



CHILD CARE PREMISES

NO. 115 (LOT 9000) RALSTON
STREET HAMILTON HILL

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1. INTRODUCTION

Urbanista Town Planning have been engaged to prepare and submit a development application for a Child Care Premises at Lot 9000 Purvis Street, Hamilton Hill.

This report provides a detailed assessment of the proposal in accordance with the relevant state and local planning frameworks to comprehensively demonstrate the merit of the proposal, and its supportability in development approval.

The site is part of a new residential subdivision and will be located at the corner of Stock Road and Ralston Street. The design of the centre has focused on minimising impacts to existing and future residential properties, whilst maintaining a suitable interface with immediately adjacent roads.

A total of 92 children and 16 staff are proposed to be accommodated in the Child Care Premises.



Figure 1: Render of Proposed Development

A copy of the current Certificate of Title and Deposited Plan is provided as **Appendix 1**.

The development plans depict the proposed layout of the development. A copy of the development plans and elevations is provided as **Appendix 2**.

A copy of the draft subdivision plan to create proposed Lot 1 to which corresponds to the subject site, is provided as **Appendix 3**.

1.1 SUPPORTING DOCUMENTATION

To inform and support the design of the proposed development, additional supporting documents have been prepared and included in this submission as summarised in the below table.

DOCUMENT	PREPARED BY	DATE
Development Plans	Meyer Shircore	October 2024
Landscape & Outdoor Play Area Plans	Childscapes	December 2024
Traffic Impact Statement	KCTT	December 2024
Waste Management Plan	Talis Consultants	December 2024
Bushfire Management Plan	Envision Bushfire Protection	December 2024

2. SITE AND CONTEXT

The future development site will be 2,602m², situated on the corner of Stock Road and Ralston Street. In preparation for the new lot, the site has been cleared and clean sand fill has been imported to site to allow for the future development of the lot.

The property is located within an established residential area to the north and an emerging residential area to the south of the subject site. Stock Road provides direct access into the future subdivision, with the site having direct frontage to Ralston Street to the north.



Figure 2: Aerial of Site and Proposed Lot Configuration (subject site bordered blue)

As depicted above, the proposed development site will be located on the corner of Ralston Street and Kwenda Approach. The proposed development will have two (2) active frontages to these streets.

The subject lot for the proposed development is yet to be created, however it is understood that DevelopmentWA will be lodging the subdivision application with the Western Australian Planning Commission imminently (as the proprietor of the land).

3. PLANNING FRAMEWORK

3.1 STRATEGIC PLANNING FRAMEWORK

3.1.1 *State Planning Policy 3.7 – Planning in Bushfire Prone Areas*

The subject site is located within a Bushfire Prone Area in accordance with SPP 3.7. Accordingly, a Bushfire Management Plan has been prepared by Envision Bushfire Protection to demonstrate the suitability of the land for development. The Bushfire Management Plan is provided in Appendix 7 and is discussed in further detail under 'Proposal – Bushfire' below.

3.1.2 *State Planning Policy 5.4 – Road and Rail noise*

State Planning Policy 5.4 - Road and Rail Noise (SPP 5.4) seeks to minimise the adverse impact of road and rail noise on noise-sensitive land use and / or development within the specified trigger distance of major transport corridors.

The Policy also seeks to protect the functionality of the State's transport corridors by protecting them from encroaching incompatible development. The subject site is located within the transport noise corridor associated with Stock Road.

Accordingly, an Acoustic Report has been prepared to determine the impacts of the road noise from these roads onto the development, in particular noise sensitive development including the proposed Child Care Premises.

3.2 STATUTORY PLANNING FRAMEWORK

3.2.1 Metropolitan Region Scheme

The subject site is zoned Urban under the Metropolitan Region Scheme (MRS) and is directly abuts a Primary Regional Road (PRR) reservation being Stock Road, to the east of the subject site.



Figure 3: MRS Zoning - Urban (subject site bordered blue)

Urban zones are areas in which a range of activities including residential, commercial, recreational and light industry can occur. The proposed Child Care Premises land use is consistent with the Urban zoning and can be supported. Notwithstanding, the land use is discussed in further detail under 'Land Use Permissibility' below.

Additionally, direct vehicular access from Stock Road is not permitted as it is classified as a controlled access highway. Given then, vehicle access to and from the development site must occur from an access road. This is discussed in further detail under 'Traffic and Parking' below.

3.2.2 Local Planning Scheme No. 3

The subject site is zoned 'Development' under the City of Cockburn's Local Planning Scheme No. 3 (LPS 3). The objective of the 'Development' zone is to provide for future residential, industrial or commercial development that is guided by a comprehensive Structure Plan prepared under the Scheme.



Figure 4: Local Planning Scheme Zoning - Development (subject site bordered blue)

Table 9 – Development Areas also designates the subject site as ‘DA 42’ – Hamilton Senior High School Redevelopment Site. The provisions in Table 9 for DA 42 state the following:

1. An approved Structure Plan together with all approved amendments shall be given due regard in assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions.
2. The Structure Plan is to provide an appropriate mix of residential densities, open space, and an appropriately scaled mixed use, neighbourhood node.

In accordance with the above, the Hamilton Hill Senior High School Redevelopment Local Structure Plan has been adopted and is relevant to the site.

3.2.3 Hamilton Hill Senior High School Redevelopment Local Structure Plan

Under the Hamilton Hill Senior High School Redevelopment Local Structure Plan (Structure Plan), the site has been designated as ‘Residential R60’.



Figure 5: Adopted Local Structure Plan (subject site bordered blue)

The purpose of this LSP is to facilitate the proposed redevelopment of the Hamilton Senior High School (HSHS) site. Key components include:

- Providing for a range of residential densities to promote housing typologies.
- Provision of quality public open space that responds to the site as well as addressing a need for such amenity within the wider locality.
- Striving to meet the UDIA's EnviroDevelopment initiative through various measures including retention of mature trees and sustainability initiatives in water and energy.

3.2.4 Local Planning Policy 3.1 – Child Care Premises

As the site is designated as Residential R60 under the Structure Plan and LPP 3.1 applies to Residential zoned land, the proposal must be assessed against the provisions of LPP 3.1. An assessment against the provisions of LPP 3.1 under 'The Proposal' below.

4. THE PROPOSAL

4.1 LAND USE PERMISSIBILITY

It is considered that the proposed land use is appropriately described as a Child Care Premises. Under Part 6 – Terms Referred to in Scheme, Part 2. Land Use Definitions, a Child Care Premises is defined as follows:

“has the same meaning as in the Community Services (Child Care) Regulations 1988”

Additionally, LPP 3.1 defines a ‘Child Care Premises’ as follows:

“Child Care Premises means a place where a child care service as defined in the Child Care Services Act 2007 section 4 is provided.”

Further, the Child Care Services Act 2007 defines a child care service as follows:

“... a child care service is a service providing or intended to provide education and care on a regular basis to children under 13 years of age (or such other age as may be prescribed for the purposes of this section) that —

(a) is not an education and care service under the national child care law; and

(b) is prescribed for the purposes of this Act as a type of service to which this Act applies.”

Given the above, it is considered the proposal is appropriately described as a Child Care Premises as the building will provide for education and care on a regular basis to children under 13 years of age.

The Structure Plan states that land use permissibility is to be in accordance with the relevant zone, and the land use permissibility’s of the Zoning Table of Town Planning Scheme No. 3. Subdivision and development of land will be in accordance with the relevant density coding allocated on the Structure Plan.

As detailed above, the site is identified as being ‘Residential R60’ under the Structure Plan and therefore the permissibility of the Residential zone in the Zoning Table of LPS 3 applies.

Under the Zoning Table, a Child Care Premises is designated as an ‘A’ use, which means *“that the use is not permitted unless the local government has exercised its discretion and granted planning approval after giving special notice in accordance with clause 64(3) of the deemed provisions.”*

On this basis, it is understood that this development proposal will be advertised to neighbouring properties and relevant stakeholders for comment. Subject to the outcome of advertising, it is considered that this proposal can be supported.

4.2 LOCATION AND RESIDENTIAL AMENITY

The below table provides an assessment against the relevant provisions of LPP 3.1 that relate to the suitability of the location and associated impact on residential amenity of the proposed Child Care Premises.

PROVISION	ASSESSMENT COMMENT
<i>3.1 (a) Sites in close proximity to bus intersections or Primary Regional Road and Other Regional Roads are not preferred due to issues of traffic conflict, noise and possible health implications associated with vehicle emissions.</i>	Although the site is adjacent to Stock Road (a Primary Regional Road under the MRS), the vehicular access associated with the site will be to and from 'Access Roads'. This will ensure there are no traffic conflicts. Additionally, an existing noise wall is located along the eastern boundary of the site that will reduce the impact of any road noise associated with Stock Road.
<i>3.1 (b) Child care premises should be located adjacent or within close proximity to public transport routes.</i>	The site is within 400 metres of three (3) routes being: • 115 Perth – Hamilton Hill via Booragoon Bus Station, with a peak frequency of every 20 minutes. • 512 Murdoch Station – Fremantle Station via Coolbellup Shopping Centre, Phoenix Park Shopping Centre and Cockburn Road, with a peak frequency of every 10 minutes. • 513 Murdoch Station – Fremantle Station via South Street and Coolbellup Shop Centre, with a peak frequency of every 30 minutes.
<i>3.1 (c) The built form of the development should be consistent with the scale and character of the locality and should lend itself to domestic (residential) architecture is located in a residential setting.</i>	The proposed built form reflects the existing nearby residential character of the locality in the following manner: • Low scale built form – the proposed building is 1 storey, which is indicative of the predominate residential built form of the suburb. • The use of a skillion roof in the building's design. • Significant amount of open space surrounding the building as a dwelling on a single house lot would be situated. • The use of landscaping within open space areas to mimic single house dwellings within the locality.
<i>3.1 (d) The proposed materials, colours and finishes should be sympathetic to surrounding development.</i>	The proposed building uses materials, colours and finishes that are sympathetic and complementary to the existing residential character such as red brick,

	timber batten, limestone retaining and trimdeck roof sheeting.
<i>3.1 (e) The layout and design of child care premises shall include noise attenuation measures to ameliorate the impact of the use on adjoining and surrounding properties (if applicable). Noise-generating activities such as play areas, vehicle access ways, car parking areas and any plant and equipment are to be located away from noise-sensitive land uses, such as residences.</i>	The proposed development will include noise attention measures to ensure outdoor play areas do not cause a detrimental noise impact on neighbouring residential properties. Additionally, the car parking areas are either located at the rear of the development away from residential lots, or the front setback area, away from residential properties.
<i>3.1 (f) In order to maintain the visual amenity of the locality, landscape screening to car parking areas from the street and adjoining premises is required. Existing and proposed major plantings must be detailed on site plans, with proposed landscaping incorporating dense shrubs and trees. Wherever possible, retention of existing mature vegetation will be encouraged by the City (providing on-site safety is not compromised).</i>	Landscape screening to the visitor car parking area is proposed. Specifically, a mix of trees and low lying shrubs will be planted in the landscaping strip adjacent to the visitor car park. Further, additional planting is proposed to be installed in the verge area adjacent to the car park to enhance the amenity. There are no existing mature trees to be retained as the site is cleared as part of the subdivision.
<i>3.1 (g) Child care premises will not be supported within cul-de-sacs or on lots with a battle-axe access leg.</i>	Not applicable – subject site is no within a cul-de-sac or within a battle-axe lot.

Given the above, it is considered the location of the proposed Child Care Premises is appropriate and the design will not have a detrimental impact on the existing residential amenity in the locality and can be supported.

4.3 ACTIVITIES AND OPERATION

The follow activities and operations are proposed:

- A Gross Floor Area of 628m² which accommodates a building with the following features:
 - A main entrance and reception area at the front of the development.
 - Two (2) x +3y.o spaces
 - One (1) x 0-12 month room
 - One (1) x 12-24 month room
 - One (1) 24-36 month room
 - A bottle prep room and cot room.
 - A planning room, office, laundry room, staff area, kitchen and pantry and UAT.
 - A bin storage room and two (2) x storerooms on opposite sides of the building.
 - An external drying court area and two (2) x outdoor play areas comprising of 357m² and 314m² respectively.
 - Three (3) crossovers to service the development being one (1) x 4.2m wide crossover along Kwenda Approach which provides access to the visitor parking area at the front of the development and two (2) x 6.0m wide crossover along Gnargagin Avenue with one providing access to the visitor parking area and the other providing access to the staff car park at the rear.
- A total of 92 children comprising of 12 x 0-12 months, 10 x 12-24 months, 10 x 24-36 months and 60 x 3+ years.
- A total of 16 staff.
- Days and hours of operation will be as per the provisions under LPP 3.1.
- A total of 24 car bays comprising of 9 visitor bays at the front of the development and 15 staff bays at the rear of the development.

Clause 3.6 of LPP 3.1 states that “*days and times of operation shall generally be restricted from Monday to Friday, from 6.00am to 7.00pm and Saturday, from 8.00am to 4.00pm, unless otherwise approved by the City.*” It is intended that this proposed Child Care Premises will comply with this provision of the policy.

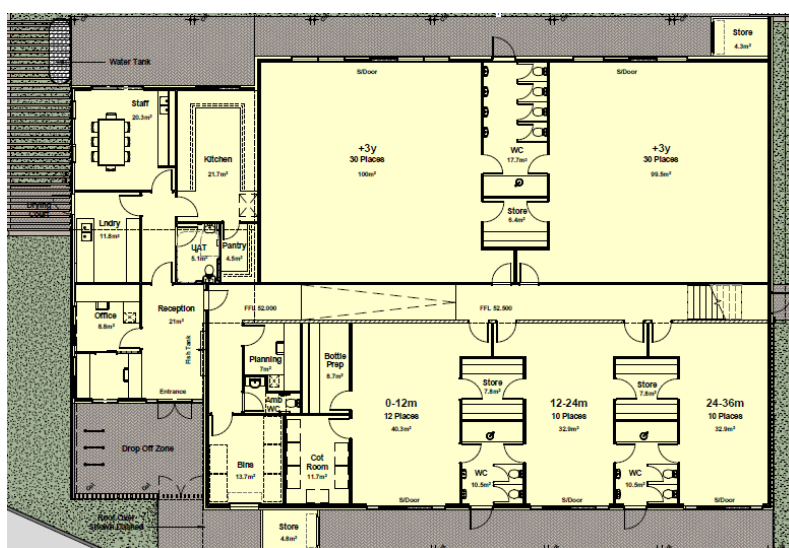


Figure 6: Internal Configuration of Child Care Premises

4.4 SITE DESIGN AND BUILT FORM

The below table provides an assessment against the relevant provisions of LPP 3.1 that relate to the site design and built form requirements for the proposed Child Care Premises.

PROVISION	ASSESSMENT COMMENT
3.2 (a) The site is to have a regular shape, with a minimum lot area of 1,000m ² and an effective frontage of 20m to provide the opportunity for design aimed at minimising the impact on surrounding residential properties.	Based on the development plans, the future development site will have an area of 2,602m ² . This exceeds the minimum lot area requirement of the policy. As the subject site has two frontages, the proposal also exceeds the minimum 20m frontage provision.
3.2 (b) Site coverage is required to be a maximum of 50 per cent (50%) to allow for adequate open space, residential character and car parking areas.	628m ² (~25%) of site coverage is proposed and therefore does not exceed the maximum site coverage provision of the policy.

Given the above, it is considered that the proposed design meets the built form provisions of LPP 3.1 and can be supported.

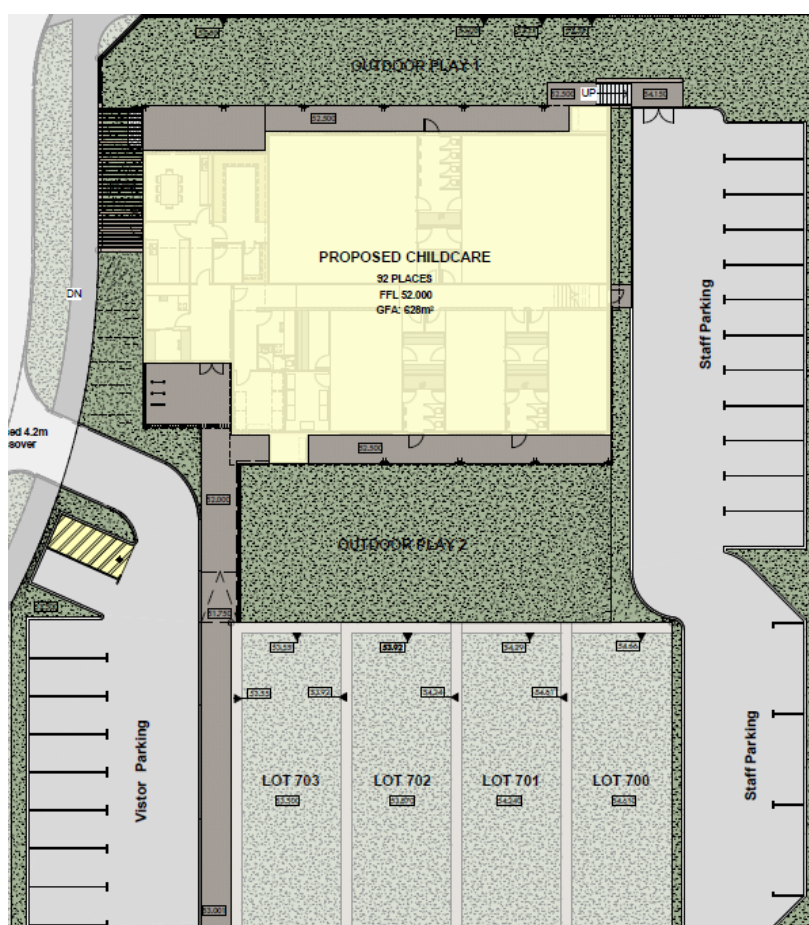


Figure 7: Site Configuration

4.5 LANDSCAPING & OUTDOOR PLAY AREAS

The landscape and outdoor play area plans provided as **Appendix 4** proposes the following features:

- Two (2) outdoor play areas, one to the north and the other to the south of the building. These outdoor play areas will include features such as a 'sand kitchen', limestone stairs, decking, two (2) forts, with a double slide and climb nets, climbing walls, balance logs and stumps, wobble bridge, wobble ropes, a gazebo, grass play areas, a maze, a concrete track and a soft rubber fall areas.
- A mix of shrubs and trees throughout the outdoor play areas and within the visitor and staff car parking areas.



Figure 8: Configuration of Outdoor Play Areas

In considering the appropriateness of the proposed landscaping, an assessment against the relevant provisions of LPP 3.1 is provided in the below table.

PROVISION	ASSESSMENT COMMENT
<i>3.3 (a) The first 2m from the front boundary of the lot shall be landscaped as a minimum.</i>	The landscaped setback from the boundary along Kwenda Approach varies from 3 metres to 4 metres, which exceeds the requirement. Additionally, landscaping is proposed in the verge area.
<i>3.3 (b) Secondary street frontages shall have a minimum 1m landscaping strip.</i>	No landscaping is proposed to the secondary street (Ralston Street), however landscaping is proposed in the verge area. Additionally, landscaping is proposed to the visitor and parking area, which is oriented towards Kwenda Approach and Gnargagin Avenue, both of which have direct frontage to these streets.
<i>3.4 (a) Outdoor play areas shall be located so as to minimise their impact on the amenity of the adjoining residential properties whilst taking advantage of solar orientation where possible. Outdoor play areas should be screened from sources of pollution, such as car parking areas and roads, by appropriate fencing and/or dense vegetation.</i>	The outdoor play area proposed to the north of the development site, will not impact any immediately adjoining residents, with the nearest properties being located across the street.
<i>3.4 (b) A portion of the outdoor play area is required to be covered with a shade structure for sun protection. The colours and materials of this shade structure should be sympathetic to surrounding development.</i>	A portion of the outdoor play area along the western portion of the proposed building (above the drying court) is covered. Additionally, as depicted on the landscape plan, three (3) large trees are proposed within in the outdoor play areas. Specifically, two (2) large trees in the outdoor play area to the north and one (1) in the outdoor play area in the south.
<i>3.4 (c) Where the play area is located in the front setback area, fencing of this area shall be predominantly open. Fencing should not appear solid, adversely affecting in particular residential Streetscape or cast shadows over the play area. These same requirements also generally apply to secondary street frontages (recognising some sections of screen fencing will be necessary).</i>	As per the elevations, the fencing proposed to the primary and secondary street is visually permeable and sympathetic to the existing residential character of the locality. This will reduce any shadow cast onto the adjoining play areas located along the primary and secondary street.

Given the points raised above, it is considered that the proposal meets the landscaping and outdoor play area provisions of LPP 3.1 and can be supported.

4.6 PARKING AND TRAFFIC

4.6.1 Parking

The below table provides an assessment against the relevant provisions of LPP 3.1 that relate to the parking requirements for the proposed Child Care Premises.

PROVISION	ASSESSMENT COMMENT
<i>3.5 (a) Car parking areas should be purposely located on-site so as to be visible from the street to encourage patrons to park on-site instead of on road verges. Car parking bays that are the least visible or accessible should be allocated for staff use.</i>	The visitor parking has been purposely design to be located along the Kwenda Approach frontage, where the main pedestrian entry to the building is located. This means that visitor parking to the proposed development will be conveniently located and visible from the street. Staff parking is proposed at the rear of the building, away from the main visitor entry and will not dominate the street frontages.
<i>3.5 (b) Car parking areas are required to be landscaped with the objective of providing shade and softening the impact of car parking and the development on the streetscape.</i>	Landscaping is proposed to the main visitor car parking area at the front of the development. Landscaping is also proposed along the entry to the staff car park at the rear.
<i>3.5 (c) On-site parking provision is to be in accordance with the requirements of TPS 3: 1 bay: 1 employee, PLUS 1 bay: 10 children</i>	Car parking for the proposed Child Care Premises is required as follows: • 16 staff requires 16 car parking bays. • 92 child requires 9.2 car parking bays. A total of 25.2 car parking bays is required. A total of 24 car parking bays are provided at the proposed development in the following arrangement: • Visitor bays: 9 bays • Staff bays: 15 bays (including an accessible bay) Therefore, there is a shortfall of one (1 staff bay) at the subject site. It is considering the proposed shortfall is acceptable for the following reasons (as detailed in the TIS report): • The proposal exceeds the requirements for non-residential land uses in Perth and Peel and the recommended minimum rates for Child Care Premises car parking. • There is ample existing on-street parking available on Proposed Road 11 and Ralston Street.

	An analysis of the parking demand during various periods indicates that the number of visitor bays available will be sufficient to cater for the turnover/demand in the morning and afternoon periods (pick-up and drop-off). On this basis, it is considered there is sufficient car parking available for the proposed Child Care Premises.
<i>3.5 (d) Parking for larger vehicles (buses and service vehicles) should be considered in the design and layout of parking areas.</i>	Access for the waste truck and other larger vehicles can be accommodated within the internal driveway area associated with the visitor car parking area. Specifically, the waste truck will be able to enter the visitor parking area in forward gear from Gwangagin Avenue to the south and exit in forward gear at Kwenda Approach in the east.

Based on the above, it is considered the proposed car parking arrangements are adequate and the proposal can be supported.

4.6.2 Traffic

LPP 3.1 states that:

- Traffic associated with a child care premises is not to unreasonably reduce the function and safety of the local road network. Vehicle access to and from the site must also be available in forward gear, achieved through adequate on-site manoeuvring; and*
- Pedestrian movement across and/or through parking provided for a child care premises is to take place on dedicated pedestrian paths (for parent/child safety).*

On this basis, a Transport Impact Statement (TIS) report has been prepared by KCTT for the proposed development (**Appendix 5**). The TIS assessment concludes the following:

- Based on 92 child and 16 staff, it is estimated that the proposed Child Care Premises will generate up to 400 vehicle per day, and 75 vehicle per hour during peak periods. According to WAPC guidelines, all developments generating 10-100 vehicles per hour can be deemed to have a 'moderate' impact on the road network.
- As per MRWA road classifications, Ralston Street is an 'Access Road' with the maximum desirable volume of 3,000 vehicles per day. Currently, there are approximately 2,050 vehicles per day on Ralston Street. Therefore, with the added traffic generated by this proposed development, Ralston Street would remain well under the maximum desirable traffic volume for an 'Access Road'.

Based on the above, it is considered the additional traffic generated by the proposed development can be accommodated in the surrounding road network and can be supported.

4.7 SIGNAGE

Clause 3.7 of LPP 3.1 states the following provisions for signage:

- *Signage must be compatible and sympathetic to adjoining development to ensure the amenity of the surrounding area is maintained;*
- *not be placed in a location that detrimentally interferes with the visibility of traffic and pedestrians entering and leaving the lot, adjacent property or roadway;*
- *not display signs exceeding 1m² in aggregate;*
- *not include Pylon signs.*

Only one (1) sign is proposed for this development. The proposed sign is located on the western façade of the building. Specifically, the sign is proposed to be affixed to the timber batten screening, will display the 'buttercups' logo and has an area of approximately 4m². The sign is not internally or externally illuminated.

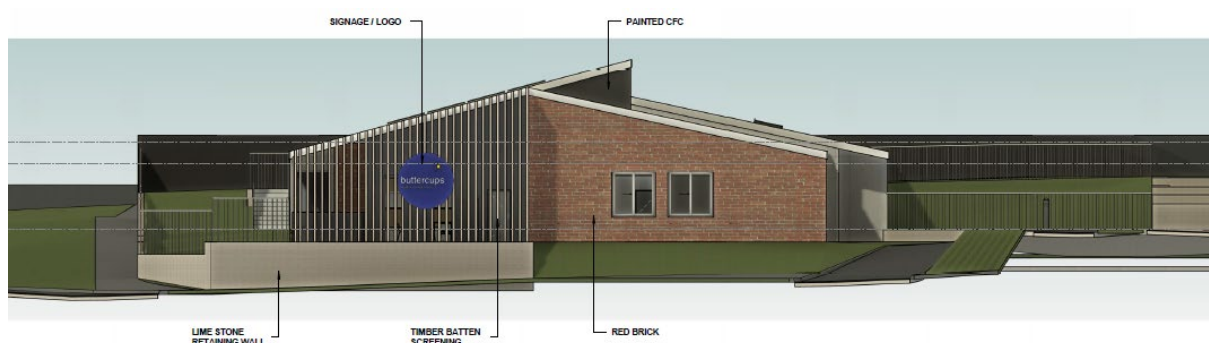


Figure 9: Proposed Sign

Given the length of the façade, it is not considered the proposed sign is excessive with respect to the built form. Additionally, the proposed sign is not proposed to be placed in a location that detrimentally interfaces with the visibility of traffic and pedestrians as it is located within the building envelope area. On this basis it is considered the proposed sign can be supported.

4.8 BIN STORAGE AREAS AND WASTE MANAGEMENT

Clause 3.8 of LPP 3.1 lists the provisions that relate to bin storage areas for Child Care Premises. Accordingly, a Waste Management Plan (WMP) report has been prepared by Talis Consultants and is provided as **Appendix 6**.

To determine the suitability of the proposed bin store area and waste collection arrangements, an assessment against the relevant provisions of LPP 3.1 is provided in the below table.

PROVISION	ASSESSMENT COMMENT
<i>3.8 (a) A floor area not less than 3m x 3.5m excluding the area of any access way;</i>	Based on these dimensions, a minimum floor area of 11.25m ² is required. The development plans propose a floor area of 13.7m ² , which exceeds the minimum requirement. Additionally, the WMP states the configuration of the bins in this store depicted on the plans represents the maximum requirements assuming two (2) collections each week of refuse and one (1) collection each week of recyclables. On this basis, the proposed bin store configuration can be supported.
<i>3.8 (b) Walls constructed of smooth, impervious, solid material at a height of not less than 1.8m;</i>	This can be conditioned as part of the development approval.
<i>3.8 (c) A floor of not less than 76mm thickness, constructed of impervious concrete graded to a 100mm industrial floor waste connected to sewer and charged with a hose cock.</i>	This can be conditioned as part of the development approval.
<i>3.8 (d) Details of rubbish management are also to be provided. This includes rubbish removal days and pick-up times. The day and time of rubbish removal should have regard for the nature of the location, particularly for the purpose of protecting residential amenity.</i>	Provided in further detail below.

The following bin service methodology is proposed:

- A private waste collection contractor will service the development and provide two (2) 660L bins for refuse and three (3) 660L bins for recyclables.
- The private contractor will collect refuse twice each week and recyclables once each week utilising a rear loader waste collection vehicle.
- The private contractor's rear loader waste collection vehicle will service the bins onsite, directly from the Bin Storage Area. The private contractor's rear loader waste collection vehicle will travel with left hand lane traffic flow on Kwenda Approach and turn into the Proposal's visitor carpark in forward gear and pull up nearby the Bin Storage Area for servicing.

- It is proposed that servicing will be conducted outside of the centre's operating hours (i.e., outside of peak hours) to allow the waste collection vehicle to utilise the carpark for manoeuvring and mitigate impacts on local traffic movements during peak traffic hours.
- Private contractor's staff will ferry bins to and from the rear loader waste collection vehicle and the Bin Storage Area during servicing. The private contractor will be provided with key/PIN code access to the Bin Storage Area and security access gates to facilitate servicing, if required.
- Once servicing is complete the private contractor's rear loader waste collection vehicle will exit in a forward motion, turning onto Gnargagin Avenue moving with traffic flow.
- The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection.
- Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

Based on the above, it is considered the proposed arrangements can be accommodated at the site, and the proposal meets the provisions of LPP 3.1 with respect to bin storage areas and waste management.



Figure 10: Bin Store Area

4.9 BUSHFIRE MANAGEMENT

As a portion of the site is designated as being bushfire prone, the provisions of SPP 3.7 – Planning in Bushfire Prone Areas and clause 3.9(a) LPP 3.1 require the preparation of a Bushfire Management Plan (BMP).

Accordingly, a BMP has been prepared by Envision Bushfire Protection, provided as **Appendix 7**. The BMP assessment identified the following BAL Contour “At Completion” depicts the below.



Figure 11: BAL Contour Map

Based on the above BAL Contour map assessment, the report recommends the following implementation and management of the bushfire measures prior to the operation of the development:

- The adoption of the Bushfire Emergency Plan. This includes the requirements for evacuation to occur from the west side of the building. Evacuation from the east side carpark should only occur if safe to do so, when the site is not under imminent threat.
- The inside face of all external doors shall display the evacuation diagram.
- The Child Care Premises is to be constructed commensurate to the determined BAL, BAL 29, section 3 and 7 AS3959:2018.
- The Child Care Premises should be landscaped following compliance with the description of Low Threat provided as s.2.2.3.2 in AS3959:2018.

- Fire hoses provided should be capable of applying water to all external surfaces of the building and for a distance of 10 metres around the building. The hoses are to comply with AS/NZS1221 and be shielded from radiant heat.
- A notification pursuant to Section 70A Transfer of Land Act 1893 is to be placed on the Certificate(s) of Title of the proposed lot(s) with a Bushfire Attack Level (BAL) rating of 12.5 or above, advising of the existence of a hazard or other factor. The notification is state that “This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is subject to a Bushfire Management Plan and Bushfire Emergency Evacuation Plan.”

Given the above, it is considered the proposed development can be supported on the basis that the design, and with appropriate implementation and control methods, bushfire risk can be managed as a condition of development approval.

5. CONCLUSION

It is considered that the proposed design of the building will be sympathetic and complimentary to the existing residential character of the locality. The proposed building's external appearance will complement the existing character of the locality by using similar materials, colours and architecture.

The proposal also adequately considers the landscaping requirements of the planning framework, as well ensuring any bushfire threat can be managed. Waste can adequately be collected from the site and will be completed outside of peak hours to ensure there is no conflict within the visitor parking area and the surrounding road network.

The traffic generated from the development will not have a detrimental impact on the existing road network and can be adequately accommodated within the locality.

Overall, this proposal presents an opportunity to provide a much-needed service to the established residential areas and the emerging residential areas.