 'Commercial'. As the development will take place upon the 'Commercial' zoned portion of the site, the development will be considered against the 'Commercial. As the LSP only contains the relevant plans, the objectives and land use permissibility will be as per LPS No. 3. The objectives for the 'Commercial' zone are outlined in Clause 4.2.3 of LPS No. 3 and has been summarised below:

• *To serve the needs of a localised area in providing for local shopping facilities, business, professional, civic, cultural, medical and other health related services.*

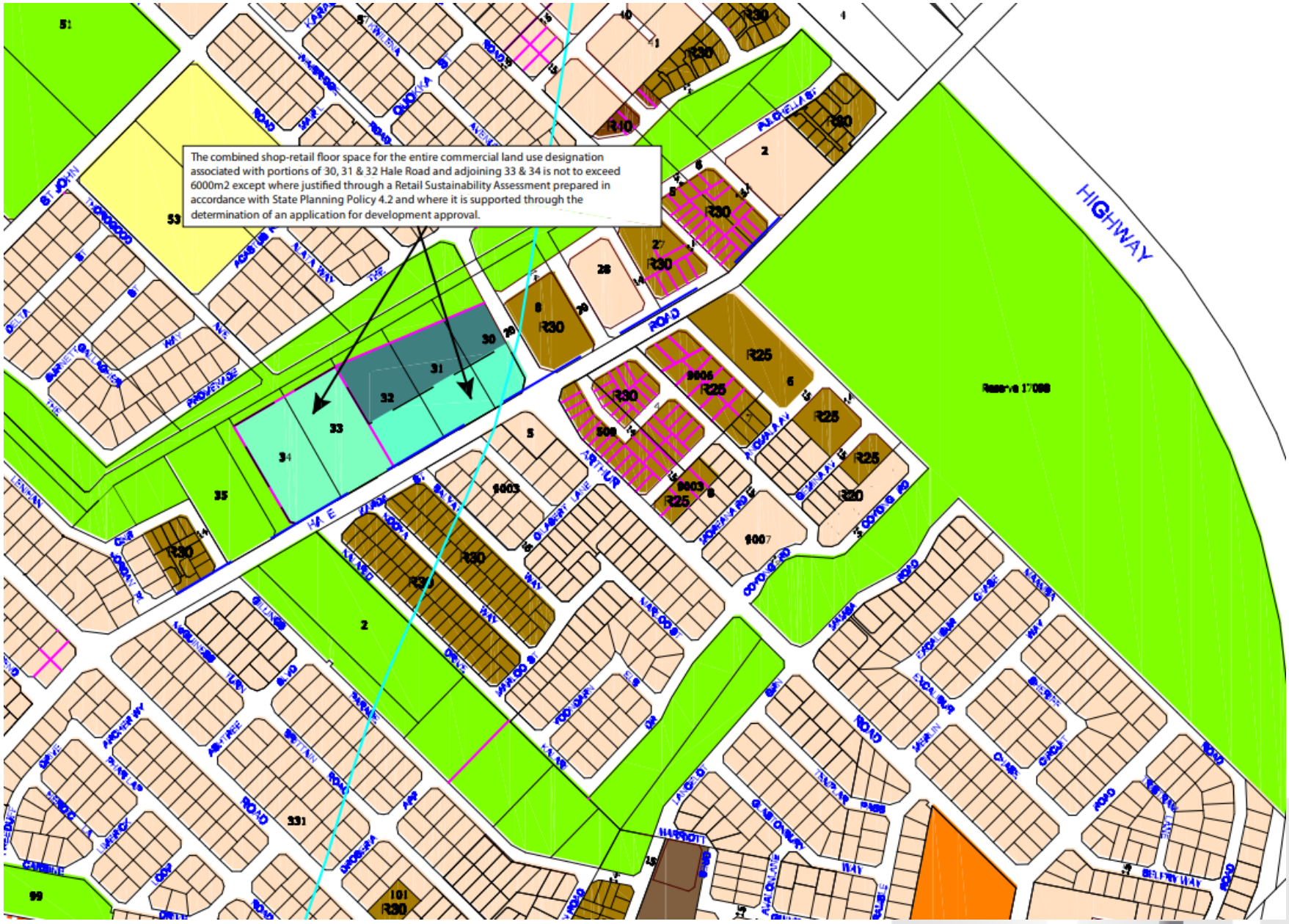
• *To ensure that development is designed to be compatible with nearby uses and zones particularly Residential zones.*

An assessment of the objectives has been provided in section 5 of this report.

3.4 Land Use Permissibility

The permissibility of land uses is determined with regard to the Local Planning Scheme No. 3. Table 1 of LPS No. 3 specifies the land uses capable of approval in the 'Commercial' zone. Land use permissibility is further discussed under Section 6.0 as part of the detailed assessment against the provisions of LPS3.

Figure 4 – Cell 9 Wattle Grove



DYNAMIC PLANNING AND DEVELOPMENTS

4.0 Proposal Details

The proposed development seeks approval for a 'Commercial' development at the subject site which will consist of a Child Care Premises and an Allied Health Facility containing a medical centre, pharmacy, physiotherapy/chiropractor, podiatry and dental.

The details of the proposal are outlined below.

4.1 Development Details

Key aspects of the proposed design have been summarised below:

- The childcare centre premises will include approximately 612sqm of built form accompanied by 596sqm outdoor play area, which is capable of accommodating 84 children of varying age groups and approximately 17 staff with staggered starting and finishing times throughout the day.
- The medical centre, pharmacy, physiotherapy, podiatry, dental and consultation rooms will include approximately 945sqm of built form.
- The development will provide sixty one (61) parking spaces, with five (5) of which being designated to ACROD parking and five (5) parking bays for exclusive pick up/drop off functions. It will also include the provision of eleven (11) bicycle racks.
- The entirety of the car parking area and landscaping is to be developed as a part of this proposal.
- The development will have access to Hale Road and Wimbridge Road via car park crossovers that will be developed as a part of this proposal.
- Two (2) crossovers are proposed from Hale Road, one left in only crossover and one full movement crossover. An additional full movement crossover is proposed along Wimbridge Road.
- 43 trees have been proposed for planting within the site, 14 of which will operate as primary shade trees for vehicle parking.
- A bin store has been provided on the western boundary of Lot 193, screened from the public realm. Access to this bin store is provided from Hale Road.
- A fence is proposed along the boundary to the neighbouring lots, at a height of 2100mm and ending approximately 23 meters from the boundary of Hale Road to provide visual permeability along the streetscape.
- A raised pedestrian accessway/pathway has been proposed from Hale Road and the corner of Wimbridge Road and Hale Road to provide for pedestrian access to the development.

4.2 Operational Details

- The Childcare Premises will operate with a capacity of 84 children with 17 staff working at the facility.
- The Childcare Premises will operate with operating hours of 6.00am to 6.30pm Monday to Friday.
- The proposed Consulting Rooms – Physio/Chiro/Remedial uses will nominally operate within allocated times of 8:00am – 7:00pm Monday to Friday, 9.00am to 5.00pm, Saturday; and closed on Public Holidays.
- The proposed Consulting Rooms – Physio/Chiro/Remedial uses are intended to operate with 2 consultants and 1 admins staff.
- The proposed Consulting Rooms – Podiatry will nominally operate within allocated times of 8:00am – 7:00pm Monday to Friday, 9:00am to 5:00pm Saturday; and closed on Public Holidays.
- The proposed Consulting Rooms- Podiatry use is intended to operate with 2 or less consultants and 1 admin employee.
- The proposed Consulting Rooms – Dental will nominally operate within allocated times of 8:00am and 7:00pm Monday to Friday, 9:00am to 5:00pm Saturday; and closed on Public Holidays
- The proposed Consulting Rooms – Dental is intended to operate with 2 practitioners and 1 admin employee.
- The proposed Shop use will nominally operate within allocated times of 7:00am and 9:00pm Monday to Friday, 9:00am to 5:00pm Saturday, 11:00am to 5:00pm on Sundays.
- The proposed Shop use will operate out of an NLA of 150m^2.
- Staffing hours throughout the Childcare centre development are intended to be staggered, with car parking spaces serving more than one purpose with the staggered arrival of staff combined with pick up and drop off times allowing for the use of bays by staff and parents alike.
- It can be further assumed that multipurpose trip's will be a large portion of the patronage that the commercial hub enjoys, as the complimentary nature of the land uses not only allows but encourages it. The developments close proximity to other 'Commercial' developments on Hale Road allows for multipurpose trips to become commonplace as people utilise the hub in the same manner as one would a shopping centre.
- On-peak and off-peak times for each differing land use has been discussed in greater detail in Section 8 of the Traffic Impact Assessment attached in **Appendix 3,** which explains that the parking supply is sufficient to meet the requirements of the centre in its peak hours due to the non-conflicting nature of the land uses parking requirements and their peak period, in addition to the short term parking bays supplied for the exclusive use of the Child Care Centre.

Figure 5 depicts the site plan for the subject site with a copy of the complete proposed development plans within **Appendix 2**.

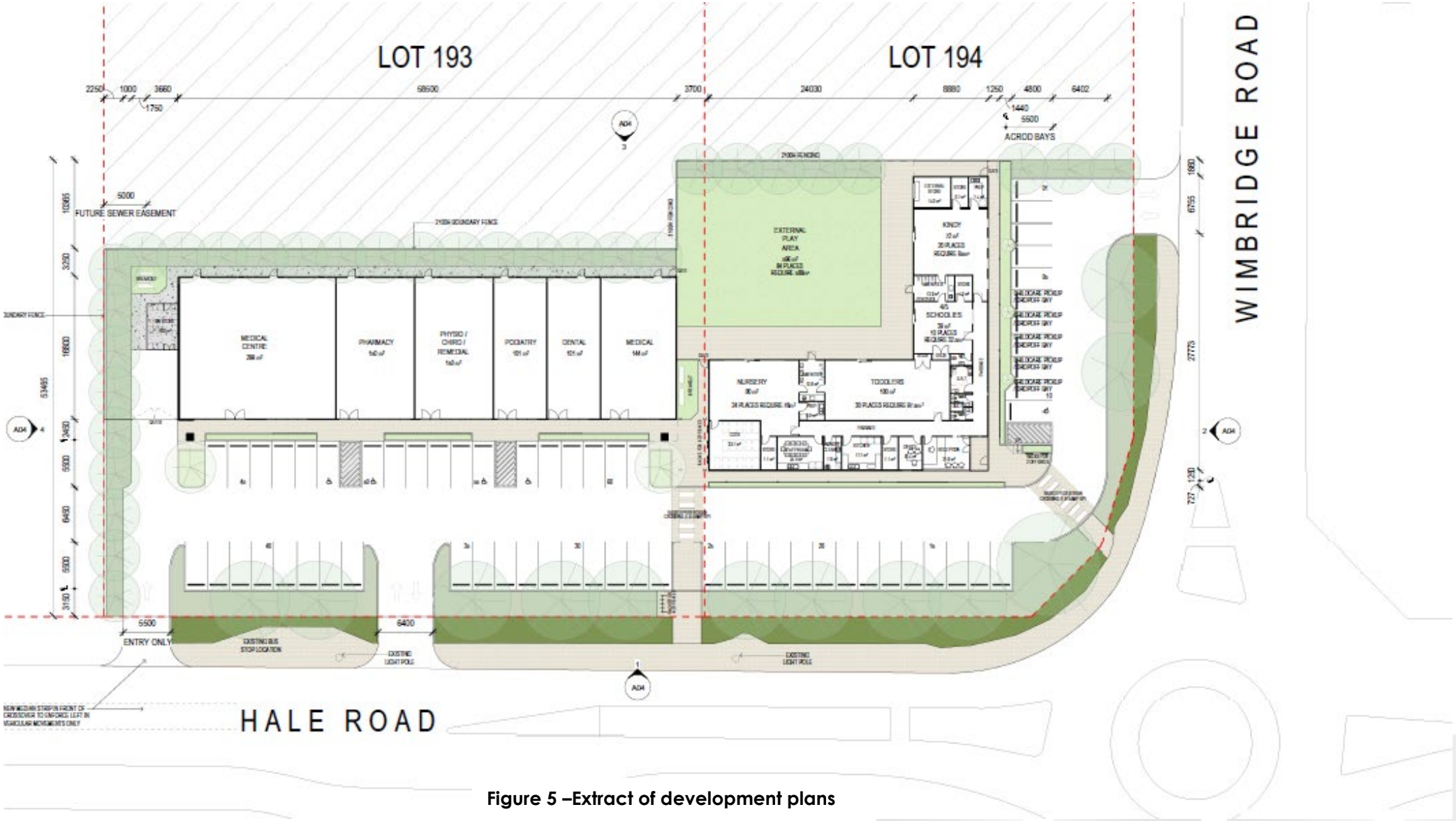


Figure 5 –Extract of development plans

DYNAMIC PLANNING AND DEVELOPMENTS

5.0 Assessment

The statutory provisions applicable to the subject site require assessment of the proposal to be undertaken against the provisions of the following documents:

- City of Kalamunda Local Planning Scheme No. 3 (LPS No. 3);
- State Planning Policy 7.0 – Design of the Built Environment;
- City of Kalamunda Local Planning Policy 10 – Family Day Care and Child Care Premises (LPP10); and
- Planning Bulletin 72/2009 – Child Care Centres.

The below sections will address the relevant land use permissibility and development requirements outlined in the abovementioned statutory planning documents.

5.1 Land Use Permissibility

The proposed development includes the following land uses being 'Childcare Premises', 'Shop', 'Consulting Rooms' and 'Medical Centre', which are defined in the City's LPS No. 3 as:

"Child Care Premises" means land that has the same meaning given to the term in the Community Services (Childcare) Regulations 1988;

"Shop" means premises other than a bulky goods showroom, a liquor store – large or a liquor store – small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services;

"Consulting rooms" means premises used by no more than two health consultants for the investigation or treatment of human injuries or aliments and for general care;

"Medical centre" means premises used by more than two health consultant(s) for the investigation or treatment of human injuries or ailments and for general outpatient care (including preventative care, diagnosis, medical and surgical treatment, and counselling).

The relevant land use permissibility in accordance with Table 1 of the City's LPS No. 3 has been summarised below;

Land Use	Permissibility
Childcare Centre	'P'
Consulting Room	'P'
Medical Centre	'P'
Shop	'P'

It is considered that the proposed land uses are consistent with the objectives of the 'Commercial' zone as applied by the 'Cell 9 Wattle Grove Structure Plan' in the LPS No. 3 as:

- Section 4.2.3 of LPS 3 outlines that the goals of 'Commercial' are to serve the needs of a localised area in providing for local shopping facilities, business, professional, civic, cultural, medical and other health related services.
- Section 4.2.3 of LPS 3 outlines that the goals of 'Commercial' are to ensure that development is designed to be compatible with nearby uses and zones particularly Residential zones.
- It will also be demonstrated that there is no amenity impact that will result from the development.

In light the above; the proposed development warrants favourable consideration and support.

5.2 State Planning Policy 7.0 – Design of the Built Environment

Design review is an independent and impartial evaluation process through which a panel of experts on the built environment assesses the design of a proposal. Design review benefits development proposals by providing informed opinions and guidance on the interpretation and application of design elements and principles, which can be particularly helpful for unique or complex development proposals. Design review can often assist in achieving efficient assessment and reduced approval times.

In the context of the development, the design has been reviewed by a Design Review Panel (DRP) and to design elements have been made as part of this process. These DRP responses have been addressed by HCP Architecture to the with consideration of the DRP's minutes and comments attached in **Appendix 5.**

5.3 Development Requirements

The relevant development requirements pertaining to the proposed development are outlined in:

- City of Kalamunda Local Planning Scheme No. 3 (LPS No. 3);
- City of Kalamunda Local Planning Policy 10 – Family Day Care and Child Care Premises (LPP10); and
- Planning Bulletin 72/2009 – Child Care Centres.

An assessment of the proposed developments compliance with the abovementioned documents has been provided below in following sections.

5.3.2 Local Planning Scheme No. 3

Table 1 below provides an assessment of the proposal against the relevant requirements outlined in LPS No. 3. Where there are variations to the applicable requirements, these have been noted in red.

City of Kalamunda Local Planning Scheme No. 3 Proposed Development Compliance			
Land Use	**Parking Requirement**	**Parking Determinant**	**Number of Bays Required**
Childcare centre (as per 'Child Care Premises')	1 bay per staff member, plus 1 bay for every 10 children allowed under the approval.	84 – Children = 9 bays	14 bays
Dental (as per 'Consulting Rooms')	4 bays per practitioner plus 1 bay per employee.	2 – Dentists 1 – Admin	9 bays
Podiatry (as per 'Consulting Rooms')	6 bays per practitioner and 1 per staff.	2 – Podiatrists 1 – Admin	9 bays
Physio/Chiro/Remedial (as per 'Consulting Rooms')	4 bays per practitioner plus 1 bay per employee.	2 – Practitioner 1 – Admin	9 bays
Pharmacy (as per 'Shop')	5 bays per 100m^2 of NLA.	150m^2 NLA	8 bays
Medical Centre No.1 (as per 'Medical Centre')	Medical Centre: 6 bays per practitioner and 1 per staff	6 – Practitioner 2 – Admin	38 bays
Medical Tenancy (as per 'Medical Centre')	Medical Centre: 6 bays per practitioner and 1 per staff	4 – Practitioner 2 – Admin	38 bays
Overall Parking Requirements	114 bays are required		
Total Number of Bays Provided	61		
Total Number of Bays Shortfall	114 – 61 = 53 on paper bay shortfall.		
Design			
The design must cater for the existing level of residential amenity and minimize the potential for nuisance in terms of: a) Visual impact; and Noise associated with operation of the child care facility and car park.	Site is located within 'Commercial' Zone, any impacts to the visual amenity of surrounding residential estates has been addressed and the built form of the development is not out of character with the surrounding land uses. Child playground areas have been located to rear of the site away from any residential land uses.		
2. Parking and Traffic Assessment		✓	

Parking areas should preferably be designed to allow traffic to move easily within the area so that the risk of congestion is minimised. Vehicles will be required to enter and exit the site in forward gear. All parking related to the Family Day Care or Child Care Premises will be contained on the subject site.	All parking related to the proposed centre is contained on site and the provision of reversing bays allows all traffic to exit the site in forward gear. Further the TIS (**Appendix 3**) demonstrates that the parking area is designed appropriately.	✓
In any application for planning approval to which this part applies, provision shall be made for suitably designed and screened service yards and refuse storage areas, which shall be subsequently maintained to the satisfaction of the local government.	All bin and refuse storage areas are well screened and hidden from the streetscape and will be maintained to the satisfaction of the local government.	✓
Parking bays for childcare premises shall be provided in accordance with the requirements as laid out in the Scheme's 'Table 3 – Parking Requirements (Child Care Centre/Day Care)', as follows: "1 bay per staff member, plus 1 bay for every 10 children allowed under the approval."	Variations in parking provisions are justified by the transitional nature of the use of parking within the site. It is proposed that peak staffing times at the proposed 'Childcare Centre' will not interfere in any way with the peak patronage times of the surrounding uses. Furthermore, a portion of the employees from the proposed 'Childcare Centre' are expected to use public or other means of transport to access the site as they are expected to be under the age of 18. It is also expected that as the proposed uses are complimentary to one another, an aspect of trip sharing is possible, creating less demand for parking spaces. Additionally, where variations have been proposed they have been justified and in the Traffic Impact Assessment in **Appendix 3**.	

Table 1 – LPS No. 3 Assessment

5.3.3 City of Kalamunda Local Planning Policy 10 – Family Day Care and Child Care Premises (LPP10)

Table 2 below provides an assessment of the proposal against the relevant requirements outlined in LPP10. Where there are variations to the applicable requirements, these have been noted in red.

Planning Bulletin 72/2009	Proposed Development Compliance	
Location Criteria		
Accessibility to Public Transport.	Site is located within 20m of bus stop - Hale Road Before Arthur Road Stop ID: 13857	✓
Avoidance of location on Arterial Roads and suitability from a traffic engineering point of view	Neither Hale Road nor Wimbridge Road are Arterial roads, and traffic impacts upon have been addressed by the Transport Impact Assessment in Appendix 3.	✓
Distribution between existing centres.	Site abuts commercial zone	✓
Walking distance to appropriate commercial, recreation or community nodes and education facilities	Site is within walking distance to commercial district and Wattle Grove Primary School	✓
Sufficient size and dimension to accommodate the development without affecting the amenity of the area.	The site is considered of sufficient size as it is significantly larger than the minimum 1000sqm required for childcare sites	✓
Avoidance of clustering with other non-residential land uses, unless abutting a commercial zone.	Site abuts commercial zone	✓
Child Care Premises		
• Centres are encouraged to locate near commercial, community, educational establishments, district centre, and public recreational areas, nearby to roads that have the demonstrated capacity to accommodate any potential additional traffic generated by the centre, or within walking distance to public transport routes.	Site is located near local commercial premises on Hale Rd. Site is located 800m from Wattle Grove Primary School Site is located near Wattle Grove Naturescape and other local public recreation areas Site is well serviced by public transport Site is well serviced by appropriate roads, Hale Road and Wimbridge Road	✓

Inappropriate Sites		
i. At the end of Cul-de-sacs; ii. In Residential zoned land within 300m of another Child Care Premises; iii. Within Rural zoned land, within 800m of another Child Care Premises; iv. Site with sole vehicular access from a longer or undedicated Right of Way, under-width street or laneway; v. Sites located on, or at intersections to, Primary or District distributor Roads; vi. Sole access abuts traffic lights, roundabout, or traffic calming device; vii. Rear battle-axe and strata sites; and viii. Multiple Dwellings	The subject site does not possess any characteristics of an inappropriate site	N/A
Minimum Lot Size and Site Coverage		
Parking areas should be located in front of the building.	The proposed parking has been located immediately in front of the building entrance.	✓
Maximum of 50% site coverage of roofed structures	All roofed structures cover less than 50% of the subject site.	✓
Design Criteria		
Built Form and Streetscape		
A traffic impact assessment should be prepared to address: • The site characteristics. • The proposal and its expected trip generation. • Parking requirements, including the design of parking areas, and any pick-up and drop-off facilities. • Existing traffic conditions and any future changes expected to the traffic conditions. • Current road safety conditions, including a crash history in the locality.	Transport Impact Assessment has been prepared by Urbii that is supportive of the proposed development and stated the following key points: • The site features good connectivity with the existing road network. • There is good public transport coverage through nearby bus and connecting train services. • Connectivity for walking and cycling is also good with the development proposed construction of a footpath link on Lewis Road adjacent to the site.	✓

• The expected impact of the proposed development on the existing and future traffic conditions.	• The traffic analysis undertaken in the report shows that the traffic generation of the proposed development is minimal and as such would have insignificant impact on the surrounding road network.	

Table 2 – City of Kalamunda Local Planning Policy 10 Assessment

5.3.4 Planning Bulletin 72/2009 – Childcare Centres

Table 3 below provides an assessment of the proposal against the relevant requirements outlined in Planning Bulletin 72/2009. Where there are variations to the applicable requirements, these have been noted in red.

Planning Bulletin 72/2009	Proposed Development Compliance	
Location of Childcare Centres		
Distributed strategically to provide the maximum benefit to the community it serves.	There is one other childcare premises within 850m of the site within what is large residential catchment. **Sufficient demand is available for both centres to exist.**	✓
Within easy walking distance or part of appropriate commercial, recreation or community nodes and education facilities.	The facility is in close proximity to the Wattle Grove Shopping Centre, is well positioned to service the residential development surrounding it within the 'Cell 9 Structure Plan' as well as being in close proximity to a number of local schools: • Wattle Grove Primary School • Woodlupine Primary School • Forrestfield Primary School • Hillside Christian College	✓
Located in areas where adjoining uses are compatible with a child care centre (includes considering all permissible uses under the zoning of adjoining properties).	The proposed land use is capable of approval and the development will include appropriate management the amenity impacts on adjoining properties.	✓
Serviced by public transport.	The site is in close proximity to bus routes along Hale Rd.	✓

Considered suitable from a traffic engineering/safety point of view.	Traffic Impact Assessment has been prepared demonstrating the development is suitable from a traffic engineering perspective.	✓
Of sufficient size and dimension to accommodate the development without affecting the amenity of the area.	The property the subject of the application is 14,285m^2 in area which is sufficient to accommodate the proposed development.	✓
Childcare centres will generally not be suitable where: • Soil contamination exceeds levels regarded by DEC and DOH as suitable for standard residential land uses. • Groundwater is to be abstracted for the irrigation of gardens and play area within the childcare centre and groundwater contamination exceeds 10x Australian drinking water criteria. • The service provided by the centre will have a demonstrable, adverse impact on the existing or planned level of childcare centre services enjoyed by the local community. • Access is not from a major road or in close proximity to a major intersection where there may be safety concerns. • Access is from a local access street which may impact on the amenity of the area due to traffic and parking. • The current use or any permissible use under the zoning of the adjoining premises produces unacceptable levels of noise, fumes or emissions or poses a potential hazard by reason of activities or materials stored on-site. • Noise produced by road, railways and aircraft are likely to have an adverse impact on the site. • The site is in a heavy industry area or in the buffer area of a heady industry area.	• Ground water won't be abstracted for irrigation. • There will be no adverse impact on the surrounding childcare centres in the area due to the number of local schools in the area which equates to demand for childcare premises. • Access is not from a major road. • Access is provided from both Hale Rd and Wimbridge Road. • None of the surrounding land uses will produce unacceptable noise, fumes or emissions or will present a hazard risk as they are primarily residential properties. • The site is not located in an industry area, or a buffer area associated with industrial operations.	✓ ✓ ✓ ✓ ✓ ✓
Site Characteristics		
Sites in a residential area should be greater than 1000sqm.	The site is located wthin a 'Commercial' zone.	N/A
Topography should be generally flat across the site.	The subject site is flat in topography.	✓

Design of Centres		
Visual appearance should reflect the character of the area.	The childcare premises has been designed to be residential in bulk, scale, and appearance to match surrounding development. Further, a context analysis has been completed to inform the building materials and colours used in the development by HCP Architects. The development has also undergone the Design Review Panel (DRP) process, with concerns and issues being responded to appropriately by HCP Architects. The DRP process is attached in **Appendix 5.**	✓
Parking areas should be located in front of the building.	The proposed parking has been located immediately in front of the building entrance.	✓
Outdoor play areas should be in a safe location on the site, and away from adjoining noise-sensitive premises.	The outdoor play areas are largely located away from the adjoining noise sensitive premises except for the portion to the south of the lot, which is located along the boundary abutting the residential development. This area will be appropriately treated from an acoustic standpoint to ensure noise levels at the residential property do not exceed levels allowed under the *Environmental Protection (Noise) Regulations 1997*.	✓
Traffic Impacts		
A traffic impact assessment should be prepared to address: • The site characteristics. • The proposal and its expected trip generation. • Parking requirements, including the design of parking areas, and any pick-up and drop-off facilities. • Existing traffic conditions and any future changes expected to the traffic conditions. • Current road safety conditions, including a crash history in the locality.	Transport Impact Assessment has been prepared by Urbii that is supportive of the proposed development and stated the following key points: • The site features good connectivity with the existing road network. • There is good public transport coverage through nearby bus and connecting train services. • Connectivity for walking and cycling is also good with the development proposed construction of a footpath link on Lewis Road adjacent to the site.	✓

• The expected impact of the proposed development on the existing and future traffic conditions.	• The traffic analysis undertaken in the report shows that the traffic generation of the proposed development is minimal and as such would have insignificant impact on the surrounding road network.	

Table 3 – Planning Bulletin 72/2009 Assessment

6.0 Other Considerations

6.1 Transport Impact Assessment

The proposed development is supported by a Transport Impact Assessment (TIA) prepared by Urbii (**Appendix 3**). The TIA has been prepared in the accordance with the *WAPC's Transport Impact Assessment Guidelines for Development (**WAPC guidelines**)* and highlights that the proposed development is satisfactory from a Traffic and Parking perspective and warrants favourable consideration. Key conclusions within the report are as follows:

- The traffic analysis undertaken in the report shows that the traffic generation of the proposed development is minimal and as such would have insignificant impact on the surrounding road network.
- The car parking provision is in a shortfall of the applicable requirements under the City's Local Planning Scheme No.3 (LPS3), however the nature of the development involves a staggered attendance of staff, therefore opportunity for parking spaces to be utilised at different peak hours with spaces serving more than one staff member uninterrupted. Typically, hours where staffing is at full capacity will not impede the developments parking opportunities for surrounding land uses. Additionally, it is intended that staffing will be gradually reduced from 3pm onwards daily.
- Staff working at the proposed 'Childcare Centre' that are under the age of 18 are predicted to utilise public transport and other means to access the site. The estimated number of under 18 employee's is set to be approximately five (5).
- The TIA has responded to the City's concerns regarding the placement of the sites ingress and egress via Hale Rd and its functionality. The responses are outlined in **Appendix 3** – Traffic Impact Assessment.

7.0 Conclusion

Based on the contents of this planning report, it is clear that the development proposal is appropriate for approval as it delivers a development opportunity for the City of Kalamunda, its residents and working population that will improve the local population's access to service and amenities. As considered in detail within the contents of the planning report, the proposal will deliver a functional built form outcome that aligns with the objectives of the 'Commercial' zone and will limit any amenity impacts to the adjoining landowners. In summary, reasons in support of the proposal are reiterated as follows:

- The proposed development is consistent with the land use definition of 'Childcare Premises', 'Consulting Rooms', 'Medical Centre' and 'Shop', all of which are permitted uses under the 'Commercial' zone in LPS3;
- The proposed development is consistent with the Local Planning Policy – Family Day Care and Child Care Premises;
- The proposed development is compliant with the applicable development requirements aside from variations in parking provisions. These variations have been justified with the development demonstrated to meet parking demand on site with adjoining properties.
- There will be no detrimental amenity impacts on adjoining properties as a result of this development.

Based on the above, the proposal is considered to warrant favourable consideration and support of the City of Kalamunda.