

- 5.2 NOS. 103-105 (LOT: 38; D/P: 28) SUMMERS STREET, PERTH AND NO. 34 (LOT: 1; D/P: 62743) CHERITON STREET, PERTH - PROPOSED CHANGE OF USE TO CHILD CARE PREMISES (AMENDMENT TO APPROVED) TO INCORPORATE A CHANGE OF USE FROM SINGLE HOUSE TO CHILD CARE PREMISES INCLUDING ALTERATIONS AND ADDITIONS**

**Ward:** South

- Attachments:**
1. Location Plan & Advertising Area
  2. Development Plans
  3. Landscape Plan
  4. Acoustic Report
  5. Traffic Impact Statement
  6. Operation Management Plan
  7. Parking Management Plan
  8. Waste Management Plan
  9. Minutes of 20 September 2016 Ordinary Council Meeting - Item 9.1.1
  10. Minutes of 17 November 2020 Ordinary Council Meeting - Item 9.3
  11. Superseded Development Plans

**RECOMMENDATION:**

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the application for Change of Use to Child Care Premises (Amendment to Approved) at Nos. 103-105 (Lot: 38; D/P: 28) Summers Street, Perth, to incorporate a Change of Use from Single House to Child Care Premises including Alterations and Additions at No. 34 (Lot: 1; D/P: 62743) Cheriton Street, Perth in accordance with the plans shown in Attachment 2 dated 12 January 2023, subject to the following:

1. All conditions and advice notes detailed on development approval 5.2015.586.1 granted on 20 September 2016 and 5.2020.365.1 granted on 18 November 2020 continue to apply to this approval, except as follows:
  - 1.1 Condition 1 is to remain, except where amended to read as follows:
    - 1.1 A maximum of 90 children and 18 staff are permitted on site at any one time;
    - 1.3 The Child Care Premises subject to this approval must at all times be operated by the same proprietor on both properties, being Nos. 103-105 Summers Street, Perth and No. 34 Cheriton Street, Perth;
    - 1.4 The Child Care Premises must not operate independently of one another on the properties at Nos. 103-105 Summers Street, Perth or No. 34 Cheriton Street, Perth; and
    - 1.5 The Operation Management Plan shall be implemented at all times, to the satisfaction of the City;
  - 1.2 Condition 3 is to remain, except where amended to read as follows:
    - 3.1 A minimum of six car parking bays shall be provided on site;
    - 3.8 Prior to occupancy or use of the development on No. 34 Cheriton Street, Perth, the two on-site car parking bays shall be sealed, drained, paved and line marked in accordance with the approved plans, and completed to the satisfaction of the City. The two on-site car parking bays on No. 34 Cheriton Street, Perth, together with the existing four on-site car parking bays located on Nos. 103-105 Summers Street, Perth, as annotated on the approved plans, shall be maintained by the owner(s)/occupier(s);

1.3 Condition 4 is amended to read as follows:

4. External Fixtures

All external fixtures shall not be visually obtrusive from Cheriton Street, Summers Street and neighbouring properties. External fixtures are such things as television antennas (of a non-standard type), radio and other antennas, satellite dishes, external hot water heaters, air conditioners, and the like;

1.4 Condition 6 is amended to read as follows:

6. Parking Management Plan

The approved Parking Management Plan shall be implemented, and the development shall be carried out in accordance with the approved Parking Management Plan and approved plans, to the satisfaction of the City at the expense of the owners/occupiers;

1.5 Condition 7 is amended to include a new Condition 7.3 to read as follows:

- 7.3 Prior to the submission of a Building Permit for No. 34 Cheriton Street, Perth, an updated acoustic report shall be submitted to the City to demonstrate compliance with the City's Policy No. 7.5.21 – Sound Attenuation, and in order to assess compliance with the *Environmental Protection (Noise) Regulations 1997* for any selected plant, equipment and other potential noise sources. All recommended measures of the report shall be implemented during the operation of the subject site, to the City's satisfaction;

1.6 Condition 8 is amended to include new condition 8.3 to read as follows:

- 8.3 Prior to occupancy or use of the development on No. 34 Cheriton Street, Perth, all works shown in the approved landscaping plan dated 19 January 2023 shall be undertaken in accordance with the approved plans. Landscaping on No. 34 Cheriton Street, Perth, shall be maintained in accordance with the approved plans, to the satisfaction of the City at the expense of the owners/occupiers;

1.7 Condition 9 is replaced with the following:

9. Waste Management

The Waste Management Plan shall be implemented at all times during operation of the subject sites, to the satisfaction of the City; and

1.8 The following advice notes are added:

1. Any external artificial lighting installations, including in carparks and common areas, are to comply with Australian Standard AS 4282-1997 'Control of the obtrusive effects of outdoor lighting' and must not be permitted to shine or reflect into other properties, creating a nuisance.

**PURPOSE OF REPORT:**

To consider an application for an amendment to a previous approval for a Child Care Premises at Nos. 103-105 Summers Street, Perth, by incorporating a proposed change of use from Single House to Child Care Premises including alterations and additions at the adjoining property No. 34 Cheriton Street, Perth.



**PROPOSAL:**

The proposal seeks to amend a previous application issued for a Child Care Premises located at Nos. 103-105 Summers Street, Perth, by expanding the operation to include No. 34 Cheriton Avenue, Perth. The Child Care Premises seeks to operate across the two sites as one premises.

To facilitate this, the application proposes additions to the existing Child Care Premises at Nos. 103-105 Summers Street, Perth, and proposes a change of use of an existing single house and associated alterations and additions at No. 34 Cheriton Street, Perth.

Additions proposed to the existing Child Care Premises at Nos. 103-105 Summers Street, Perth include:

- A patio abutting the eastern lot boundary, connected to the existing roof;
- An enclosed storeroom abutting the western lot boundary, connected to the existing building;
- Solar panel installation; and
- The removal of fencing between Nos. 103-105 Summers Street and No. 34 Cheriton Street, Perth.

Alterations and additions associated with the operational expansion to No. 34 Cheriton Street, Perth include:

- An internal fit-out to the existing building;
- The construction of an external covered area to the rear of the existing building;
- The construction of two car parking bays and three bicycle racks with access from Cheriton Street;
- Two open-roof canopy structures to the front of the site;
- One free standing hoarding sign facing Cheriton Street advertising the Child Care Premises;
- Associated landscaping and fencing; and
- Solar panel installation.

The application also proposes the following amendments to the land use operation across both sites:

- A maximum of 90 children on-site at any one time (increase of 27 children);
- A maximum of 18 staff on-site at any one-time (increase of three (3) staff); and
- Retain the same operating hours of 7:00am to 6:30pm Monday to Friday.

A location plan is included as **Attachment 1**. The proposed development plans are included as **Attachment 2**. The applicant's supporting documentation and technical reports are **Attachments 3 to 8**.

All technical documents listed above cover both sites, except for the Landscape Plan. This attached Landscape Plan only applies to No. 34 Cheriton Street Perth given the Landscape Plan for Nos. 103-105 Summers Street has previously been approved by Council and works have been completed by the applicant.

**BACKGROUND:**

<b>Landowner:</b>	Summers Street: Teresa Mangione Cheriton Street: Livsam Investments Pty Ltd	
<b>Applicant:</b>	Rowe Group	
<b>Client:</b>	Akidamy School of Early Learning	
<b>Date of Application:</b>	4 October 2022	
<b>MRS Zoning:</b>	MRS: Urban	
	<i>Summers Street:</i>	<i>Cheriton Street</i>
<b>LPS2 Zoning:</b>	Residential R80	Commercial
<b>Built Form Area:</b>	Residential	Mixed Use
<b>Existing Land Use:</b>	Child Care Premises – 'A'	Single House – 'D'
<b>Proposed Use Class:</b>	Child Care Premises – 'A'	Child Care Premises – 'D'
<b>Lot Area:</b>	1013m <sup>2</sup> TOTAL: 1623m <sup>2</sup>	610m <sup>2</sup>
<b>Right of Way (ROW):</b>	No	
<b>Heritage List:</b>	No	

Site Zoning and Context

The subject site consists of two lots on separate titles, being Nos. 103-105 Summers Street, Perth (Summers Street lot) and No. 34 Cheriton Street, Perth (Cheriton Street lot). The subject site is bound by Summers Street to the north, Norwood Park and an apartment complex to the east, and Cheriton Street to the south.

To the west of the subject site are two existing grouped dwellings orientated to Summers Street (Nos. 107 and 109 Summers Street, Perth) and a commercial premises orientated towards Cheriton Street (No. 36 Cheriton Street, Perth). At its Ordinary Meeting on 13 December 2022, Council approved an application for six four-storey grouped dwellings at Nos. 107 and 109 Summers Street, Perth.

The Summers Street lot and surrounding properties along Summers Street are zoned Residential R80 under the City's Local Planning Scheme No. 2 (LPS2), are within the Residential Built Form Area under Policy No. 7.1.1 – Built Form (Built Form Policy) and have a permitted maximum building height of 4 storeys.

The Cheriton Street lot is zoned Commercial under LPS2, within the Mixed Use Built Form Area under the Built Form Policy and with a permitted building height of 12 storeys. Surrounding properties along Cheriton Street is zoned Mixed Use R100, within the Mixed Use Built Form Area under the Built Form Policy and with permitted building heights of between 10 and 12 storeys.

The lot to the east is zoned Special Use (Railways) under the Metropolitan Regional Scheme (MRS). In addition to Norwood Park and an apartment complex, the lot primarily accommodates the East Perth Train Station, a Department of Transport administration building and associated railway infrastructure.

The subject site is located within the Perth Parking Management Area under the *Perth Parking Management Act 1999*. This provides for maximum car parking standards for developments and no minimum requirements.

Previous Approvals History

Date	Application Details
20 September 2016	Council granted conditional approval for a Change of Use to Community Use (Day Care Centre) at Nos. 103-105 Summers Street, Perth.  The minutes of the 20 September 2016 Ordinary Council Meeting, including a copy of the approved plans and conditions of approval are included in <b>Attachment 9</b> .
10 November 2020	Council granted conditional approval on 10 November 2020 for an amendment to the 2016 approval. The approval increased the number of children permitted on site from 60 to 63.  The minutes of the 10 November 2020 Ordinary Council Meeting, including a copy of the approved plans and conditions of approval are included in <b>Attachment 10</b> .

Land Use Classification

The original development application approved in 2016 by Council was issued under the East Perth Redevelopment Authority Scheme (EPRA Scheme) which has since been rescinded and replaced by LPS2.

The EPRA Scheme did not include a land use definition for Child Care Premises and the application was assessed under the land use description of 'Community Use (Day Care Centre)'.

The approval issued in 2020 reclassified the existing development as a Child Care Premises under LPS2. The subject application has been assessed as a Child Care Premises, consistent with the land use definitions under LPS2.

Ownership History

The site was previously owned and managed by the State of Western Australia. In 2012, a Management Order was granted to the City permitting the site to operate as a communal garden run by the Norwood Neighbourhood Association.

In late 2020 the City received notice that the Norwood Neighbourhood Association was no longer actively operating a community garden. Around this time the City was approached by the Perth History Association Inc (Museum of Perth) who requested the City's support to take over the Management Order and advised of its intention to revitalise the site. At its [meeting on 27 April 2021](#), Council unanimously supported the relinquishing of the City's Management Order and the intention to revitalisation proposal.

On 17 May 2021, the Minister for Lands was advised of Council's decision. On 2 June 2021 the Minister for Lands acknowledged the support of Council and advised that the State was currently completing an assessment to determine the land's future highest and best use. This also acknowledged that there had been several expressions of interest, including one from the Akidamy who sought to acquire the property to expand its existing child care premises. On 30 August 2022 following the State's review, the site was sold to the current landowner.

#### Historical Significance

The site is not listed on the City's Municipal Heritage List nor the State Heritage Register.

The existing single storey brick and iron building at Nos. 34 Cheriton Street was constructed in the Federation Queen Anne style of architecture circa 1912 as a residential dwelling, and throughout much of the 20th Century was owned by the State Government and was occupied by different tenants.

At its [meeting on 6 December 2011](#), Council was advised that Administration undertook extensive historical research of the subject property, and prepared a full heritage assessment that indicated that the property has little cultural heritage value and does not meet the threshold for entry onto the City's Municipal Heritage Inventory.

In 2019 following a request by the Norwood Neighbourhood Association, the City submitted a request to the State Heritage Council requesting the building to be placed on the State Heritage Register due to the use of the building in association with the construction of the East Perth railway and its recent use as a local community garden.

The subsequent review from the State Heritage Office determined that the building may have some heritage significance but is unlikely to meet the threshold for entry on the State Register of Heritage Places and therefore a full assessment was not undertaken.

#### **DETAILS:**

##### **Summary Assessment**

The table below summarises the planning assessment of the proposal against the provisions of LPS2, the Built Form Policy and the City's Child Care and Family Day Care (Child Care Policy). In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires Discretion
Land Use		✓
Building Height	✓	
Street Setback	✓	
Side and Rear Setbacks	✓	
Orientation	✓	
Tree Canopy and Deep Soil Areas		✓
Public Domain Interface		✓
Pedestrian Access and Entries	✓	
Vehicle Access		✓
Car and Bicycle Parking	✓	
Façade Design	✓	
Roof Design	✓	
Adaptive Reuse	✓	
Environmentally Sustainable Design		✓
Water Management and Conservation	✓	
Waste Management	✓	

Planning Element	Use Permissibility/ Deemed-to-Comply	Requires Discretion
Utilities	✓	
Signage Policy	✓	
Child Care Policy	✓	

### Detailed Assessment

The deemed-to-comply assessment of the elements that require the discretion of Council is as follows:

Land Use	
Use Class Permissibility	Proposal
<b>LPS 2 – Zoning Table</b>  'P' Use.	<i>Cheriton Street lot:</i> Child Care Premises – 'D' Use.
Tree Canopy and Deep Soil Areas	
Acceptable Outcomes	Proposal
<b>Built Form Policy Volume 3 Clause 1.5</b>  The perimeter of all open-air car parking areas to be landscaped by a planting strip with a minimum dimension of 1.5m.	<i>Cheriton Street lot:</i> Eastern Planting Strip width: Nil. Western Planting Strip width: 1.5m. Northern Planting Strip width: Nil – 0.5m.
Public Domain Interface	
Acceptable Outcomes	Proposal
<b>Built Form Policy Volume 3 Clause 1.7</b>  Car parking is not located within the primary street setback.	<i>Cheriton Street lot:</i> Car parking located within the primary street setback.
Vehicle Access	
Acceptable Outcomes	Proposal
<b>Built Form Policy Volume 3 Clause 1.9</b>  Where vehicular access is provided from a street, all vehicles are required to enter and exit the site in forward gear.  On-site parking for a development shall be located beneath or at the rear of buildings.	<i>Cheriton Street lot:</i> Vehicles cannot exit in forward gear.  <i>Cheriton Street lot:</i> On-site parking located at the front of the building.

The above elements of the proposal do not meet the specified deemed-to-comply standards and are discussed in the Comments section below.

### CONSULTATION/ADVERTISING:

#### Community Consultation

Community consultation for the application was undertaken in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (Planning Regulations) for a period of 14 days from 2 December 2022 to 16 December 2022. The method of consultation included 15 letters being sent to all owners and occupiers adjoining the subject site as shown in **Attachment 1**, and a notice on the City's website in accordance with the City's Community and Stakeholder Engagement Policy.

The City received no submissions during the advertising period.

### Design Review Panel (DRP):

Referred to DRP: Yes

The development plans as originally submitted were referred to the DRP Chairperson for comment. A copy of these plans are included as **Attachment 11**.

A summary of the key comments received from the DRP Chairperson relating to the proposed development to the Cheriton Street lot is summarised as follows:

- A high proportion of the streetscape interface is the crossover;
- The front setback and streetscape interface is completely dominated by parking. It is acknowledged this is fairly common in the surrounding context, however this is not an outcome reflecting the desired change that will occur and desired character within this area moving forward;
- The main pedestrian entry is not legible and travels through the ACROD shared bay;
- The east-west orientation of the ramp limits interactivity between the front façade of the building and streetscape, and also limits the visibility of some of the building's character details from the streetscape;
- Limited canopy coverage is provided and the width of the planters are minimal in the front setback area of the site;
- It would be recommended to lose one car bay to improve the streetscape interface. Reducing the parking bays by one would provide an opportunity to create a more legible pedestrian entry (which removes the need to pass through the ACROD shared bay), increase the amount of soft landscaping in the front setback (potentially including one larger tree) and reduce the width of the crossover; and
- There is an opportunity to redirect the ramp in a north-south orientation (rather than east-west) to create a more direct pedestrian entry sequence and improve the visibility of the front façade of the building.

In response to the DRP Chair's comments, the applicant submitted amended plans and additional supporting information. The key changes from the superseded development plans are summarised as follows:

- The removal of one car parking bay to facilitate a direct pathway to the building entrance and the inclusion of arbour canopies to emphasise the location of the entry. The ramp has remained in the same location and would offer greater accessibility. This is because the bottom of the ramp is directly next to the ACROD bay and would provide more direct access to the entry for those utilising the ACROD bay;
- A reduction in the width of the crossover to meet the Built Form Policy acceptable outcome standard;
- Modifications to the front landscape area to include two planting strips with a minimum width of 1.5 metres, and a small landscape strip adjacent to the ACROD shared bay;
- Increased canopy coverage over the parking area through the addition of four on-site trees and two verge trees; and
- Removal of the landscape strip adjacent to the ramp to allow the building to be less concealed from the street.

The amended proposal was referred to the DRP Chair who was satisfied that the amendments addressed the previous concerns. The DRP Chair's comments are summarised below.

- The removal of one parking bay reduces the width of the crossover significantly, allowing the addition of a direct pedestrian entry and an increased width to the planter beds in the front setback area;
- The arbour canopies are a good addition as they aid the legibility of the direct pedestrian entry which is supported;
- Altering the two narrow front windows into one larger window improves the level of passive surveillance of the streetscape; and
- Soft planting areas in the front setback has increased to a point where it will be possible to support meaningful soft landscaping and canopy coverage.

The DRP Chair advised that major improvements had been made to address the interface with the street.

The table below outlines how the application has progressed through the DRP process.

Design review progress report		
Design quality evaluation		
	Supported	
	Pending further attention – refer to detailed comments provided	
	Not supported	
	DRP Chair Referral 1 Superseded Plans (Attachment 11)	DRP Chair Referral 2 Development Plans (Attachment 2)
Principle 1 - <b>Context and character</b>		
Principle 2 - <b>Landscape quality</b>		
Principle 3 - <b>Built form and scale</b>		
Principle 4 - <b>Functionality and build quality</b>		
Principle 5 – <b>Sustainability</b>		
Principle 6 – <b>Amenity</b>		
Principle 7 – <b>Legibility</b>		
Principle 8 – <b>Safety</b>		
Principle 9 – <b>Community</b>		
Principle 10 – <b>Aesthetics</b>		

**LEGAL/POLICY:**

- *Planning and Development Act 2005;*
- *Perth Parking Management Act 1999;*
- *Planning and Development (Local Planning Schemes) Regulations 2015;*
- Metropolitan Region Scheme;
- City of Vincent Local Planning Scheme No. 2;
- Community and Stakeholder Engagement Policy;
- Policy No. 7.1.1 – Built Form Policy;
- Local Planning Policy: Child Care and Family Day Care; and
- State Planning Policy 5.4 – Road and Rail Noise.

*Perth Parking Management Act 1999*

The subject site is located within the Perth Parking Management Area under the *Perth Parking Management Act 1999*, which includes provisions relating to the maximum amount of car parking permitted to be provided in a development but does not provide any minimum requirements. This means that the City's Policy No. 7.7.1 – Non-Residential Development Parking Requirements that prescribes car parking standards does not apply to the subject site.

*Planning and Development (Local Planning Schemes) Regulations 2015*

This application has been lodged in accordance with Clause 77(1) and (2) in Schedule 2, Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*. This permits an owner to make an application to amend the development approved after the period within which the development must be substantially commenced.

City of Vincent Local Planning Scheme No. 2

Consideration of the land use against objectives of the Commercial zone is required in accordance with Clause 16(1) of LPS2. These objectives are as follows:

- *To facilitate a wide range of compatible commercial uses that support sustainable economic development within the City.*
- *To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including but not limited to solar passive design, energy efficiency and water conservation.*
- *To maintain compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.*
- *To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.*

Planning and Development Act 2005

In accordance with Schedule 2, Clause 76(2) of the Regulations and Part 14 of the *Planning and Development Act 2005*, the applicant would have the right to apply to the State Administrative Tribunal for a review of Council's determination.

Planning and Development (Local Planning Schemes) Regulations 2015

In accordance with [Clause 67\(2\)](#) of the Deemed Provisions in the *Planning and Development (Local Planning Schemes) Regulations 2015* and in determining a development application, Council is to have due regard to a range of matters to the extent that these are relevant to the development application.

The relevant matters are addressed in the Comments section below.

**Delegation to Determine Applications:**

This matter is being referred to Council for determination in accordance with the City's Register of Delegations, Authorisations and Appointments. This is because the delegation does not extend to applications to amend a development approval that has previously been determined by Council where new departures to the acceptable standards are sought and where there is a change to the impact of any condition imposed.

The proposal seeks new departures to the Acceptable Outcomes of the Built Form Policy and the proposal would result in changes to previous conditions of development approval that would impact the operation of the land use.

**RISK MANAGEMENT IMPLICATIONS:**

There are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

**STRATEGIC IMPLICATIONS:**

This is in keeping with the City's Strategic Community Plan 2018-2028:

Innovative and Accountable

*We are open and accountable to an engaged community.*

**SUSTAINABILITY IMPLICATIONS:**

The City has assessed the application against the environmentally sustainable design provisions of the City's Policy No. 7.1.1 – Built Form. These provisions are informed by the key sustainability outcomes of the City's Sustainable Environment Strategy 2019-2024, which requires new developments to demonstrate best practice in respect to reductions in energy, water and waste and improving urban greening.

**PUBLIC HEALTH IMPLICATIONS:**

This report has no implication on the priority health outcomes of the City's *Public Health Plan 2020-2025*.

**FINANCIAL/BUDGET IMPLICATIONS:**

There are no financial or budget implications applicable to this application.

**COMMENTS:**Summary Assessment

In assessing the application against the planning framework, it is recommended for approval. The following key comments are of relevance:

- The expansion of the Child Care Premises land use would be appropriate on the site given it is zoned Commercial and is intended to provide for a range of commercial activities. The site is also immediately surrounded by commercial land uses and would be compatible.
- The application would facilitate the adaptive re-use of the existing building on-site and provide for landscaping and building design improvements, which would contribute to the existing streetscape.
- The application has demonstrated that the Child Care Premises would operate in a manner that does not unduly impact the amenity of the area by virtue of noise, traffic and car parking.
- The existing Child Care Premises that is proposed to be expanded as part of this application is well managed and proven to be appropriate in the area, having not been the subject of any complaints. This is also reflected in the community consultation undertaken for the application, with no submissions received.

Operation of the Child Care Premises

The Child Care Premises has been designed to function across two separate lots by the same operator. As referenced in the Operation Management Plan (**Attachment 6**), a total of 60 children and 15 staff are intended to be accommodated in the existing premises on the Summers Street lot, and 30 children and three staff are intended for the premises on the Cheriton Street lot. This would be a reduction of three children and three staff within the premises on the Summers Street lot compared to what is currently approved. This means that the intensification of the use due to the addition of staff and children only applies to the premises on the Cheriton Street lot. The appropriateness of the use and operation to the Cheriton Street lot is addressed in the remainder of this report.

The purpose of the Operation Management Plan is to demonstrate how the Child Care Premises would operate to minimise any adverse effect on neighbouring properties. This includes details on procedures relating to staff and children pick up/ drop off times, noise mitigation procedures and active transport practices for staff. All technical reports including the Acoustic Report and TIS, as well as the relevant management plans have been based on the operation across the two lots and reliance on one another.

Administration recommends that conditions of approval are imposed to ensure the Child Care Premises across Nos. 103-105 Summers Street, Perth and No. 34 Cheriton Street, Perth is operated by one proprietor at all times, and that the independent operation of the Child Care Premises on each lot is restricted. This is to ensure that the Child Care Premises operates in accordance with the technical reports and management plans.

Should the applicant want to operate each premises independently in the future, this would need to be assessed and considered through an amendment to the development application.

Land Use

The proposed Child Care Premises at No. 34 Cheriton Street is a 'D' use within the Commercial zone under LPS 2. This requires discretion to be exercised in approving the use.

The Child Care Premises land use at Nos. 103-105 Summers Street is not subject to Council's discretion in determining the application. This is because the land use has existing approval and would continue to operate consistent with the Child Care Premises definition under LPS2.



Council is only considering expansion of the Child Care Premises land use to No. 34 Cheriton Street. Consideration of the land use against objectives of the Commercial zone is required in accordance with Clause 16(1) of LPS2.

The proposal would satisfy the objectives of the Commercial zone under LPS2 for the following reasons:

- Land Use Compatibility: The expansion of the Child Care Premises to No. 34 Cheriton Street would be compatible and complimentary to surrounding land uses. The site is zoned Commercial and surrounding lots are zoned Mixed Use. The adjoining properties to the west are used for commercial purposes, including warehouses and offices. The apartments located to the east of the subject site at No. 32 Cheriton Street and adjacent to the train station are separated by a minimum of 14 metres from the subject site, with existing mature landscaping assisting to provide a buffer to reduce amenity impacts.
- Economic Benefit: The proposal would allow for the operation of an unutilised commercial site with an existing building which would contribute towards commercial and economic activity, and service to the local community.
- Sustainable Design: The development proposes the adaptive re-use of the existing building on site. This has significant environmental and sustainability benefits in reducing energy consumption and carbon emissions that would otherwise be associated with demolition and reconstruction using building materials. The development would also incorporate sustainable elements including a Waste Management Plan (WMP) with recycling initiatives, roof mounted solar panels and a north facing outdoor area to increase the sustainability of the development.
- Quality Built Form Outcome: The proposal would result in the retention and upgrade of an existing building. This adaptive re-use of the existing building would activate the site, improve its presentation to the street, and would maintain and enhance the character of the Cheriton Street streetscape. The existing streetscape consists of a mix of older commercial buildings and character style single houses.
- Impact on Amenity and Existing Premises: The expansion of the Child Care Premises would not adversely impact the surrounding properties. This has been supported with submission of management plans and reports to ensure that the premises can operate without generating nuisance to the area from noise, parking and traffic. The existing Child Care Premises at Nos. 103-105 Summers Street, Perth has been in operation since 2018. The Child Care Premises has been well-managed during this time, with the City not having received any complaints regarding its operation.
- DRP Support: The proposed development has been reviewed by the City's DRP Chair who advised that the site planning, design and built form outcome are suitable. The development has been designed to be high quality, pedestrian-friendly and street-orientated, providing an appropriate relationship to Cheriton Street.

#### Tree Canopy and Deep Soil Areas

The applicant has submitted a landscaping plan prepared by Childscapes which is included in **Attachment 3**. This plan relates to the proposed expansion of the premises to the Cheriton Street lot, as the landscaping on the existing premises at Nos. 103-105 Summers Street, Perth has been approved and remains as existing.

The proposed landscaping would be consistent with the element objectives of the Built Form Policy for the following reasons:

- Car Parking Planting Areas: The distribution of landscaping areas within the front setback would assist in softening the visual impact of parking areas on the street, improving the overall streetscape. The proposal includes two 1.5-metre-wide planting strips on either side of the pedestrian entrance to provide a sense of arrival for customers. Tree wells and narrower planting strips are also accommodated adjacent to car parking bays which can accommodate the planting of trees and shrubs.
- Car Parking Canopy Cover: The proposal has maximised the amount of canopy cover within the front setback area and carparking area through the provision of tree planting within provided planting strips and tree wells. This would be achieved through the planting of four Ornamental Pear trees. This would provide 74.3 percent canopy cover to the car parking area at maturity, exceeding the acceptable outcomes standard of the Built Form Policy of 60 percent canopy cover to open air car parks. Established trees on Norwood Park adjacent to the lot extends over the carparking area and would provide an additional five square metres or 11.3 percent canopy cover to this car parking area. The provision of trees across the front setback as well as consolidated planting areas would soften the impact of the car parking hardstand areas when viewed from the street, creating a sense of arrival and increase shade for visitors.

- Verge Planting: The application proposes the planting of an additional two *Corymbia Ficifolia* tree's within the Cheriton Street verge adjacent to the lot. This species currently exists within Norwood Park. The inclusion of these trees would provide additional canopy coverage to the footpath and would assist in softening the appearance of the development as viewed from Cheriton Street.
- City's Parks Team Comments: The landscape plan has been reviewed by the City's Parks Team that is satisfied with the amount of landscaping provided, particularly the proposed amount of trees as well tree species within the front setback area and within the verge. The City's Parks Team advised that additional trees within the front setback and verge could result in overplanting, which may impact growth and longevity of the landscaping.
- DRP Comments: The City's DRP Chair provided comments in support of the proposed landscaping, stating that soft planting areas in the front setback have increased to a point where it would be possible to support meaningful soft landscaping and canopy coverage.

#### Vehicle Access and Public Domain Interface

The proposed development at the Cheriton Street lot would satisfy the element objectives of the Built Form Policy relating to vehicle access for the following reasons:

- Streetscape: The retention of the existing building for adaptive re-use would maintain and enhance the character of the Cheriton Street streetscape. The existing building envelope would however restrict the location of car parking to the front of the lot. To reduce the impact of the car park as viewed from the street, landscaping within the front setback includes six on-site trees, two verge trees and shrubs within new planting areas. A landscape strip parallel to the street has been provided in front of the ACROD shared space bay that would also assist in reducing impacts of the hardstand to the street. The existing front façade of the building would be upgraded to include new windows, balustrades, doorways, fencing and canopy structures. These landscaping and building improvements would assist in ameliorating car parking areas to the street.
- Vehicle and Pedestrian Safety: The proposed vehicle access point would be located on Cheriton Street which is a lower order Access Road under Main Roads WA road hierarchy and is located at the end of the street which experiences lower levels of vehicle traffic. The location of the access point would provide safe vehicle access to and from the site. The proposal also provides sufficient vehicle sightlines that would allow vehicles to reverse safely out of the site and have a clear view to pedestrians using the footpath.
- Vehicle Access Point: The proposed development would only include one crossover with a width of 5.0 metres, which provides direct access to the two parking bays. The width of the crossover meets the acceptable outcomes standard of the City's Built Form Policy and would not have an adverse visual impact on the streetscape.
- DRP Comments: The City's DRP Chair provided comments in support of the proposed facade after changes were made to remove one parking bay and modifying the pedestrian entry to make it more legible.

#### Noise

The applicant has provided an acoustic report in accordance with the City's Policy No. 7.5.21 – Sound Attenuation to demonstrate that the Child Care Premises would be designed and constructed to minimise the noise impacts to surrounding developments. The Acoustic Report is included in **Attachment 4**.

The findings of the Acoustic Report note the following:

- Mechanical Services: Mechanical services for the expansion of the premises at the Cheriton Street lot are located on the western elevation, adjacent to an existing parapet wall and as such are expected to comply with the *Environmental Protection (Noise) Regulations 1997*. To ensure compliance, it is recommended that an updated acoustic report factoring acoustic assessment of the mechanical services be undertaken prior to the lodgement of a building permit and once the equipment has been selected. The mechanical units for the existing building to the Summers Street lot have already received approval, are not proposed to change and do not require review.
- Outbound Noise Sources: The noise modelling undertaken for the outdoor play area and vehicles was assessed on a worst-case scenario basis from noise generated. The acoustic report provides assurance to both the City and neighbouring properties that the noise generated from the outdoor play areas meets the requirements of the *Environmental Protection (Noise) Regulations 1997*.

The City's Environmental Health team has reviewed the Acoustic Report and has confirmed that noise generated from the site could be appropriately managed and would not have a detrimental impact on surrounding developments.

Administration recommends that a condition of approval is included to ensure noise generated from the development complies with the *Environmental Protection (Noise) Regulations 1997* and the recommendations of the acoustic report.

The applicant has also provided a second acoustic report to address State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4) in relation to the potential impacts of noise from the passenger trains passing on the Perth – Midland train line. This Acoustic Report is also included in **Attachment 4** and notes that noise received at the Child Care Premises from trains passing on the neighbouring railway line would comply with the base criteria, as outlined within SPP 5.4, and no additional acoustic mitigation measures are required.

Administration has reviewed the Acoustic Report and is satisfied with the findings that the provisions of SPP 5.4 have been met.

### Traffic

#### *Applicant's Traffic Impact Statement (TIS)*

The applicant has provided a TIS prepared by KCTT in support of proposal, which is included in **Attachment 5** and outlines the following:

- The operation of the Child Care Premises is expected to generate approximately 396 vehicular movements per day, with a forecasted 72 vehicular movements per hour in the AM peak hour and 63 vehicular movements per hour in the PM peak hour.
- The additional traffic impact due to the increase in children and staff can be estimated as 108 daily vehicular trips, 21 vehicular trips in the AM peak and 18 vehicular trips in the PM peak.
- Due to the dual frontage design of the Child Care Premises, the traffic impact will be spread over two streets, and it can be expected that the traffic on Summers Street may be slightly reduced with another access option.
- The proponent manages a parking demand plan and has conducted a survey among families currently enrolled on preferred mode of transport. The results of survey indicate that roughly 30 percent of all visitors walk or cycle to the Child Care Premises.

#### *Administration Comments*

Administration has completed a review of the applicant's TIS included in **Attachment 5** and provides the following comments:

- Road Hierarchy Capacity: Under the Main Roads WA road hierarchy, Summers Street and Cheriton Street are identified as Access Roads, which have an indicative traffic volume of 3,000 vehicles per day (VPD). The City's traffic data from 2021 indicates that the average two-way daily traffic volume was 1,326 VPD along Summers Street and 401 VPD along Cheriton Street. This data would be inclusive of the traffic generated from the Summers Street lot as it was operating at the time. The proposed extension 108 vehicular movements per day split across both roads would have minimal impact on the capacity of the road network and its function.
- Trip Generation: According to WAPC Transport Guidelines, any developments generating between 10 and 100 vehicles per hour in the peak hour is deemed to have a moderate impact on the network and requires consideration through the submission of a TIS to demonstrate that the development can function within the existing network, and would not cause traffic issues. The City's Engineering team has reviewed the TIS and advised that the roads can adequately to accommodate the projected development traffic volumes. This is because the roads currently operate well below their intended capacity and the traffic generated by the Child Care Premises would be spread across two streets.
- Existing Operation: The existing Child Care Premises on Summers Street has been operating since 2018 and the City has not received any complaints due to its operation or traffic generation.

The findings of the TIS demonstrate that the increased traffic would operate well within the design capacity of the current road network. The traffic volumes generated and impacts on the surrounding road network are acceptable.

### Car Parking

The application proposes to increase the amount of overall on-site parking bays from four to six (including one ACROD bay) to accommodate the increased children and staff on-site. The two additional bays would be accessible from Cheriton Street with the existing four bays accessed via Summers Street.

There is no minimum on-site parking requirements because the development is within the City of Perth Parking Management Area. This means that the proposed number of car parking bays complies.

Notwithstanding this, the applicant has submitted a transport impact statement and parking management plan to demonstrate that the proposed development would meet the parking demands of its users.

### *Applicant's Transport Impact Statement (TIS) and Parking Management Plan (PMP)*

The applicant's TIS prepared by KCTT is included in **Attachment 5** and a PMP included in **Attachment 7** concludes that the proposed development would provide adequate car parking to satisfy the demand generated for the following reasons:

- The subject site is in close proximity to a train line, various bus routes and various designated cycling routes which would reduce the parking demand.
- The proponent conducted a survey among families currently enrolled at the Summers Street Child Care Premises, asking what their preferred mode of transport. The results of survey indicate that roughly 30 percent of all visitors walk or cycle to the Child Care Premises.
- The site has ample on-street parking available in the surrounding area should it be required.
- The peak parking demand would be between the period 7:30am – 8:30am where there would be a maximum demand for six on-site car parking bays. Child care premises have an average dwell time during drop off of 6.8 minutes but the TIS findings are based off the assumption of a worst case scenario where the dwell time during drop off would be 10 minutes, with all 90 children in attendance and on the assumption that all children are individually driven to the Child Care Premises.
- The proponent actively encourages their staff to use public or active transport through financial incentives as a part of their existing PMP for the Summers Street lot, which has been revised to incorporate the Cheriton Street lot. Should staff choose to drive, they are encouraged to use the street parking on West Parade.

### *Administration's Comments*

Administration has considered the acceptability of parking demand that is expected to be generated by this proposed development and supports the parking arrangements for the following reasons:

- Proportionate Increase in On Site Car Parking: The existing Summers Street lot has been operating with a maximum of 63 children and 15 staff, with four car parking bays provided on site. The parking demand has been managed, evidenced by no complaints being received by the City from surrounding landowners. The Operation Management Plan for the current proposal states that the Summers Street lot is intended to accommodate 60 children and 15 staff, which would have a minor reduction in the parking demand for the Summers Street lot. The proposed extension to Cheriton Street is intended to accommodate 30 children and three staff, with two car parking bays on site - or with less than half the overall demand of Summers Street. The parking demand for the Cheriton Street lot would be proportionate to the approved car parking provision for the existing Summers Street lot and would be acceptable.
- TIS Findings: The applicant's TIS demonstrates that the proposed six car parking bays would adequately support the peak demand times of the development and that the car park would be underutilised outside of peak drop off/pick up periods. Six car parking bays have been incorporated.
- Alternate Modes of Transport: The proposed supply of six car parking bays would be appropriate to support those parents and visitors arriving by car, as there are various modes of active transport available including high frequency bus routes along Lord Street and the East Perth Train Station, both of which are within 250 metres of the site. End of trip facilities are also available for staff who choose to cycle to the site. There are dedicated cycle paths to the site adjacent to the Graham Farmer Freeway and East Parade.
- Car Parking Design: The proposed car park is designed to be safe and accessible, with a pedestrian walkway provided and separated out from the vehicle access way to provide increased legibility and safety.

- PMP: The applicant's PMP provides information detailing staff parking arrangements, drop off and pick up procedures for parents and to encourage alternative transport methods to support reduced car parking demand.
- On-Street Parking Availability:
  - The City undertook a survey of on-street car parking availability which included two days during weekdays in November 2018. This demonstrated that for parking bays along West Parade that are not time limited and intended to be utilised for staff parking, there was an average availability of 38 bays out of 101 between the hours of 9:00am-8:00pm. The existing Child Care Premises was operational at the time of the survey, having received an occupancy permit in April 2018.
  - The City's on-street parking survey in 2018 demonstrated an average availability of 34 bays on Summers Street between Lord Street and West Parade that are time limited for two hours, from 9:00am and 11:00am and an average availability of 28 bays from 3:00pm and 5:00pm, out of the available 51 bays. The survey also showed an average availability of 6 bays on Cheriton Street that are time limited for two hours from 9:00am and 11:00am and an average availability of 9 bays from 3:00pm and 5:00pm, out of 21 bays available.
- Bicycle Parking: Three bicycle parking racks are proposed near the entry of the proposed Child Care Premises to the Cheriton Street lot. The provision of these bicycle parking facilities would support this active mode of transport to and from the site.

### Waste Management

The applicant provided a Waste Management Plan (WMP), included as **Attachment 9** in accordance with the City's Waste Guidelines for New Developments.

The WMP indicates a refuse area along the western boundary of the subject site which is enclosed and screened from the street and adjoining properties in a tapered slatted timber enclosure. The WMP also proposes weekly collection of both the general waste and recycling bins.

The WMP satisfies the acceptable outcomes of the Built Form Policy relating to public domain interface and waste management. A condition has been recommended requiring the operation in accordance with the Waste Management Plan for the proposed development to ensure that private waste collection and disposal arrangements are detailed and are to the satisfaction of the City.

### Environmentally Sustainable Design

The life cycle assessment and performance rating tools specified in the Built Form Policy would have limited application for this proposal. This is because the proposed development relates to the re-use of the existing building on the Cheriton Street lot, which would not allow for changes to the building footprint or the construction materials that may aid in the sustainability of the design.

The applicant has submitted an Environmental Programmes Plan as part of their Operations Plan which is included in **Attachment 6**. This details the key initiatives to be implemented by the operator to increase the sustainability of the Child Care Premises. These include:

- Existing solar panels on the Summers Street building and solar panels as shown on the development plans to be installed on the Cheriton Street lot. This would generate 95 to 100 percent of the Child Care Premises power;
- Efficient light fittings designed to reduce power consumption;
- Roofing materials and window treatments designed to reduce heat load;
- The removal of gas services from the Cheriton Street lot; and
- Water usage controlled and managed through use of Bluetooth control drip water systems and low use water plants.

The development also proposes the adaptive re-use of the existing building on site which has significant environmental and sustainability benefits in reducing energy consumption and carbon emissions that would otherwise be associated with demolition and reconstruction using building materials.

The City's Sustainability team has reviewed the proposal against the Built Form Policy local housing objectives and is satisfied that the development has adequately incorporated environmentally sustainable design features.

A condition of approval has been recommended requiring the proposed development to operate in accordance with the Operations Management Plan. This would ensure that the Environmental Programmes Plan is delivered.





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103-105 Summers Street, Perth and 34 Cheriton Street, Perth





**CITY OF VINCENT  
LOCAL PLANNING SCHEME NO. 2  
SCHEME MAP 1 - LEEDERVILLE**

**LEGEND**

**METROPOLITAN REGION SCHEME RESERVES**

*Note: The Western Australian Planning Commission and the Department of Planning should be consulted for full information on the actual land requirements for all Metropolitan Region Scheme Reserves.*

- PARKS AND RECREATION**
- R** Restricted Public Access
- PRIMARY REGIONAL ROADS RESERVATION**
- OTHER REGIONAL ROADS RESERVATION**
- RAILWAYS**
- PUBLIC PURPOSES**  
Particular use denoted as follows:
- H** Hospital
- HS** High School
- TS** Technical School
- CP** Car Park
- U** University
- CG** Commonwealth Government
- SU** Special Use
- WSD** Water Authority of Western Australia
- P** Prison

**CITY OF VINCENT LOCAL SCHEME RESERVES**

- PUBLIC OPEN SPACE**
- R** Restricted
- PUBLIC PURPOSES**  
Particular use denoted as follows:
- PS** Primary School
- CP** Car Park
- CU** Civic Uses
- HS** High School
- I** Institute for the Deaf
- W** Water Supply Sewerage and Drainage
- TS** Technical School

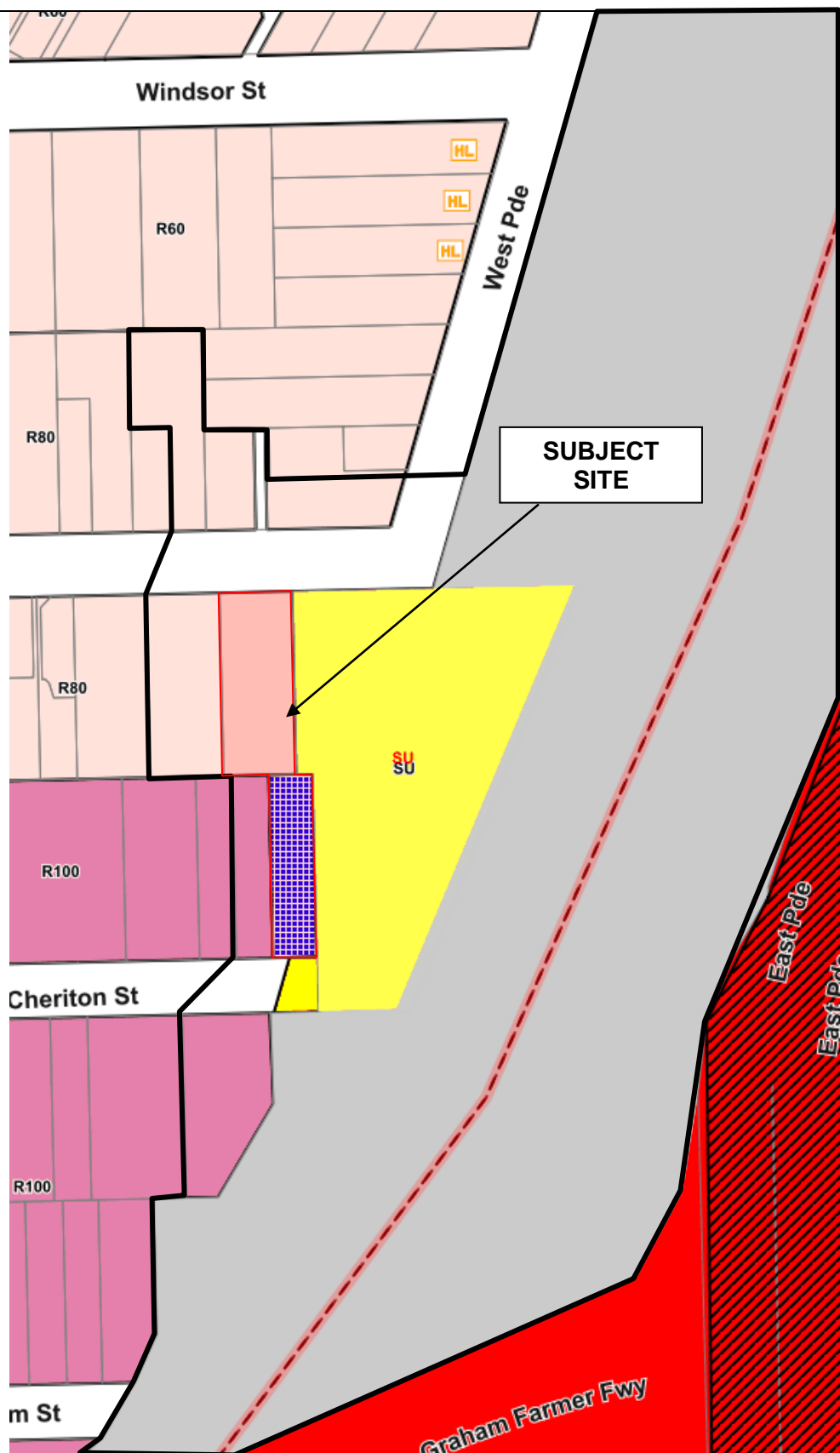
**CITY OF VINCENT SCHEME ZONES**

- RESIDENTIAL**
- MIXED USE**
- COMMERCIAL**
- LOCAL CENTRE**
- DISTRICT CENTRE**
- REGIONAL CENTRE**
- SPECIAL USE**  
Particular use denoted as follows:
- CP** Car Park
- CU** Community Use
- FC** Function Centre
- HC** Hall and Non Residential Club
- H** Hotel
- PW** Place of Worship
- S** Service Station

**ADDITIONAL USE**

**ADDITIONAL INFORMATION & RESIDENTIAL PLANNING CODES**

- CODE AREA BOUNDARY**
- SCHEME AREA BOUNDARY**
- DENSITY CODE**



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**Consultation and  
Location Map**

103-105 Summers  
Street, Perth and 34  
Cheriton Street, Perth

Extent of Consultation



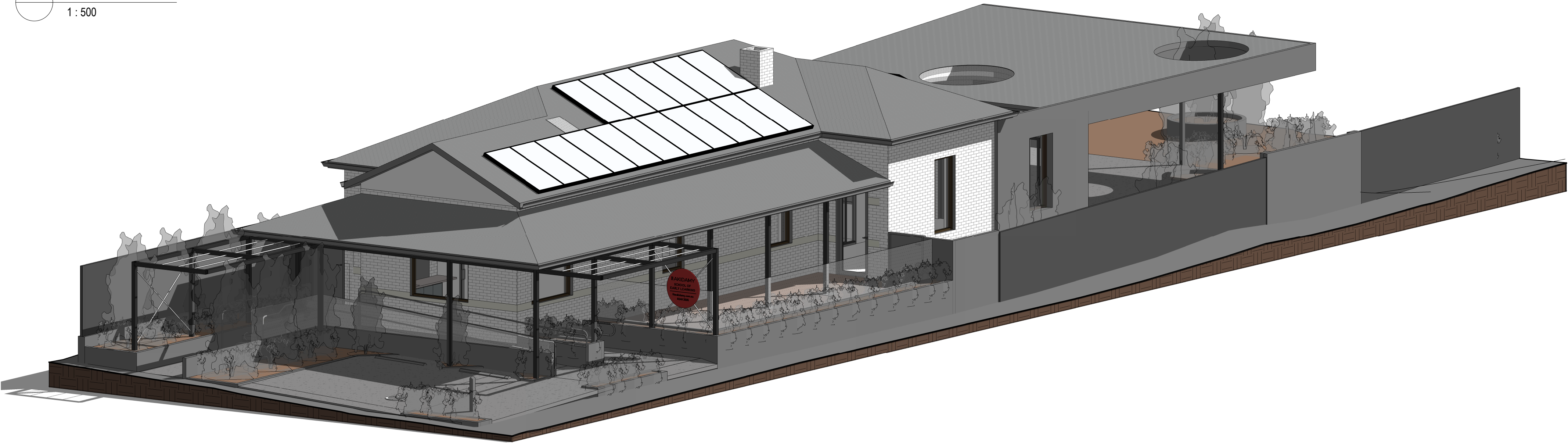


# AKIDAMY SCHOOL OF EARLY LEARNING - CHERITON STREET

105 SUMMERS STREET & 34 CHERITON STREET, PERTH WA

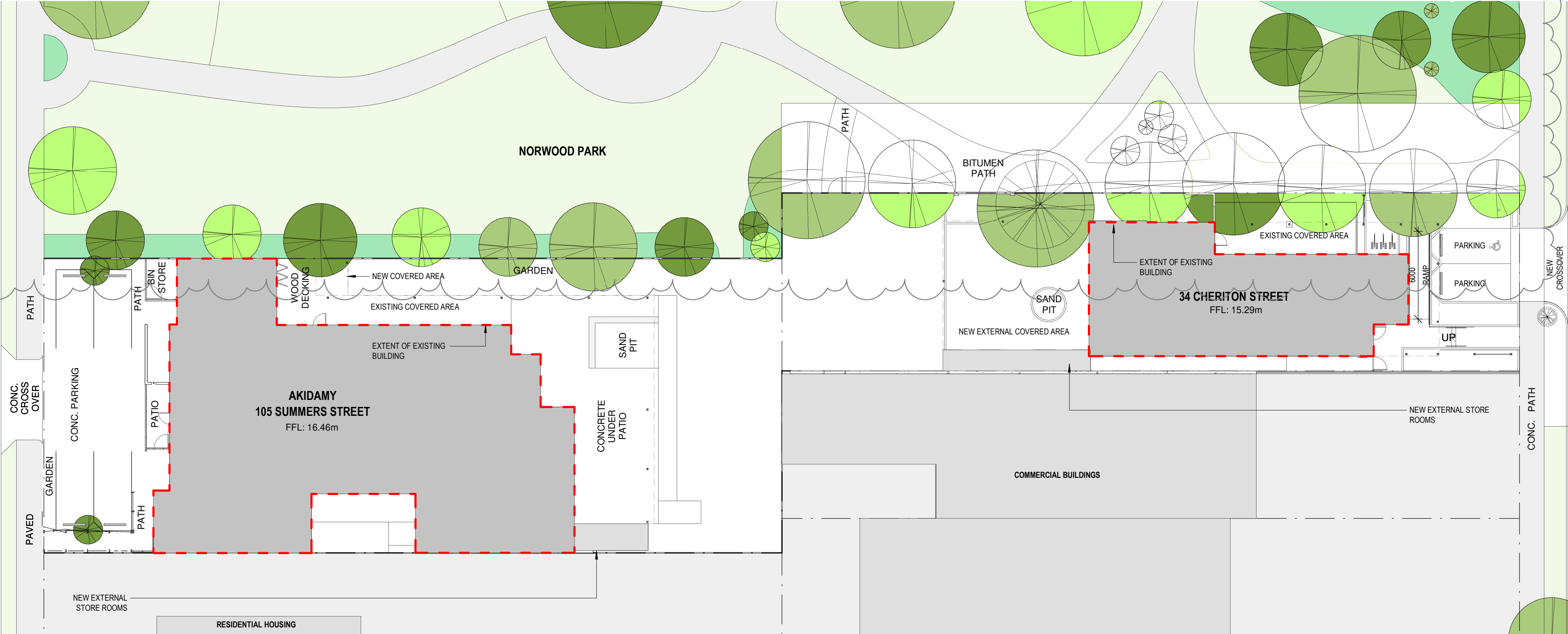


1 LOCATION PLAN  
1 : 500





SUMMERS STREET



CHERITON STREET

1 SITE PLAN  
1 : 200

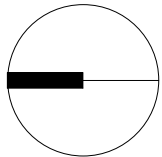
CLASSROOM AREAS

CLASSROOM AREA - SUMMER STREET	216.0 M²
CLASSROOM AREA - CHERITON STREET	90.3 M²
CLASSROOM AREA - TOTAL	306.3 M²

OUTDOOR PLAY AREAS

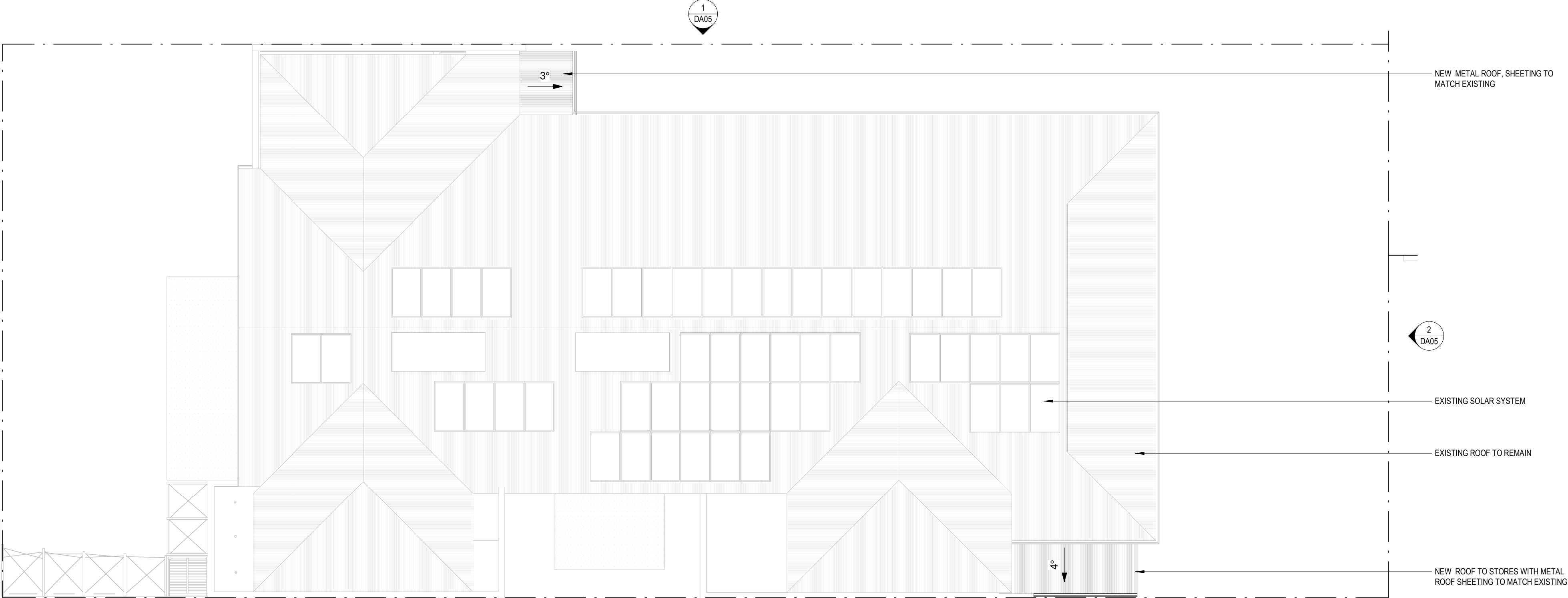
OUTDOOR PLAY AREA - SUMMER STREET	410.8 M²
OUTDOOR PLAY AREA - CHERITON STREET	287.9 M²
OUTDOOR PLAY - TOTAL	698.7 M²

REV	DATE	STATUS	ISSUED
5	16.09.22	COORDINATION	SP
6	19.09.22	COORDINATION	SP
7	23.09.22	DEVELOPMENT APPLICATION	SP
8	12.01.22	DEVELOPMENT APPLICATION	SP

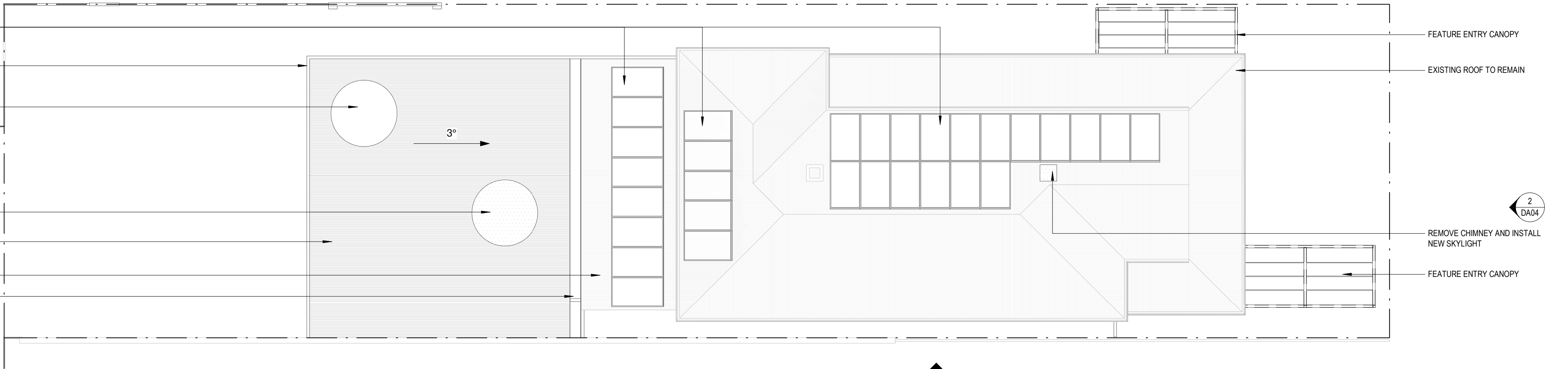


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Dr: SP	Chk: PH	Appvd: PH	Client AKIDAMY		Job No PAR0099	Drawing No DA01



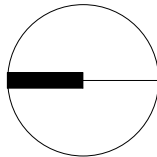


1 ROOF PLAN - SUMMERS STREET  
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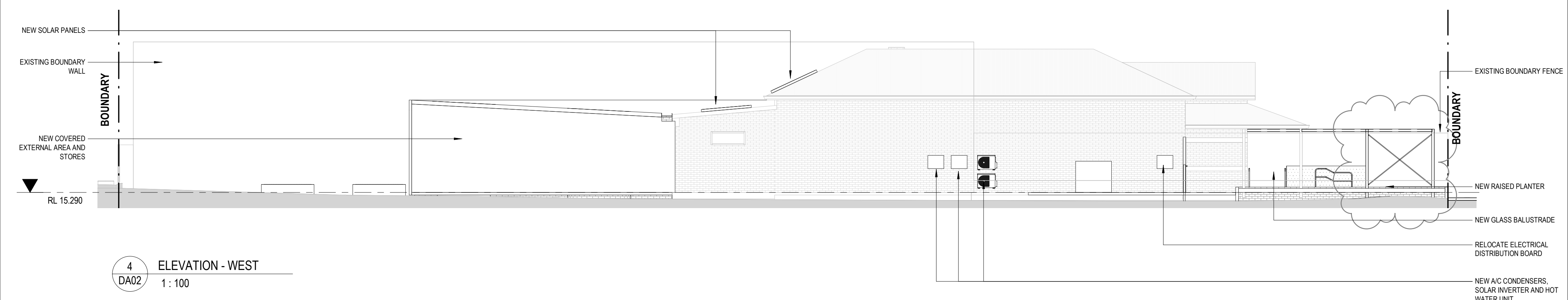
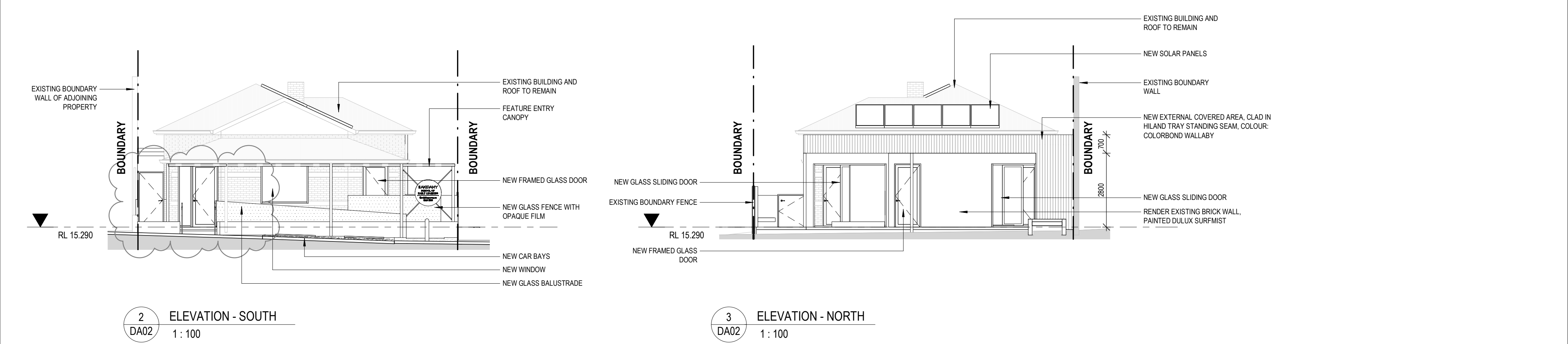
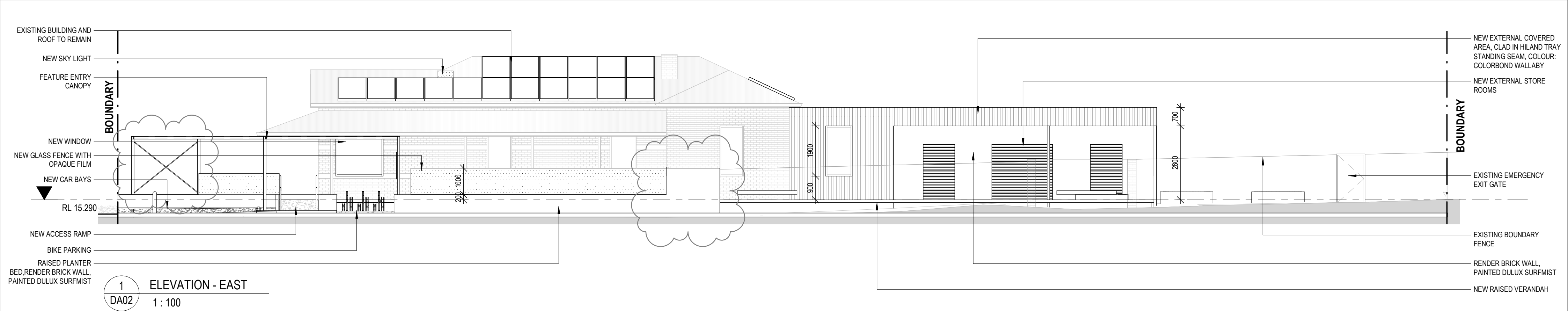


2 ROOF PLAN - CHERITON STREET  
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6	19.12.22	DEVELOPMENT APPLICATION	SP
7	31.12.22	DEVELOPMENT APPLICATION	SP



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Dr:	SP	Chk:	PH	Appvd:	PH	Client	AKIDAMY	Job No	PAR0099	Drawing No	DA03



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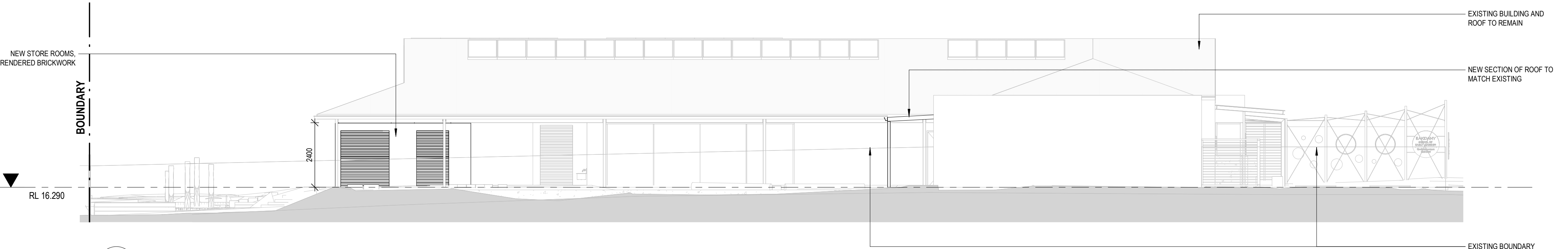
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5	16.09.22	COORDINATION		SP
6	19.09.22	COORDINATION		SP
7	23.09.22	DEVELOPMENT APPLICATION		SP
8	19.12.22	DEVELOPMENT APPLICATION		SP
9	31.12.22	DEVELOPMENT APPLICATION		SP
10	12.01.22	DEVELOPMENT APPLICATION		SP

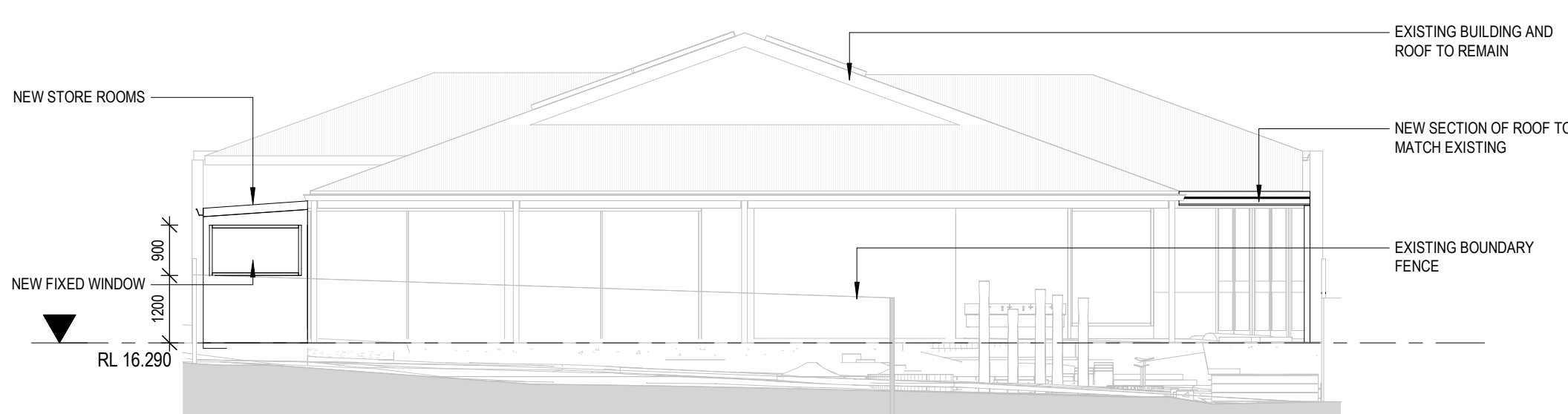
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Dr:	SP	Chk:	PH	Appvd:	PH	Client	AKIDAMY	Job No	PAR0099	Drawing No	DA04





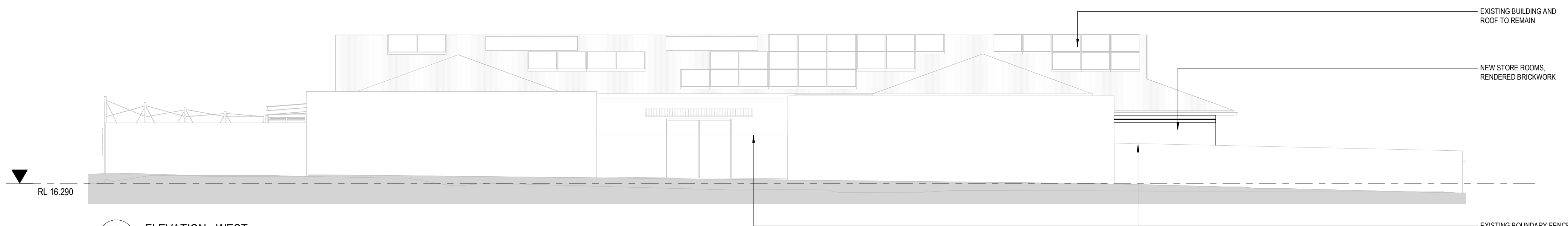
1 ELEVATION - EAST  
DA02 1 : 100



2 ELEVATION - SOUTH  
DA02 1 : 100



3 ELEVATION - NORTH  
DA02 1 : 100



4 ELEVATION - WEST  
DA02 1 : 100

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Scale 1 : 100 @ A2

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Project AKIDAMY - 34 CHERITON STREET

Client AKIDAMY

Drawing Title ELEVATIONS - SUMMERS STREET

Job No PAR0099

Drawing No DA05





FRONT PERSPECTIVE - ARTIST IMPRESSION



REAR PERSPECTIVE - ARTIST IMPRESSION

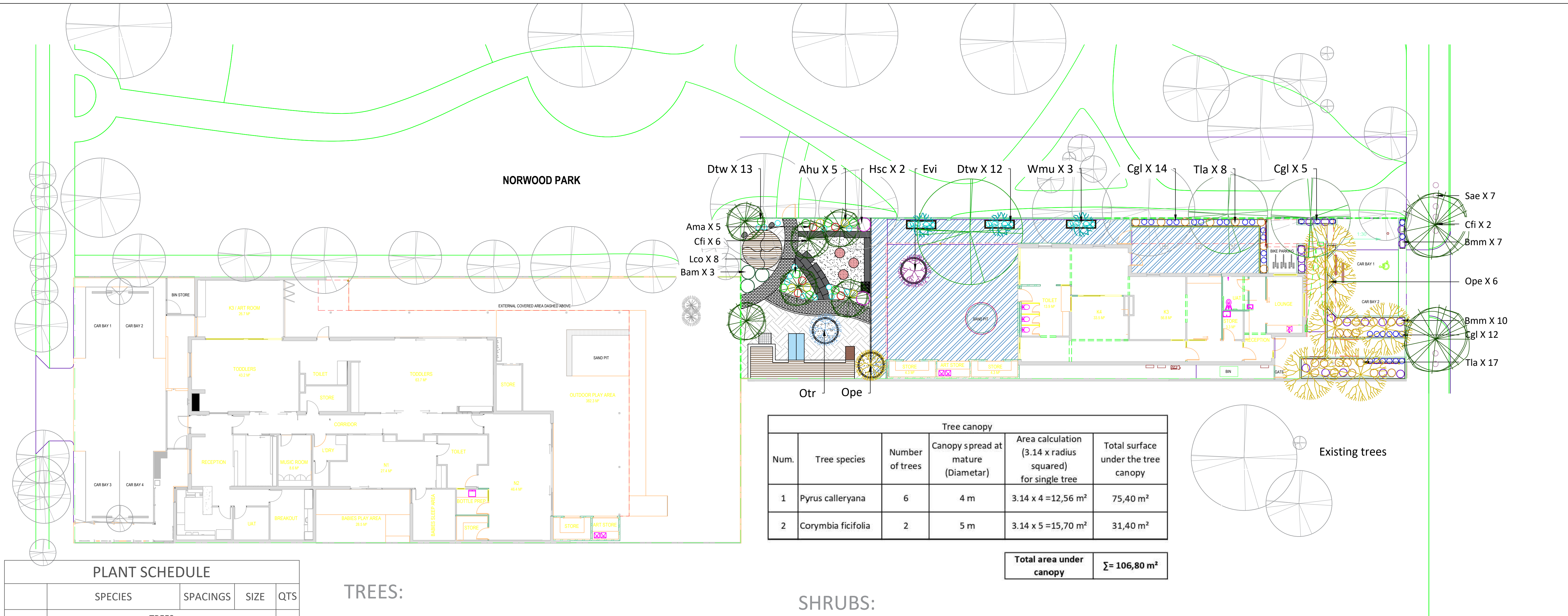
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PLANT SCHEDULE				
	SPECIES	SPACINGS	SIZE	QTS
TREES				
Ope	ORNAMENTAL PEAR	AS SHOWN	90LT	7
Cfi	CORYMBIA FICIFOLIA	AS SHOWN	90LT	8
Otr	OLIVE TREE	AS SHOWN	90LT	1
Evi	EUCALYPTUS VICTRIX	AS SHOWN	90LT	1
Wmu	WEeping MULBERRY	AS SHOWN	60LT	3
SHRUBS				
Ama	ANIGOZANTHOS MANGLESII	AS SHOWN	300 MM	5
Ahu	ANIGOZANTHOS HUMILIS	AS SHOWN	300 MM	5
Bam	BAMBOO	AS SHOWN	500 MM	3
Dtw	DIANELLA TASMANICA 'WYEENA'	AS SHOWN	300 MM	25
Hsc	HIBERTIA SCANDENS	AS SHOWN	500 MM	2
Lco	LOMANDRA CONFERTIFOLIA	AS SHOWN	500 MM	8
Bmm	BUXUS MUCROPHYLLA MICRO	AS SHOWN	300 MM	46
Cgl	CASUARINA GLAUCA	AS SHOWN	150 MM	41
Tla	THYSANOLAENA LATIFOLIA	AS SHOWN	300 MM	23
Sae	SCAEVOLA AEMULA	AS SHOWN	300 MM	23

TREES:



ORNAMENTAL PEAR



OLIVE TREE



CORYMBIA FICIFOLIA



EUCALYPTUS VICTRIX

SHRUBS:



SCAEVOLA AEMULA



ANIGOZANTHOS MANGLESII



LOMANDRA CONFERTIFOLIA



HIBERTIA SCANDENS



THYSANOLAENA LATIFOLIA



BUXUS MICROPHYLLA MICRO



CASUARINA GLAUCA



ANIGOZANTHOS HUMILIS



DIANELLA TASMANICA 'WYEENA'







**PROPOSED CHILD CARE CENTRE  
103/105 SUMMERS STREET / 34 CHERITON STREET  
PERTH**

**DEVELOPMENT APPLICATION  
ACOUSTIC REPORT**

SEPTEMEBER 2022

OUR REFERENCE: 30083-2-22301

DOCUMENT CONTROL PAGE

**DA ACOUSTIC REPORT**  
**CHILD CARE CENTRE – PERTH**

Job No: 22301

Document Reference: 30083-2-22301

FOR

**ROWE GROUP**

DOCUMENT INFORMATION				
Author:	Tim Reynolds	Checked:	George Watts	
Date of Issue:	19 September 2022			
REVISION HISTORY				
Revision	Description	Date	Author	Checked
1	Planners comments	21/09/2022	TR	N/A
DOCUMENT DISTRIBUTION				
Copy No.	Version No.	Destination	Hard Copy	Electronic Copy
1	1	Rowe Group Attn: Nathan Stewart Email: <a href="mailto:Nathan.Stewart@rowegroup.com.au">Nathan.Stewart@rowegroup.com.au</a>		x
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## APPENDICIES

A	Plans
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## 1.0 INTRODUCTION

Herring Storer Acoustics was commissioned by the Rowe Group to conduct an acoustic assessment of the expansion of the current Child Care Centre located at 103 - 105 Summers Street, Perth, to include 34 Cheriton Street, Perth, for the Development Application.

This report provides preliminary assessments with regards to:

- City of Vincent Policy 7.5.21.
- *Environmental Protection (Noise) Regulations 1997*; and
- State Planning Policy 5.4.

This report has been based on the drawing provided, as attached in Appendix A.

## 2.0 PROPOSED REDEVELOPMENT

The expanded Child Care Centre is to be located at 103 - 105 Summers Street and 34 Cheriton Street, Perth.

The centre will cater for up to 90 children, with the following breakdown in age groups:

Activity 1 (0 – 1 years)	8 children
Activity 2 (1 to 2 years)	12 children
Activity 3 (2 to 3 years)	30 children
Activity 4 (3 to 3.5 years)	30 children
Activity 5 (+3.5 years)	10 children

It is likely that the proposed child care centre would operate between 6:30am and 7:00pm, Monday to Friday (excluding Public Holidays). However, it is noted that although the proposed Child Care Centre would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am.

## 3.0 SUMMARY

### 3.1 OUTBOUND NOISE

We note that from information received from DWER, the bitumised area would be considered as a road, thus noise relating to the propulsion and breaking of motor vehicles is exempt from the *Environmental Protection (Noise) Regulations 1997*. We note that these noise sources are rarely critical in the determination of compliance. Thus, noise sources that need to comply with the requirements of the Environmental Protection (Noise) Regulations 1997, include:

- Children playing within the outside play areas of the child care centre;
- Mechanical services; and
- Car doors closing within the car park.

Given the location, (ie adjacent to Loftus Street) noise emission from these noise sources would, as shown in Section 6.0, with the proposed layout easily comply with regulatory requirements and the City of Vincent Policy 7.5.21.

Note: Although, we believe that noise emissions from car movements and car starts are exempt from the Regulations and would therefore, would not be required to be assessed under the Regulations, for completeness, along with the source listed above, they would be included in the full assessment that would be undertaken during the design process.

### 3.2 INBOUND NOISE (STATE PLANNING POLICY 5.4)

The State Planning Policy 5.4 is submitted as a separate report.

Based on the measurements and assessment undertaken, as shown in the separate SPP 5.4 noise Management Plan provided, noise received at the child care centre from trains passing on the neighbouring railway line, would comply with the base criteria, as outlined within State Planning Policy 5.4. Thus, no further action is required.

We also note that the “babies sleep” area / room is located on the western side of the “existing” child care. This being on the far side of the child care from the passenger railway line.

Based on the assessment undertaken, noise received at the child care centre would comply with the requirements of the City of Vincent’s Planning Policy 7.5.21 and State Planning Policy 5.4. Thus, in this case, no further action is required.

The development also complies with the Town of Vincent’s Sound Attenuation Policy would be achieved.

## 4.0 CRITERIA

### 4.1 TOWN OF VINCENT SOUND ATTENUATION POLICY 3.5.21

#### **Outbound Noise**

Noise emissions associated with a development are to comply with the Assigned Noise Levels in accordance with the *Environmental Protection (Noise) Regulations 1997*.

#### **Inbound Noise Levels (SPP 5.4)**

The Town of Vincent Sound Attenuation Policy specifies that inbound noise to premises other than residential, AS2107 is to be utilised for guidance as to the acceptable internal noise levels. Thus, for this development, internal sound levels should comply with the following:

Sleep Rooms	-	$L_{Aeq(Day)}$ of 35 dB(A).
Play Rooms	-	$L_{Aeq(Day)}$ of 40 dB(A).
Staff Room	-	$L_{Aeq(Day)}$ of 40 dB(A).
Reception	-	$L_{Aeq(Day)}$ of 45 dB(A).

It is noted that these internal design sound levels are congruent with other noise ingress policies (such as the WAPC State Planning Policy 5.4).

The  $L_{eq}$  noise level is not to be unduly biased toward the lower frequencies of the octave band spectrum (between 31.5Hz – 125Hz). If this is the case, the findings should be discussed with the Town of Vincent Environmental Health Officers.

## 4.2 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The allowable noise level at the surrounding locales is prescribed by the *Environmental Protection (Noise) Regulations 1997*. Regulations 7 & 8 stipulate maximum allowable external noise levels. For noise sensitive premises this is determined by the calculation of an influencing factor, which is then added to the base levels shown below in Table 3.1. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern. For commercial premises, the assigned noise levels are fixed throughout the day, as listed in Table 4.1.

**TABLE 4.1 – ASSIGNED NOISE LEVELS**

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L <sub>A10</sub>	L <sub>A1</sub>	L <sub>Amax</sub>
Noise sensitive premises: highly sensitive area	0700 - 1900 hours Monday to Saturday (Day)	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days (Evening)	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35 + IF	45 + IF	55 + IF

Note: The L<sub>A10</sub> noise level is the noise that is exceeded for 10% of the time.  
The L<sub>A1</sub> noise level is the noise that is exceeded for 1% of the time.  
The L<sub>Amax</sub> noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

**“impulsiveness”** means a variation in the emission of a noise where the difference between L<sub>Apeak</sub> and L<sub>Amax Slow</sub> is more than 15dB when determined for a single representative event:

**“modulation”** means a variation in the emission of noise that –

- (a) is more than 3dB L<sub>A Fast</sub> or is more than 3dB L<sub>A Fast</sub> in any one-third octave band;
- (b) is present for more at least 10% of the representative assessment period; and
- (c) is regular, cyclic and audible:

**“tonality”** means the presence in the noise emission of tonal characteristics where the difference between –

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as L<sub>Aeq,T</sub> levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as L<sub>A Slow</sub> levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

**TABLE 4.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS**

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

The influencing factor at the neighbouring residential premises has been determined as listed in Table 3.3.

**TABLE 3.3 – INFLUENCING FACTORS**

IF Factor Parameter	IF Factor (dB)
Secondary Road within inner circle	+2* (Summers Street)
Major Road within inner circle	-
Major Road within outer circle	+6* (Lord Street, East Parade and Graham Farmer Freeway)
Commercial Premises within the inner circle	+1.0 (20%)
Commercial Premises within the outer circle	+1.1 (23%)
Industrial Premises within the inner circle	+3.1 (31%)
Industrial Premises within the outer circle	+0.9 (9%)
<b>TOTAL IF</b>	<b>+10.1 (Round down to +10)</b>

\* Maximum Traffic Influencing Factor is +6

**TABLE 3.4 - ASSIGNED OUTDOOR NOISE LEVEL**

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L <sub>A 10</sub>	L <sub>A 1</sub>	L <sub>A max</sub>
Noise sensitive premises	0700 - 1900 hours Monday to Saturday	55	65	75
	0900 - 1900 hours Sunday and Public Holidays	50	60	75
	1900 - 2200 hours all days	50	60	65
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	45	55	65
Commercial	All hours	60	75	80

Note: L<sub>A10</sub> is the noise level exceeded for 10% of the time.

L<sub>A1</sub> is the noise level exceeded for 1% of the time.

L<sub>Amax</sub> is the maximum noise level.

For this development, we believe that the neighbouring residence of concern are as shown below in Figure 4.1.





**FIGURE 4.1 – NEIGHBOURING RESIDENCES**

#### 4.3 STATE PLANNING POLICY 5.4

Under State Planning Policy 5.4 “*Road and Rail Transport Noise and Freight Considerations in Land Use Planning*”, the external day period acoustic criteria are:

Target	55 dB(A) $L_{Aeq}$
--------	--------------------

For this development, under the policy, noise received at least one outdoor area should be design to within the margins (ie between the Target and Limit). Thus, noise received at an outdoor play area should comply with an  $L_{Aeq(Day)}$  of 55 dB(A).

We also note that under the policy, there is an internal criteria that should be achieved. Under the Policy, for non-residential noise sensitive premises, internal noise levels should meet the design sound levels as listed in Table 1 of AS/NZ 2107:2000 “Acoustics – Recommended design sound levels and reverberation times for building interiors”. Under AS 2017, the internal criteria would:

Sleep Rooms	-	$L_{Aeq(Day)}$ of 35 dB(A).
Play Rooms	-	$L_{Aeq(Day)}$ of 40 dB(A).
Staff Room	-	$L_{Aeq(Day)}$ of 40 dB(A).
Reception	-	$L_{Aeq(Day)}$ of 45 dB(A).

Note: The above criteria are for traffic 20 years in the future.

## 5.0 NOISE SOURCE IDENTIFICATION

The area of the proposed development was examined to ascertain the applicable noise sources.

Ambient noise levels during the afternoon peak period was ascertained to be the most critical for the design of the development.

Residual breakout noise from lifestyle uses and entertainment venues was ascertained to not be applicable for this development as there are no noise sources within an acoustically significant distance to the proposed area (i.e. within 100m) and it is a day period only usage.

The impact of traffic noise for the road network in the area is considered to be the most significant contributors to noise levels in this area.

Given the above noise source identification, it was determined from the traffic flows and train movements, the ambient noise levels during the afternoon peak period were the most pertinent for the design of the development.

## 6.0 NOISE FROM DEVELOPMENT

Noise sources that need to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*, include:

- Children playing within the outside play areas of the Child Care Centre.
- Mechanical services; and
- Car doors closing within the car park.

Note: Although, we believe that noise emissions from car movements and car starts are exempt from the Regulations and would therefore, would not be required to be assessed under the Regulations, for completeness, along with the source listed above, they would be included in the full assessment that would be undertaken during the design process.

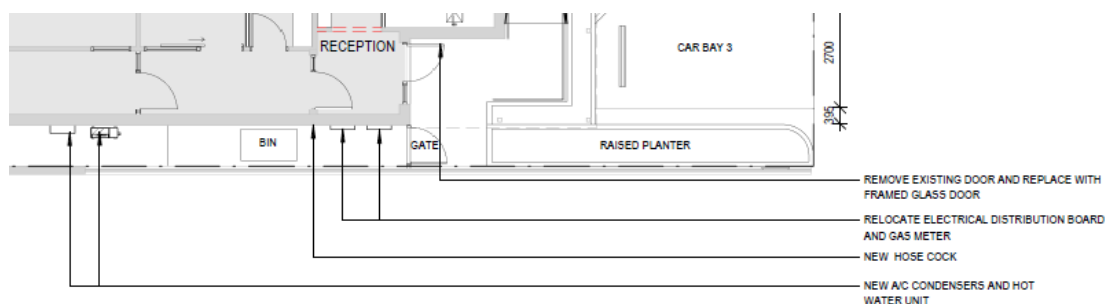
### 6.1 OUTDOOR PLAY

With regards to noise emissions from the outdoor play area, we believe that the neighbouring residences of concern, given the location of the outdoor play area, is the residence located to the west (ie 107 Summers Street); and the residences within the apartment building to the west of the child care centre. With the proposed boundary fence, the distance to the neighbouring residences and outdoor play being limited to the day period, noise received at all neighbouring residences would easily comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. However, to quantify this, noise modelling has been undertaken to all the residences, as shown on Figure 4.1, to be conservative even though the child care would only have a maximum of 90 children, based on a sound power level of 90 children within the outdoor area, with a sound power level of 83 dB(A) per group of 10 children. The calculated noise level at the worst case location (upper floors of apartments to west) was calculated to be 46 dB(A).

Noise emissions from children playing is a broadband noise and does not contain any annoying characteristics. Thus, the assessable noise level would be the calculated noise level of 46 dB(A). As the outdoor play area would only be used during the day period, compliance would be required with the assigned  $L_{A10}$  day period noise level of 55 dB(A). Thus, as stated above, noise received at the neighbouring residences would comply with the Regulatory criteria.

## 6.2 MECHANICAL SERVICES

The mechanical services for the existing child care centre are located on the eastern part of the roof of the existing building. From information provided, we understand that the air conditioning condensing units for the expansion (ie 34 Cheriton Street) would be located on the western side of the development, near the parapet wall to the neighbouring premises, as shown on Figure 6.1.



**FIGURE 6.1 – CONDENSING UNITS LOCATION (34 CHERITON STREET)**

At this stage of the development, the mechanical services have not been designed. However, given the assigned noise levels, the mechanical services would easily comply with the regulatory requirements. Even so, an assessment of the mechanical services has been undertaken based on the noise levels for the air conditioning as used for previous assessment of child care centres. From other studies, we understand that the noise associated with the condensing units would be conservative.

The sound power levels of the mechanical services use in this preliminary assessment were as listed in Table 6.1.

We note that other locations would be acceptable, however, to ensure compliance, an acoustic assessment of the mechanical services would be undertaken as part of the design process.

**TABLE 6.1 – SOUND POWER LEVELS**

Item	Sound Power Level, dB(A)
Air conditioning condensing Unit	2 @ 69

Based on the above, noise received at the worst case neighbouring location from the air conditioning associated with the expansion has been determined to be 25 dB(A) at the existing residence to the west (ie 107 Summers Street). Thus, noise received at the neighbouring residence from the mechanical services would not contribute to the noise received at the neighbouring residences. Thus, even with the addition of the +5 dB(A) compliance, would be required with the assigned  $L_{A10}$  night period noise level of 45 dB(A). Thus, as stated above, noise received at the neighbouring residences would comply with the Regulatory criteria.

### 6.3 CARS

Once again, given the assigned noise levels, noise received at the neighbouring residences from car doors closing would comply with regulatory requirements.

We note that from information received from DWER, the bitumised area would be considered as a road, thus noise relating to motor vehicles, including engine noise from car movements and cars starting are exempt from the *Environmental Protection (Noise) Regulations 1997*. We note that from numerous assessments undertaken of vehicle noise associated with child care and other developments these noise sources are not the critical sources in the determination of compliance. Thus, it is the noise received at the neighbouring residences from car doors closing that would be the critical noise source with regards to compliance with the Regulatory criteria.

For information it is noted that based on the definitions of tonality, noise emissions from car movements and car starts, being an  $L_{A1}$  and  $L_{A\text{Max}}$  respectively, being present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable to the noise that would be received at the neighbouring residences from car movements and cars starts. However, noise emissions from car doors closing could be impulsive, hence, to be conservative, the +10dB penalty would be included in the assessment.

As noise emissions from car doors closing would be the critical noise relating to compliance with Regulations, we have undertaken noise modelling to the residences as shown on Figure 4.1, based on a sound power level of 87 dB(A). The calculated noise level at the worst case location from the expansion (ie: apartments to east) was determined to be 48 dB(A). Applying the +10 dB(A) penalty for impulsiveness, the assessable noise level would be 58 dB(A). This noise level would comply with the night period assigned  $L_{A\text{Max}}$  noise level of 65 dB(A).

From the above, noise emission from the development would be designed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* and, hence also the requirements of the City's Sound Attenuation Policy 7.5.21. However, as part of the design process a full acoustic assessment would be undertaken to ensure that noise emissions from the development would comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. It is also noted, that although not required to be assessed, for completeness, noise emissions from car movements and car starts would, along with the source listed above, be included in the assessment.

## 7.0 INBOUND NOISE (STATE PLANNING POLICY 5.4)

To determine the noise that would be received at the proposed Child Care Centre from passenger trains passing on the Perth – Midland train line, noise level measurements were undertaken outside the front of 34 Cheriton Street. The measurement was carried out during the afternoon peak, between 4:15 and 4:45 pm Thursday 15<sup>th</sup> September 2002. The average noise level recorded during this time was an  $L_{Aeq}$  of 58 dB(A), which would be the worst case noise level for noise received at the child care centre. The octave band data for the loudest measurement is listed in Table 7.1.

**TABLE 7.1 – TRAFFIC NOISE OCTAVE BAND DATA**

Octave Band Centre Frequency (Hz) / Noise Level dB								
63	125	250	500	1K	2K	4K	8K	dB(A)
69	63	52	58	55	49	43	40	59

The noise levels recorded would be typical of train passes.

The State Planning Policy 5.4 assessment is submitted as a separate report.

However, we note that although the Child Care Centre has a “cots” room, this room has been positioned away from railway line. For the “cots” room the internal criteria would be 34 dB(A).

Based on the above number of train movements the  $L_{Aeq}$  for a peak hour would be 50 dB(A). Thus, noise received at the child care centre would be comply with the “Noise Targets” even during the peak hours. Thus based on the assessment undertaken, compliance with the requirements of the City of Vincent’s Planning Policy 7.5.21 and State Planning Policy 5.4 would be achieved with the constructions as out lined in the separate State Planning Policy 5.4 Noise Management Plan.

With the proposed fencing to the Outdoor play area, compliance with the outdoor criteria, as required under State Planning Policy 5.4 would also be achieved.

Thus, compliance with the Town of Vincent’s Sound Attenuation Policy would be achieved.

## **APPENDIX A**

### PLANS

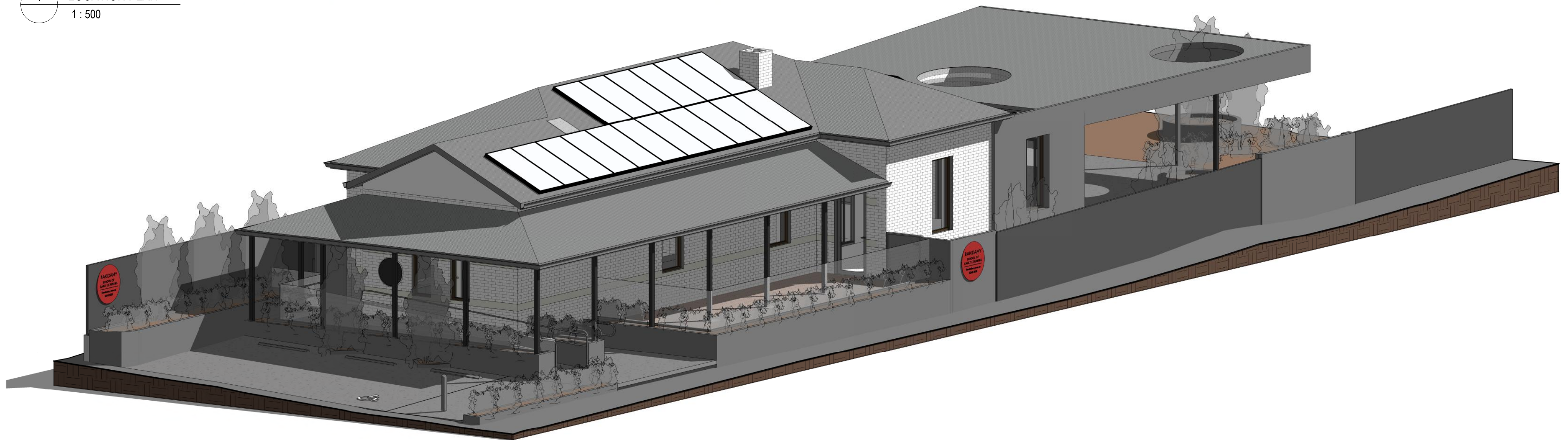


# AKIDAMY SCHOOL OF EARLY LEARNING - CHERITON STREET

105 SUMMERS STREET & 34 CHERITON STREET, PERTH WA



1 LOCATION PLAN  
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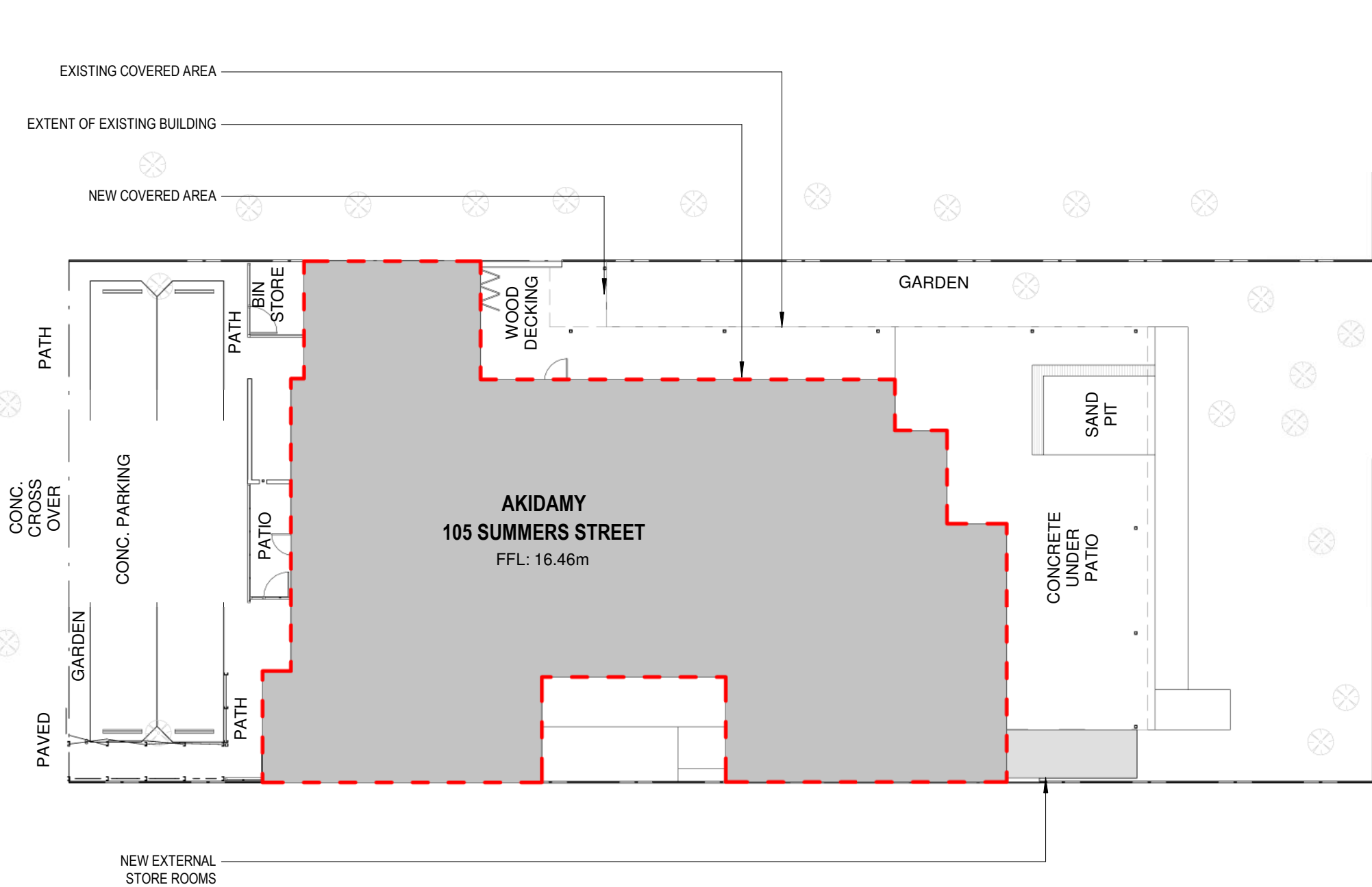


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2	19.09.22	COORDINATION	SP
3	23.09.22	DEVELOPMENT APPLICATION	SP

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SUMMERS STREET



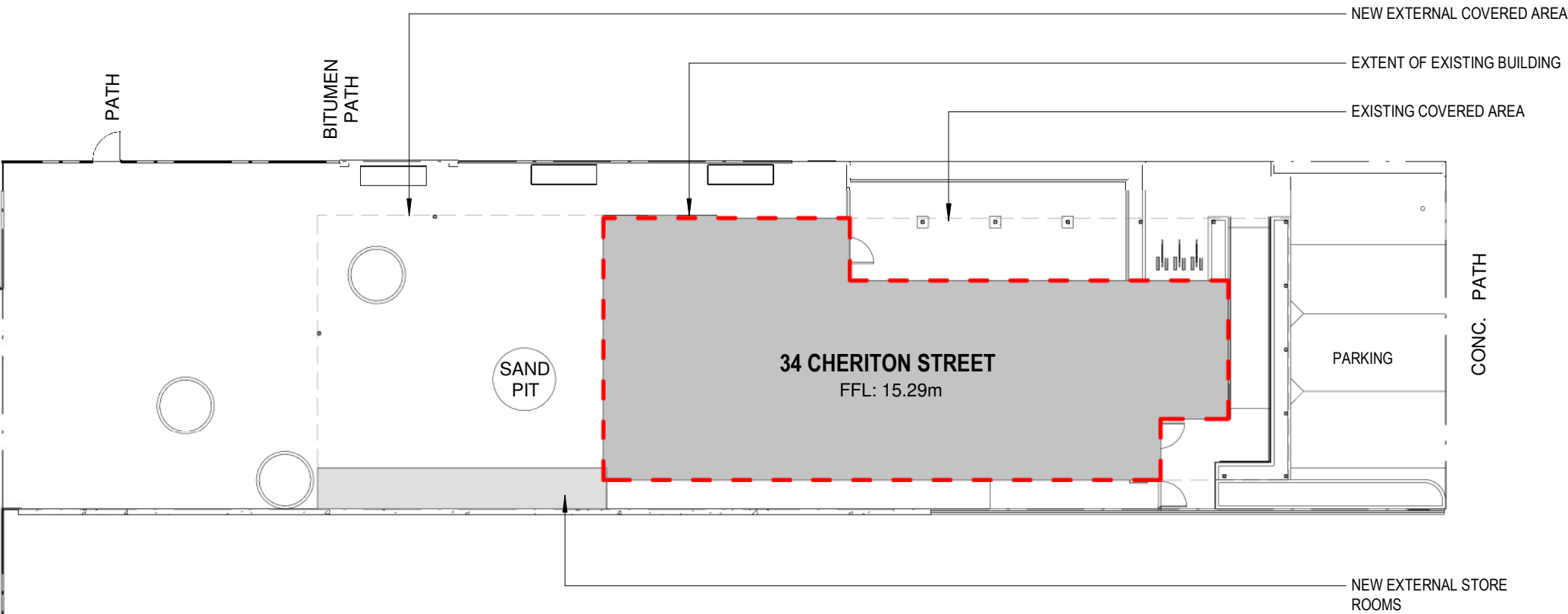
1 SITE PLAN  
1 : 200

CLASSROOM AREAS

CLASSROOM AREA - SUMMER STREET	216.0 M²
CLASSROOM AREA - CHERITON STREET	90.3 M²
CLASSROOM AREA - TOTAL	306.3 M²

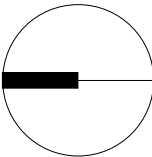
OUTDOOR PLAY AREAS

OUTDOOR PLAY AREA - SUMMER STREET	410.8 M²
OUTDOOR PLAY AREA - CHERITON STREET	287.9 M²
OUTDOOR PLAY - TOTAL	698.7 M²



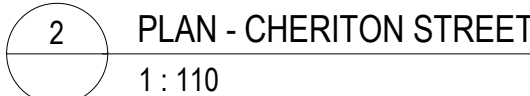
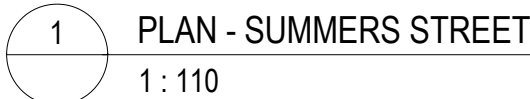
CHERITON STREET

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2	12.09.22	COORDINATION	SP
3	16.09.22	COORDINATION	SP
4	19.09.22	COORDINATION	SP
5	23.09.22	DEVELOPMENT APPLICATION	SP



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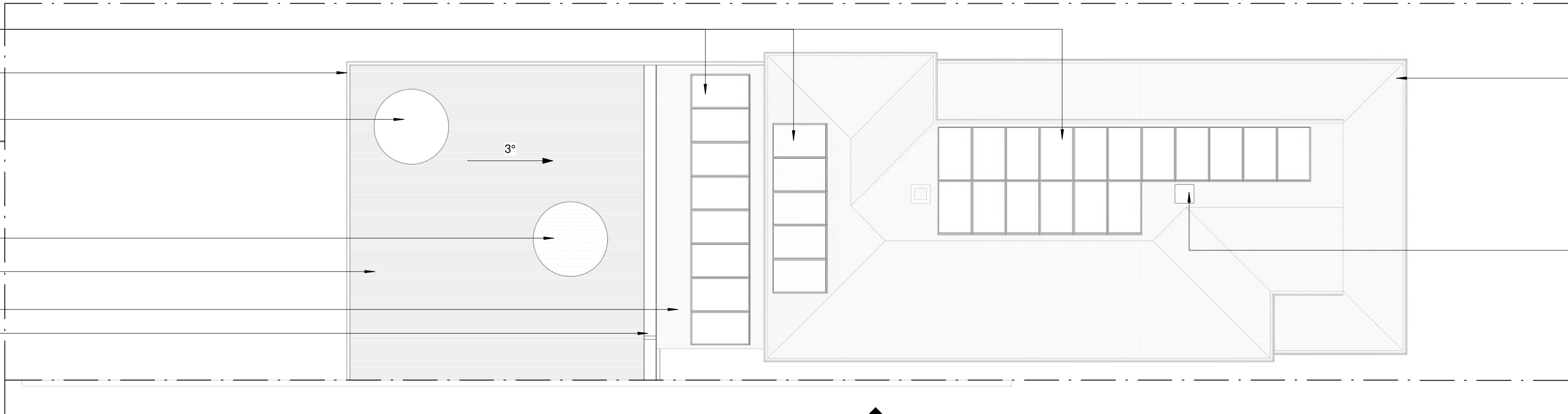




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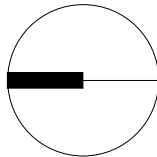


1 ROOF PLAN - SUMMERS STREET  
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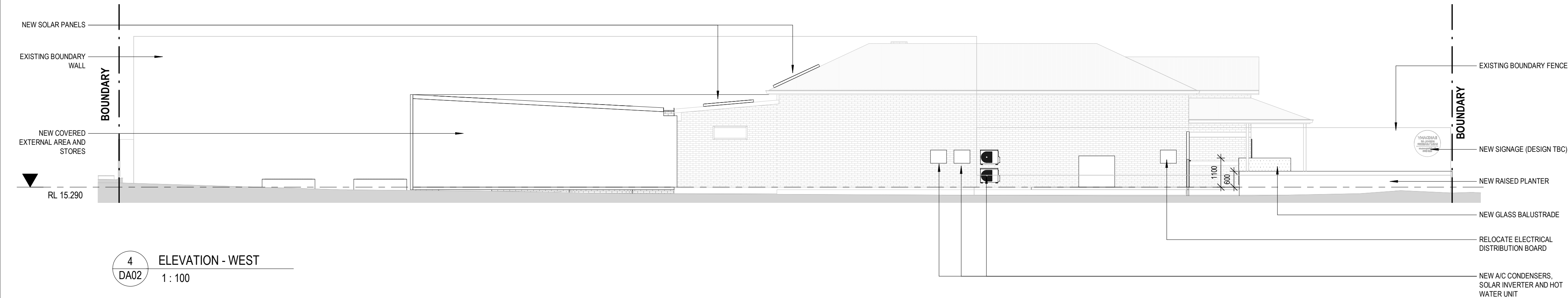
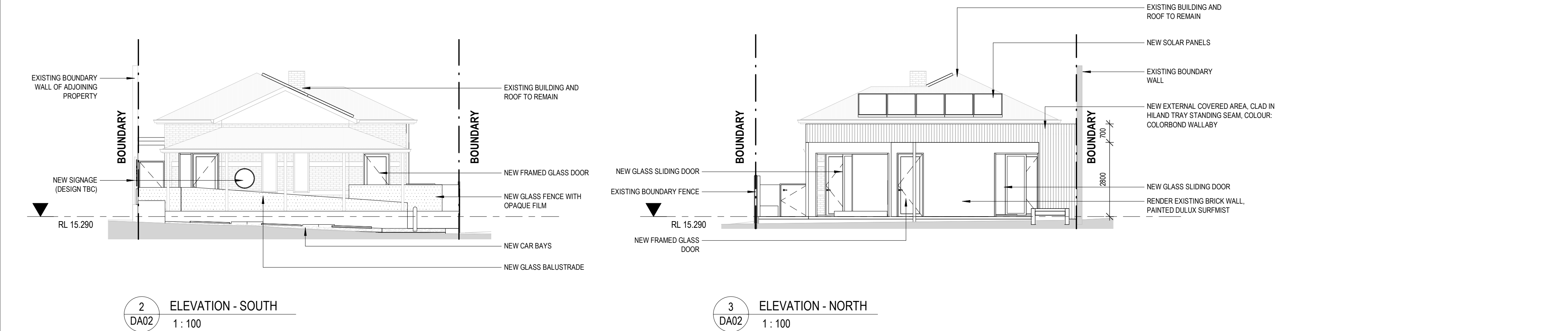
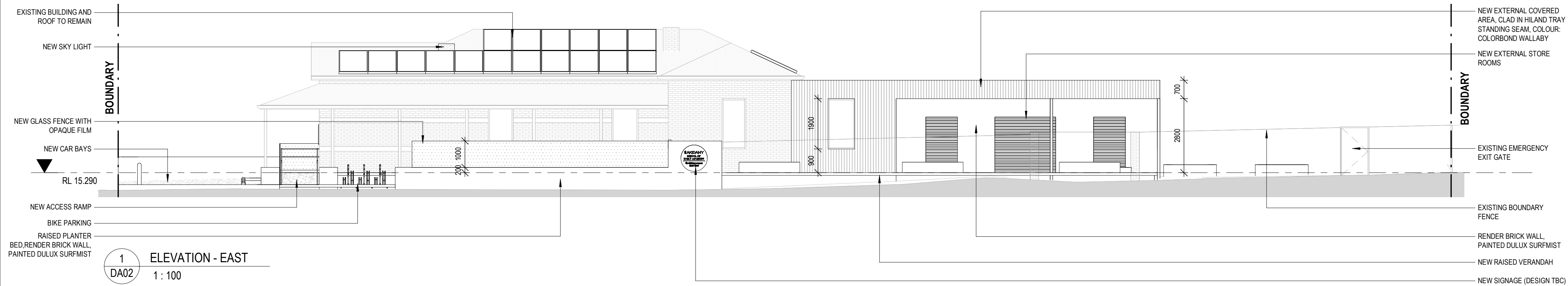


2 ROOF PLAN - CHERITON STREET  
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1	23.09.22	DEVELOPMENT APPLICATION	SP



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2	12.09.22	COORDINATION		SP
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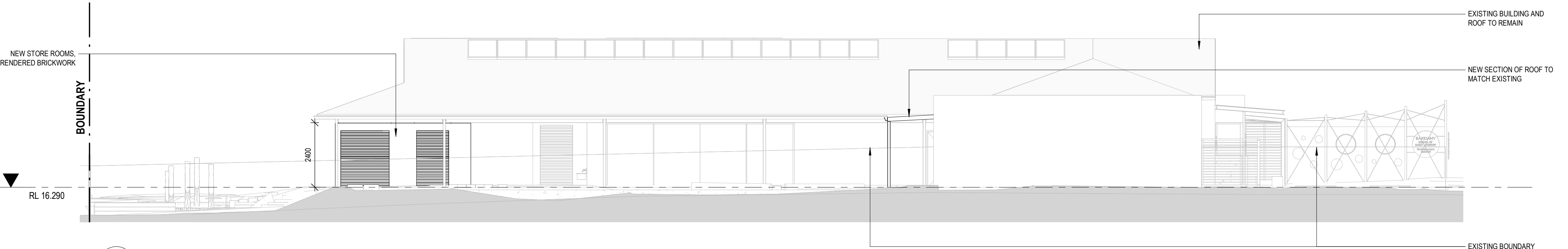
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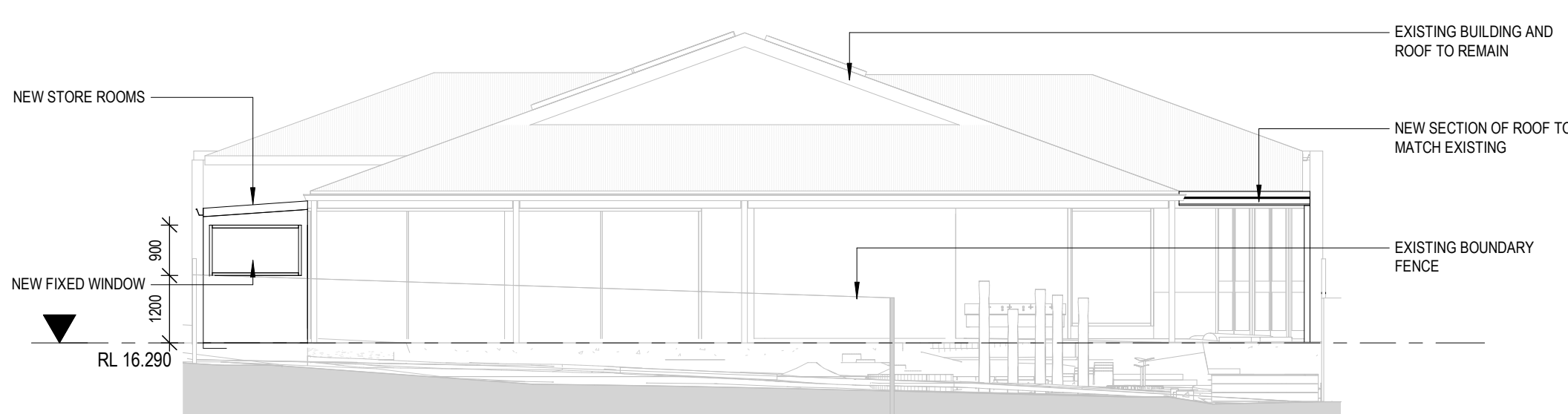
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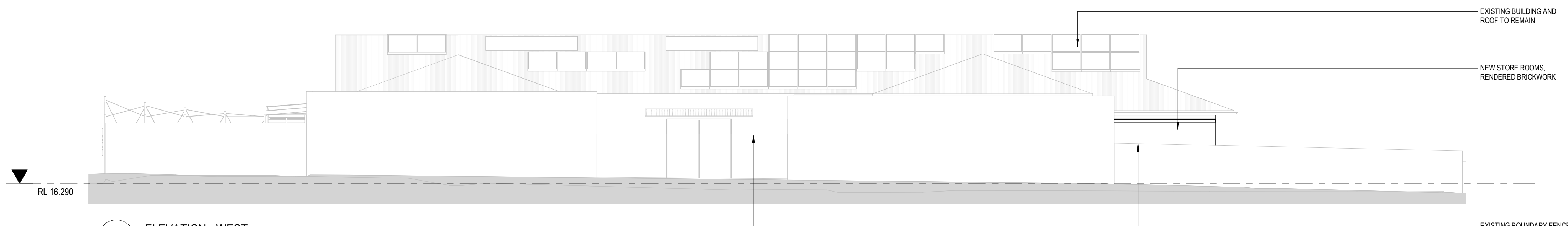
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2 ELEVATION - SOUTH  
DA02 1 : 100



3 ELEVATION - NORTH  
DA02 1 : 100



4 ELEVATION - WEST  
DA02 1 : 100

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Client AKIDAMY

Drawing Title ELEVATIONS - SUMMERS STREET

Job No PAR0099

Drawing No DA05





FRONT PERSPECTIVE - ARTIST IMPRESSION



REAR PERSPECTIVE - ARTIST IMPRESSION

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**PROPOSED CHILD CARE CENTRE  
103/105 SUMMERS STREET / 34 CHERITON STREET  
PERTH**

**SPP 5.4 NOISE MANAGEMENT PLAN**

**SEPTEMBER 2022**

**OUR REFERENCE: 30082-2-22301**

DOCUMENT CONTROL PAGE

**SPP 5.4 NOISE MANAGEMENT PLAN**  
**CHILD CARE CENTRE – PERTH**

Job No: 22301

Document Reference: 30082-2-22301

FOR

**ROWE GROUP**

DOCUMENT INFORMATION				
Author:	Tim Reynolds	Checked By:	Geoff Harris	
Date of Issue:	19 September 2022			
REVISION HISTORY				
Revision	Description	Date	Author	Checked
2	Planners Comments	21/09/2022	TR	N/A
DOCUMENT DISTRIBUTION				
Copy No.	Version No.	Destination	Hard Copy	Electronic Copy
1	1	Rowe Group Attn: Nathan Stewart Email: <a href="mailto:Nathan.Stewart@rowegroup.com.au">Nathan.Stewart@rowegroup.com.au</a>		✓
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## APPENDICES

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## 1. INTRODUCTION

Herring Storer Acoustics were commissioned by the Rowe Group to carry out an acoustic study with regards to passenger train noise for the expansion of the current Child Care Centre located at 103 - 105 Summers Street, Perth, to include 34 Cheriton Street, Perth

The purpose of the study was to:

- Assess the noise that would be received within the development area from vehicles travelling on the “Midland Line” Passenger Railway Line.
- Compare the results with accepted criteria and if exceedances exist, develop the framework for the management of noise.

It is noted that with regard to State Planning Policy 5.4, that this forms a specialist acoustic assessment, taking into account the provided building design and as such, is more specific assessment than a “Quiet House Design Package” typically recommended with State Planning Policy.

Design plans are attached in Appendix A.

## 2. ACOUSTIC CRITERIA

### 2.1 ROAD AND RAIL TRAFFIC NOISE

The Western Australian Planning Commission (WAPC) released on 6<sup>th</sup> September 2019 State Planning Policy 5.4 “Road and Rail Noise”. The requirements of State Planning Policy 5.4 are outlined below.

#### POLICY APPLICATION (Section 4)

##### When and where it applies (Section 4.1)

*SPP 5.4 applies to the preparation and assessment of planning instruments, including region and local planning schemes; planning strategies, structure plans; subdivision and development proposals in Western Australia, where there is proposed:*

- a) noise-sensitive land-use within the policy’s trigger distance of a transport corridor as specified in **Table 1**.*
- b) New or major upgrades of roads as specified in **Table 1** and maps (**Schedule 1, 2 and 3**); or*
- c) New railways or major upgrades of railways as specified in maps (**Schedule 1, 2 and 3**); or any other works that increase capacity for rail vehicle storage or movement and will result in an increased level of noise.*

##### Policy trigger distances (Section 4.1.2)

**Table 1** identifies the State’s transport corridors and the trigger distances to which the policy applies.

*The designation of land within the trigger distances outlined in **Table 1** should not be interpreted to imply that land is affected by noise and/or that areas outside the trigger distances are un-affected by noise.*

Where any part of the lot is within the specified trigger distance, an assessment against the policy is required to determine the likely level of transport noise and management/ mitigation required. An initial screening assessment (**guidelines: Table 2: noise exposure forecast**) will determine if the lot is affected and to what extent.”

**TABLE 1: TRANSPORT CORRIDOR CLASSIFICATION AND TRIGGER DISTANCES**

<b>Transport corridor classification</b>	<b>Trigger distance</b>	<b>Distance measured from</b>
<b>Roads</b>		
<b>Strategic freight and major traffic routes</b> Roads as defined by Perth and Peel Planning Frameworks and/or roads with either 500 or more Class 7 to 12 Austroads vehicles per day, and/or 50,000 per day traffic volume	300 metres	Road carriageway edge
<b>Other significant freight/traffic routes</b> These are generally any State administered road and/or local government road identified as being a future State administered road (red road) and other roads that meet the criteria of either $\geq 23,000$ daily traffic count (averaged equivalent to 25,000 vehicles passenger car units under region schemes)	200 metres	Road carriageway edge
<b>Passenger railways</b>		
	100 metres	Centreline of the closest track
<b>Freight railways</b>		
	200 metres	Centreline of the closest track

Proponents are advised to consult with the decision making authority as site specific conditions (significant differences in ground levels, extreme noise levels) may influence the noise mitigation measures required, that may extend beyond the trigger distance.

#### POLICY MEASURES (Section 6)

The policy applies a performance-based approach to the management and mitigation of transport noise. The policy measures and resultant noise mitigation will be influenced by the function of the transport corridor and the type and intensity of the land-use proposed. Where there is risk of future land-use conflict in close proximity to strategic freight routes, a precautionary approach should be applied. Planning should also consider other broader planning policies. This is to ensure a balanced approach takes into consideration reasonable and practical considerations.

#### Noise Targets (Section 6.1)

**Table 2** sets out noise targets that are to be achieved by proposals under which the policy applies. Where exceeded, an assessment is required to determine the likely level of transport noise and management/mitigation required.

In the application of the noise targets the objective is to achieve:

- indoor noise levels as specified in **Table 2** in noise sensitive areas (for example, bedrooms and living rooms of houses, and school classrooms); and
- a reasonable degree of acoustic amenity for outdoor living areas on each residential lot. For non-residential noise-sensitive developments, for example schools and child care centres the design of outdoor areas should take into consideration the noise target.

*It is recognised that in some instances, it may not be reasonable and/or practicable to meet the outdoor noise targets. Where transport noise is above the noise targets, measures are expected to be implemented that balance reasonable and practicable considerations with the need to achieve acceptable noise protection outcomes.*

**TABLE 2: NOISE TARGETS**

Proposals	New/Upgrade	Noise Targets		
		Outdoor		Indoor
		Day ( $L_{Aeq}(\text{Day})$ dB) (6 am-10 pm)	Night ( $L_{Aeq}(\text{Night})$ dB) (10 pm-6 am)	( $L_{Aeq}$ dB)
Noise-sensitive land-use and/or development	New noise sensitive land use and/or development within the trigger distance of an existing/proposed transport corridor	55	50	$L_{Aeq}$ (Day) 40(Living and work areas)  $L_{Aeq}$ (Night) 35 (bedrooms)
Roads	New	55	50	N/A
	Upgrade	60	55	N/A
Railways	New	55	50	N/A
	Upgrade	60	55	N/A

Notes:

- The noise target is to be measured at one metre from the most exposed, habitable façade of the proposed building, which has the greatest exposure to the noise-source. A habitable room has the same meaning as defined in State Planning Policy 3.1 Residential Design Codes.
- For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonably drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors (as amended) for each relevant time period.
- The 5dB difference in the criteria between new and upgrade infrastructure proposals acknowledges the challenges in achieving noise level reduction where existing infrastructure is surrounded by existing noise-sensitive development.
- Outdoor targets are to be met at all outdoor areas as far as is reasonable and practical to do so using the various noise mitigation measures outlined in the guidelines. For example, it is likely unreasonable for a transport infrastructure provider to achieve the outdoor targets at more than 1 or 2 floors of an adjacent development with direct line of sight to the traffic.

#### Noise Exposure Forecast (Section 6.2)

When it is determined that SPP 5.4 applies to a planning proposal as outlined in Section 4, proponents and/or decision makers are required to undertake a preliminary assessment using **Table 2**: noise exposure forecast in the guidelines. This will provide an estimate of the potential noise impacts on noise-sensitive land-use and/or development within the trigger distance of a specified transport corridor. The outcomes of the initial assessment will determine whether:

- no further measures is required;
- noise-sensitive land-use and/or development is acceptable subject to deemed-to-comply mitigation measures; or
- noise-sensitive land-use and/or development is not recommended. Any noise-sensitive land-use and/or development is subject to mitigation measures outlined in a noise management plan."

### 3. MEASUREMENTS AND OBSERVATIONS

To determine the noise received at the proposed expansion of the child care centre, noise level measurement of passing passenger trains on Thursday 15<sup>th</sup> September and handheld measurements of several passenger train passes were obtained. These noise levels are showing Table 3.1 below

Noise levels were measured with a Larson Davis 831 Sound Level Meter. A calibration check was carried out prior to and after measurements with a Bruel and Kjaer Sound Level Calibrator. All instruments used are currently factory calibrated. Calibration certificates are available if required.

**TABLE 3.1 – MEASURED TRAIN NOISE LEVELS**

Description	Noise Level - dB ( $L_{Aeq,T}$ )
North Bound	59
South Bound	58
North Bound	56
South Bound	57
Average	58

Measurements were for a period of 30 seconds.

### 4. ASSESSMENT

We understand that during peak hours, the number of train movements of Perth – Midland passenger train line would be 20. Based on the above number of train movements the  $L_{Aeq}$  for a peak hour would be 50 dB(A). Thus, noise received at the child care centre would be comply with the “Noise Targets” even during the peak hours.

In accordance with the Policy, the following would be the acoustic criteria applicable to this project:

**External**

Day

Maximum of 55 dB(A)  $L_{Aeq}$

**Internal**

Sleeping Areas

35 dB(A)  $L_{Aeq(night)}$

Living Areas

40 dB(A)  $L_{Aeq(day)}$

The results of the noise assessment indicate that noise received at the child care centre from the Perth – Midland passenger line would comply with the “Noise Targets”, and as a result, no Quiet House Design, nor Notifications on Title would be required at this development.



# **APPENDIX A**

## Plans

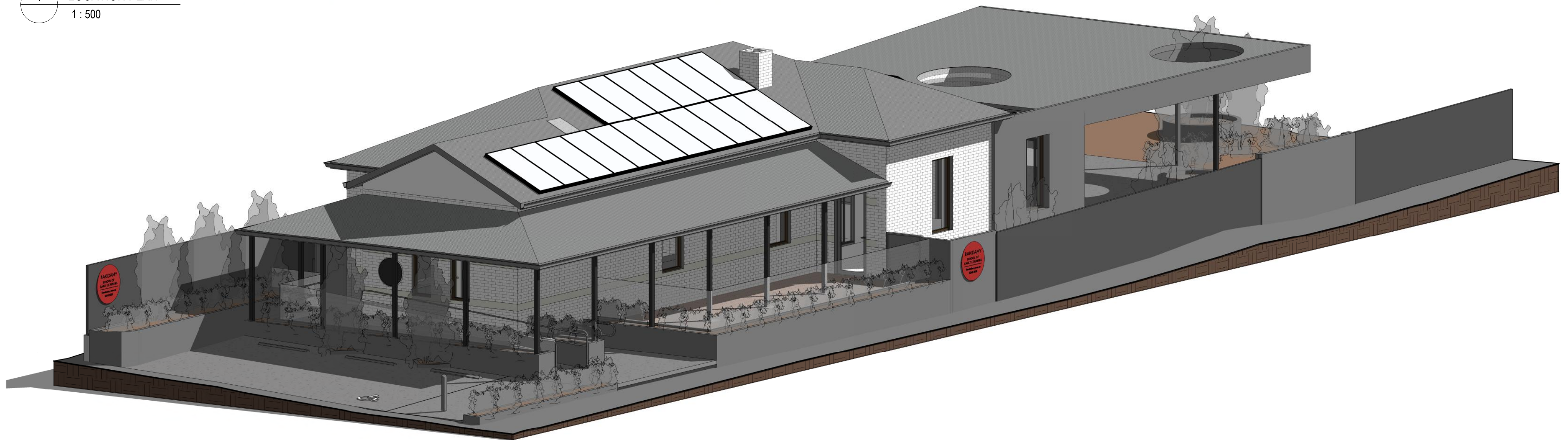


# AKIDAMY SCHOOL OF EARLY LEARNING - CHERITON STREET

105 SUMMERS STREET & 34 CHERITON STREET, PERTH WA



1 LOCATION PLAN  
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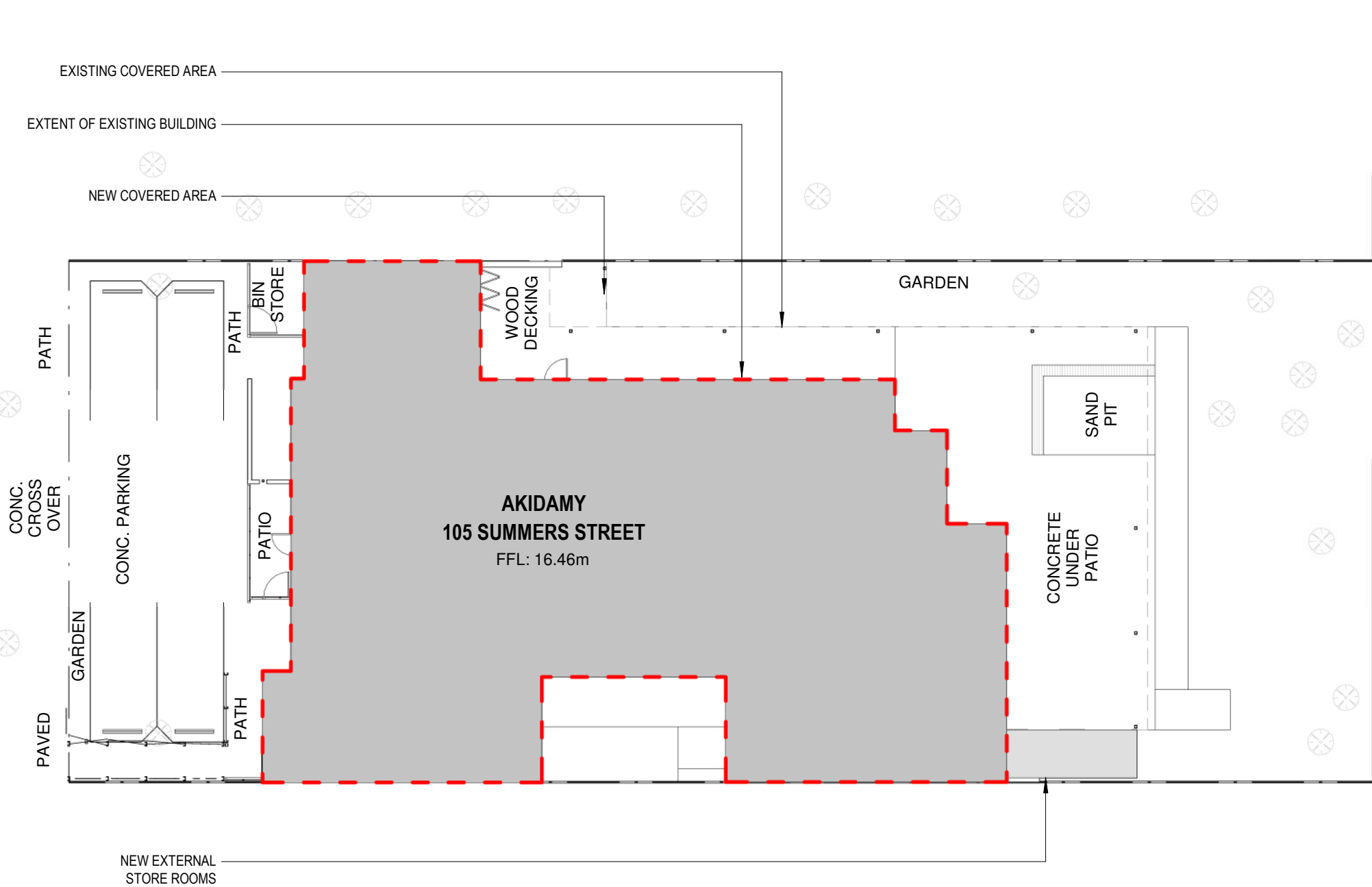


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2	19.09.22	COORDINATION	SP
3	23.09.22	DEVELOPMENT APPLICATION	SP

	Scale 1 : 500 @ A2			Project AKIDAMY - 34 CHERITON STREET	Drawing Title COVER PAGE & LOCATION PLAN	
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SUMMERS STREET



1 SITE PLAN  
1 : 200

CLASSROOM AREAS

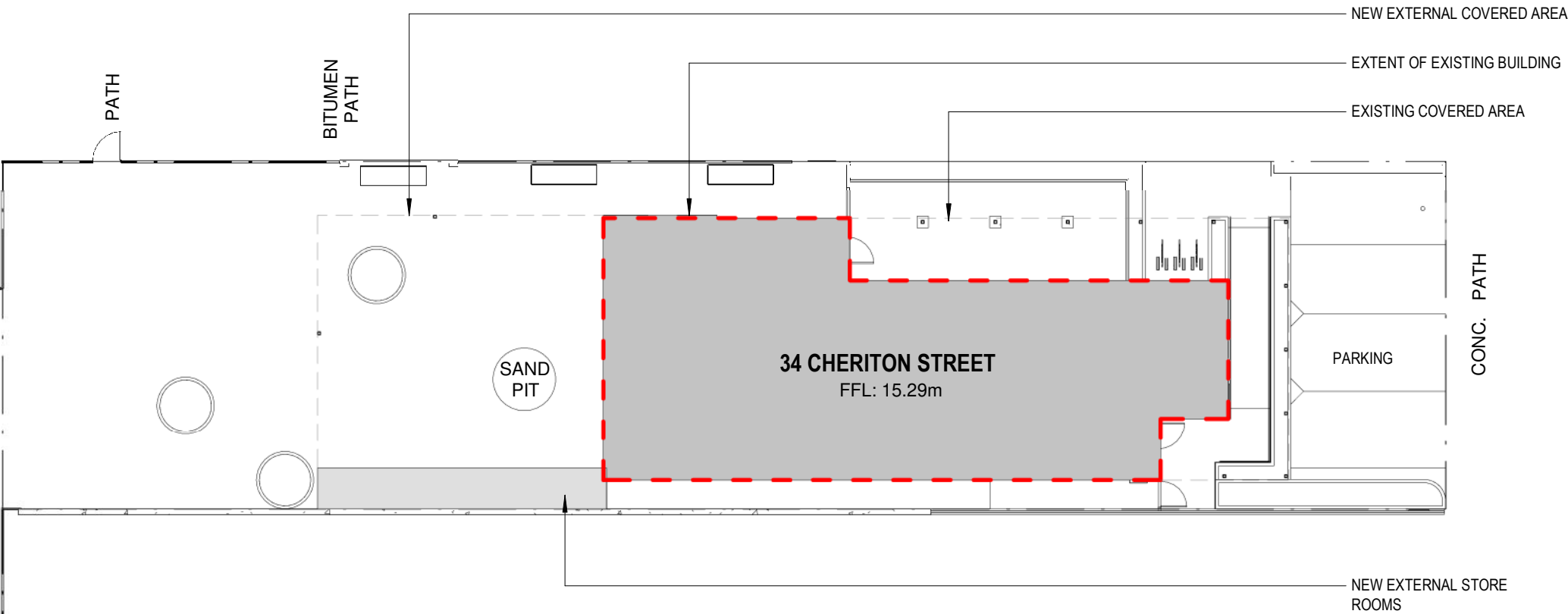
CLASSROOM AREA - SUMMER STREET	216.0 M²
CLASSROOM AREA - CHERITON STREET	90.3 M²
CLASSROOM AREA - TOTAL	306.3 M²

OUTDOOR PLAY AREAS

OUTDOOR PLAY AREA - SUMMER STREET	410.8 M²
OUTDOOR PLAY AREA - CHERITON STREET	287.9 M²
OUTDOOR PLAY - TOTAL	698.7 M²

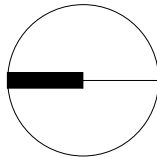
PATH

BITUMEN  
PATH

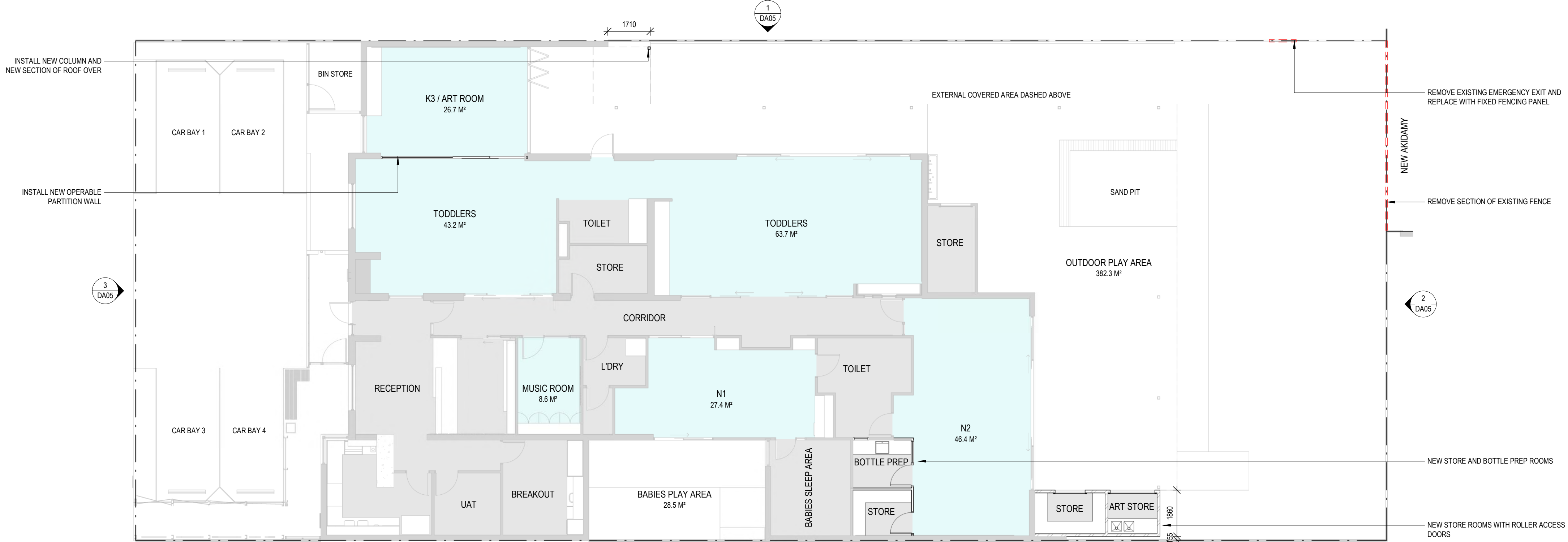


CHERITON STREET

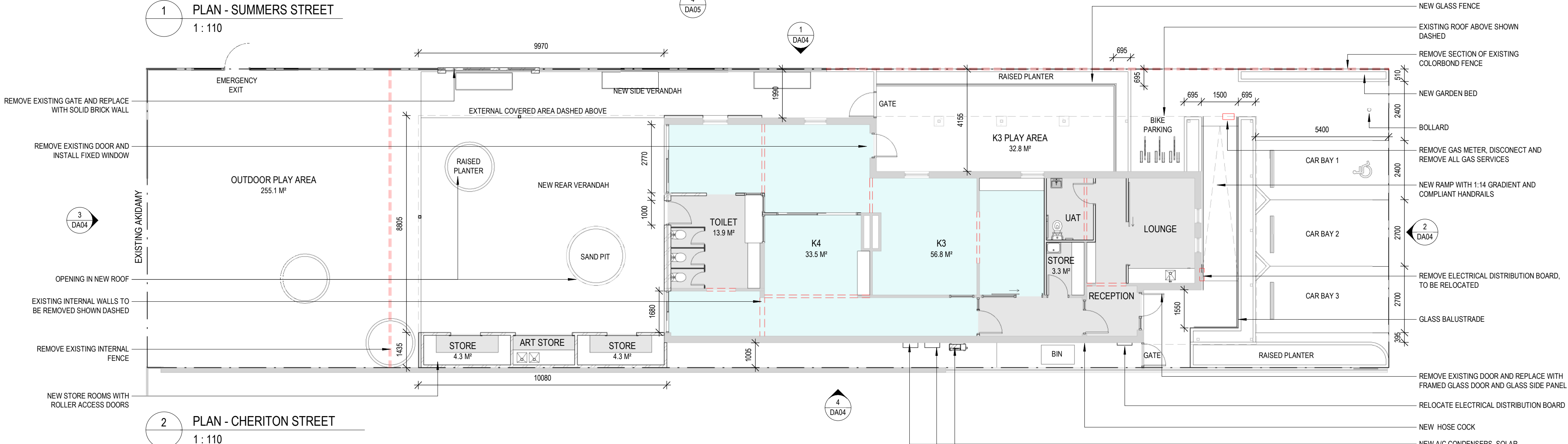
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2	12.09.22	COORDINATION	SP
3	16.09.22	COORDINATION	SP
4	19.09.22	COORDINATION	SP
5	23.09.22	DEVELOPMENT APPLICATION	SP



Scale As indicated @ A2			Project AKIDAMY - 34 CHERITON STREET		Drawing Title SITE PLAN	
Dr: SP	Chk: PH	Appvd: PH	Client AKIDAMY		Job No PAR0099	Drawing No DA01

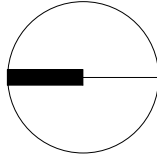


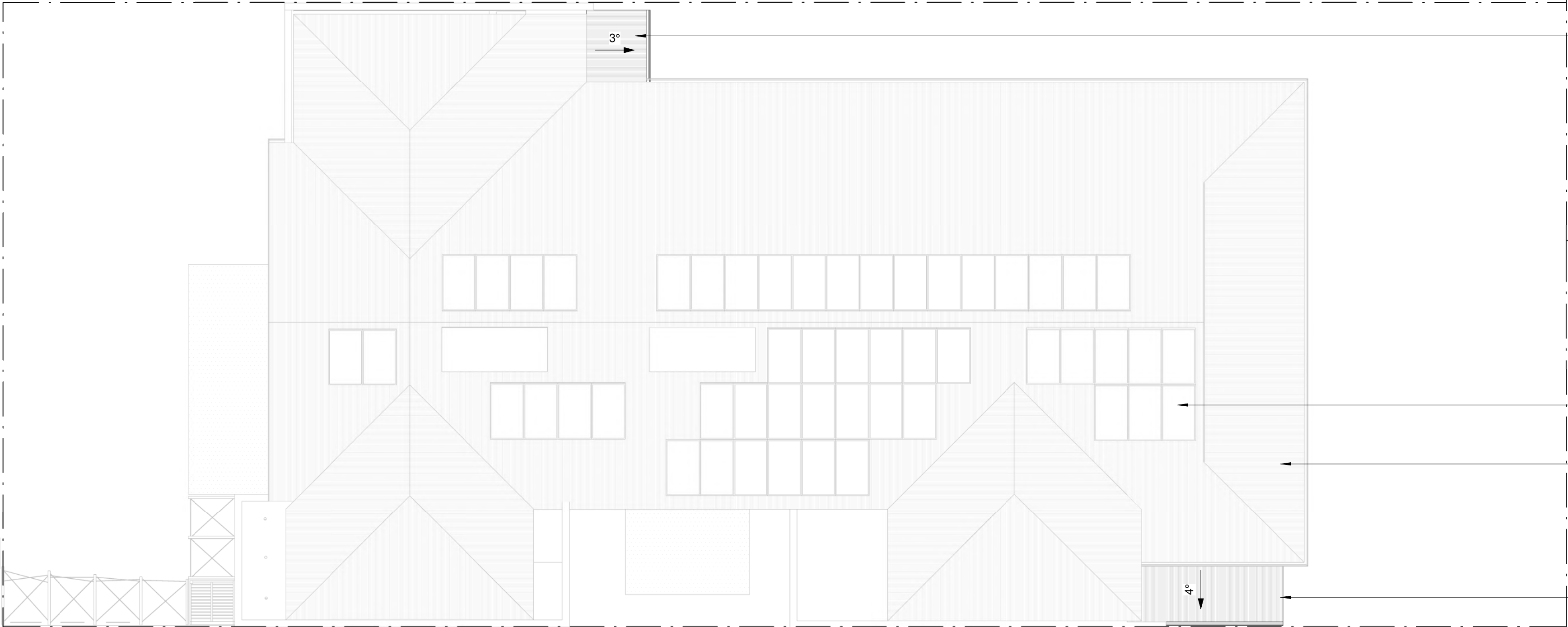
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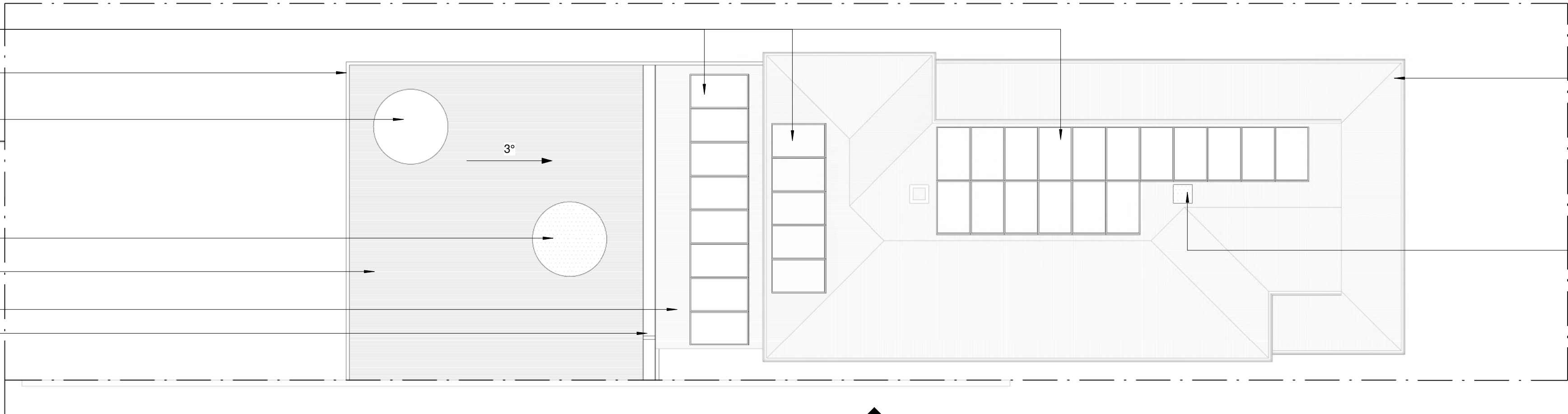
2 PLAN - CHERITON STREET  
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2	12.09.22	COORDINATION		SP
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5	23.09.22	DEVELOPMENT APPLICATION		SP



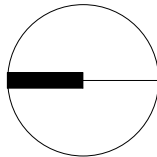


1 ROOF PLAN - SUMMERS STREET  
1 : 110



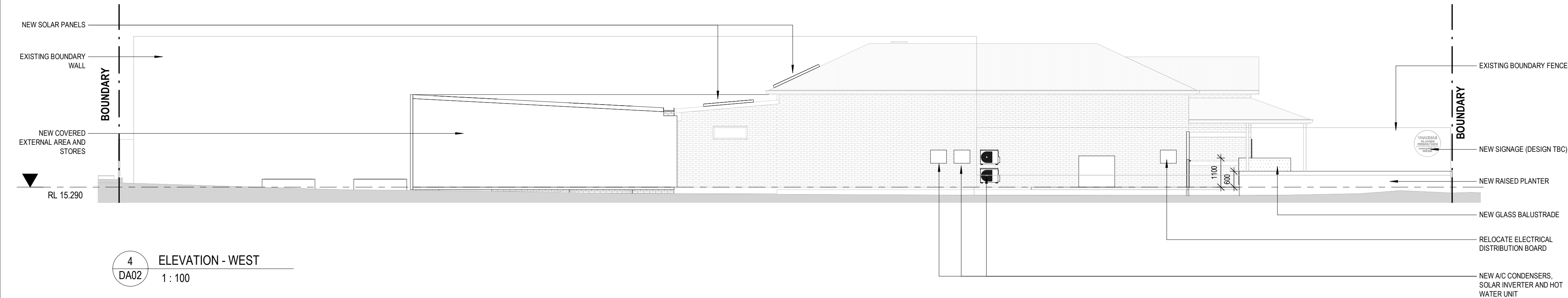
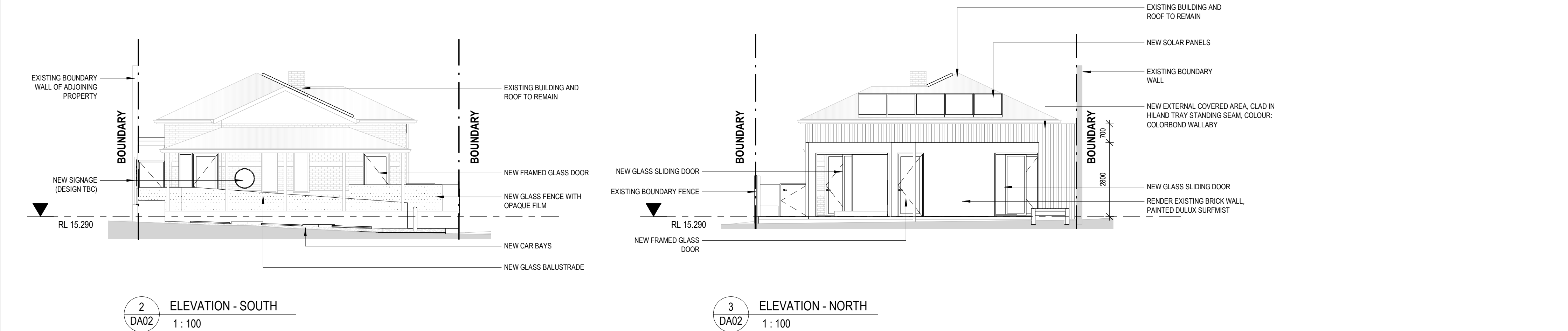
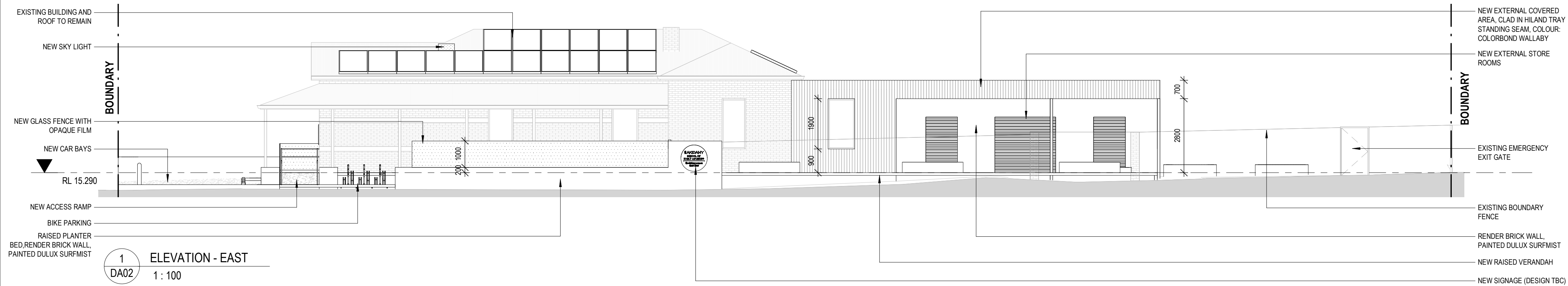
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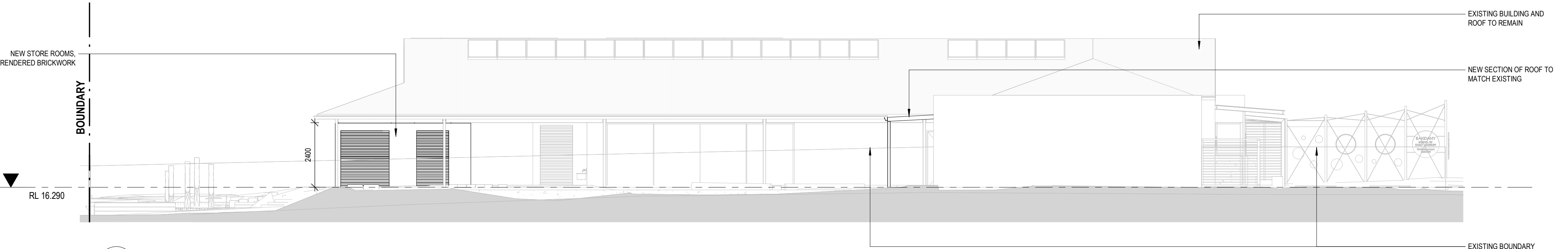


Scale	1 : 110 @ A2			Project	AKIDAMY - 34 CHERITON STREET			Drawing Title	ROOF PLAN		
Dr:	SP	Chk:	PH	Appvd:	PH	Client	AKIDAMY	Job No	PAR0099	Drawing No	DA03

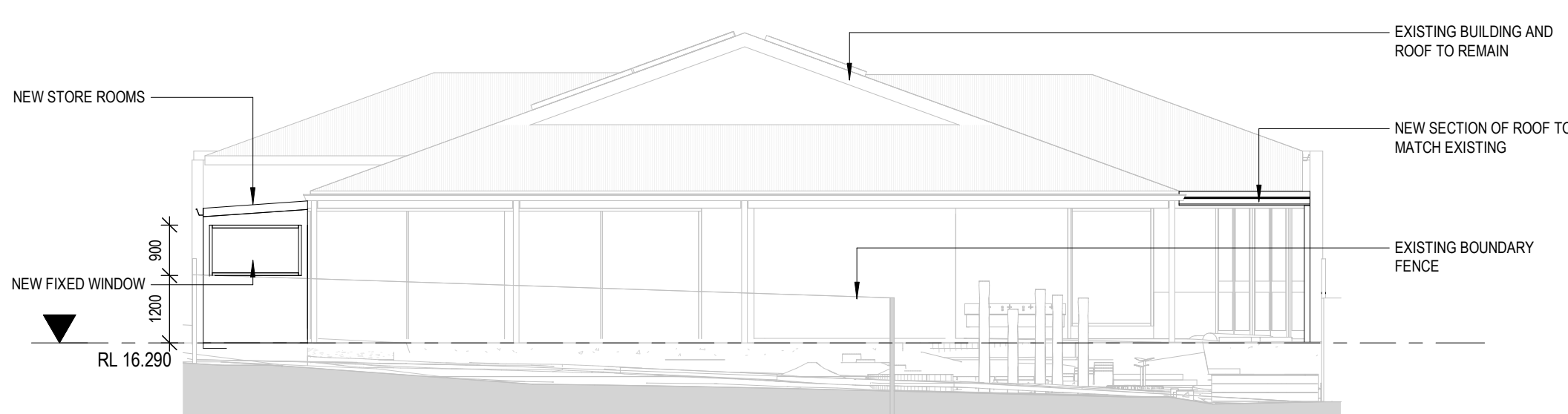




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4	19.09.22	COORDINATION		SP
5	23.09.22	DEVELOPMENT APPLICATION		SP



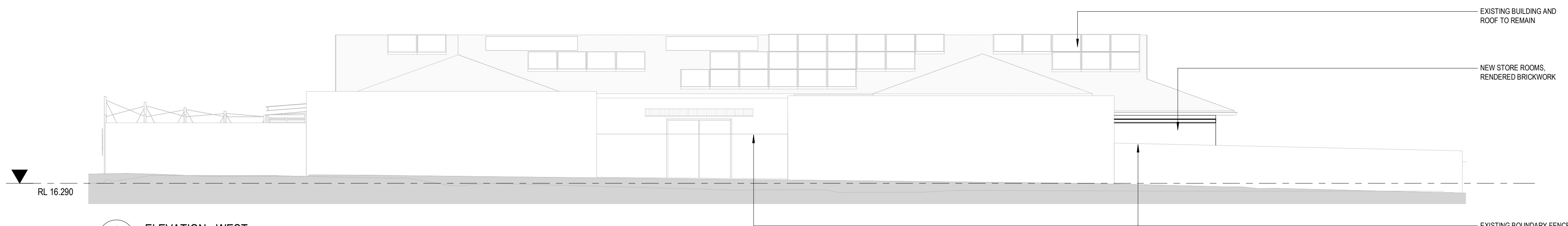
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DA02 1 : 100



2 ELEVATION - SOUTH  
DA02 1 : 100



3 ELEVATION - NORTH  
DA02 1 : 100



4 ELEVATION - WEST  
DA02 1 : 100

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REV	DATE	STATUS	ISSUED
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Dr: SP Chk: PH Appvd: PH

Project AKIDAMY - 34 CHERITON STREET

Client AKIDAMY

Drawing Title ELEVATIONS - SUMMERS STREET

Job No PAR0099

Drawing No DA05

# TRANSPORT IMPACT STATEMENT

Lot 38 (No. 103-105) Summers Street  
and Lot 1 (No. 34) Cheriton Street,

Perth

September 2022

Rev H



**TRANSPORT IMPACT STATEMENT**

KC00482.000 Lot 38 (No. 103-105) Summers Street and Lot 1 (No. 34) Cheriton Street, Perth

**HISTORY AND STATUS OF THE DOCUMENT**

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
Rev A	04.04.2016	C Kleyweg	M Kleyweg	04.04.2016	Issued for Review
Rev B	13.04.2016	C Kleyweg	M Kleyweg	13.04.2016	Amended according with requirements from 04.04.2016 by e-mail; results of on-street survey added.
Rev C	09.06.2016	M Kleyweg	M Kleyweg	09.06.2016	New layout amended. Comments from 15/04/16 incorporated and 03/06/16 email. New survey data added.
Rev D	13.06.2016	M Kleyweg	M Kleyweg	13.06.2016	Comments from received 10/06/16 via email
Rev E	14.06.2016	M Kleyweg	M Kleyweg	15.06.2016	Comments from received 14/06/16 via email
Rev F	13.07.2016	J Joseph	M Kleyweg	13.07.2016	Proposed layout and number of children amended
Rev G	12.09.2022	M Kleyweg	M Kleyweg	12.09.2022	Proposed layout and number of children amended
Rev H	20.09.2022	M Kleyweg	M Kleyweg	20.09.2022	Proposed layout amended

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Revision	Date of issue	Quantity	Issued to
Rev A	04.04.2016	1 (PDF)	Mr Michael Sebbag (Beverley Group) Nathan Stewart (Rowe Group)
Rev B	13.04.2016	1 (PDF)	
Rev C	09.06.2016	1 (PDF)	
Rev D	13.06.2016	1 (PDF)	
Rev E	15.06.2016	1 (PDF)	
Rev F	13.07.2016	1 (PDF)	
Rev G	12.09.2022	1 (PDF)	Nathan Stewart, Sam Bowers (Rowe Group)
Rev H	20.09.2022	1 (PDF)	Nathan Stewart, Sam Bowers (Rowe Group)

<b>Document Printed</b>	21/09/2022 10:49 AM
<b>File Name</b>	C:\Users\jelena\Box\KCTT Projects\KC00000 Archived Projects\KC00482.000 No 103 to 105 Summers Street Perth\Outgoing\Report\220920 Rev H\KC00482.000 No 103 to 105 Summers Street, Perth Rev H.docx
<b>Author of the Report</b>	Jelena Simic
<b>Project Team</b>	/
<b>Project Director / Project Manager</b>	Marina Kleyweg
<b>Name of Project</b>	Lot 38 (No. 103-105) Summers Street and Lot 1 (No. 34) Cheriton Street, Perth
<b>Name of the Document</b>	Lot 38 (No. 103-105) Summers Street and Lot 1 (No. 34) Cheriton Street, Perth - Transport Impact Statement
<b>Document Version</b>	KC00482.000_R01_ Rev H

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# Appendices

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**Appendix 1** - The layout of the proposed development

**Appendix 2** - Transport Planning and Traffic Plans

**Appendix 3** - Vehicle Turning Circle Plans



## 1. Executive Summary

### Site Context

- Lot 38 (No. 103-105) Summers Street is currently an approved Childcare facility. A maximum of 63 children and 15 staff are permitted on site at any time, per the City of Vincent's approval on 20<sup>th</sup> September 2016.
- Lot 1 (No. 34) Cheriton Street is situated to the rear of the existing childcare centre and features a residential dwelling that is to be renovated and converted into a childcare facility.
- Both existing and the proposed childcare facilities will operate as one childcare centre with increased capacity to a maximum of 90 children and 18 staff permitted on-site at any one time.

### Technical Findings

- The swept path analysis was performed with a B99 Passenger Vehicle (5.2m). The parking appears to be fully navigable. For further details, please refer to the swept path analysis plans enclosed in Appendix 3.
- As the childcare centre is already operational, waste collection and delivery practices will remain unchanged.

### Relationship with Policies

- The plans for the proposed development show a total of 7 car parking bays, inclusive of 4 currently existing parking bays on Lot 38 and 3 bays proposed on Lot 1 (included and 1 ACROD).
- Building Code of Australia ACROD Provision – 1 ACROD bay provided to comply with the requirement.

### Conclusion

- The total development is expected to generate approximately 396 vehicular movements per day, with a forecasted impact of around 72 vehicular movements per hour in the AM peak hour and 63 vehicular movements per hour in the PM peak hour.
- The additional traffic impact can be estimated as 108 daily vehicular trips, 21 vehicular trips in the AM peak and 18 vehicular trips in the PM peak. The traffic impact will be spread over two streets, and it can be expected that the traffic on Summers Street may be slightly reduced with another access option. The traffic generation was assessed under a very conservative assumption that each child in attendance is driven to the childcare centre and there are no siblings in the centre. Given the location of the centre (proximity of public transport and cycling infrastructure), and the City of Vincent transportation trends, this scenario is highly unlikely, and the realistic traffic impact is likely to be much lower.
- The proponent manages a parking demand plan and has conducted a survey among families currently enrolled on preferred mode of transport. The results of survey indicate that roughly 30% of all visitors walk or cycle to the centre. This confirms very conservative nature of KCTT's assessment.
- According to WAPC guidelines, all developments generating between 10 and 100 VPH in the peak hour can be deemed to have a moderate impact on the network.

- In summary, KCTT believes that the proposed development will not have an unacceptable impact on the surrounding road network.

## 2. Transport Impact Statement

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### 2.1 Location

Lot Number (Street Number)	Lot 38 (No. 103-105) Summers Street and Lot 1 (No. 34) Cheriton Street
Suburb	Perth
Description of Site	<p>Lot 38 (No. 103-105) Summers Street is currently occupied by a Childcare facility. The maximum capacity of this facility is 63 children and 15 staff as per the City of Vincent's approval.</p> <p>Lot 1 (No. 34) Cheriton Street is situated at the rear of the existing childcare centre and features a residential dwelling that is to be renovated and converted into a childcare facility.</p> <p>Both the existing and the proposed childcare facilities will operate as one childcare centre with a maximum capacity for 90 children and 18 staff.</p>

### 2.2 Technical Literature Used

Local Government Authority	City of Vincent
Type of Development	Childcare Centre
Are the R-Codes referenced?	NO
Is the NSW RTA Guide to Traffic Generating Developments Version 2.2 October 2002 (referenced to determine trip generation/attraction rates for various land uses) referenced?	YES
Which WAPC Transport Impact Assessment Guideline should be referenced?	Volume 4 - Individual Developments Volume 5 - Technical Guidance
Are there applicable LGA schemes for this type of development?	YES
<i>If YES, Nominate:</i>	
Name and Number of Scheme	Local Planning Scheme No.2
Are Austroads documents referenced?	YES
Is the Perth Transport Plan for 3.5 million and Beyond referenced?	NO

## 2.3 Land Uses

Are there any existing Land Uses

If YES, Nominate:

YES

Lot 38 – Childcare centre (63 children and 15 staff)

Lot 1 – 1 residential dwelling

### Proposed Land Uses

How many types of land uses are proposed?

One

Nominate land use type and yield

Childcare centre – 90 children and 18 staff members

Are the proposed land uses complementary with the surrounding land-uses?

YES

City of Vincent's Local Planning Scheme No 2. designates Lot 38 (No. 103-105) Summers Street as "Residential – R80", while Lot 1 (No. 34) Cheriton Street as "Commercial".

Proposed land use – childcare is identified as 'A' use in Residential Zone which 'means that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving special notice in accordance with Clause 64 of the deemed provisions.'

Childcare land use is identified as "D" use in Commercial Zone which "means that the use is not permitted unless the local government has exercised its discretion by granting development approval;"

As Lot 38 is already operational with the City of Vincent's approval, KCTT believes there would be no constraints for Lot 1 to be converted to childcare land use.

## 2.4 Local Road Network Information

How many roads front the subject site?

Name of Roads Fronting Subject Site / Road Classification and Description:

Road Name	Summers Street
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	App.17m
Road Pavement Width	App.11m
Classification	Access Road
Speed Limit	40kph
Bus Route	NO
If YES Nominate Bus Routes	-
On-street parking	YES



## TRANSPORT IMPACT STATEMENT

KC00482.000 Lot 38 (No. 103-105) Summers Street and Lot 1 (No. 34) Cheriton Street, Perth



Road Name	Cheriton Street
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	App.16m
Road Pavement Width	App.81m
Classification	Access Road(Industrial)
Speed Limit	40kph
Bus Route	NO
If YES Nominate Bus Routes	-
On-street parking	YES

Name of Other Roads within 400m radius of site, or roads likely to take increased traffic due to the development.

Road Name	Claisebrook Road
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	App. 20m
Road Pavement Width	App. 7m
Classification	Access Road(Industrial)
Speed Limit	40kph
Bus Route	YES
If YES Nominate Bus Routes	-
On-street parking	YES

## 2.5 Traffic Volumes

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH)				Heavy Vehicle %	Date of Traffic Count	If older than 3 years multiply with a growth rate
			AM Peak Time	AM Peak - Peak VPH	PM Peak Time	PM Peak - Peak VPH			
Lord Street	North of Bulwer Street (SLK 0.66)	20,336	07:30	1,851	16:30	1,889	5.5	2021 /22	-
	South of Newcastle Street (SLK 0.48)	21,481	07:45	2,146	16:45	2,107	3.5	2021 /22	-
East Parade	South of Graham Farmer Fwy (SLK 0.00)	36,217	07:45	3,063	16:45	2,952	3.6	2018 /19	-
	North of Summers Street (SLK 0.47)	41,952	07:30	3,266	16:00	3,234	5.4	2021 /22	-

## TRANSPORT IMPACT STATEMENT

KC00482.000 Lot 38 (No. 103-105) Summers Street and Lot 1 (No. 34) Cheriton Street, Perth



Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH)				Heavy Vehicle %	Date of Traffic Count	If older than 3 years multiply with a growth rate
			AM Peak Time	AM Peak VPH	PM Peak Time	PM Peak VPH			
Bulwer Street	West of Lord Street (SLK 0.19)	9,257	08:00	756	16:45	807	4.2	2018 /19	–
Summers Street	Claisebrook West*	1,326	08:00	104	16:00	214	5.4	Jun 2021	–
	Claisebrook West*	1,475	n/a	123	n/a	199	5.8	Nov 2020	–
Claisebrook Road	Caversham – Cheriton*	1,376	n/a	115	n/a	124	8.6	Apr 2017	1,595
	Cheriton Street - Summers Street*	1,485	08:00	121	17:00	158	n/a	Sep 2022	–
Cheriton Street	Claisebrook cul-de-sac*	401	08:00	44	17:00	38	n/a	Sep 2022	–

Note\* - These traffic counts were provided by the City of Vincent. All other traffic data are sourced from the MRWA site.

## 2.6 Vehicular Crash Information

Is Crash Data Available on Main Roads WA website? YES

If YES, nominate important survey locations:

Location 1 Summers Street (SLK 0.09 to 0.32)

Location 2 Cheriton Street (SLK 0.00 to 0.19)

Period of crash data collection 01/01/2017 - 31/12/2021

Road Name	SLK	Road Hierarchy	Speed Limit	Crash Statistics			
				No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
Summers Street	0.09 to 0.32	Access Road	40kph	1	0	1	0
MR Type	Involving Overtaking	Involving Parking	Involving Animal	Involving Pedestrian	Entering / Leaving Driveway	Other / Unknown	
Count	0	1	0	0	0	1	
No of MVKT Travelled at Location				App.1,400 VPD * 365 * 5 years * 0.23 km = 0.59 MVKT			
KSI Crash Rate				1 KSI crashes / 0.59 MVKT = 1.70 KSI crashes/MVKT			
All Crash Rate				2 crashes / 0.59 MVKT = 3.40 crashes/MVKT			

## TRANSPORT IMPACT STATEMENT

KC00482.000 Lot 38 (No. 103-105) Summers Street and Lot 1 (No. 34) Cheriton Street, Perth



### Comparison with Crash Density and Crash Rate Statistics

All Crash rate of 1.70 crashes/MVKT is significantly **higher** than the network average of 0.95 crashes / MVKT.  
KSI crash rate of 3.40 is significantly **higher** than the network average of 0.05 KSI crashes per MVKT.

Road Name		SLK	Road Hierarchy	Speed Limit	Crash Statistics			
					No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
Cheriton Street		0.00 to 0.19	Access Road	40kph	0	0	1	1
MR Type	Involving Overtaking	Involving Parking	Involving Animal	Involving Pedestrian	Entering / Leaving Driveway		Other / Unknown	
Count	0	1	0	0	1		0	
No of MVKT Travelled at Location				App. 400 VPD * 365 * 5 years * 0.19 km = 0.14 MVKT				
KSI Crash Rate				0 KSI crashes/MVKT				
All Crash Rate				2 crashes / 0.14 MVKT = 14.42 crashes/MVKT				
Comparison with Crash Density and Crash Rate Statistics				All Crash rate of 14.42 crashes/MVKT is significantly <b>higher</b> than the network average of 0.95 crashes / MVKT.				

The following table shows crash rates and crash densities in the Perth Metropolitan area on local roads and state roads for the period from January 2017 to December 2021 and were obtained from Main Roads WA on the 31<sup>st</sup> May 2022 via email request:

Crash Density and Crash Rate on Metropolitan Local Roads Network only				
	All Crashes		Serious Injury Crashes (Fatal+Hospital)	
	Average Annual Crash Density (All Crashes/KM)	Average Annual Crash Rate (All Crashes/MVKT)	Average Annual Crash Density (Ser. Inj. Crashes/KM)	Average Annual Crash Rate (Ser. Inj. Crashes/MVKT)
Metro Local Roads - Midblock	2.51	0.95	0.12	0.05
Metro Local Roads - All	5.23	1.98	0.24	0.09
Note: Based on 5-years data for the period 2017 to 2021.				

Locations noted for a high incidence of crashes involving death and injury (black spots) are identified through criteria shown in the table below. If the below crash criteria are met, further BCR analysis is conducted to determine the most appropriate intervention.

**Table 3.1: Crash criteria for the State Black Spot Program**

Crash Criteria	Highways and Main Roads		Local Roads	
	Metro	Rural	Metro	Rural
Intersection or Mid-block or Short road section (< 3 km)	10 crashes over 5 years	3 crashes over 5 years	5 crashes over 5 years	3 crashes over 5 years
Road length (≥ 3km)	Average of 3 Crashes per km over 5 years	Average of 1 crash per km over 5 years	Average of 2 Crashes per km over 5 years	Average of 1 crash per km over 5 years
Benefit-cost ratio (BCR)	1			

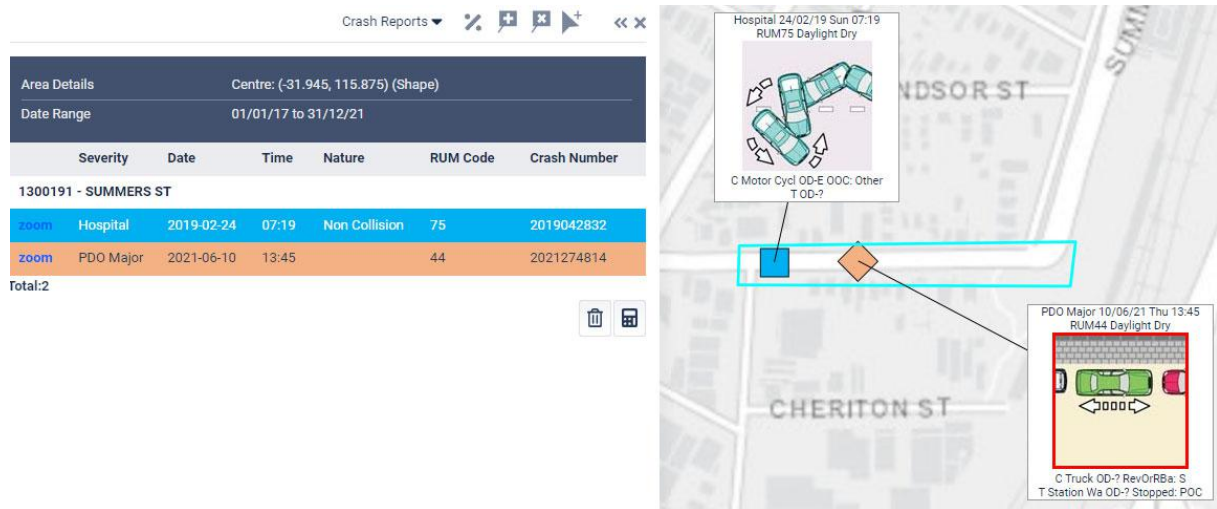
(Main Roads/ WALGA 2004)

## TRANSPORT IMPACT STATEMENT

KC00482.000 Lot 38 (No. 103-105) Summers Street and Lot 1 (No. 34) Cheriton Street, Perth

Neither of the analysed road sections meets the criteria above, nor is it listed in the MRWA database as a location eligible for the black spot program. The statistical analysis findings are exacerbated due to low traffic volumes on the subject streets.

Below is an extract of the MRWA Crash Map for the subject section of Summers Street (SLK 0.09 to 0.32).



Crash No.	SLK	Date	Day	Time	Severity	Unit	Unit Type	Type	Light Cond	From Dir	To Dir	Veh/Ped Move
2019042832	0.11	24/02/2019	Sunday	07:19	Hospital	Colliding	Motor Cycle	Midblock	Daylight	East	West	Out Of Control: Other
Location: Summers Street 20m East of Claisebrook Road												
Crash Description: Approaching speed hump, engaged front brake when front wheel lost traction and slid out to left, throwing me to the right of bike and rolling over speed hump stopping near edge of road on right, bike skidded to the left just past speed hump.												
2021274814	0.18	10/06/2021	Thursday	13:45	PDO Major	Colliding	Truck	Midblock	Daylight	-	-	Reversing Or Rolling Back: Straight
2021274814	0.18	10/06/2021	Thursday	13:45	PDO Major	Target	Station Wagon	Midblock	Daylight	-	-	Stopped: Parked On Cway
Location: Summers Street 90m East of Claisebrook Road												

Note: The hospital severity crash was caused by the driver's error/vehicle malfunction, while the only other crash was on street parking.

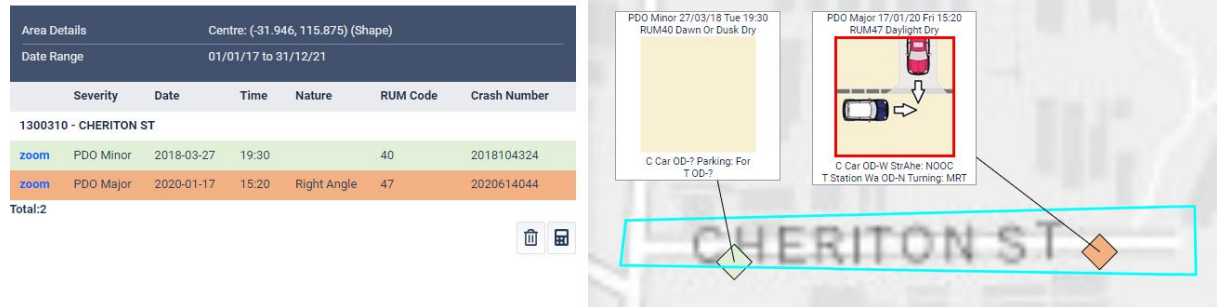


## TRANSPORT IMPACT STATEMENT

KC00482.000 Lot 38 (No. 103-105) Summers Street and Lot 1 (No. 34) Cheriton Street, Perth



An extract of the MRWA Crash Map for the subject section of Cheriton Street (SLK 0.00 to 0.19) is as follows:



Crash No.	SLK	Date	Day	Time	Severity	Unit	Unit Type	Type	Light Cond	From Dir	To Dir	Veh/Ped Move
2018104324	0.04	27/03/2018	Tuesday	1930	PDO Minor	Colliding	Car	Midblock	Dawn Or Dusk	-	-	Parking: Forward
Location: Cheriton Street 40m East of Claisebrook Road												
2021274814	0.18	17/01/2020	Friday	15:20	PDO Major	Colliding	Car	Midblock	Daylight	-	-	Straight Ahead: Not Out Of Control
2021274814	0.18	17/01/2020	Friday	15:20	PDO Major	Target	Station Wagon	Midblock	Daylight	-	-	Turning: To Make Right Turn
Location: Cheriton Street 10m West of Cheriton Street - End Road												

As mentioned above, low traffic volumes exacerbate the findings of statistical analysis. Most recorded traffic incidents are parking-related, with the incident related to the highest severity being a result of a driver's error or a vehicle malfunction (motorcycle wheel losing traction). Therefore, the road environment cannot be considered inherently unsafe.

## 2.7 Vehicular Parking

### Local Government

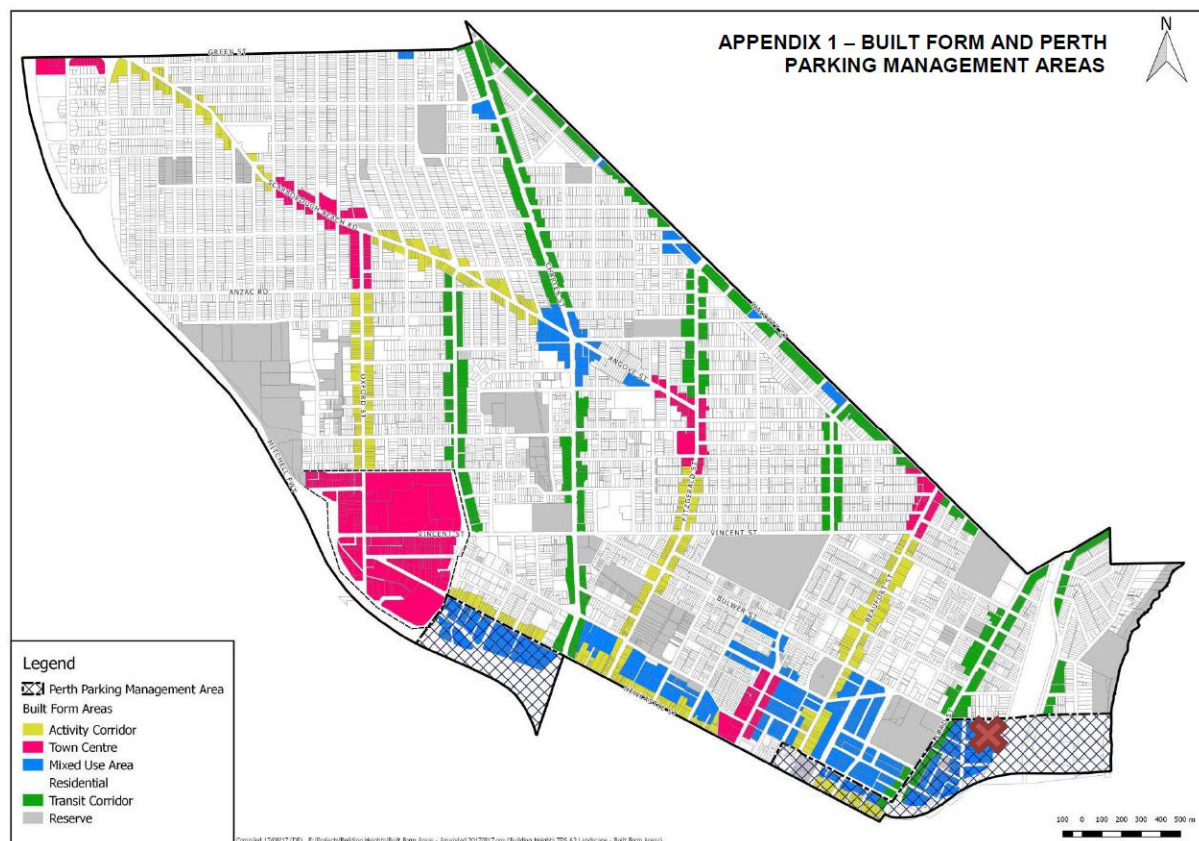
City of Vincent

### Local Government Document Utilised

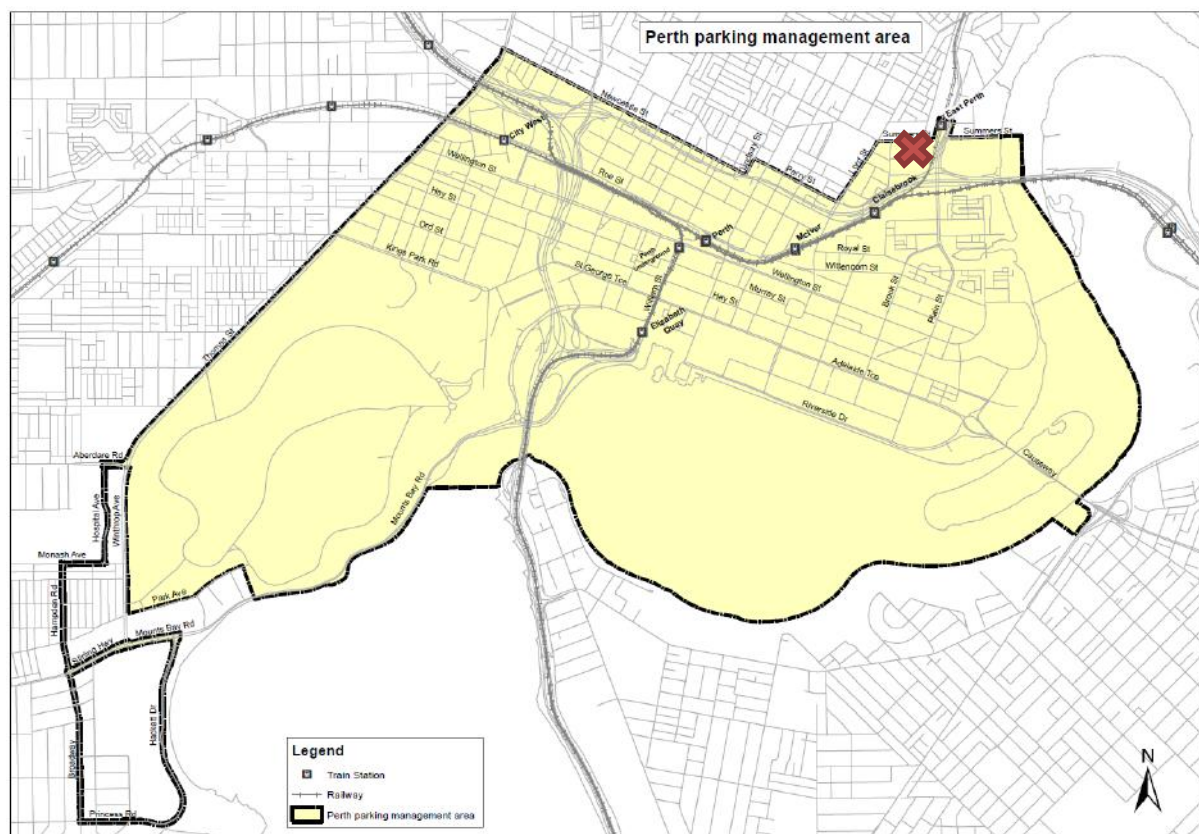
- Local Planning Policy 7.5.3 Education and Care Services
- City of Vincent Planning and Building Policy Manual Policy No: 7.7.1 Non-Residential Development Parking Requirements
- City of Vincent Planning and Building Policy Manual Parking and Access Policy No: 3.7.1 Parking and Access
- Perth Parking Policy 2014

### Description of Parking Requirements in accordance with the relevant documents:

The subject site is located within the Perth Parking Management Area. The approximate location of the subject development site is marked with a red cross on the following figures for clarity.



**Figure 1** - Appendix 1 - Built Form and Perth Parking Management Areas (City of Vincent Planning and Building Policy Manual, Policy No: 7.7.1 Non-Residential Development Parking Requirements)



**Figure 2** – Perth Parking Management Area Map

Although the subject site is under the City of Vincent's jurisdiction, the City of Vincent's parking policies do not apply within the Perth Parking Management Area. The only document that provides guidance on parking allowance for locations within Perth Parking Management Area is Perth Parking Policy 2014.

As Summers Street and Cheriton Street are identified as 'Category 4' roads, and the proposal includes 'At Grade' access, there is a maximum parking allowance of '200 bays per 10,000m<sup>2</sup> of lot area.'

As the summarised land area of both lots that the subject development occupies is 1,623.51 m<sup>2</sup> (inclusive of 1,013.12m<sup>2</sup> of Lot 38 Summers Street + 610.39m<sup>2</sup> of Lot 1 Cheriton Street), the subject site has a maximum parking allowance of 33 bays as shown below.

### Calculation of Parking

Land Use	Requirements	Yield	Total Parking
Proposed development	200 bays per 10,000m <sup>2</sup> of lot area	1,013.12m <sup>2</sup> of Lot 38 Summers Street	20.26
		610.39m <sup>2</sup> of Lot 1 Cheriton Street	12.21
Total Maximal Car Parking Requirement for the subject development			33 car bays maximum
Total Volume of Parking Provided by Proponent			7 car bays
Inclusive of: <ul style="list-style-type: none"><li>• 4 existing car bays on Lot 38</li><li>• 3 car bays proposed on Lot 1 (2 standard and 1 ACROD)</li></ul>			

### Justification

Developments within the City of Perth Parking Management Area have only a maximum cap on parking provision with no minimum requirements, regardless of land use (as long as it is non-residential).

The existing development successfully operates with 4 parking bays on site, and the proposed increase in parking is proportionally in line with the increase in the capacity of the facility. The site enjoys the proximity of a train station, bus lines and designated cycling routes. Furthermore, there is ample on-street parking on Summers Street and public parking at the train station. To our understanding, no parking issues were raised relating to the pick-up and drop off at the existing childcare centre; therefore, we believe that the provision of parking is in line with the capacity expansion and should be satisfactory.

Nevertheless, we performed an analysis of parking demand for pick up and drop off in the worst possible and highly unlikely scenario.

The following table was derived through many years of practice and research in this field that our office completed. KCTT has worked with several established childcare providers who have provided sign-in data for a full week. The percentages outlined below have emerged as the current average arrival/departure pattern. As per our transport impact assessment, the estimated average dwell time is 10 minutes, which is significantly higher than the dwell time suggested by NSW RTA Guide to Traffic Generating Developments.

While this pattern shows that up to 95% of children attend for the day (as practically recorded), the distribution still does not allow for siblings to attend the centre. Furthermore, the distribution assumes that all children in attendance are driven to the childcare in a separate personal vehicle (not walked or brought on bicycles); therefore, the distribution below has a degree of conservatism.

In our previous experience, we have come across data indicating that siblings usually make up 15-25% of attendees. More than one child will be brought in a single vehicle in these cases, reducing the parking requirement.

Therefore, the table below was developed on the following assumptions:

- The arrival percentage is derived from data provided to KCTT and described above.
- It was assumed there were no siblings in the centre.
- It was assumed that all children in attendance would be driven to the centre.

Sign-in Time	Extracted Arrival Percentages (of the maximum number of children)	Expected Number of Children Signing In	Parking demand (assumed dwell time 10 minutes per vehicle)
07:00 - 07:30	13.97%	13	3
<b>07:30 - 08:30</b>	<b>40.55%</b>	<b>36</b>	<b>6</b>
08:30 - 09:30	30.68%	28	5
09:30 - 10:30	7.67%	7	2
After 10:30	1.37%	1	1
<b>Total:</b>	94.25%	85 children (90 children – 100% capacity)	

The table above shows that the parking demand is the strongest in the period 07.30 - 08.30. When applied to the subject development with the assumed dwell time of 10 minutes per vehicle, the subject childcare centre would require a maximum of 6 car bays to cater for the expected parking demand of pick up / drop off function. This is in line with the proposed provision of standard car bays on site for the subject childcare facility with increased capacity. However, this conservative assessment does not allow for siblings attending the centre nor for children being dropped off on foot or bicycle which is a practice more common within the City of Vincent than anywhere else in the Perth Metro Area.

While the table above is derived from data KCTT collected over the years from various providers, the proponent provided us with attendance data in the existing centre over the last month. In line with trends we noticed across the industry, average attendance appears to be generally significantly lowered post pandemic.

The proponent conducted a survey among families currently enrolled on preferred mode of transport. The results of survey indicate that roughly 30% of all visitors walk or cycle to the centre. This shows the very conservative nature of the KCTT's assessment. The proponent actively encourages the staff to use public or active transport through financial incentives as a part of the adopted parking demand management plan.

**Have Vehicle Swept Paths been checked for Parking?** YES

*If YES, provide description of performance:*

The swept path analysis was performed with a B99 Passenger Vehicle (5.2m). The proposed parking is fully navigable. For further details, please refer to the swept path analysis plans enclosed in Appendix 3.

## 2.8 Compliance with AS2890.1:2004

**Number of Parking Bays on-site** 7

**Are Austroads documents referenced?** YES

*If YES, Nominate:*

- Australian/New Zealand Standard, Parking facilities,  
Part 1: Off-street car parking - Originated as AS 2890.1—1986.
- Australian/New Zealand Standard, Parking facilities,  
Part 6: Off-street parking for people with disabilities - Originated as AS2890.6



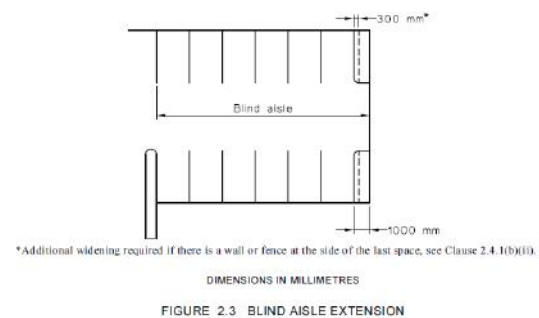
Proposed development User Class      User Class 1A (Residential, domestic and employee parking)  
 User Class 2 (visitors' parking)  
 User Class 4

Parking Bay Type	AS2890.1:2004 Off-street car parking					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (Staff bays)	5.4m	5.4m	2.4m	2.5/2.8m	5.8m	>
All bays at 90° (drop-off bays)	5.4m	5.4m	2.5m	2.5/2.8m	5.8m	
ACROD Parking	5.4m	5.4m	2.4m-ACROD 2.4m-shared space	2.4m-ACROD 2.4m-shared space	5.8m	>

Name the other requirements in the AS2890.1:2004 document.

*“At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence.*

*In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards.”*



Single-sided aisles	No single-sided aisles are provided, and kerbs and landscape need to be kept low
Blind aisle	Extended by less than a minimum of 1 m at the existing parking area; however, it doesn't cause navigability issues given the aisle width. There are no blind aisles in the proposed parking area.
Reversing bay	Reversing bay is not required.

Does the parking area meet the requirements set in AS2890.1:2004?

KCTT reviewed the proposed development layout and concluded that the car parking bays, and aisle width dimensions generally comply with the nominated Australian Standards.

Does the parking area meet the requirements set in AS2890.6?      YES

## 2.9 Bicycle Parking

Local Government

City of Vincent

Reference Document Utilised

-

**Description of Parking Requirements in accordance with Scheme:**

As previously mentioned, given that the subject development site is situated within the Perth Parking Management Area the City of Vincent Planning and Building Policy Manual Policy No: 7.7.1 Non-Residential Development Parking Requirements nor City of Vincent Planning and Building Policy Manual Parking and Access Policy No:3.7.1 Parking and Access do not apply to it. The Perth Parking Policy 2014 does not prescribe the rates for bicycle parking requirements.

**Justification**

The proposed development plans demonstrate 3 bicycle racks. KCTT believe that the demand for bicycle parking will be primarily from employees. The installation of bicycle racks supports the promotion of alternative transport modes and reduces the requirement for car parking on site.

If the development was to be assessed on the City of Vincent's Policy 7.7.1, there would be a requirement for 4 long term parking bays and 2 short term parking bays.

## 2.10 ACROD Parking

Class of Building	Class 9b
Does this building class require a specific provision of ACROD Parking?	YES
Reference Document Utilised	Perth Parking Policy 2014 Building Code of Australia

**Description of Parking Requirements:**

*"Parking for people with disabilities - The percentage of ACROD bays required in a car park is specified by the Building Code of Australia (BCA). The BCA aligns with the Disability (Access to Premises—Buildings) Standards 2010 developed under the Disability Discrimination Act 1992."*

Class 9b — (b) Other assembly building — (ii) for each additional 100 carparking spaces or part thereof in excess of 1000 carparking spaces – 1 space

**Parking Requirements in accordance with regulatory documents**

Land Use	Requirements	Yield	Total Parking
Childcare Centre	1 space for every 50 carparking spaces or part thereof	4+3	1
<b>Total Volume of ACROD Parking Required</b>			<b>1</b>
<b>Total Volume of ACROD Parking Provided by Proponent</b>			<b>1</b>

**Justification**

The subject childcare centre currently has 4 car bays on site and no obligation to provide ACROD parking as there are fewer than 5 parking bays on site.

However, as per the Building Code of Australia's requirements, the childcare centre with increased capacity and a total of 7 car bays provided on-site, triggers the requirement for the provision of ACROD bay.

Proposed development plans demonstrate the provision of 1 ACROD.

## 2.11 Delivery and Service Vehicles

Guideline Document used as reference  
Requirements

NSW RTA Guide to Traffic Generating Developments

*Other uses - 1 space per 2,000m<sup>2</sup>*

### Parking Requirements in accordance with regulatory documents

Land Use	Minimum Requirements	Yield	Total Parking
Childcare Centre	1 space per 2,000m <sup>2</sup>	<2,000m <sup>2</sup>	1
<b>Total Volume of Service and Delivery Parking Required</b>			<b>1</b>
<b>Total Volume of Service and Delivery Parking Provided by Proponent</b>			<b>N/A</b>

#### Justification

KCTT believes that a childcare centre does not require a dedicated bay for service and delivery since all deliveries can be conducted outside peak hours of operation when all drop-off parking bays are likely to be empty.

Furthermore, as the childcare centre is already operational on-site, KCTT believes the existing delivery and waste collection practices will be continued without amendments.

## 2.12 Calculation of Development Generated / Attracted Trips

What are the likely hours of operation?

Child Care Centre – 07:00-18:30 Monday-Friday  
Closed Saturday, Sunday and Public Holidays.

What are the likely peak hours of operation?

07:00 - 08:00 and 17:00 - 18:00

Guideline Document Used

NSW RTA Guide to Traffic Generating Developments

*Rates from above document:*

#### **Child Day Care:**

- AM Peak - 0.8 VPH per child
- PM Peak - 0.7 VPH per child

It should be noted that these rates are given for a 2-hour peak period. For the purposes of this report, KCTT assumes that the two-hour traffic volume will be attracted to the development in one hour, representing the peak for the subject site.

Given that the WAPC Transport Assessment Guidelines and NSW RTA Guide to Traffic Generating Developments do not offer a daily vehicular trip generation rate for the proposed land use KCTT has assumed the following to apply:

#### **Childcare centre**

Vehicular daily trips can be assumed to be 4 VPD per child and 2 VPD per employee. Each parent will make 2 vehicular trips when dropping off the child at the daycare centre and 2 vehicular trips when picking the child up. Employees will make 1 vehicular trip arriving at work and another vehicular trip when leaving work.

In our experience, childcare centres tend to operate with a 94.25% utilisation rate of the licenced capacity over the year due to the number of days those children attend (this ranges from 2 to 5 days a week) and seasonal adjustments (end of the year and when people return to work from maternity leave). Market information indicates

that between 10-20% of parents have more than one child at the centre, so those families only account for one vehicular trip. A further percentage of parents will have older siblings attending one of the nearby schools.

However, in the calculations below, a conservative approach has been applied, showing the theoretical maximum number of children, assuming that all children are driven to school and there are no siblings in the centre.

Does the site have existing trip generation/attraction? YES

**Guideline Document Used**

WAPC Transport Assessment Guidelines for Developments - Volume 5

*Rates from above document:*

**Residential** - 0.8 vehicle trips per dwelling for the AM and PM peak hours. A 25% IN / 75% OUT split has been adopted for the AM peak and a 67% IN / 33% OUT split for the PM peak hour.

**Guideline Document Used**

NSW RTA Guide to Traffic Generating Developments

*Rates from above document:*

**Residential** - The NSW RTA Guide to Traffic Generating Developments suggests developments of this type in Sydney tend to generate between 4 and 5 vehicular trips per dwelling for medium to high density developments. In Perth, the Department of Planning and Infrastructure conducted a series of studies in the late 1990's / early 2000's which showed that higher density dwellings tended to average closer to 5.5 vehicle trips per day. These studies assumed that anywhere between 50% and 70% of commuters were travelling to the work by car as a driver.

KCTT adopted the rates as listed below, believing there are more appropriate to estimate the expected traffic volumes this particular residential dwelling generates.

- 6 vehicle trips per day
- 0.8 vehicle trips per peak hour

Land Use Type	Rate above	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
				AM	PM
Existing development					
Childcare centre	Daily - 4 VPD per child and 2 VPD per staff member AM Peak - 0.8 VPH per child PM Peak - 0.7 VPH per child	63 children 15 staff	252 30	50	44
Residential dwelling	Daily - 6 vehicle trips per day AM/PM Peak - 0.8 vehicle trips per peak hour	1 dwelling	6	1	1
Proposed development					
Child Care	Daily - 4 VPD per child and 2 VPD per staff member AM Peak - 0.8 VPH per child PM Peak - 0.7 VPH per child	90 children 18 staff	360 36	72	63
Total Traffic impact of the proposed development (A):			396	72	63
Traffic impact of an existing development on subject lots (B):			288	51	45
Total Additional Traffic impact of the proposed development (A-B):			108	21	18



What is the total impact of the new proposed development?

The total development is expected to generate approximately 396 vehicular movements per day, with a forecasted impact of around 72 vehicular movements per hour in the AM peak hour and 63 vehicular movements per hour in the PM peak hour.

When the estimation of the traffic generation currently existing land uses is taken into account, the additional 108 daily vehicular trips, 21 vehicular trips in the AM peak and 18 vehicle trips in the PM peak is expected.

According to WAPC guidelines, all developments generating between 10 and 100 VPH in the peak hour can be deemed to have a **moderate** impact on the network.

KCTT believes the surrounding road network can accommodate additional traffic attracted by the proposed development.

Further to this, the traffic assessment represents the worst possible scenario which is unlikely to eventuate. The catchment for this centre is highly walkable and the centre is in vicinity of two railway stations and a bus line. With all of the other alternative transportation options, it is unlikely this centre will ever practically attract traffic to its theoretical maximum.

## 2.13 Traffic Flow Distribution

How many routes are available for access/egress to the site?

4 main routes as follows

### Route 1

Provide details for Route No 1

From/to east via Summers Street >> Lot 38

Percentage of Vehicular Movements via Route No 1

**20%**

### Route 2

Provide details for Route No 2

From/to west via Summers Street >> Lot 38

Percentage of Vehicular Movements via Route No 2

**50%**

### Route 3

Provide details for Route No 2

From/to west via Summers Street >>  
Claisebrook Road >> Caversham Street >> Lot1

Percentage of Vehicular Movements via Route No 2

**20%**

### Route 4

Provide details for Route No 2

From/to south via Claisebrook Road >>  
Caversham Street >> Lot 1

Percentage of Vehicular Movements via Route No 2

**10%**

Note - For more detailed plans of the estimated vehicular traffic volumes and distribution, please refer to the plans provided in Appendix 2.

## 2.14 Vehicle Crossover Requirements

Are vehicle crossovers required on existing road networks?  
How many existing crossovers?

How many proposed crossovers?

YES

- 1 for Lot 38 on Summers Street
- None for Lot 1 on Cheriton Street
- 1 existing for Lot 38 on Summers Street remains
- 1 proposed for Lot 1 on Cheriton Street

*If there are greater numbers of new crossovers, than existing, provide justification:*

Although No 34 Cheriton Street does not feature a formal vehicular crossover, its only vehicular access would be via Cheriton Street. The plans show two parking bays, directly accessible via Cheriton Street, and no other formal crossover as vehicular access further in the lot is not possible.

How close is proposed crossover to existing intersections?

Approximately 170m from the intersection with Claisebrook Road and more than 6m from cul de sac end of the Cheriton Street.

Does this meet existing standards?

YES

Justification

TABLE 3.1

SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:

- 1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.
- 2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

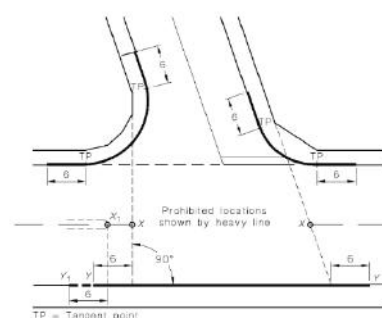
Therefore, the following requirements from AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking apply:

**“(a) Driveway Categories 1 and 2: At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in Figure 3.1. This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalized intersections.**

*Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement.*

According to AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking the user class of the access point is: User Class 1A - Residential, domestic and employee. Proposed development plans indicate a total of 2 parking bays and 1 crossover.

This crossover serves less than 25 parking bays from a local road, making it a "Category 1 driveway".



NOTES:

- 1 Accesses to domestic driveways are excluded from the prohibition in respect of the kerb section marked Y-X (see Clause 3.2.3(a)).
- 2 The points marked Y<sub>1</sub> and Y<sub>2</sub> are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y-X extends to Point Y<sub>1</sub>.

DIMENSIONS IN METRES

FIGURE 3.1 PROHIBITED LOCATIONS OF ACCESS DRIVEWAYS

*At signalized intersections, the minimum distance from the intersection, measured from the property boundary along both legs, shall be increased as necessary to locate access driveways beyond the influence of normal queue lengths at the intersections. If this is not practicable, it may be necessary to provide-*

- (i) an arrangement which confines traffic to turning left when either entering or leaving the car park;*
- (ii) a signalized driveway with signals coordinated with the intersection signals; or*
- (iii) other traffic management means of providing for safe and efficient operation of the driveway."*

As shown on the layout for the proposed development in Appendix 1, the proposed crossover is not located in any of the areas shown by heavy lines and therefore complies with the AS/NZS 2890.1:2004 requirements

## 2.15 Public Transport Accessibility

How many bus routes are within 400 metres of the subject site?

as listed below

Bus Route	Description	Peak Frequency	Off-Peak Frequency
41	Bayswater - Esplanade Busport	60 minutes	60 minutes
42	Esplanade Busport - Maylands	60 minutes	
48	Esplanade Busport - Morley Bus Station	20 minutes	
55	Esplanade Busport - Bassendean	60 minutes	

How many rail routes are within 800 metres of the subject site?

as listed below

Rail Route	Stations
Midland Line	Perth – McIver – Claisebrook – East Perth – Mt Lawley – Maylands – Meltham – Bayswater – Ashfield – Bassendean – Success Hill – Guildford – East Guildford – Woodbridge – Midland
Armadale/ Thornlie Line	Perth – McIver – Claisebrook – Perth – Stadium – Burswood – Victoria Park – Carlisle – Oats Street – Welshpool – Queens Park – Cannington – Thornlie – Beckenham – Kenwick – Maddington – Gosnells – Seaforth – Kelmscott – Challis – Sherwood – Armadale

### Walk Score Rating for Accessibility to Public Transport

- |   |    |  |
|---|----|--|
| • Lot 38 (No. 103-105) Summers Street   | 70 | Excellent Transit. Transit is convenient for most trips. |
| • Lot 1 (No. 34) Cheriton Street, Perth | 70 |  |

### KCTT comment

The Perth Underground, East Perth Station; Midland Line is approximately 200m east from development. Within a 5-minutes walk, four bus routes are available, providing solid connections across the metropolitan region. The Claisebrook Station is located within a 5-minutes walk from the proposed development. Therefore, its safe to conclude that the proposed development is easily accessible via public transport, and pedestrian and cyclist infrastructure/networks.

Is the development in a Greenfields area?

NO

## 2.16 Pedestrian Infrastructure

Describe existing local pedestrian infrastructure within a 400m radius of the site:

Classification	Road Name
"Principal Shared Path"	East Parade, Graham Farmer Freeway



*Pedestrian Path*

Almost all streets surrounding the subject development site have a pedestrian path on one or both sides of the road reservation.

Does the site have existing pedestrian facilities YES

Does the site propose to improve pedestrian facilities? YES

*If YES, describe the measures proposed.*

The proposed ramp is planned to connect Lot 1 with the existing pedestrian path in front of the development.

**What is the Walk Score Rating?**

- |   |    |  |
|---|----|--|
| • Lot 38 (No. 103-105) Summers Street   | 75 | Very Walkable. Most errands can be accomplished on foot. |
| • Lot 1 (No. 34) Cheriton Street, Perth | 75 |  |

## 2.17 Cyclist Infrastructure

Are there any PBN Routes within an 800m radius of the subject site? YES

*If YES, describe:*

Classification	Road Name
"Principal Shared Path"	East Parade, Graham Farmer Freeway
"Good Road Riding Environment"	Summers Street
"Bicycle Lanes or Sealed Shoulder Either Side"	East Parade, Bulwer Street

Are there any PBN Routes within a 400m radius of the subject site? YES

*If YES, describe:*

Classification	Road Name
"Principal Shared Path"	East Parade, Graham Farmer Freeway
"Good Road Riding Environment"	Summers Street, Lincoln Street, Harold Street, Joel Terrace, Kensington Street, Royal Street
"Perth Bicycle Network - Continuous Signed Routes"	Smith Street
"Bicycle Lanes or Sealed Shoulder Either Side"	East Parade, Bulwer Street

Does the site have existing cyclist facilities? NO

Does the site propose to improve cyclist facilities? YES

*If YES, describe the measures proposed.*

Bike racks proposed on Lot 1.

## **2.18 Site-Specific Issues and Proposed Remedial Measures**

How many site-specific issues need to be discussed?

One (1)

### **Site-Specific Issue No 1**

#### **Car parking provision**

Remedial Measure / Response

As elaborated more closely in section 2.7 Vehicular parking within this report, KCTT believes the proposed car parking provision for the subject development is adequate, although the minimal car parking requirement is not defined in the nominated document.

# **Appendix 1**

## **The layout of the proposed development**

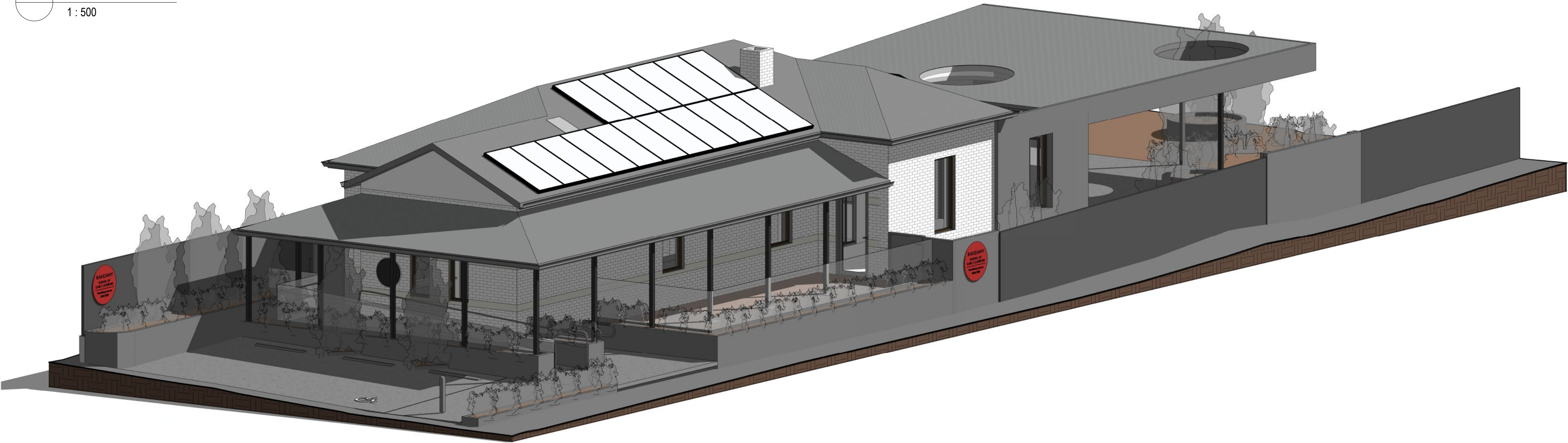


# AKIDAMY SCHOOL OF EARLY LEARNING - CHERITON STREET

105 SUMMERS STREET & 34 CHERITON STREET, PERTH WA

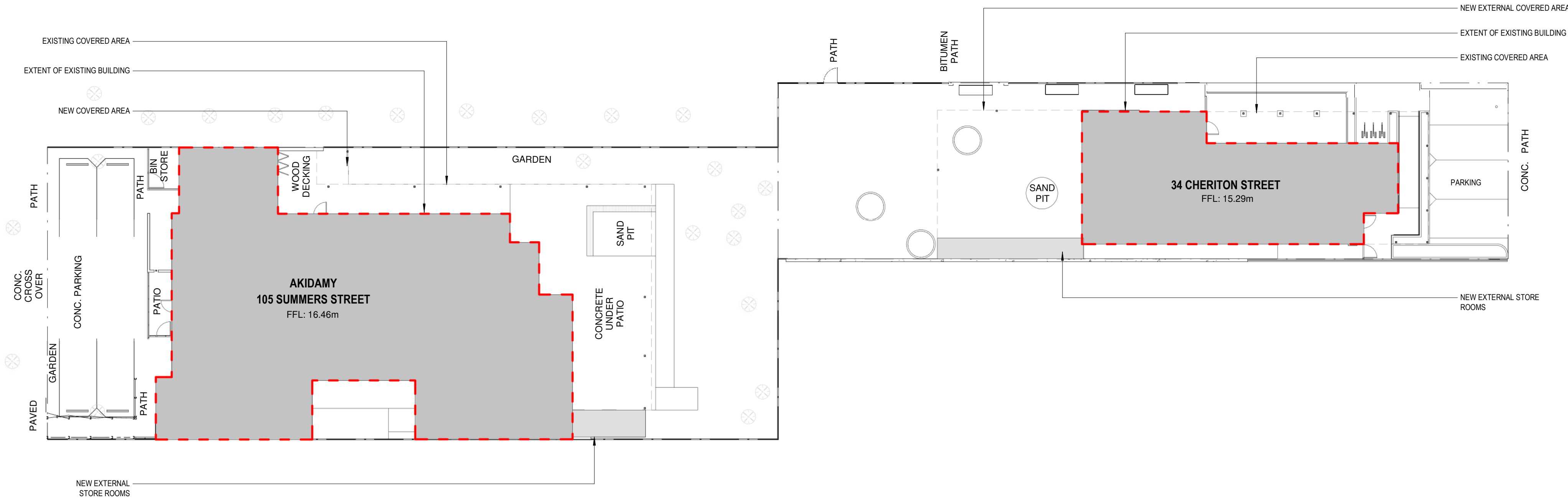


1 LOCATION PLAN  
1 : 500

</



SUMMERS STREET



CHERITON STREET

1 SITE PLAN  
1 : 200

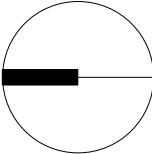
CLASSROOM AREAS

CLASSROOM AREA - SUMMER STREET	216.0 M²
CLASSROOM AREA - CHERITON STREET	90.3 M²
CLASSROOM AREA - TOTAL	306.3 M²

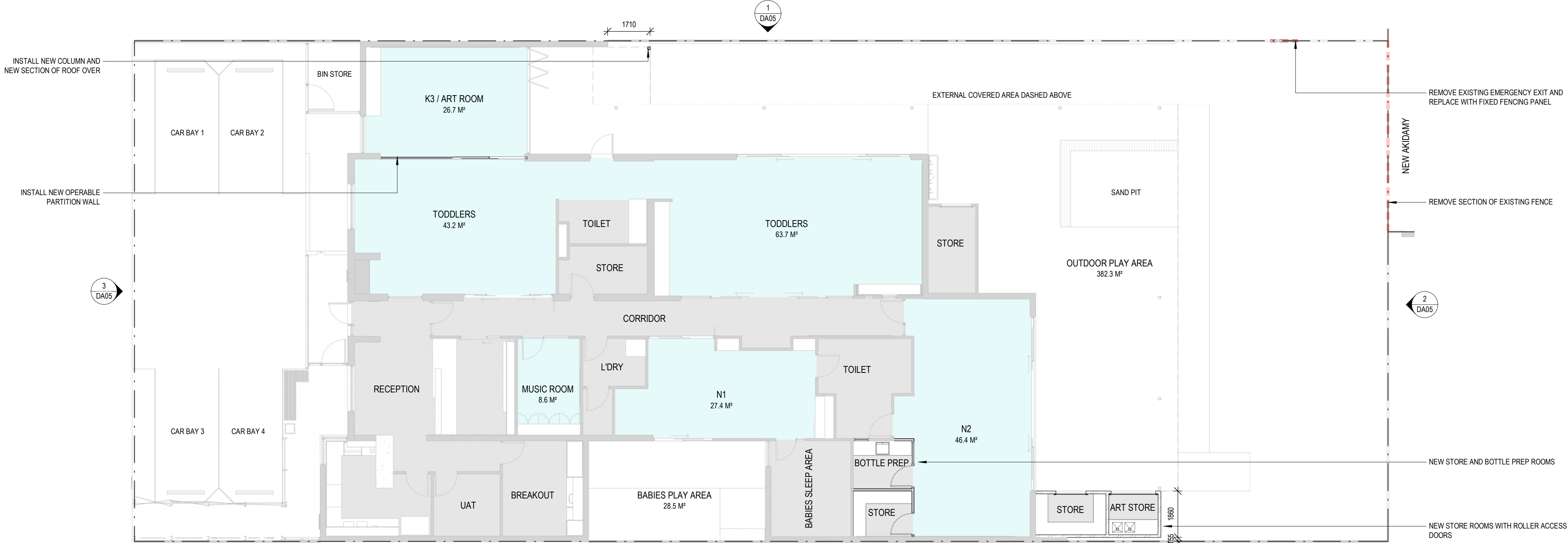
OUTDOOR PLAY AREAS

OUTDOOR PLAY AREA - SUMMER STREET	410.8 M²
OUTDOOR PLAY AREA - CHERITON STREET	287.9 M²
OUTDOOR PLAY - TOTAL	698.7 M²

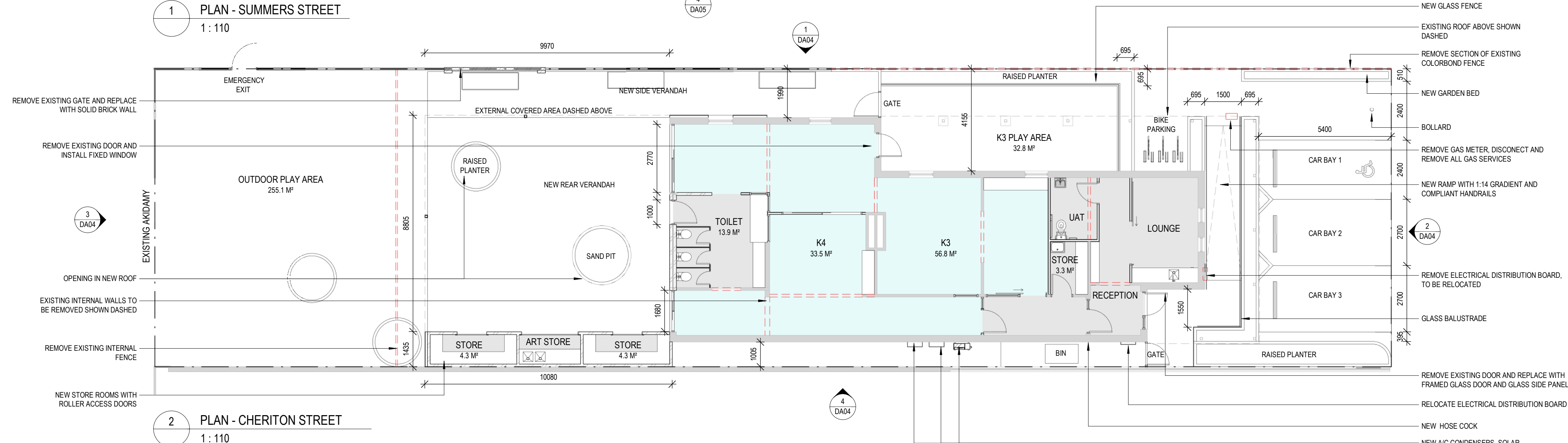
REV	DATE	STATUS	ISSUED
1	06.09.22	COORDINATION	SP
2	12.09.22	COORDINATION	SP
3	16.09.22	COORDINATION	SP
4	19.09.22	COORDINATION	SP
5	23.09.22	DEVELOPMENT APPLICATION	SP



Scale As indicated @ A2			Project AKIDAMY - 34 CHERITON STREET		Drawing Title SITE PLAN	
Dr: SP	Chk: PH	Appvd: PH	Client AKIDAMY		Job No PAR0099	Drawing No DA01

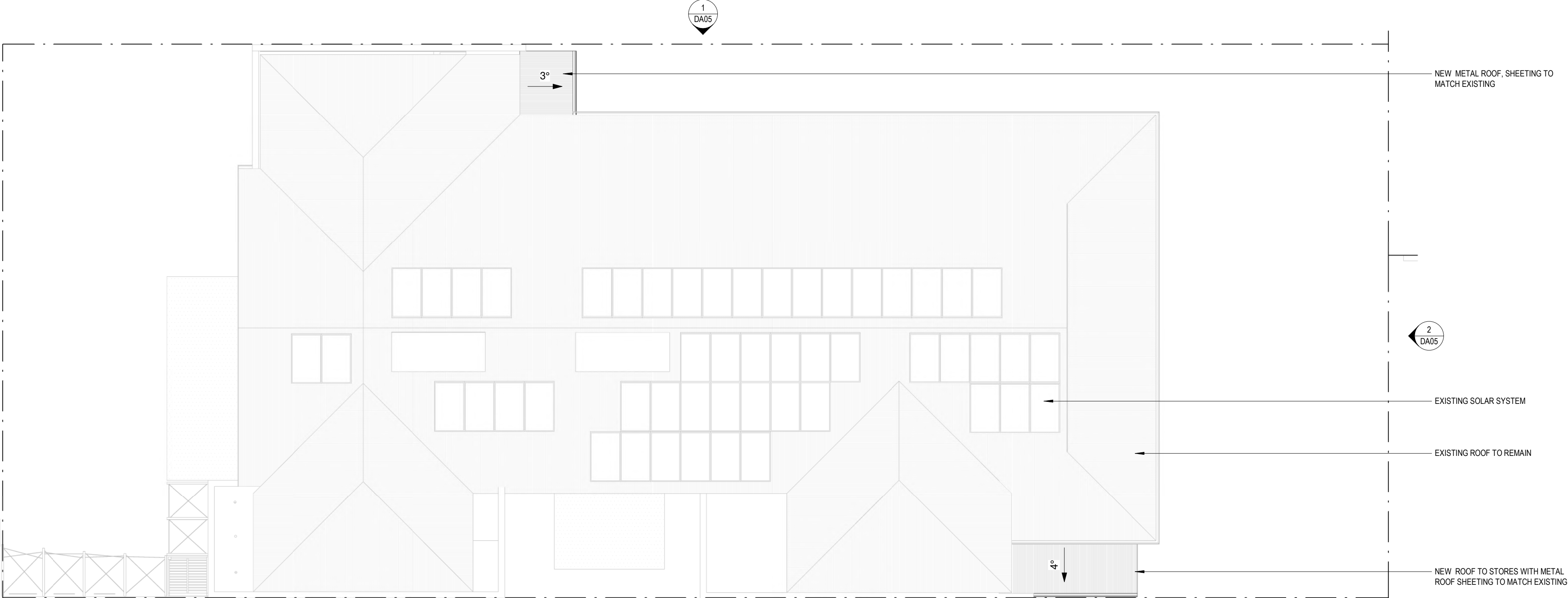


1 PLAN - SUMMERS STREET  
1 : 110

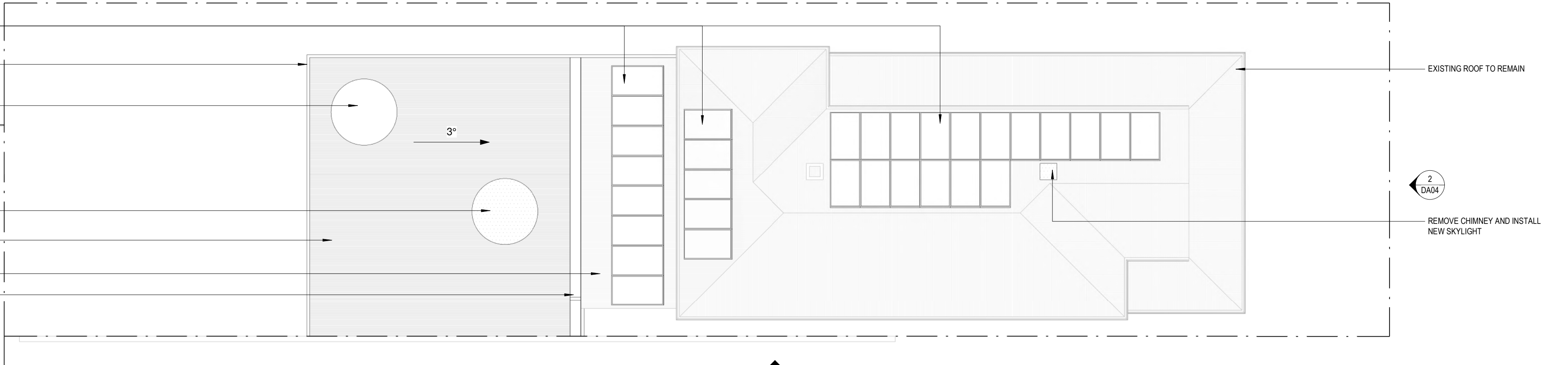


2 PLAN - CHERITON STREET  
1 : 110





1 ROOF PLAN - SUMMERS STREET  
1 : 110

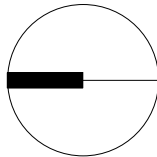


2 ROOF PLAN - CHERITON STREET  
1 : 110

P.A.I.D

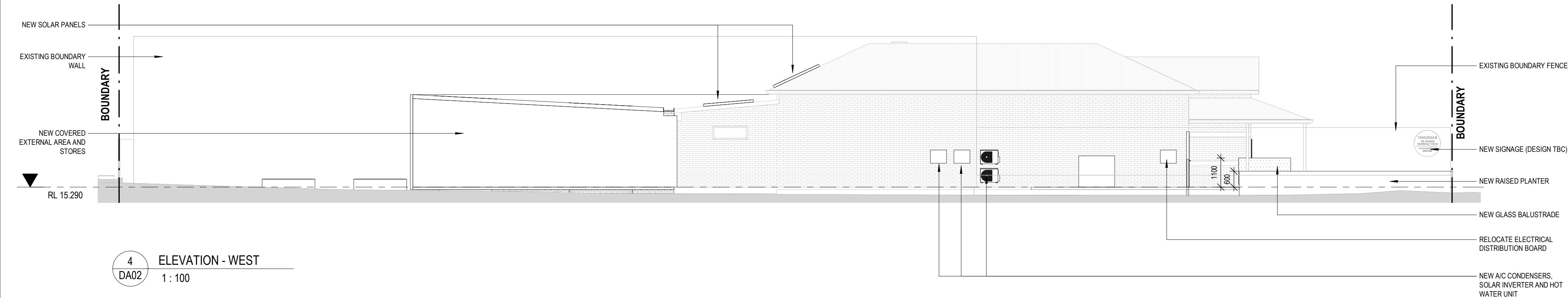
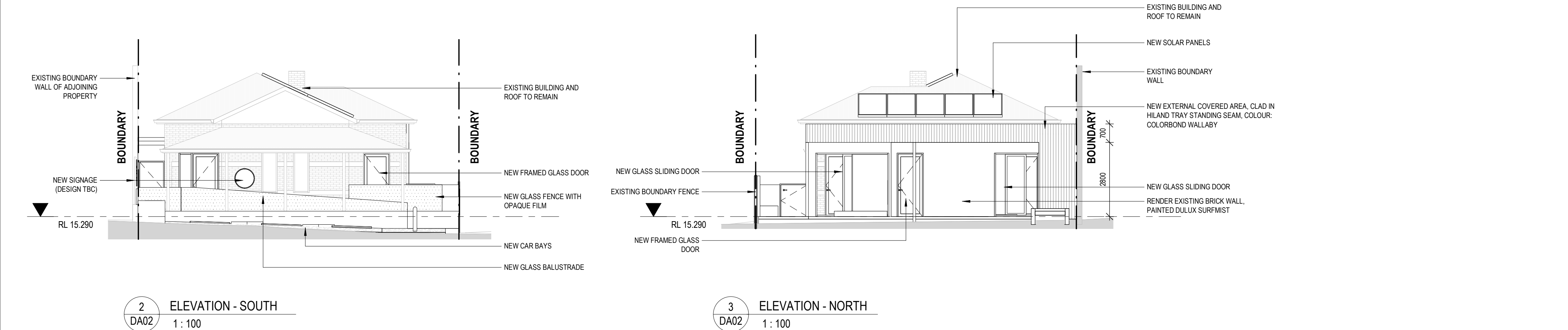
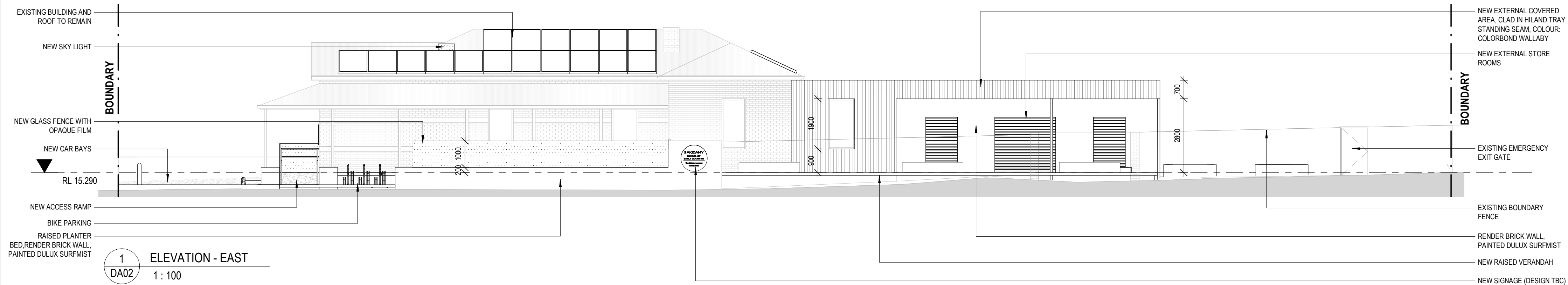
E info@paid-group.com  
W www.paid-group.com  
A PO BOX 425 Leederville,  
WA 6902  
P.A.I.D Architecture Pty Ltd ACN 609 278 444  
P.A.I.D Interiors Pty Ltd ACN 609 278 453

REV	DATE	STATUS	ISSUED
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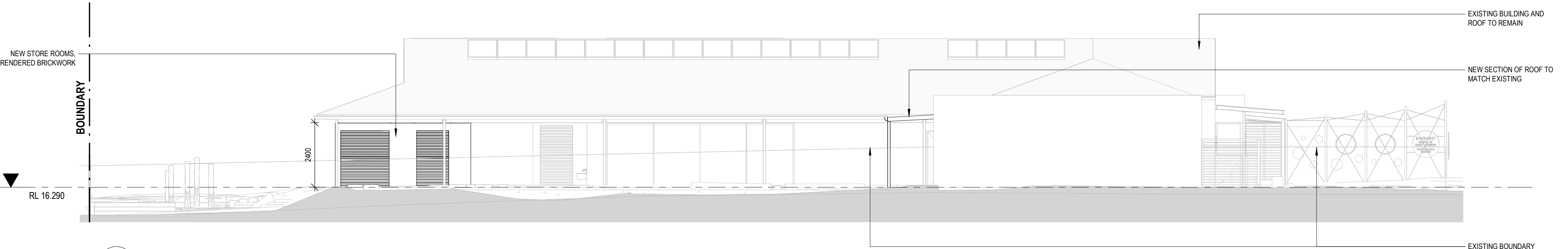


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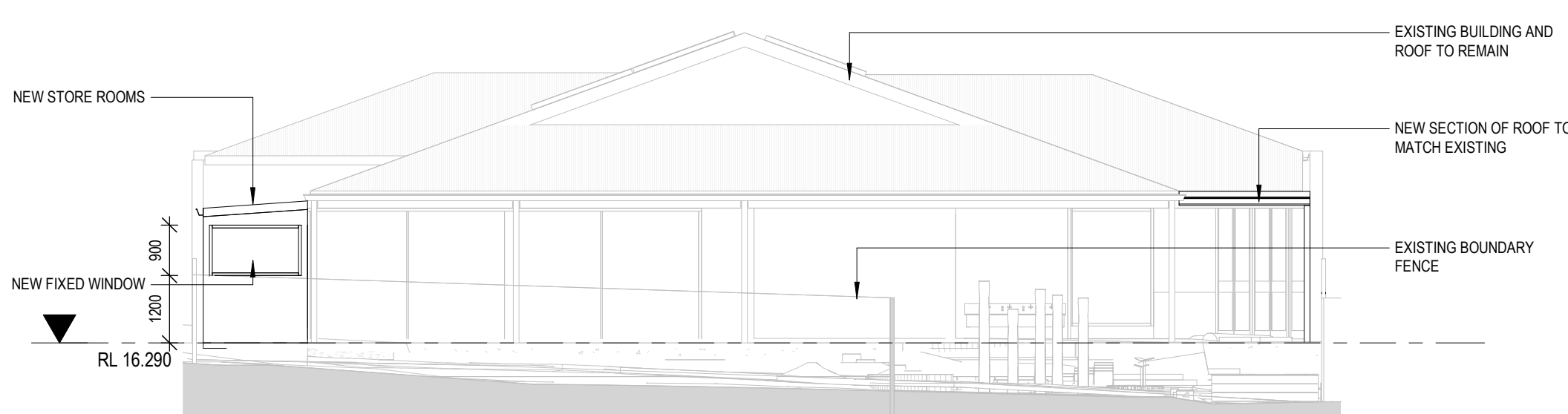
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Dr:	SP	Chk:	PH	Appvd:	PH	Client	AKIDAMY	Job No	PAR0099	Drawing No	DA03



REV	DATE	COORDINATION	STATUS	ISSUED
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2	12.09.22	COORDINATION		SP
3	16.09.22	COORDINATION		SP
4	19.09.22	COORDINATION		SP
5	23.09.22	DEVELOPMENT APPLICATION		SP



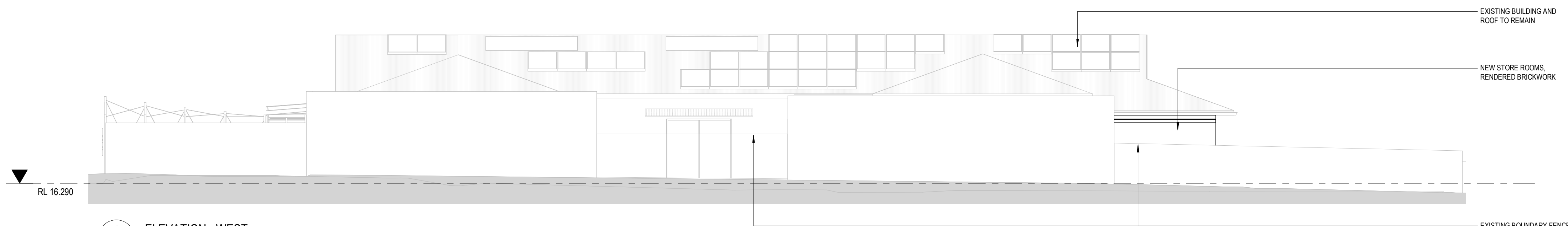
1 ELEVATION - EAST  
DA02 1 : 100



2 ELEVATION - SOUTH  
DA02 1 : 100



3 ELEVATION - NORTH  
DA02 1 : 100



4 ELEVATION - WEST  
DA02 1 : 100

P.A.I.D

E info@paid-group.com  
W www.paid-group.com  
A 70 BOX 425 Leederville,  
WA 6982  
P.A.I.D Architecture Pty Ltd ACN 609 278 444  
P.A.I.D Interiors Pty Ltd ACN 609 278 453

REV	DATE	STATUS	ISSUED
1	19.09.22	COORDINATION	SP
2	23.09.22	DEVELOPMENT APPLICATION	SP

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Scale 1 : 100 @ A2

Dr: SP Chk: PH Appvd: PH

Project AKIDAMY - 34 CHERITON STREET

Client AKIDAMY

Drawing Title ELEVATIONS - SUMMERS STREET

Job No PAR0099

Drawing No DA05





FRONT PERSPECTIVE - ARTIST IMPRESSION



REAR PERSPECTIVE - ARTIST IMPRESSION

<div><div>P.A.I.D</div><div><div>E</div><div>W</div><div>A</div></div><div><div>info@paid-group.com</div><div>www.paid-group.com</div><div>70 BOX 425 Leederville, WA 6982</div><div>PAJD Architecture Pty Ltd ACN 609 278 444</div><div>PAJD Interiors Pty Ltd ACN 609 278 453</div></div></div>	REV	DATE	STATUS		ISSUED
	1	23.09.22	DEVELOPMENT APPLICATION		SP

Scale @ A2			Project AKIDAMY - 34 CHERITON STREET		Drawing Title PERSPECTIVES	
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			Job No	PAR0099	Drawing No	DA06



# **Appendix 2**


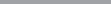


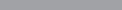
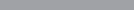

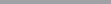
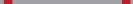



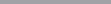
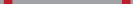



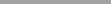


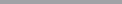
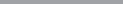

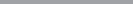

## **Transport Planning and Traffic Plan**

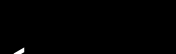








	PARKS AND RECREATION		ROAD		LOCATION BOUNDARY		TRAIN TRANSFER		PRINCIPAL SHARED PATH (PSP)		PERTH BICYCLE NETWORK (PBN) - CONTINUOUS SIGNED ROUTES
	WATERWAYS		STREET NAME		DISTANCE FROM LOCATION		TRAIN STATION		HIGH QUALITY SHARED PATH		
	PUBLIC PURPOSE		RAILWAY		RAILWAY		BIKE PARKING		OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)		
	SHOPPING AREA		UNDERGROUND RAILWAY		UNDERGROUND RAILWAY		TRAFFIC LIGHT		GOOD ROAD RIDING ENVIRONMENT		WALKING TRAIL
			ROAD BRIDGE		ROAD BRIDGE				BICYCLE LANES OR SEALED SHOULDER EITHER SIDE		

			PROJECT: LOT 38 (NO. 103-105) SUMMERS STREET AND LOT 1 (NO. 34) CHERITON STREET, PERTH	DRAWN BY:	<div>Civil &amp; Traffic Engineering Consultants Suite 7 No 10 Whipple Street Balcatta WA 6021</div> <div>PH: 08 9441 2700 WEB: <a href="http://www.kctt.com.au">www.kctt.com.au</a></div> <div></div>
C	08-09-2022	INFORMATION UPDATED	TITLE: BICYCLE NETWORK PLAN - 800M RADIUS	J.S.	
B	08-07-2016	KCTT LOCATION CHANGED			
A	31-03-2016	ISSUED FOR REVIEW			
No	DATE	AMENDMENT	DRAWING NUMBER: KC00482.000_ S02		









PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street

STREET NAME

RAILWAY

UNDERGROUND RAILWAY

ROAD BRIDGE

LOCATION BOUNDARY

DISTANCE FROM LOCATION

NORTHBRIDGE

LOCAL GOVERNMENT NAME

LOCAL AUTHORITY BOUNDARY

TRAIN TRANSFER

TRAIN STATION

PSP

PRINCIPAL SHARED PATH (PSP)


HIGH QUALITY SHARED PATH

OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)

PEDESTRIAN PATH WITHIN 400M RADIUS FROM THE SUBJECT LOCATION

WALKING TRAIL

LEGEND

			PROJECT: LOT 38 (NO. 103-105) SUMMERS STREET AND LOT 1 (NO. 34) CHERITON STREET, PERTH	DRAWN BY:	Civil & Traffic Engineering Consultants Suite 7 No 10 Whipple Street Balcatta WA 6021  PH: 08 9441 2700 WEB: www.kctt.com.au	
C	08-09-2022	INFORMATION UPDATED				
B	08-07-2016	KCTT LOCATION CHANGED				
A	31-03-2016	ISSUED FOR REVIEW				
No	DATE	AMENDMENT	TITLE: PEDESTRIAN PATHS PLAN - 800M RADIUS	J.S.		
			DRAWING NUMBER: KC00482.000_ S04			





PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street

STREET NAME

RAILWAY

UNDERGROUND RAILWAY

ROAD BRIDGE

LOCATION BOUNDARY

DISTANCE FROM LOCATION

NORTHBRIDGE

LOCAL GOVERNMENT NAME

LOCAL AUTHORITY BOUNDARY

TRAIN TRANSFER

TRAIN STATION

5,512

NUMBER OF VEHICLES PER DAY

AM 1145 – 381  
PM 1630 – 480

NUMBER OF VEHICLES PER AM PEAK HOUR  
NUMBER OF VEHICLES PER PM PEAK HOUR

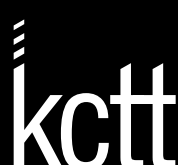
2014

YEAR

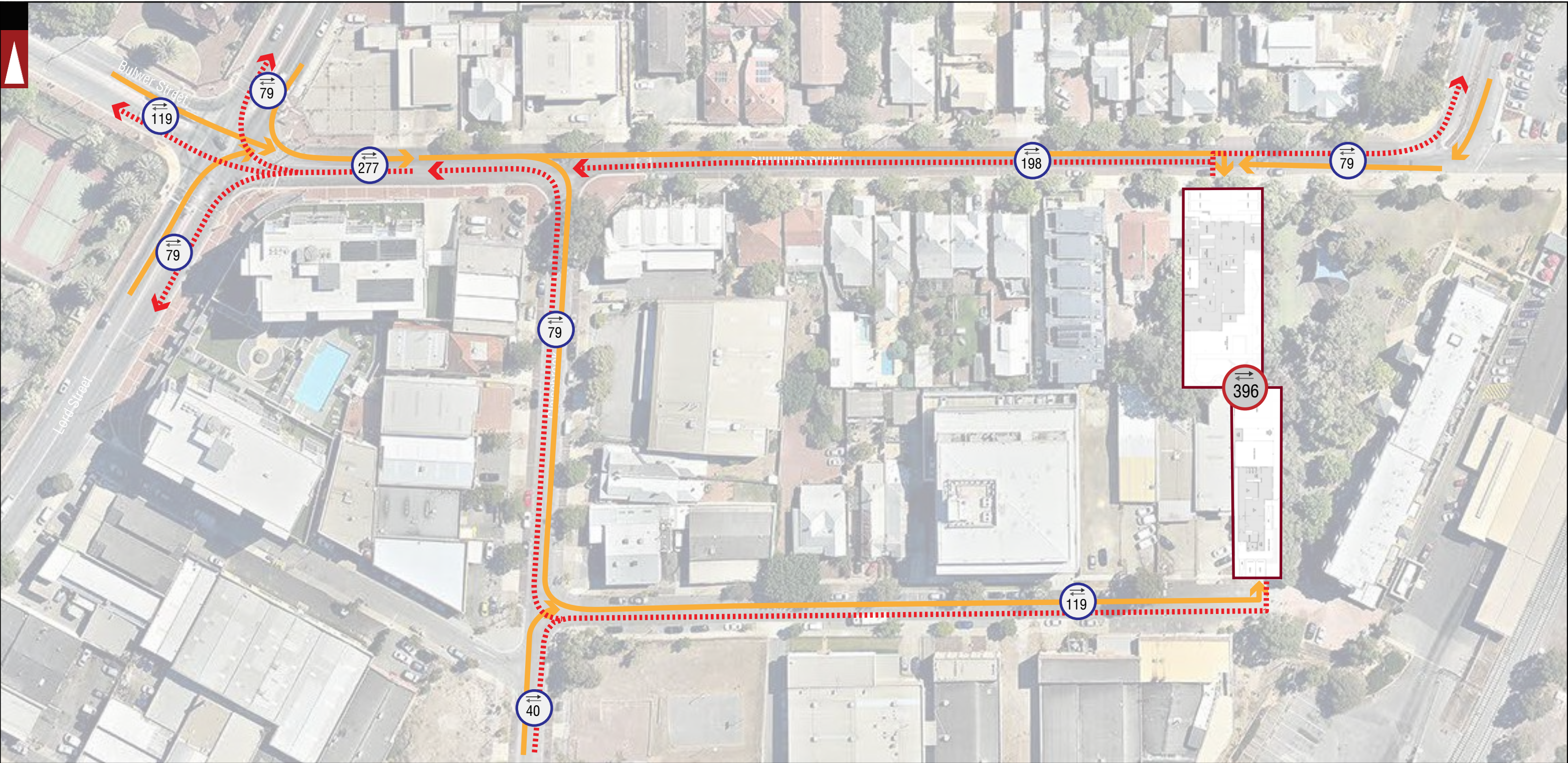
EAST OF HARLOW ROAD

LOCATION

LEGEND

D	20-09-2022	INFORMATION UPDATED	PROJECT: LOT 38 (NO. 103-105) SUMMERS STREET AND LOT 1 (NO. 34) CHERITON STREET, PERTH	DRAWN BY:	Civil & Traffic Engineering Consultants Suite 7 No 10 Whipple Street Balcatta WA 6021  PH: 08 9441 2700 WEB: www.kctt.com.au	
C	08-09-2022	INFORMATION UPDATED				
B	08-07-2016	KCTT LOCATION CHANGED	TITLE: EXISTING TRAFFIC COUNTS - 800M RADIUS	J.S.		
A	31-03-2016	ISSUED FOR REVIEW				
No	DATE	AMENDMENT	DRAWING NUMBER: KC00482.000_ S05			





LOCATION  
BOUNDARY

LEWIS ROAD    ROAD NAME

1,389

Total Expected Traffic Generation from the  
proposed development

503

Total Expected Traffic Generation from Subject Site  
on the specific section of road - **IN and OUT**  
direction



Traffic Flow IN Direction



Traffic Flow OUT Direction

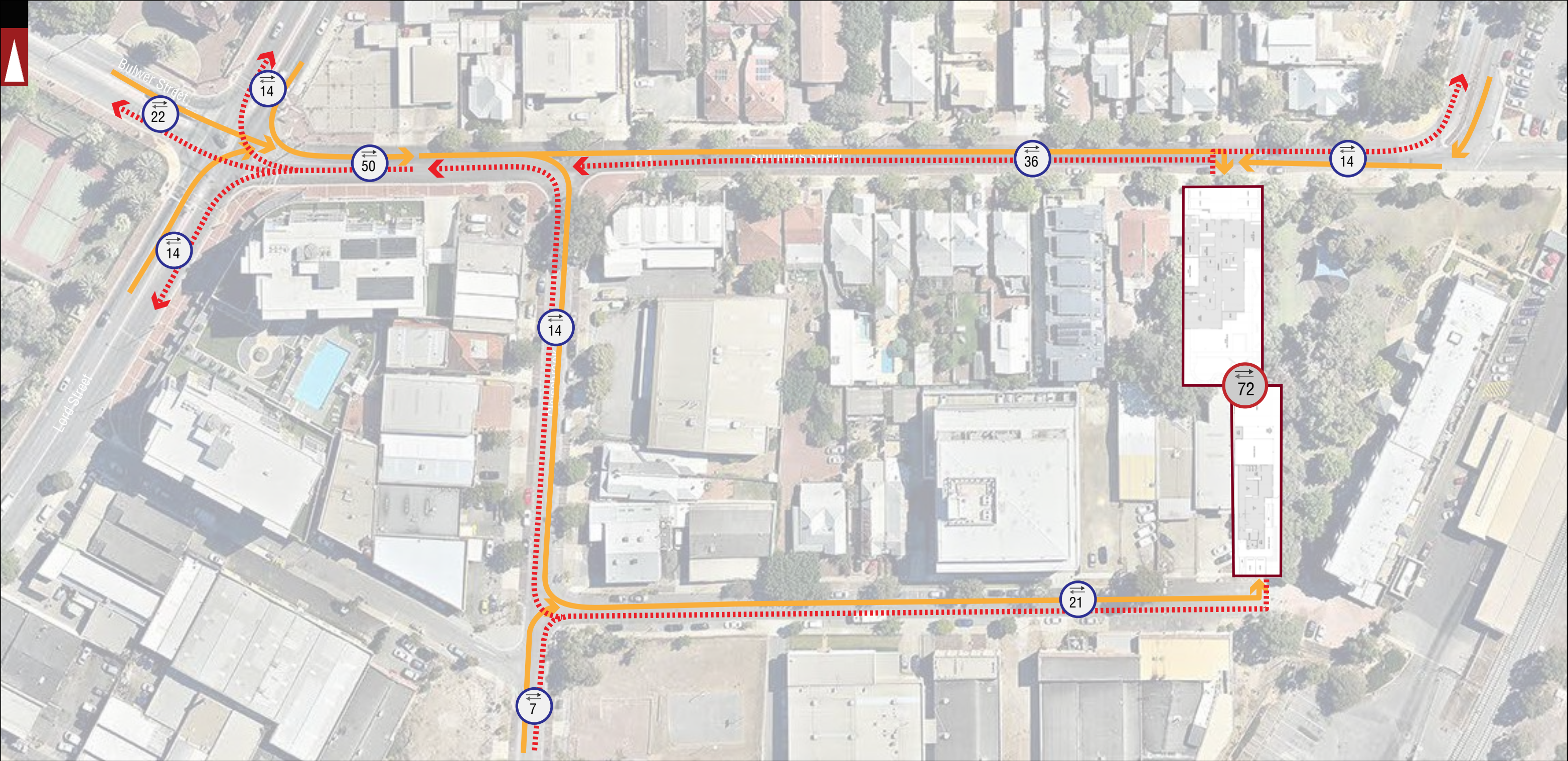
NOTE: THE PLAN IS COURTEOUSY OF P.A.I.D.

LEGEND

F	08-09-2022	PROPOSED LAYOUT AMENDED	PROJECT: LOT 38 (NO. 103-105) SUMMERS STREET AND LOT 1 (NO. 34) CHERITON STREET, PERTH  TITLE: TRAFFIC FLOW DIAGRAM - DAILY  DRAWING NUMBER: KC00482.000_ S06	DRAWN BY:	Civil & Traffic Engineering Consultants Suite 7 No 10 Whipple Street Balcatta WA 6021  PH: 08 9441 2700 WEB: www.kctt.com.au	
E	13-07-2016	PROPOSED LAYOUT AMENDED				
D	08-07-2016	PROPOSED LAYOUT AMENDED				
C	27-05-2016	PROPOSED LAYOUT AMENDED		J.S.		
No	DATE	AMENDMENT				







LOCATION  
BOUNDARY

LEWIS ROAD    ROAD NAME

1,389

Total Expected Traffic Generation from the  
proposed development

503

Total Expected Traffic Generation from Subject Site  
on the specific section of road - **IN and OUT**  
direction



Traffic Flow IN Direction



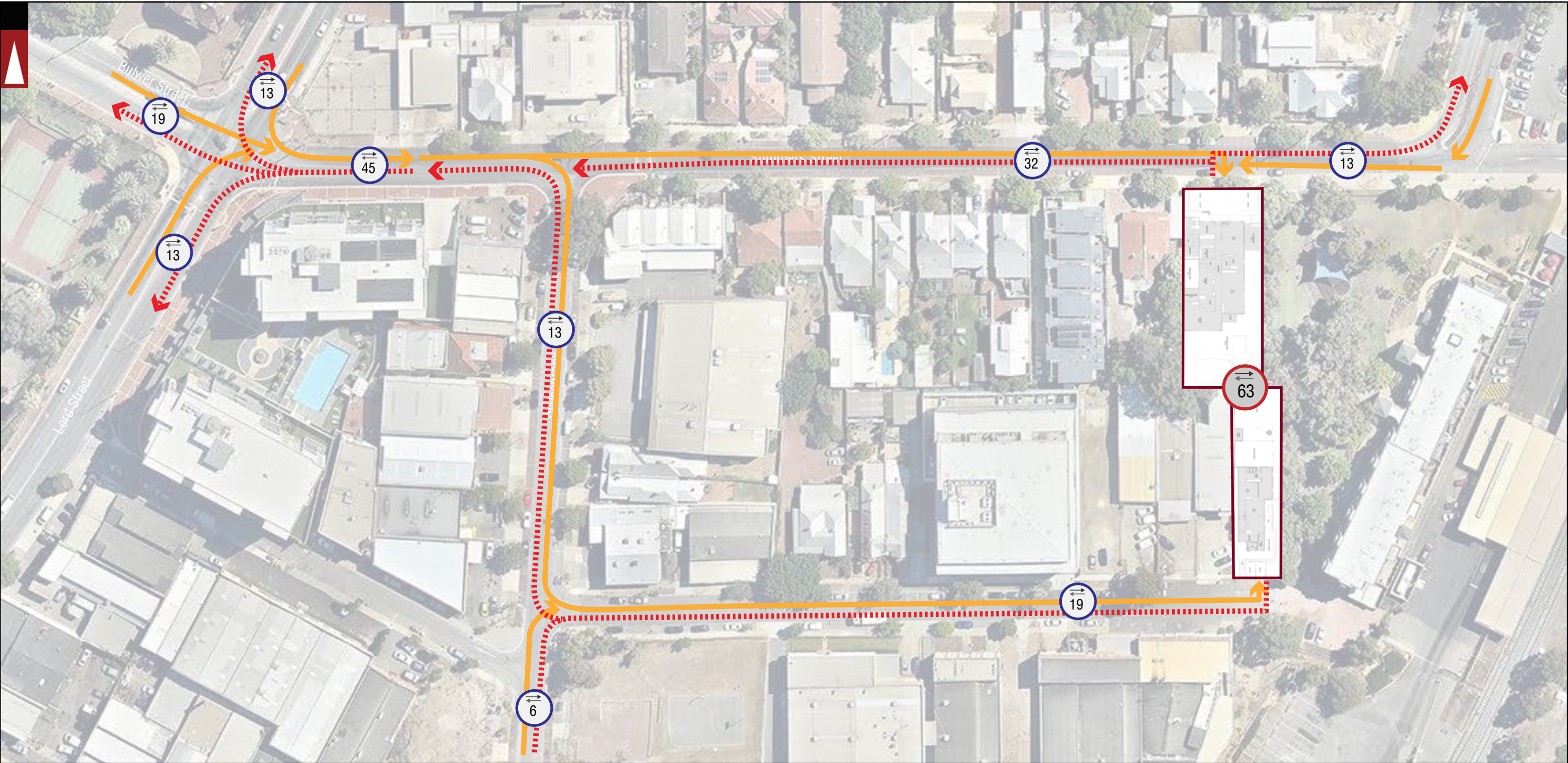
Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF P.A.I.D.

LEGEND

F	08-09-2022	PROPOSED LAYOUT AMENDED	PROJECT: LOT 38 (NO. 103-105) SUMMERS STREET AND LOT 1 (NO. 34) CHERITON STREET, PERTH	DRAWN BY:	<div>Civil &amp; Traffic Engineering Consultants Suite 7 No 10 Whipple Street Balcatta WA 6021</div> <div>PH: 08 9441 2700 WEB: <a href="http://www.kctt.com.au">www.kctt.com.au</a></div> <div>kctt</div>
E	13-07-2016	PROPOSED LAYOUT AMENDED			
D	08-07-2016	PROPOSED LAYOUT AMENDED	TITLE: TRAFFIC FLOW DIAGRAM - AM PEAK	J.S.	
C	27-05-2016	PROPOSED LAYOUT AMENDED	DRAWING NUMBER: KC00482.000_ S07		
No	DATE	AMENDMENT			





LOCATION  
BOUNDARY

LEWIS ROAD    ROAD NAME

1,389

Total Expected Traffic Generation from the  
proposed development

503

Total Expected Traffic Generation from Subject Site  
on the specific section of road - **IN and OUT**  
direction




Traffic Flow IN Direction



Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF P.A.I.D.

LEGEND

F	08-09-2022	PROPOSED LAYOUT AMENDED	PROJECT: LOT 38 (NO. 103-105) SUMMERS STREET AND LOT 1 (NO. 34) CHERITON STREET, PERTH	DRAWN BY:	Civil & Traffic Engineering Consultants Suite 7 No 10 Whipple Street Balcatta WA 6021  PH: 08 9441 2700 WEB: www.kctt.com.au		
E	13-07-2016	PROPOSED LAYOUT AMENDED		TITLE: TRAFFIC FLOW DIAGRAM - PM PEAK			J.S.
D	08-07-2016	PROPOSED LAYOUT AMENDED					
C	27-05-2016	PROPOSED LAYOUT AMENDED					
No	DATE	AMENDMENT	DRAWING NUMBER: KC00482.000_ S08				



# **Appendix 3**

## **Vehicle Turning Circle Plan**





Passenger vehicle (5.2 m)  
Overall Length 5.200m  
Overall Width 1.940m  
Overall Body Height 1.804m  
Min Body Ground Clearance 0.295m  
Track Width 1.840m  
Lock to Lock Time 4.00s  
Kerb to Kerb Turning Radius 6.300m

Lot boundary

Wheel Path (Forward Vehicle Motion)

Vehicle Chassis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

H

20-09-2022

PROPOSED LAYOUT AMENDED

G

12-09-2022

PROPOSED LAYOUT AMENDED

F

29-07-2016

PROPOSED LAYOUT AMENDED

E

08-07-2016

PROPOSED LAYOUT AMENDED

NO

DATE

AMENDMENT

PROJECT:  
Lot 38 (No. 103-105) Summers Street and Lot 1 (No. 34) Cheriton Street, Perth

TITLE:  
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m) - INBOUND

DRAWING NUMBER:  
KC00482.000\_S20a

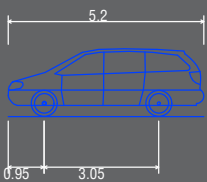
DRAWN BY:

J.S.

Civil & Traffic Engineering Consultants  
PO Box 1456 Scarborough WA 6922

PH: 08 9441 2700  
WEB: www.kctt.com.au

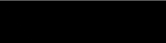




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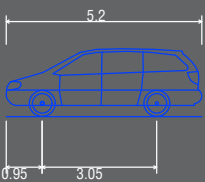
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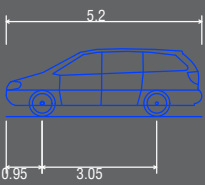
Vehicle Chassis Envelope (Reverse Vehicle Motion)

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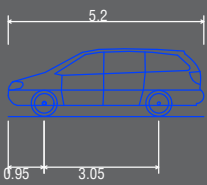
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			KC00482.000_S23b		










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NO	DATE	AMENDMENT	DRAWING NUMBER: KC00482.000_S25			



## **Attachment 7**

Acoustic Report and State Planning Policy No. 5.4 – Road and Rail Noise  
Management Plan



**Traffic Engineering Letter**

KC00482.000 No 103 to 105 Summers Street Perth



19/12/2022

KC00482.000 L03– Addenda to Transport Impact Statement

**Attn:** Michael Sebbag  
Beverley Group

c/o Nathan Stewart

Rowe Group  
Level 3 369 Newcastle Street,  
Northbridge WA 6003

**RE: Addenda to Transport Impact Statement – Reduction of Parking on Cheriton Street**

Michael / Nathan,

This letter is prepared as an addendum to the Transport Impact Statement prepared by KCTT on 20.09.2022 and should be read in conjunction with this document.

The abovementioned Transport Impact Statement looks into the anticipated traffic impact of the proposed expansion of Aikidamy Childcare Centre to include No 34 Cheriton Street. With this expansion, the capacity of the childcare centre will be expanded from 63 to 90 children. The proposal features two vehicular access points on Cheriton Street and Summers Street, therefore already low traffic impact is further dispersed. The original proposal showed three (3) parking spaces on Cheriton Street, inclusive of an ACROD bay. Initial comments from the City of Vincent expressed concern that three parking bays may have a negative impact on Cheriton Street visual appeal, and it was requested that KCTT review feasibility of reducing the number of parking bays in lieu of expanded vegetation areas.

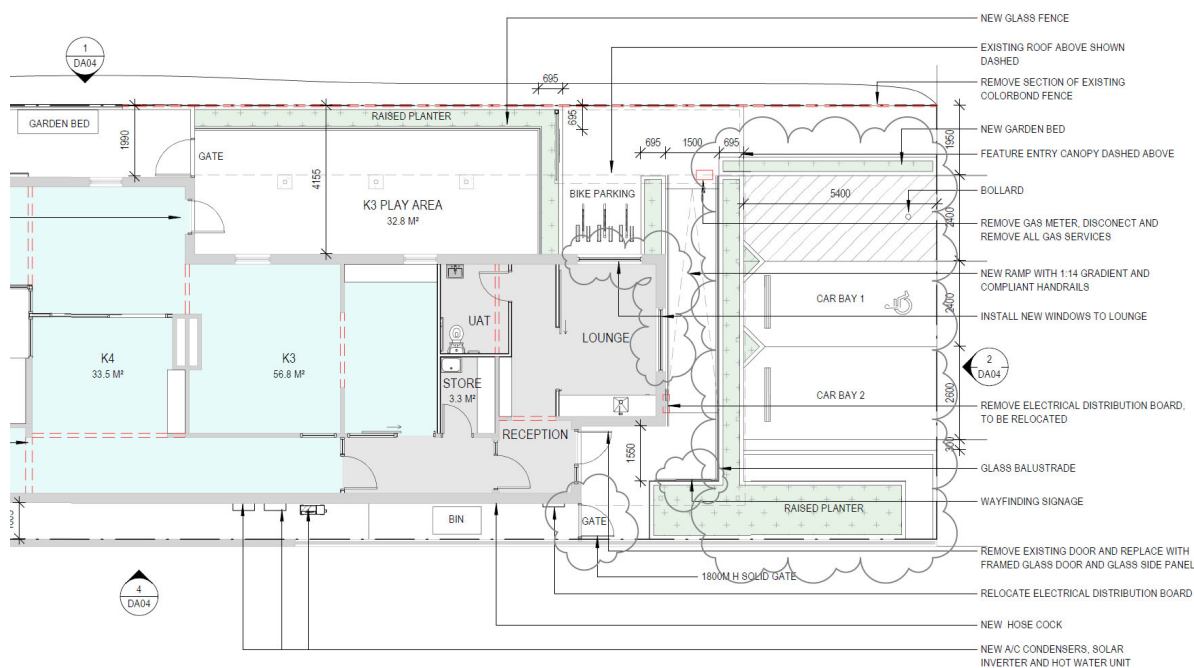
The subject site is located within the Perth Parking Management Area; therefore, this document determines the quantum of parking. In contrast to the common parking requirement policies, Perth Parking Management Plan stipulates maximum required quantum of parking instead of minimum parking requirements.

According to the Perth Parking Management Plan, the maximum parking provision for this development is 33 parking bays, while the proponent is not technically required to provide parking (there is no minimum requirement). The proposed development will feature six (6) parking bays, with four (4) existing bays on Summers Street and an additional two (2) bays on Cheriton Street, inclusive of an ACROD bay.

As discussed on page 15 (Section 2.7) of the Transport Impact Statement, under the most conservative assumptions (approximately 95% of children in attendance, each child picked up and dropped off in a separate vehicle and no siblings in the centre), a total of six (6) parking bays can cater for pick up and drop off function. Given that the centre is already in operation and that data on transportation methods are available (through continuous surveys conducted by the management), approximately 30% of the patrons walk or cycle to the centre regularly. Coupled with concrete financial incentives to the staff to take advantage of ample public and/or transport opportunities in vicinity, it is reasonable to assume that the proposed six (6) parking bays will cater to the development's requirements

appropriately. Furthermore, both Cheriton Street and Summers Street have ample on-street parking which can aid the pick up and drop off if need be.

The facility on Summers Street successfully operated for several years, catering for up to 63 children with four (4) on-site parking bays. To our knowledge, no incident or complaint was recorded or filed with the operator or the City of Vincent pertaining to the traffic and parking associated with the facility. This provision would equate to a provision ratio of one (1) parking bay to 15.75 children. In a similar manner, provision of 6 (six) parking bays for 90 children equates to the ratio of one (1) parking bay to 15 children, therefore, the ratio of provision is increased. The proponent will provide an additional three (3) bicycle racks.



**Figure 1 - Revision 4 (19.12.2022) plans - proposed parking configuration on Cheriton Street**

As shown in the figure above, the proposed parking is fully compliant to AS2890.01 requirements. The proposed visitors' bay is 2.6m wide, corresponding to a Class 3, high turnover bay. In addition to this, 0.3m is left between the edge of the bay and the raised planter to ensure that the door can open easily.

ACROD parking bay is proposed in line with the AS2890.06 requirements (2.4m wide with additional 2.4m wide shared space). Both parking bays are directly accessible from the crossover on Cheriton Street.

In summary, having in mind the opportunities for alternative access to the location and already established patterns of travel, we believe that the proposal of six (6) parking bays will be sufficient to cater for the requirements of future Aikidamy facilities.



**Traffic Engineering Letter**

KC00482.000 No 103 to 105 Summers Street Perth



If you have any further queries, please don't hesitate to contact us.

Regards,

A handwritten signature in blue ink, which appears to read 'M. Kleyweg', is positioned above the printed name.

**Marina Kleyweg**



**Director / Principal Consultant Traffic and Transport**

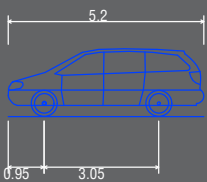
email: [mkleyweg@kctt.com.au](mailto:mkleyweg@kctt.com.au)

mobile: 0425 696 643

# **Appendix 3**

## **Vehicle Turning Circle Plan**





Passenger vehicle (5.2 m)  
Overall Length 5.200m  
Overall Width 1.940m  
Overall Body Height 1.804m  
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LEGEND

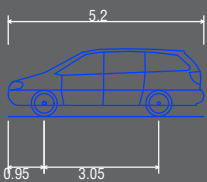
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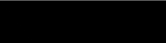




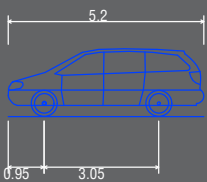
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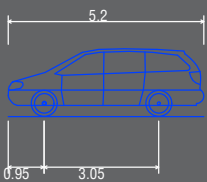
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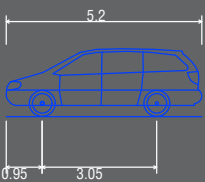
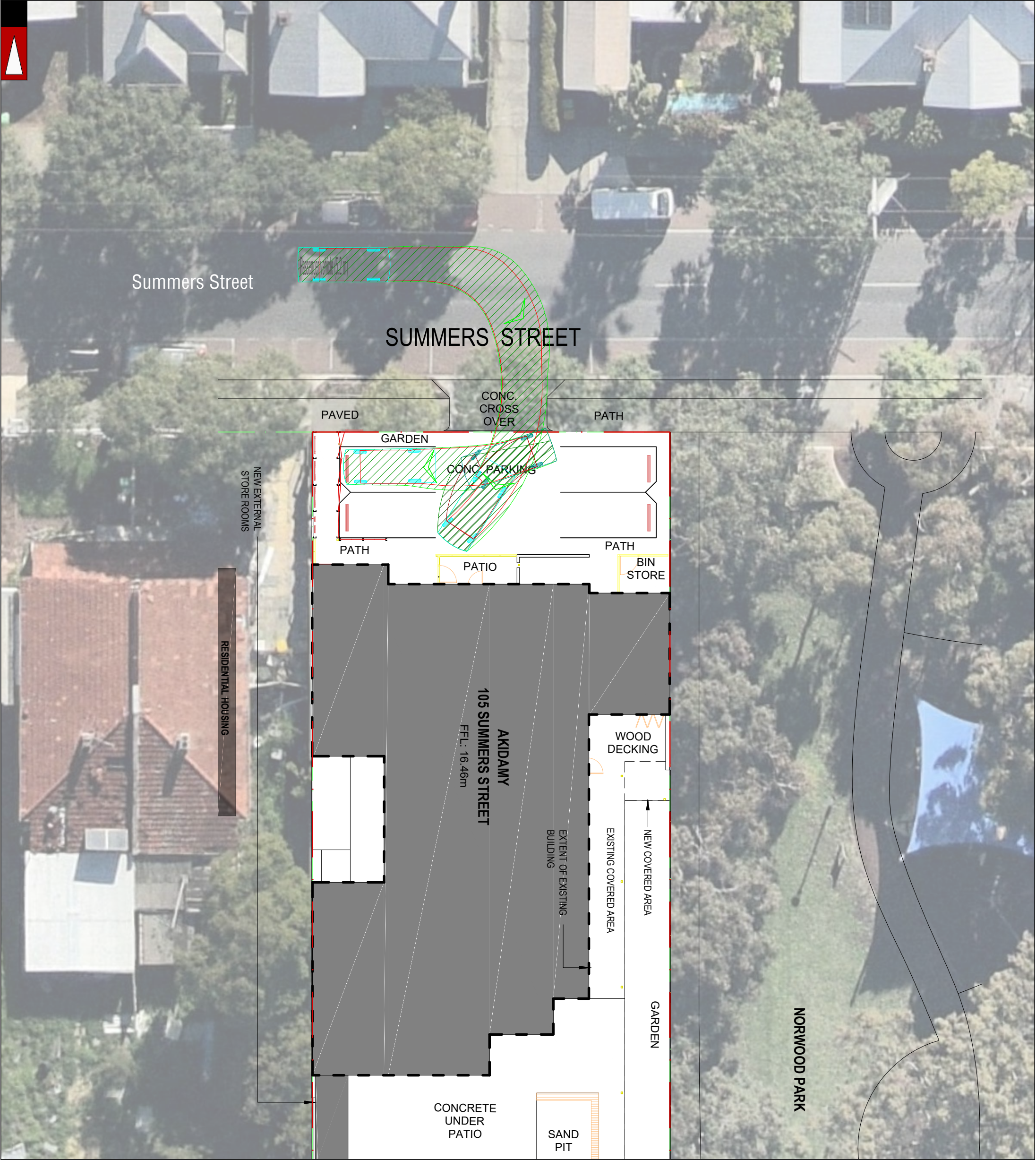
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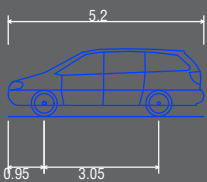
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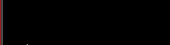
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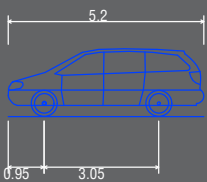
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G	12-09-2022	PROPOSED LAYOUT AMENDED			
F	29-07-2016	PROPOSED LAYOUT AMENDED	DRAWING NUMBER: KC00482.000_S22b		
NO	DATE	AMENDMENT			






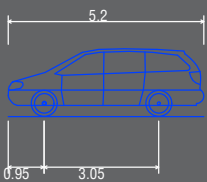
Passenger vehicle (5.2 m)  
Overall Length 5.200m  
Overall Width 1.940m  
Overall Body Height 1.804m  
Min Body Ground Clearance 0.295m  
Track Width 1.840m  
Lock to Lock Time 4.00s  
Kerb to Kerb Turning Radius 6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chassis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

J	20-12-2022	PROPOSED LAYOUT AMENDED	PROJECT: Lot 38 (No. 103-105) Summers Street and Lot 1 (No. 34) Cheriton Street, Perth	DRAWN BY:	Civil & Traffic Engineering Consultants PO Box 1456 Scarborough WA 6922  PH: 08 9441 2700 WEB: www.kctt.com.au	
H	20-09-2022	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m) - INBOUND	J.S.		
G	12-09-2022	PROPOSED LAYOUT AMENDED	DRAWING NUMBER: KC00482.000_S23a			
F	29-07-2016	PROPOSED LAYOUT AMENDED				
NO	DATE	AMENDMENT				






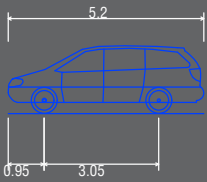
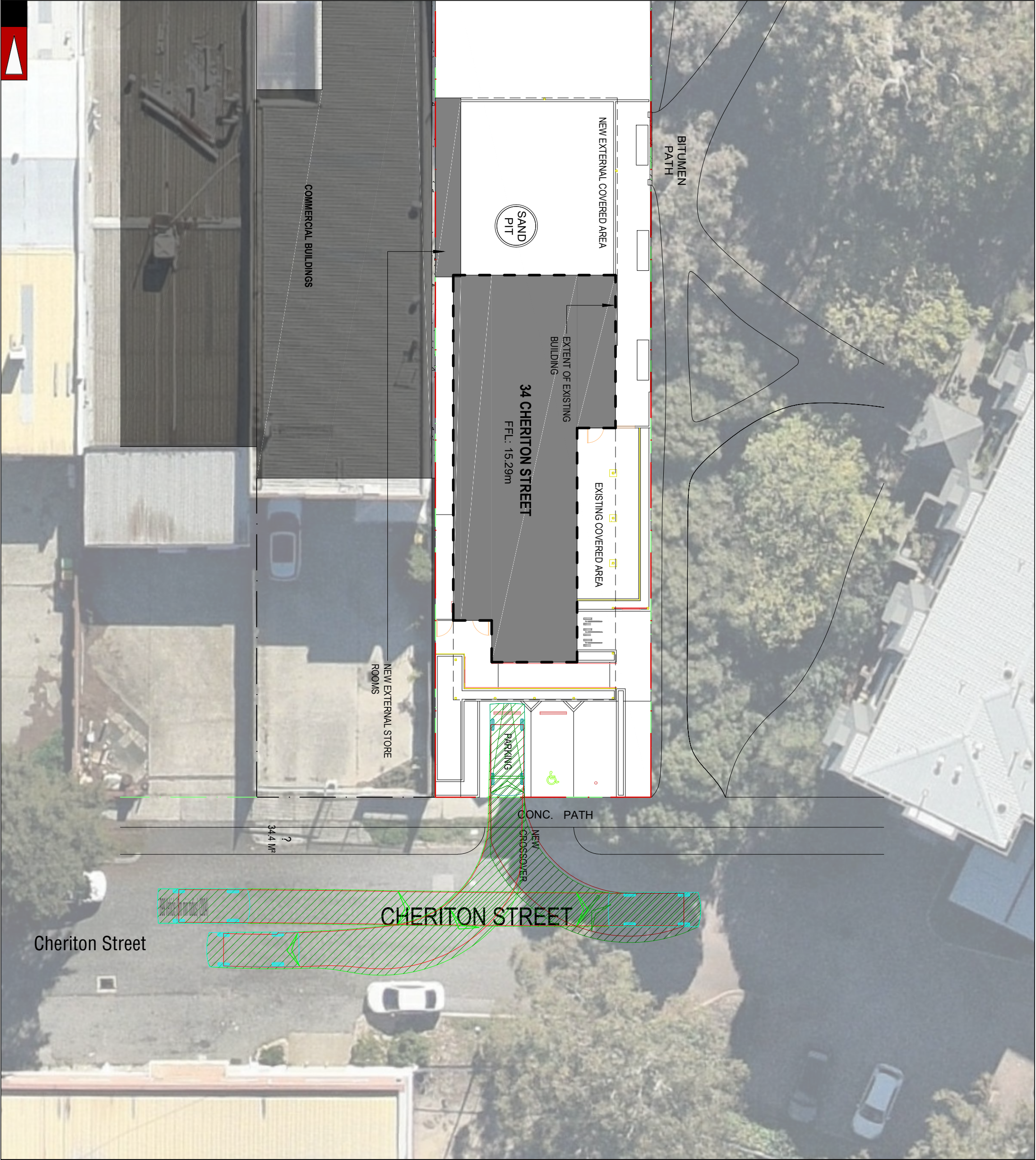
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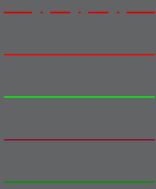
LEGEND

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G	12-09-2022	PROPOSED LAYOUT AMENDED				
F	29-07-2016	PROPOSED LAYOUT AMENDED	DRAWING NUMBER: KC00482.000_S23b			
NO	DATE	AMENDMENT				



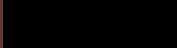


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Overall Length 5.200m  
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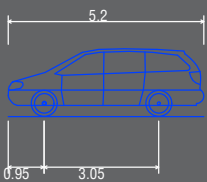
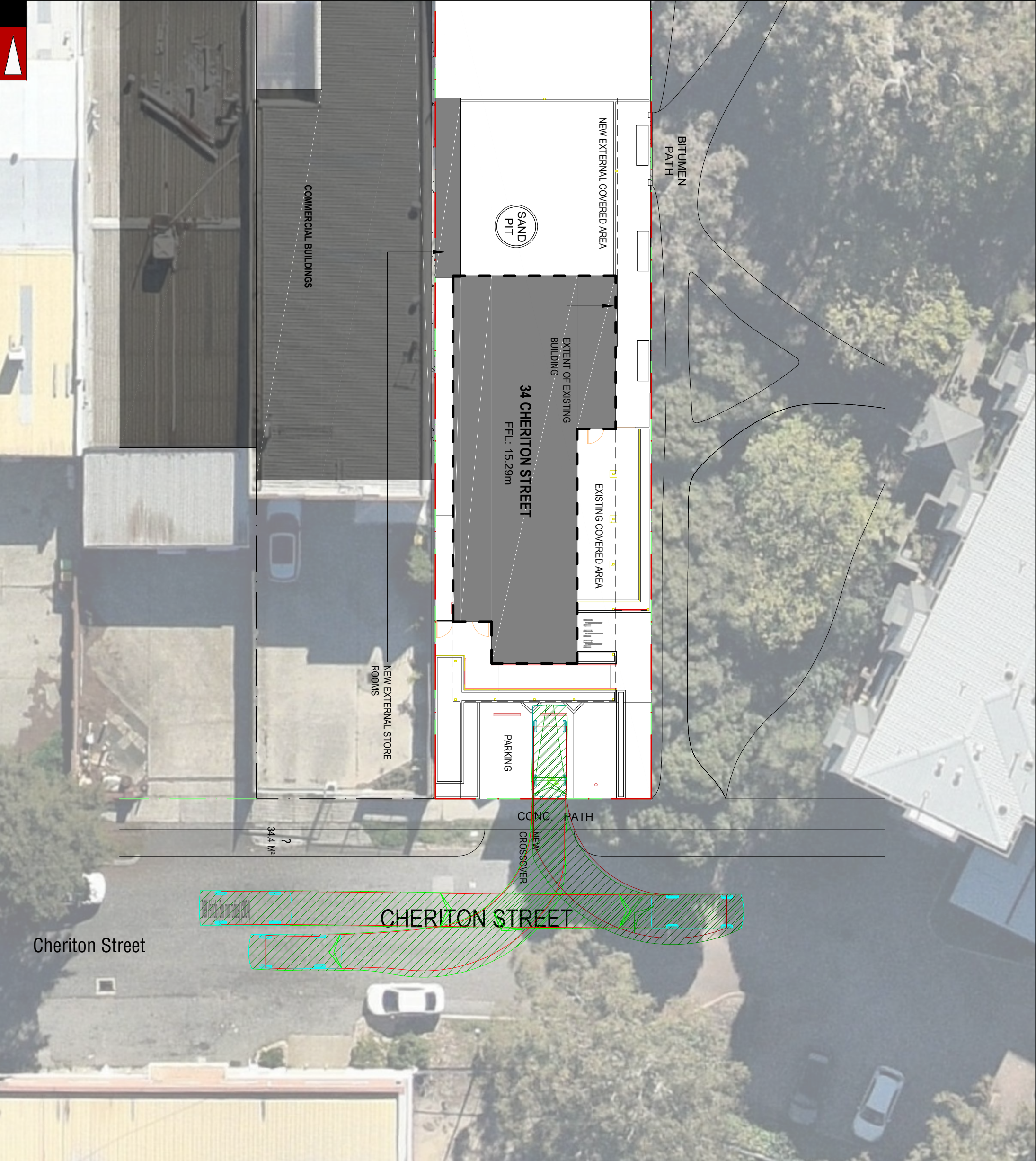


Lot boundary  
Wheel Path (Forward Vehicle Motion)  
Vehicle Chassis Envelope (Forward Vehicle Motion)  
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LEGEND

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G	12-09-2022	PROPOSED LAYOUT AMENDED	DRAWING NUMBER: KC00482.000_S24			
F	29-07-2016	PROPOSED LAYOUT AMENDED				
NO	DATE	AMENDMENT				






Passenger vehicle (5.2 m)  
Overall Length 5.200m  
Overall Width 1.940m  
Overall Body Height 1.804m  
Min Body Ground Clearance 0.295m  
Track Width 1.840m  
Lock to Lock Time 4.00s  
Kerb to Kerb Turning Radius 6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chassis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

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G	12-09-2022	PROPOSED LAYOUT AMENDED	DRAWING NUMBER: KC00482.000_S25			
F	29-07-2016	PROPOSED LAYOUT AMENDED				
NO	DATE	AMENDMENT				



# Operational Management and Environmental Programmes Plan

## Operational Management Plan

### Aim

This Operating Management Plan (OMP) forms an essential part of the ongoing management requirements for the School (also referred to 'the Akidamy'). It is a document required by Council that reflects a reasonable agreement between the Akidamy Operators and Council in order to minimise any adverse effects upon neighbouring properties. It is required by and reflects the intention of the requirements of Council's conditions of development consent for the School.

### Capacity of School

The School's capacity is for a total of 90 Children and 18 Staff, as follows:

Rooms ID	Studio	Age (yr)	House / Location	Children	Staff	Area (sqm)
N1	Nursesey – N1	0 to 1	Summers	8	2	27.4
N2	Nursesey – N2	1 to 2	Summers	12	3	46.4
T1	Toddler 1	2 to 3	Summers	15	3	63.7
T2	Toddler 2	2 to 3	Summers	15	3	43.2
A	K3 + Art Room	3 to 3.5	Summers	10	1	26.7
M***	Music/Meeting	All	Summers			8.6
K3	K3	3 to 3.5	Cheriton **	20	2	56.8
K4	K4 + Art Room	3.5 to 5	Cheriton	10	1	33.5
<b>Total No.</b>				<b>90</b>	<b>15</b>	<b>306.3</b>
<b>Cook</b>			Summers House		1	
<b>Reception</b>			Summers House		1	
<b>Director</b>			Summers House		1	
<b>Grand Total</b>	<b>All Studios</b>	<b>0 to 5</b>	<b>Summers &amp; Cheriton</b>	<b>90</b>	<b>18</b>	<b>306.3</b>

\*This refers to 105 Summers Street location which is referred to Summers House. \*\* 34 Cheriton Street is referred to Cheriton House. \*\*\*Removing the meeting/music room area from the total areas = 297.7sqm or 91 children

Location	Location	Childr en	Staf f	Area (sqm)	Licensed Max. Capacity
Indoor	Summers House***	60	15	216	
Indoor	Cheriton House	30	3	90.3	
<b>Grand Total Indoor</b>	<b>Summers &amp; Cheriton House</b>	<b>90</b>	<b>17</b>	<b>306.3</b>	<b>94</b>
Outdoor	Summers House (outdoor play area and babies play area)	60	14	410.8	
Outdoor	Cheriton House (outdoor play area and K3 play area)	30	3	287.9	
<b>Grand Total Indoor</b>	<b>Summers &amp; Cheriton House</b>	<b>90</b>	<b>18</b>	<b>698.7</b>	<b>95</b>

The total licenced indoor space incorporated into the design is 306sqm (94 children based 3 sqm per child) and outdoor space is 698.7sqm (95 children based on 7sqm per child), which exceeds the requirements. The maximum operating capacity applied for the School is 90 children, which is less than four (4) children of the maximum design capacity allowable. This capacity is based upon the numbers provided by the architect and in compliance with regulatory licencing authority and Australian standards.

## Staffing

The School will be operated by 18 staff (including the 15 primary contact staff and 3 administration) at any one time. There will be a structured routine where the children will be divided between their age groups of 0-2 years (Nursey), 2-3 years (Toddlers) and 3-6 years (Kindergarten). A daily program will be based on their needs and individual development/progress. Each group will be required to maintain staff to children ratios in accordance with the Childcare Regulations. Our analysis of Arrival and Departure times across our existing School supports the staffing requirements and is in accordance with the requirements of the Children's Services Regulations.

## Hours of Operation

The School opens daily Monday to Friday from 7:00 am to 6:00 pm, fifty-two (52) weeks a year.

The School closes for Public Holidays and closes over the Christmas and New Year Period.

## Staff Movements

### Arrival Times

Not all staff arrive at the same time. The arrivals are usually staggered between the hours of 6:30am to 9:30am. Early morning shift commences with three (3) staff (Cook + 2 Educational Staff Members) at Summers Street and 1 staff Cheriton Street, which generally occur around 6.30 to 7:00am to allow for room setups, general operational, food preparation and safety checks. Other staff members are staggered with numbers of children from 7.00 to 9:30am. Full-time staff work for 8 hours a day with morning and afternoon tea and lunch breaks. Part-time or Casual staff work shifts as required.

### Departure Times

The staff generally depart from 4.30 to 6:00 pm based on the number of children at the School and hours worked. Generally, the school is closed with two to three staff members, depending on the number of children, from 5:00 to 6:00 pm.

### Monitoring

The monitoring process for outdoor play is the same for indoor play, as follows:

Age Group	Monitoring Ratio
0-2 Years	1 Staff: 4 Children
2-3 Years	1 Staff: 5 Children
3-6 Years	1 Staff: 10 Children

## Parents/Children Arrival and Departure

In the morning, parents usually arrive between the hours of 7:00am – 10:00am. Similarly for pick-up, the parents would start arriving from 3:30 pm and stagger until 6:00 pm.

- Nursery to Toddlers age group of children will be dropped off at the reception area at Summers House.
- Kindergarten 3 (K3) to 4 (K4) children and parents will use the Cheriton House entrance for staff to receive.
- Children must be escorted and logged in by parents at the respective reception areas in both Summers and Cheriton Street Studios.

If parents have both younger children and old children at the School, they generally drop the younger child first at Summers House and other older child and parent will need to walk to the Cheriton House through Norwood park. This is a general rule which allows for proper sign-in and handover to educator.

Parent will pick up each child at their appropriate Cheriton or Summers House depending on age. They will not use the play space as throughfare. This allows for effective handover and communication with parents and educators about the child learning and activities. This also ensures that parents do not unnecessarily disturb the other classroom or outdoor activities across the school.

At 5:30 pm to close at 6:00 pm, the children will gather centrally at the Summers House due to the very low numbers of children remaining at the School (generally less than 5 to 6 children) and allow for adequate supervision of two to three education staff, who will be completing shutdown checks during this period.



The trends of arrival and departure times are also based upon our analysis of Arrival and Departure times across our existing School.

At all times, a legal responsible person will be on site.

## Visitors, School Tours and Deliveries

Due to strict compliance regulatory requirements, all deliveries and visitors will be from Summers Street entrance to allow for proper checks and log-in requirements.

## Activities

The indoor and outdoor play space at Summers and Cheriton Houses are inter-connected to allow for children and staff to have interaction and allow for movement and the shared use of the facilities based on programming, staff and children needs (i.e. music room, garden beds, staff facilities, language classes, yoga and art activities).

All Indoor and Outdoor Activities are supervised by the regulated number of trained staff. The outside play area will be used only during the School hours of operation, depending on the weather conditions.

All outdoor activities are fully supervised and monitored. Educators and children are encouraged to participate in quiet play activities.

The specified outdoor play policy and times shall be adhered to. Exceptional circumstances may apply. The School Director shall ensure that outdoor play activities are conducted in an orderly fashion and that excessive noise from children playing, etc., is avoided wherever possible and practical.

Indoor activities are programmed depending on children's needs and developmental stages. Typically, the daily routine is as follows:

Times	Activities
7:00 am - 8:00 am	Settling in for early arrivals and School Program – individual work and reading time
7:00 am - 8:00 am:	Program – individual Work
8:30 am - 9:00 am	Morning Tea
9:00 am - 11:00 am	Program – Language or Art or educational activities and outplay
11:00 am - 11:30 am	Lunchtime
11:30 am - 12:30 pm	Sleep or Rest/Time
12:30 pm - 5:00 pm	Other play and educational activity (e.g. music, art and Italian language) or Outdoor Play, and Afternoon Tea
5:00 pm - 6:00 pm	Indoor activities

## Outdoor

As mentioned, the play space at Summers and Cheriton Houses are inter-connected to allow for children and staff to have interaction and allow for movement and the shared use of facilities based on programming, staff and children needs (i.e. music room, garden beds, staff facilities, language classes, yoga and art activities).

Typically, the daily routine is as follows:

- Mornings: 9:00 – 11:30 am
- Afternoons: 1:00 – 4:30 pm (maybe be longer in summer or if weather appropriate)

Outdoor activities are programmed depending on children's needs and developmental stages. Outdoor activities vary from day to day and are dependent upon the weather and the programme. They include:

- Ball games
- Team play
- Balancing, Climbing, Stepping
- Using variety of gross motor skills development equipment
- Environmental and nature based activities

- Supervised play
- Sand play
- Water based play (not swimming pool)
- Free play

## Environmental Programmes Plan

### Aim

The purpose of the Environmental Policy is to provide the guidelines and framework to ensure that the sustainability and environmental consciousness objectives of the Akidamy School of Early Learning are consistently met.

### Method

In order to help meet these objectives, a Sustainability Audit and Sustainability Action Plan will be developed and regularly monitored. The Sustainability Action Plan will include all the action steps that are required to meet the above objectives. In addition:

- Each action step shall have a specific deliverable and an expected timeframe.
- Progress against each action step shall be monitored regularly,
- Action steps shall be updated or revised accordingly.

### Key Initiatives and Activities

The School will be incorporating the following environmental initiatives and programme:

- Current and planned solar panels will generate 95 to 100% of the School Power based on winter load requirements. As the school operates during most day hours, the use of battery storage would not be efficient or cost-effective means of generating power, this will be reviewed annually to evaluate the potential 100% off grid energy power generation.
- All lighting is LED to reduce power consumptions.
- All windows have window treatments to reduce heat load on the building.
- Roofing material uses light colours to reduce heat loading to the building, including high quality insulation to further reduce the use of air conditioning.
- The use of water is also controlled and managed through use of Bluetooth control drip water systems and low use water plants.
- The school has a heavy focus on sustainability, and such, utilises as much as possible the re-use of material for educational purposes and activities. Recyclable material and other waste are separated and stored separately. We also collect all food scrap from meals which are placed in composite bin at the school and then used in our school garden. Monitoring of waste composition to identify opportunities for source separation of recycling waste materials and waste reduction activities;
- Environmental Learning Opportunities - Environmental learning opportunities for children will be developed to teach children an understanding and respect for the environment and reducing our carbon footprint and encourage families to take public transport and walk/cycle to the School. In particular, environmental learning opportunities will be designed and introduced to children.
- Parent/Family Involvement - Parents and Families will be regularly advised of the sustainability activities that children are involved in and will be asked to participate in various sustainability events and communal working sessions.
- The School design is based on 30 to 40% permanent shade structure to allow for children to play in all weather conditions all year round.
- The successfulness of the existing School implementation of operational policies is associated with the encouragement of the use of alternative modes of transportation by staff. Staff are given a financial incentive to take public transport, walk or ride a bicycle to and from work.
  - The School has approximately 20% of its staff take public transport or walk or cycle.
  - The School has a high proportion of families walking or cycling to and from the centre, with approximately 30% of all visitors walking or cycling to the centre.



## Sustainability Committee

- The School will establish a Sustainability Committee made up of staff from various areas and will seek external support as required.
- The Sustainability Committee will meet at least once every three months at a time determined by the committee.
- The Sustainability Committee will be a formal working committee, however, will only have the authority to recommend a course of action to the School Director/Nominated Supervisor.

## Environmental Compliance

The School will comply with all relevant environmental acts and regulations issued by Federal, State and Local government bodies.

## Environmental Procurement

Environmental considerations will be taken into account when purchasing goods and services on behalf of the school, in particular:

- When purchasing products, preference will be given to items that are made from sustainably derived materials that have recycled content or can be reused or refilled.
- When purchasing or using cleaning supplies, preference will be given to items that are environmentally responsible, non-toxic and phosphate free.
- When purchasing office machines, computer equipment and appliances, preference will be given to items that have an Energy Star rating of 4 stars or more.
- When purchasing other supplies and materials, preference will be given to items that are clearly and independently certified that the product is environmentally responsible.
- Locally produced goods and services will be given preference to interstate or imported goods and services to reduce travel related emissions.

Underpinning this environmental procurement philosophy is an assumption that all other factors in the purchasing decision are also considered such as price, quality, availability, accessibility and service.

## Environmental Learning Opportunities

Environmental learning opportunities for children will be developed in order to teach children an understanding and respect for the environment. In particular, environmental learning opportunities will be designed and introduced to children that:

- Develop their life skills, such as growing and preparing food, waste reduction and recycling,
- Teach them an appreciation of the natural environment and the interdependence between people, plants, animals and the land,
- Encourage energy efficiency practices such as switching off unused lights, appliances and electronic equipment,
- Promote water conservation practices such as minimising shower times and turning off taps when brushing teeth etc.
- Build a sense of responsibility for caring for the natural environment.
- Waste Management
- The School will adopt general waste management principles with a view to maximising the level of recycling and minimising general waste sent to landfill.

## Energy Efficiency

- The School will adopt energy efficiency practices to minimise the amount of electricity and gas used in the normal course of business.
- All lighting is LED to reduce power consumptions.
- Current and planned solar panels will generate 95 to 100% of the School Power based on winter load requirements. As the school operates during most day hours, the use of battery storage would not be

efficient or cost effective means of generating power, this will be reviewed annual to evaluate the potential 100% off grid energy power generation.

## Transport

The successfulness of the existing School implementation of operational policies associated with the encouragement of the use of alternative modes of transportation by staff. Staff are given a financial incentive to take public transport, walk or ride a bicycle to and from work.

- The School has approximately 20% of its staff take public transport or walk or cycle.
- School has a high proportion of families walking or cycling to and from the centre., with approximately 30% of all visitors walk or cycle to the centre.
- Children and School outings use public transport due to location of the School free train transport corridor and majority out of School visitors are within the Perth CBD area.

## Parent/Family Involvement

- Parents and Families will be encouraged to practice waste management and energy efficiency techniques at home to allow children to receive a consistent message.
- Parents and Families will be regularly advised of the sustainability activities that children are involved in and will be asked to participate in various sustainability events and communal working sessions.

## Communicating Policy to Families, Children and Team Members

Information relating to the Environmental Policy is communicated in the following ways: Newsletters, Family and Educators handbooks, team meetings and memos, planned experiences for the children, notice boards and posters, pamphlets and information sheets in the foyer, role modelling and signs displayed around the classrooms and centre etc.



# Parking Management Plan

The Akidamy School of Early Learning

## Aim

The purpose of the Parking Management Plan (PMP) is to provide the guidelines and framework to ensure that the compliance with changing of use application for the development approval for the development of the Akidamy School of Early Learning (School) by the City of Vincent (COV), long term sustainability and environmental consciousness objectives of the School are consistently met.

## Reason

*"At the Akidamy School of Early Learning, we are committed to taking an active role in caring for our environment and contributing to a sustainable future."*

## Method

In order to help meet the aim, a PMP will be developed and regularly monitored. The PMP will include all the actions that are required to achieve the above aim. In addition:

- Each action shall have a specific deliverable and an expected timeframe.
- Progress against each action shall be monitored regularly.
- Actions shall be updated or revised accordingly.

## Location

The School is located within one of the best supported public transport locations in Western Australia; this would be similar to Day Centre opening in the Perth CBD. This makes this unique location as it has a Department of Transport (DOT) public parking station, pedestrian and cycle paths, bus and train infrastructure within a 300m radius of the Centre. This will allow the School to be a draw card for staff and parents within the COV or people travelling within the surrounding public transport network, which has multiple choices and options of getting to and leaving the School on a daily basis.

Items	Particulars and Comments
Council	City of Vincent
Address	The Akidamy School of Early Learning - Perth 103-105 Summers Street, Perth, WA
Lot No. / Plan	Lot: 38 / D/P: 28 Lot: 1 / D/P: 62743

## Parking Management Compliance

- The School will have a Senior Leadership Team (i.e. SLT made up of School Director, Head of Studios and Pedagogist) and will seek external support as required to ensure compliance with the PMP.
- The SLT will meet at least every three months at a time determined by the committee to review the plan and ensure compliance with the PMP.
- At all times, the PMP and operation must at all times be with the COV "Change of Use from Grouped Dwelling to Community Use (Day Care Centre)", dated 29 July 2016 (and any subsequent amended approvals) and school policy and procedures, unless otherwise approved by the COV.

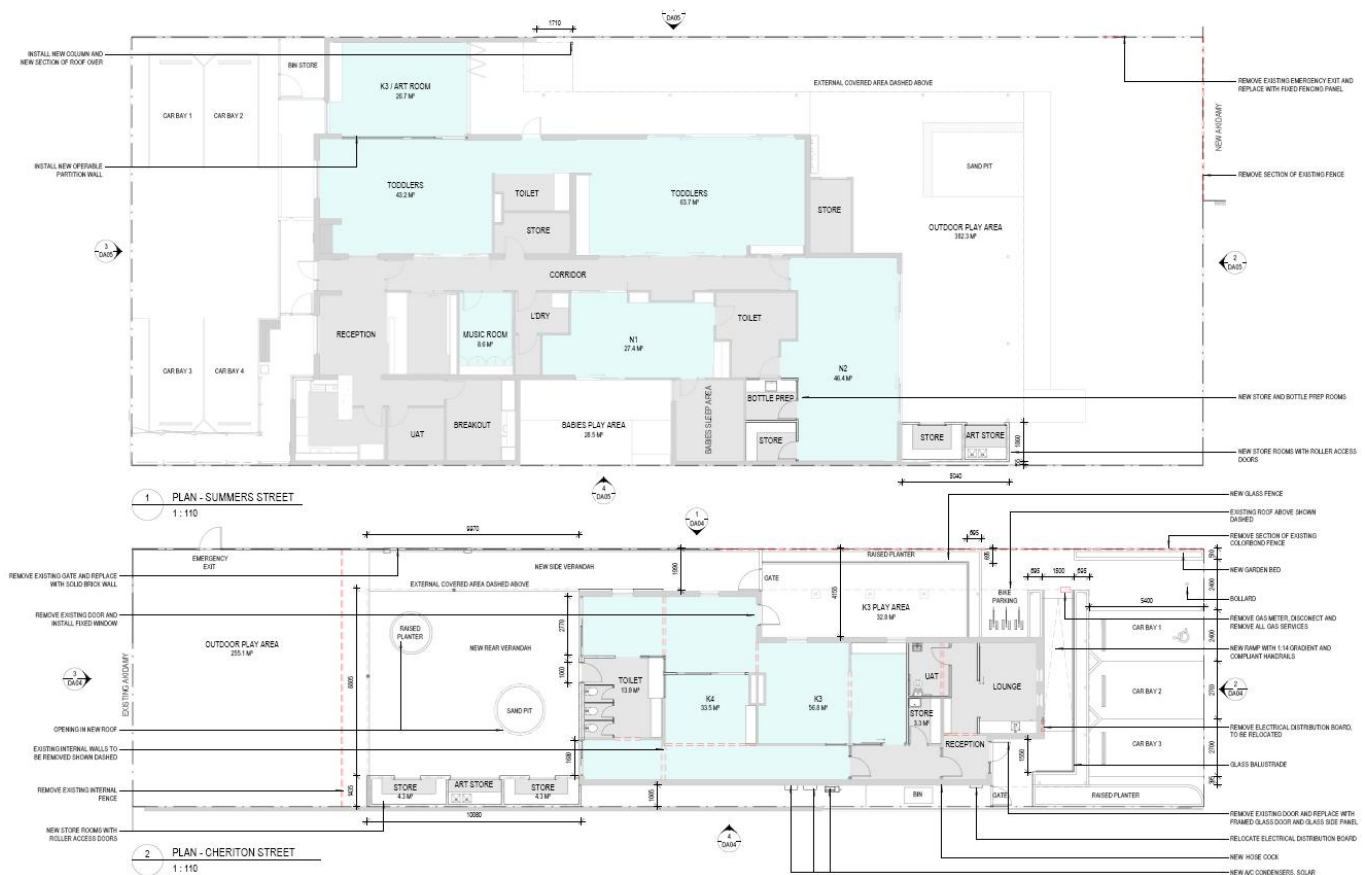
## Park Management Procedure

The PMP will take into account of the following considerations:

- A minimum of seven car parking bays to be provided on site as illustrated in Figure 1 and to be designed and constructed to comply with AS2890.1 and COV requirements.

# Parking Management Plan

## The Akidamy School of Early Learning



**Figure 1 – Site Plan**

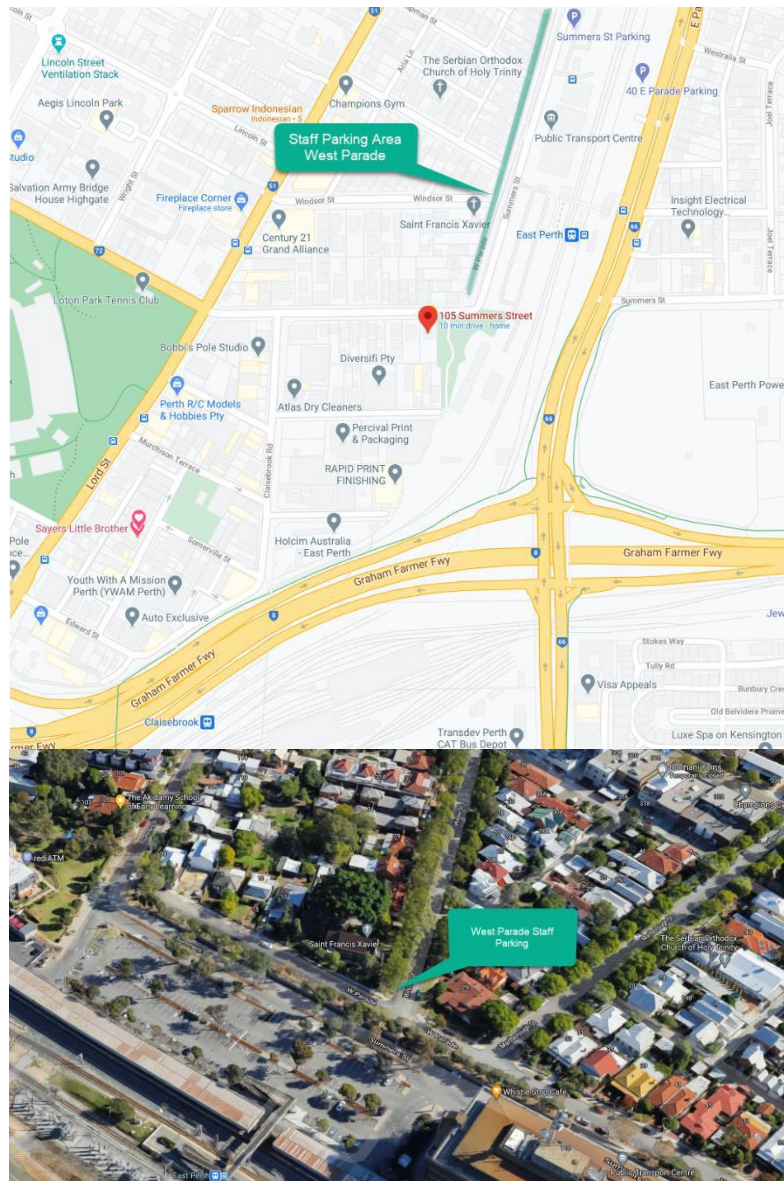
- That car park on site shall only be used by visitors, school deliveries and parents directly associated with the School.
- At all times during peak periods of 7:00am to 10:00am, and 3:00 to 6:30pm parents have priority use of the on-site parking bays. In the event of no parking being available on-site parents are communicated to park on the street side of the School (near Norwood park and directly outside the School). It is recommended that parents during School orientation and attendance should park on the School car bays in the first instance. They should beware of their duty of care to remove their children safely and escorted them to the School and register their attendance. At no times should children or older sibling(s) be left in the car during School drop off and pickup. Parking is limited to five minutes maximum during peak periods for parents.
- Delivery drivers, School orientations and trade persons will be instructed to not attend the School or undertake works during peak periods to limit the congestion and impact on traffic and the availability of the on-site parking bays.
- Parents, staff and visitor should access the School via the authorised pedestrian access path to the building entrance.
- The Staff shall not park in the on-site car parking bays during the hours of 7:00am to 10:00am and 3:00 to 6:30pm (i.e. the peak periods).
- Staff are encouraged and rewarded (compensated) to take public transport, cycle, or walk/run to School. This is further outlined and paid quarterly as per School Policy “Environmental & Sustainability – Team Reward Program”.
- Staff are provided with assigned lockers in the staff room to change and store private valuables.
- Staff, parents, and school visitors have free access to the School End of Use Facilities (EOUF). The EOUF has free access to toiletries, clean school towels, and associated amenities.



# Parking Management Plan

## The Akidamy School of Early Learning

- Staff, parents, and school visitors wanting to use the bike rack and pram parking have access to free School security chains to secure items. Pass codes for these devices can be provided by the School Administrator or SLT.



**Figure 2 – Staff Parking Location on West Parade which is nearby the School**

- If Staff require parking facilities, they are encouraged not park in the School on-site parking bays but utilise untimed and freely available street parking on West Parade as illustrated in Figure 3. At no stage should people park at the DOT parking station, and are instructed not park on Summers Street itself as this may impact the availability for visitors to utilise on-street parking. Its important to note that the School car bays are monitored 24 hours a day by the School security system and any non-compliance with the PMP will result in corrective action with your supervisor and SLT.

# Parking Management Plan

The Akidamy School of Early Learning

## Parking Allocation

The following table outlines the availability of parking for parents, visitors, staff and delivery vehicles:

Parking Allocation Description	Total Number
Car Parking Spaces	6 (Parents, Visitors, Deliveries) 1 ACROD Bay
On-site Short- and Long-Term Bicycle Parking Spaces	6 (Staff, Parents and Visitors)
Off Short- and Long-Term Bicycle Parking Spaces	2 x within 3m at Norwood Park (Staff, Parents and Visitors) 10 x within 75m at East Perth Trains Station (Staff, Parents and Visitors) 4 x within 75m on Cheriton Street (Staff, Parents and Visitors)

Additional parking is available in proximity to the School within Summers Street, West Parade and Cheriton Street.

## Alternative Transport Options

The following table and figures outline the current transportation services and distance from the School:

Transportation Services	Type	Distance from Site
Midland to Perth Cycle Path	Pedestrians and Cycle	100m
East Perth Train station (Midland to Perth Line)	Train	75m
Carisbrook Tran station (Armadale/Thornlie and Midland to Perth Lines)	Train	350m
Bus Station on Lord street*	Bus (Current bus services route No 41, 42, 48 and 55)	350m

\*This a free bus into the city as part of Free Transport Zone (FTZ).



# Parking Management Plan

## The Akidamy School of Early Learning



**Figure 3 – The Akidamy School of Early Learning, Perth) illustrating Public Transport and Parking Facilities within the Area**

### Public and Private Parking Areas with the area

Parking Areas	Type	Distance from Site
103 to 105 Summers Street (4 on-site Parking Bays)	All Day	0m
DOT Park Station (400 Parking Bays) on West Parade	4 Hour Limit	50m
DOT Park Station (178 Parking Bays) on East Parade	All Day	300m
Street Parking - Summers St and West Parade (80 Bays)	2 Hour Limit – Summers Street and Cheriton Street	0m
	All Day – West Parade	50m

### Environmental Learning Opportunities

Environmental learning opportunities for children will be developed in order to teach children an understanding and respect for the environment and reducing our carbon footprint and encourage families to take public

# Parking Management Plan

The Akidamy School of Early Learning

transport and walk/cycle to the School. In particular, environmental learning opportunities will be designed and introduced to children.

## **Parent/Family Involvement**

Parents and Families will be regularly advised of the sustainability activities that children are involved in and will be asked to participate in various sustainability events and communal working sessions.

## **Communicating Policy to Families, Children and Team Members**

Information relating to the PMP is communicated in the following ways: Newsletters, Family and Educators handbooks, team meetings and memos, planned experiences for the children, notice boards and posters, pamphlets and information sheets in the foyer, role modelling and signs displayed around the studios and School etc.

## **Policy Review Statement**

All policies will be reviewed annually in consultation with Families, Team Members and Management. Any changes in legislation, regulations, Quality Assurance and other standards will be considered in the review process. Any changes in policies or procedures will be communicated to families and Team Members verbally and in writing. Failure to abide by guidelines will result in disciplinary action.



# Waste Management Plan

## The Akidamy School of Early Learning

### Aim

The purpose of the Waste Management Plan (WMP) is to provide the guidelines and framework to ensure that the compliance with changing of use application for the development approval for the development of the Akidamy School of Early Learning (School) by the City of Vincent (COV), long term sustainability and environmental consciousness objectives of the School are consistently met. This WMP has been prepared to outline how waste is to be stored and collected from the proposed development.

### Reason

*"At the Akidamy School of Early Learning, we are committed to taking an active role in caring for our environment and contributing to a sustainable future."*

### Method

In order to help meet the aim, a WMP will be developed and regularly monitored. The WMP will include all the actions that are required to achieve the above aim. In addition:

- Each action shall have a specific deliverable and an expected timeframe.
- Progress against each action shall be monitored regularly.
- Actions shall be updated or revised accordingly.

### Location

The Akidamy has been successful operating 63 children since 2018 at Lot 38 (No. 105) Summers Street, Perth and is located within one of the best supported public transport locations in Western Australia; this would be similar to Day Centre opening in the Perth CBD. This makes this unique location as it has a Department of Transport (DOT) public parking station, pedestrian and cycle paths, bus and train infrastructure within a 300m radius of the Centre. This will allow the School to be a draw card for staff and parents within the COV or people travelling within the surrounding public transport network, which has multiple choices and options of getting to and leaving the School on a daily basis.

It is currently proposing to expand its operations from 63 to 90 children across two lots (i.e Lot 38 (No. 105) Summers Street, Perth and Lot 1 (No. 34) Cheriton Street, Perth refer to **Figure 1**). The Summers Street (Summers House) will hold 60 children and will be main entrance for the school and for all deliveries, food supply, and school kitchen. The Akidamy is seeking Development Approval for an expansion of the school to 90 children with 30 additional children being housed at the adjoining lot on Cheriton Street (Cheriton House).

Items	Particulars and Comments
Council	City of Vincent
Address	The Akidamy School of Early Learning – Perth  Summers House - Lot: 38 (105 Summers Street, Perth, WA) Cheriton House – Lot 1 (34 Cheriton Street, Perth WA)

### Waste Management Objectives

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage all waste at the subject site. Specifically, the Plan demonstrates that the Centre has been designed to:

- Adequately cater for the anticipated quantities of waste and recyclables to be generated by the proposed expansion to Cheriton House;
- Provide a suitable Bin Storage Area including appropriate receptacles for the commercial development; and

# Waste Management Plan

## The Akidamy School of Early Learning

- Allow for efficient servicing of receptacles by appropriate waste collection vehicles to the commercial development.

To achieve this, we have outlined our current waste management plan that is place and forecasted requirements as part of our development application in the Table below. Current Summers House based on the last 12 months historical records current have one (1) 660L bin for general waste and one (1) 660L bin for recycling based on waste generation rates and size of our school (430sqm and 60 children). They are stored in purpose-built bin store area with as per COV standards. The school has heavy focus on sustainability, and such utilises as much as possible the re-use of material for educational purposes and activities. The location of the bin collection (as per Figure 1) by JJ Richard and Son a private contractor.

We also collect all food scrape from meals which are placed in composite bin at the school, which then used in our school garden.

Based on current waste generation rates we estimated based on expanded building foot print of 170sqm and licence child capacity increase of 90 that we will one (1) 240L bin for general waste and one (1) 240L bin for recycling which is shown in Figure 1). Furthermore, we also believe that we have enough capacity in our current food composite bin.

Items	Bin Size (L)	Location	Building Size	Children	No. of Bins	Collection Frequency	Collection
General Waste	660	Summers House Lot 38 (No. 105) Summers Street, Perth	430m <sup>2</sup>	60	1	Currently in Place - one times per week	JJ Richard & Son (Private Contractor)
Recycling	660				1		
General Waste	240	Cheriton House Lot 1 (No. 34) Cheriton Street, Perth	170m <sup>2</sup>	30	1	One times per week	
Recycling	240				1	One times per week	

Our current practice in place is for all waste to be collected by a private contractor, the bins will be collected from on-site, within the car parking area. The bins will be collected during the period of 10am to 2pm. This will not adversely impact the parking at the school as it is outside of the peak AM and PM periods when there will be no demand for parking.

### Waste Management Design

The bin storage area is located at the ground level of the Summers and Cheriton House adjacent to the on-site parking area. The bin storage area will:

- Have an impervious floor draining to the sewer and a trap to facilitate washing of the Bins in the Bin Storage Area;
- Have doors that will be vermin proof;
- Be ventilated to a suitable standard;
- Be cleaned when required to reduce potential odours (the Bins, floor and walls); and
- Have a designated area inside the Bin Storage Area where the Bins will be washed down.

### Waste Management Activities

The School Director will be responsible for managing the waste collection at the Akidamy. The School Director will be responsible for completing the following tasks:

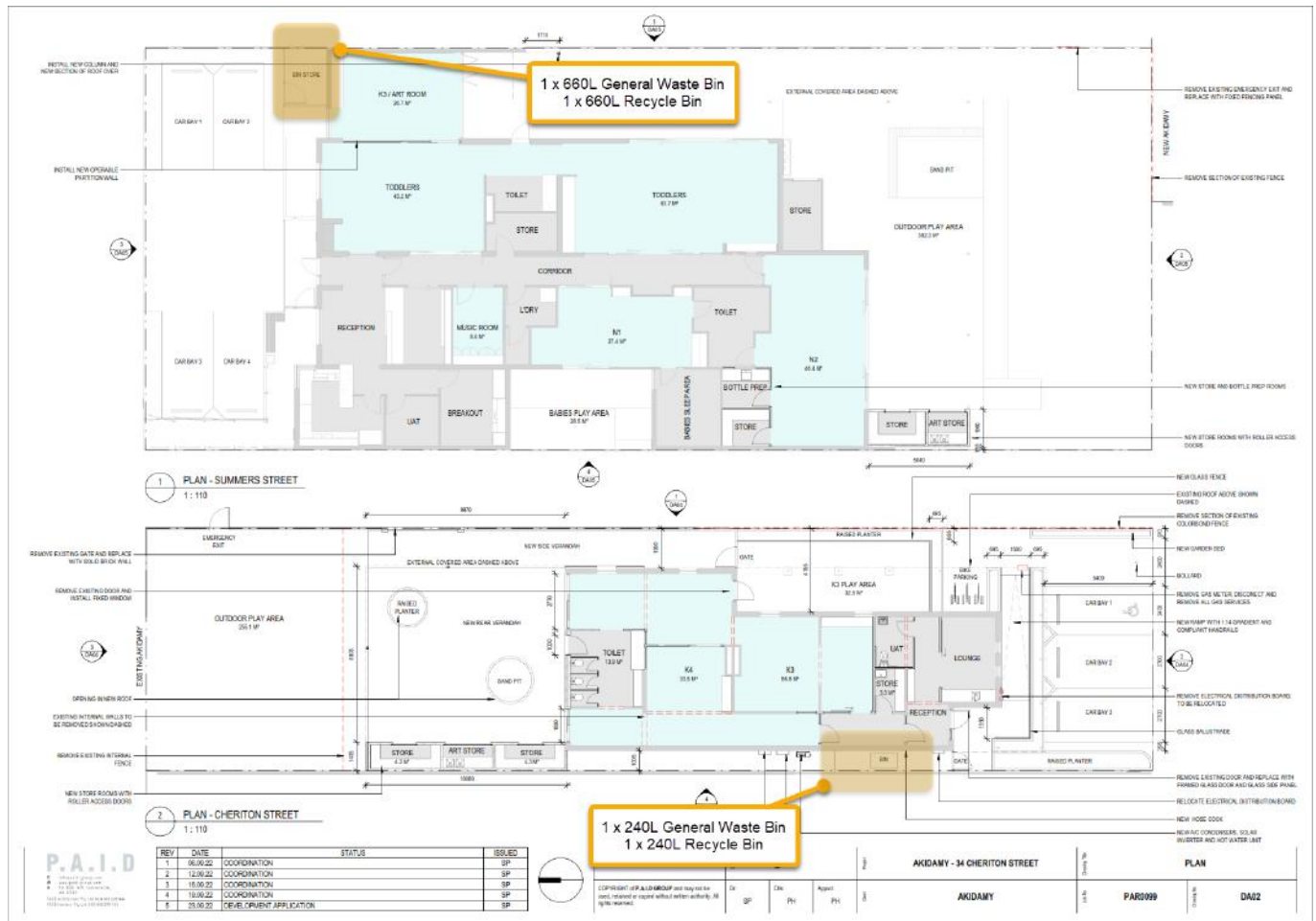
- Monitoring of the Bin Storage Area including ensuring the bins are arranged in such a way that there is always capacity for general waste and recycling in the front bins at all times;



# Waste Management Plan

## The Akidamy School of Early Learning

- Wheeling the bins required to be serviced out of the Bin Storage Area to be serviced one at a time during collection times;
- Monitoring of waste composition to identify opportunities for source separation of recycling waste materials and waste reduction activities;
- Delegating and organising for Maintenance of the Bins and the Bin Storage Area; and
- Organising for the Clean the Bins and the Bin Storage Area when required.



**Figure 1 – Site Plan**

### Conclusion

The expanded school will be serviced by one (1) 660L and one (1) 240L general waste bins and one (1) 660L and one (1) 240L recycling waste bins which will be collected once a per week by the private contractor.

This WMP demonstrates that the proposed development will be serviced by sufficient bin storage facilities based on the estimated waste generated by the development. This WMP will be reviewed as part of the:

- **Environmental Learning Opportunities** - Environmental learning opportunities for children will be developed in order to teach children an understanding and respect for the environment and reducing our carbon footprint and encourage families to take public transport and walk/cycle to the School. In particular, environmental learning opportunities will be designed and introduced to children.
- **Parent/Family Involvement** - Parents and Families will be regularly advised of the sustainability activities that children are involved in and will be asked to participate in various sustainability events and communal working sessions.

# Waste Management Plan

The Akidamy School of Early Learning

- Communicating Policy to Families, Children and Team Members - Information relating to the WMP is communicated in the following ways: Newsletters, Family and Educators handbooks, team meetings and memos, planned experiences for the children, notice boards and posters, pamphlets and information sheets in the foyer, role modelling and signs displayed around the studios and School etc.

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## Policy Review Statement

All policies will be reviewed annually in consultation with Families, Team Members and Management. Any changes in legislation, regulations, Quality Assurance and other standards will be considered in the review process. Any changes in policies or procedures will be communicated to families and Team Members verbally and in writing. Failure to abide by guidelines will result in disciplinary action.



**9.1.1 FURTHER REPORT: Nos. 103-105 (Lot: 38; D/P: 28) Summers Street, Perth – Proposed Change of Use from Grouped Dwelling to Community Use (Day Care Centre)**

<b>Ward:</b>	South	<b>Date:</b>	2 September 2016
<b>Precinct:</b>	EPRA Precinct 15 – Claisebrook Road North	<b>File Ref:</b>	PR50539; 5.2015.586.1
<b>Attachments:</b>	<a href="#">1</a> – Consultation Map <a href="#">2</a> – Amended Development Application Plans <a href="#">3</a> – KCTT Traffic Impact Assessment dated July 2016 <a href="#">4</a> – DVC Independent Traffic Review <a href="#">5</a> – Acoustic Report revised July 2016 <a href="#">6</a> – Additional Information from applicant dated 13 July 2016 <a href="#">7</a> – Determination Advice Notes <a href="#">8</a> – Car Parking Table		
<b>Tabled Items:</b>	Nil		
<b>Reporting Officer:</b>	C Sullivan, Statutory Planning Officer		
<b>Responsible Officer:</b>	P Di Perna, Acting Director Development Services		

**RECOMMENDATION:**

That Council, pursuant to its powers under the Local Government (Change of District Boundaries) Order 2007 and the *Local Government (Constitution) Regulations 1998*, Regulation 5(4)(c), allowing the City of Vincent to, in effect, administer the City of Perth Town Planning Scheme as if it were its own Scheme, and in accordance with the provisions of the Metropolitan Region Scheme, **APPROVES** the application for Change of Use from Grouped Dwelling to Community Use (Day Care Centre) at Nos. 103-105 (Lot: 38; D/P: 28) Summers Street, Perth in accordance with plans date stamped 29 July 2016, as shown on Attachment 2, subject to the Determination Advice Notes in Attachment 7 and the following conditions:

**1. Use of the Premises**

- 1.1 A maximum of 60 children and 15 staff are permitted on site at any one time;
- 1.2 The Day Care Centre shall only operate between:
  - Monday to Friday: 7:00am – 6:30pm and
  - Closed Saturday, Sunday and Public Holidays;

**2. Boundary Wall**

The owners of the subject land shall finish and maintain the surface of the boundary (parapet) wall facing No. 107 Summers Street to the west and Norwood Park to the east in a good and clean condition. The finish of the wall is to be fully rendered or face brickwork to the satisfaction of the City;

**3. Car Parking and Access**

- 3.1 A minimum of four car parking bays shall be provided onsite;
- 3.2 The car park shall only be used by visitors directly associated with the development;

- 3.3 The staff shall not park in the onsite car park during the hours of 7:00am – 10:00am and 3:00pm to 6:30pm;
- 3.4 At all times at least 1 car bay shall be available for pick up/drop off;
- 3.5 The car parking and access areas are to comply with the requirements of AS2890.1;
- 3.6 Vehicle and pedestrian access points are required to match into existing footpath levels;
- 3.7 All new crossovers shall be constructed in accordance with the City's Standard Crossover Specifications; and
- 3.8 Prior to occupancy or use of the development the car parking areas on the subject land shall be sealed, drained, paved and line marked in accordance with the approved plans, completed to the satisfaction of the City and maintained thereafter by the owner(s)/occupier(s);

4. External Fixtures

All external fixtures shall not be visually obtrusive from Summers Street and neighbouring properties. External fixtures are such things as television antennas (of a non-standard type), radio and other antennas, satellite dishes, external hot water heaters, air conditioners, and the like;

5. Verge Trees

No verge trees shall be removed. The verge trees shall be retained and protected from any damage including unauthorised pruning;

6. Parking Management Plan

A Management Plan is to be submitted as part of the application for building permit and shall be approved by the City prior to the commencement of the development, a copy of which is to be provided to all parents and staff, detailing but not limited to, the following:

- 6.1 Drop off and pick up procedure;
- 6.2 Staff parking;
- 6.3 Services/delivery vehicle procedure; and
- 6.4 All points detailed in Condition 3 – Car Parking and Access;

7. Acoustic Report and Noise Management Plan

- 7.1 The recommended measures of the report dated July 2016 shall be implemented and shall include a Noise Management Plan to be submitted and approved by the City prior to the use or occupation of the development and, as a minimum addresses the following:
  - 7.1.2 Operating Hours;
  - 7.1.2 Predicted noise levels from Indoor Child Play and applicable noise management practices to control sound levels;
  - 7.1.3 Predicted noise levels from Outdoor Child Play and applicable noise management practices to control sound levels;
  - 7.1.4 Use and style of amplified music;
  - 7.1.5 Duration and frequency of 'play times' applicable to each and all age groups;
  - 7.1.6 Time and frequency of waste collection and deliveries at the premises; and
  - 7.1.7 Community relations/complaint management procedure;



- 7.2 Certification from an acoustic consultant shall be provided to the City that the recommended measures identified in the acoustic report have been undertaken to the City's satisfaction, prior to occupancy or use of the development;

8. Landscape and Reticulation Plan

- 8.1 A detailed landscape and reticulation plan for the development site and adjoining road verge is to form part of the application for a Building Permit and shall be approved by the City prior to commencement of the development. The plan shall be drawn to a scale of 1:100 and show the following:

8.1.1 The location and type of existing and proposed trees and plants with specific emphasis on landscaping forward of the building line;

8.1.2 Areas to be irrigated or reticulated; and

8.1.3 The removal of redundant crossovers;

- 8.2 All works shown in the plans approved with the Building Permit shall be undertaken in accordance with the approved plans to the City's satisfaction, prior to occupancy or use of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

9. Waste Management

- 9.1 A Waste Management Plan is to form part of the application for a Building Permit and shall be approved by the City prior to commencement of the development detailing a bin store to accommodate the City's specified bin requirement; and

- 9.2 Waste management for the development shall thereafter comply with the approved Waste Management Plan;

10. Stormwater

Prior to occupancy or use of the development all storm water collected on the subject land shall be retained onsite, by suitable means to the satisfaction of the City; and

11. Where any of the above conditions have a time limitation for compliance, and the condition is not met in the required time frame, the obligation to comply with the requirements of the condition continues whilst the approved development exists.

---

Moved Cr Murphy, Seconded Cr Harley

That the recommendation be adopted.

*Debate ensued.*

PROPOSED AMENDMENT:

Moved Cr Cole, Seconded Cr Topelberg

That the following Conditions 7.3 and 7.4 be inserted as follows:

**“7.3 The acoustic report be amended to the satisfaction of the City, prior to the commencement of development, to include provision of an acoustic barrier along the western boundary for the length of the babies play area and include recommendations in relation to the implementation of the barrier; and**

**7.4 The proposal include, as part of the submission for building permit, the installation of an acoustic barrier along the western boundary for the length of the babies play area to the satisfaction of the City;”**

*Debate ensued.*

**AMENDMENT PUT AND CARRIED (7-1)**

**For:** Presiding Member Mayor John Carey, Cr Buckels, Cr Cole, Cr Harley, Cr Gontaszewski, Cr McDonald and Cr Topelberg

**Against:** Cr Murphy

(Cr Loden was on approved leave of absence for the Meeting.)

*Debate ensued.*

**MOTION AS AMENDED PUT AND CARRIED (6-2)**

**For:** Cr Cole, Cr Harley, Cr Gontaszewski, Cr McDonald, Cr Murphy and Cr Topelberg

**Against:** Presiding Member Mayor John Carey and Cr Buckels

(Cr Loden was on approved leave of absence for the Meeting.)

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**COUNCIL DECISION ITEM 9.1.1**

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6. **Parking Management Plan**

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- 7.1.6 Time and frequency of waste collection and deliveries at the premises; and
- 7.1.7 Community relations/complaint management procedure;
- 7.2 Certification from an acoustic consultant shall be provided to the City that the recommended measures identified in the acoustic report have been undertaken to the City's satisfaction, prior to occupancy or use of the development;
- 7.3 The acoustic report be amended to the satisfaction of the City, prior to the commencement of development, to include provision of an acoustic barrier along the western boundary for the length of the babies play area and include recommendations in relation to the implementation of the barrier; and
- 7.4 The proposal include, as part of the submission for building permit, the installation of an acoustic barrier along the western boundary for the length of the babies play area to the satisfaction of the City;

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- 8.1 A detailed landscape and reticulation plan for the development site and adjoining road verge is to form part of the application for a Building Permit and shall be approved by the City prior to commencement of the development. The plan shall be drawn to a scale of 1:100 and show the following:
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9. **Waste Management**

- 9.1 A Waste Management Plan is to form part of the application for a Building Permit and shall be approved by the City prior to commencement of the development detailing a bin store to accommodate the City's specified bin requirement; and
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Prior to occupancy or use of the development all storm water collected on the subject land shall be retained onsite, by suitable means to the satisfaction of the City; and

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**with the requirements of the condition continues whilst the approved development exists.**

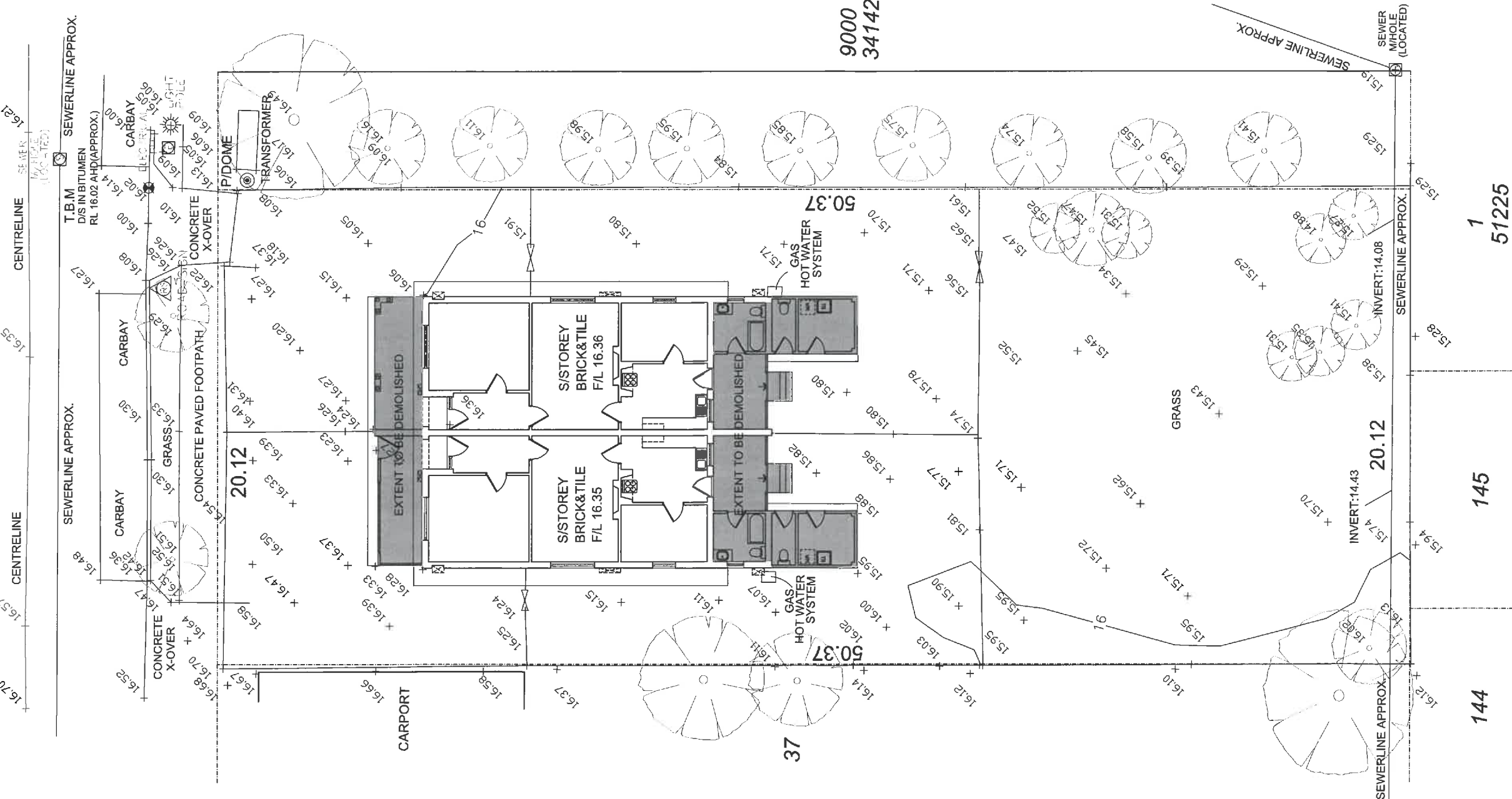
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FOR DEVELOPMENT APPROVAL

NOTES

CITY OF VINCENT  
DA SERIAL No. S-2015-586-1  
  
06 OCT 2016  
APPROVED OMC 2019116  
AMS  
MANAGER APPROVAL SERVICES

SUMMERS STREET



EXISTING SITE & FLOOR PLAN  
Scale 1:200

G	FOR DEVELOPMENT APPROVAL	29.07.16
F	FOR DEVELOPMENT APPROVAL	13.07.16
E	FOR DEVELOPMENT APPROVAL	08.07.16
D	FOR DEVELOPMENT APPROVAL	22.04.16
C	FOR DEVELOPMENT APPROVAL	13.04.16
B	FOR INFO - COUNCIL MEETING	04.04.16
A	FOR INFORMATION - COUNCIL	21.03.16

REV: DETAILS: DATE:  
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LOT 38 (103-105) SUMMERS ST,  
PERTH WA 6000



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P: PO Box 678 Wembley WA 6913  
A: 353 Cambridge Street, Wembley

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EXISTING SITE & FLOOR PLAN		
DATE	DRAWN BY	DRAWING NO.
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CITY OF VINCENT

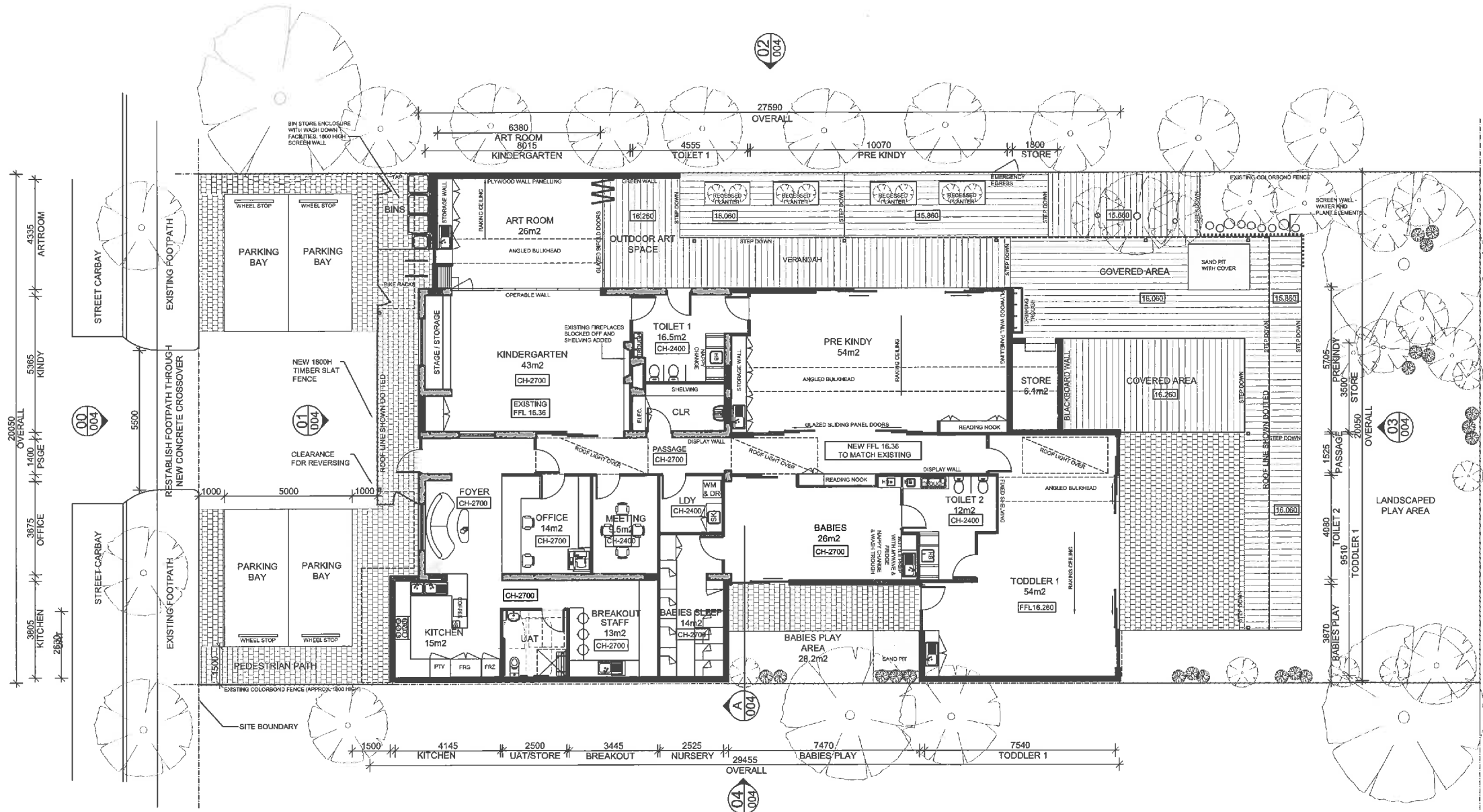
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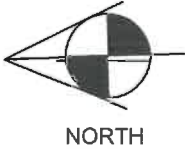
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CAB

MANAGER APPROVAL SERVICES



PROPOSED SITE & FLOOR PLAN - GRD FL  
Scale 1:200



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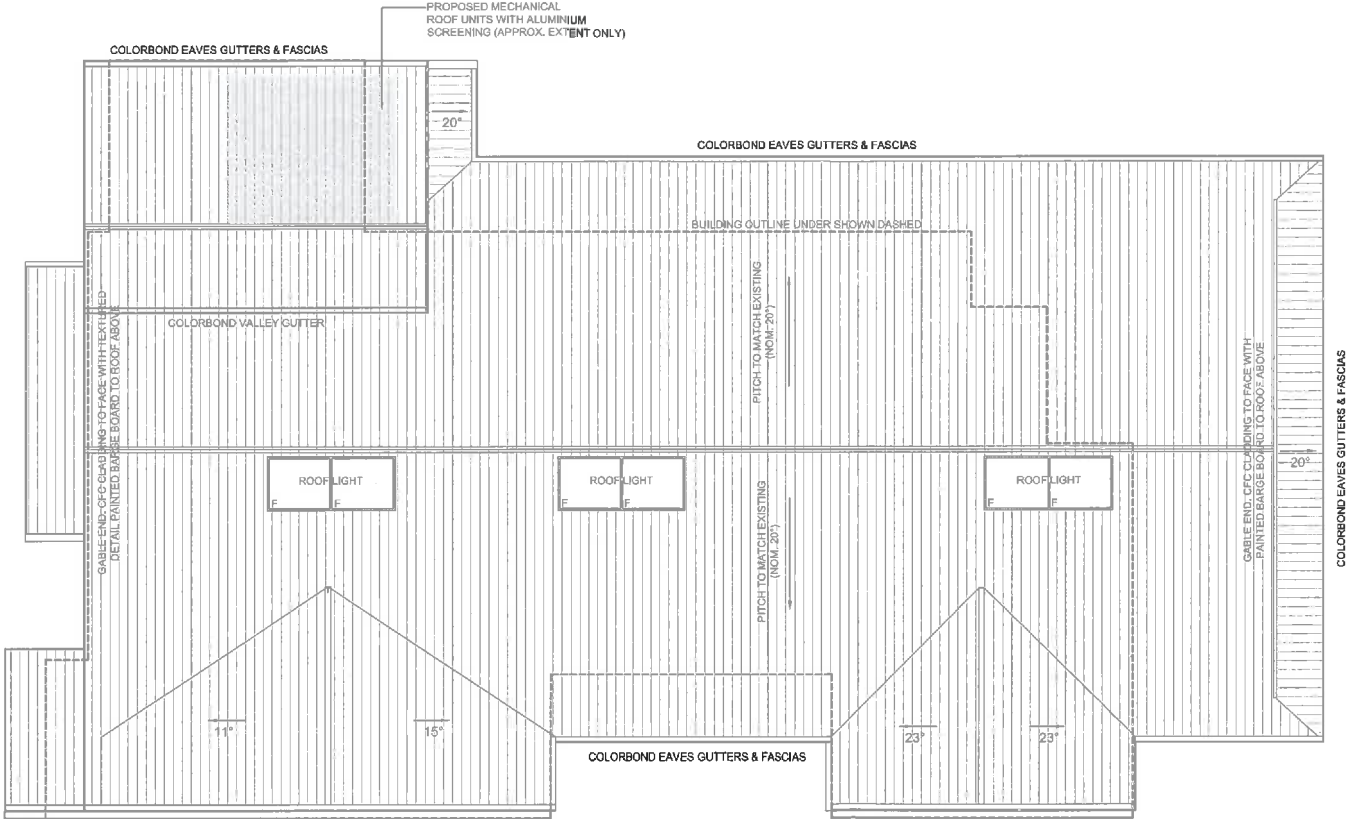
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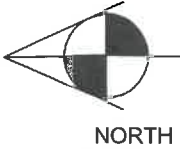
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**06 OCT 2016**  
APPROVED OMC 20/9/16  
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MANAGER APPROVAL SERVICES



PROPOSED ROOF PLAN  
Scale 1:200



G	REVISED FOR DEVELOPMENT APPROVAL	29.07.16
F	REVISED FOR DEVELOPMENT APPROVAL	13.07.16
E	REVISED FOR DEVELOPMENT APPROVAL	08.07.16
D	REVISED FOR DEVELOPMENT APPROVAL	22.04.16
C	FOR DEVELOPMENT APPROVAL	16.04.16
B	FOR INFO - COUNCIL MEETING	04.04.16
A	FOR INFORMATION - COUNCIL	21.03.16

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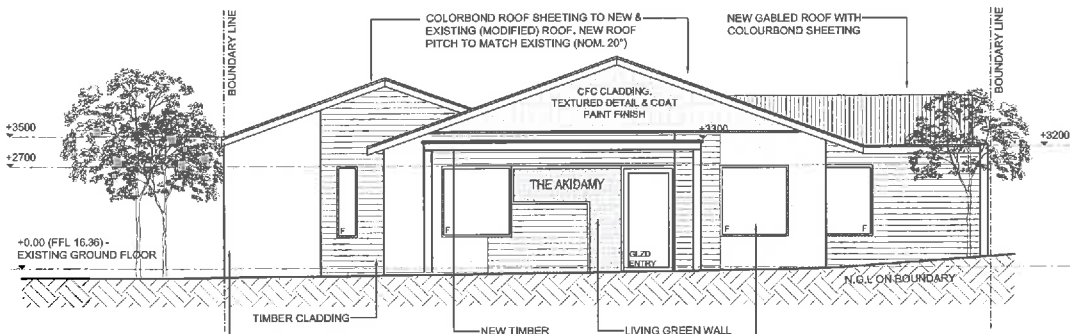
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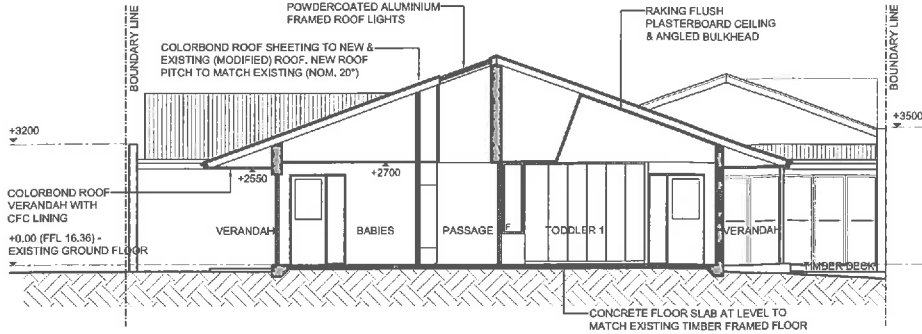
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DRAWING TITLE		
PROPOSED ROOF PLAN		
DATE	DRAWN BY	003
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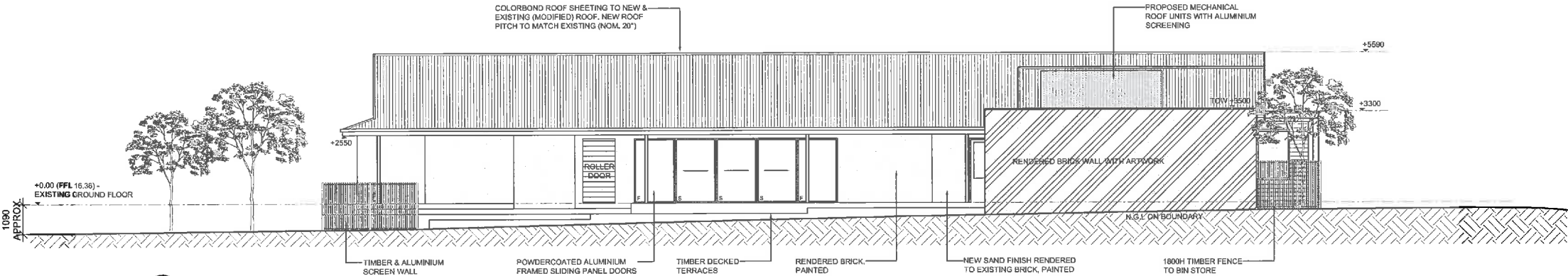




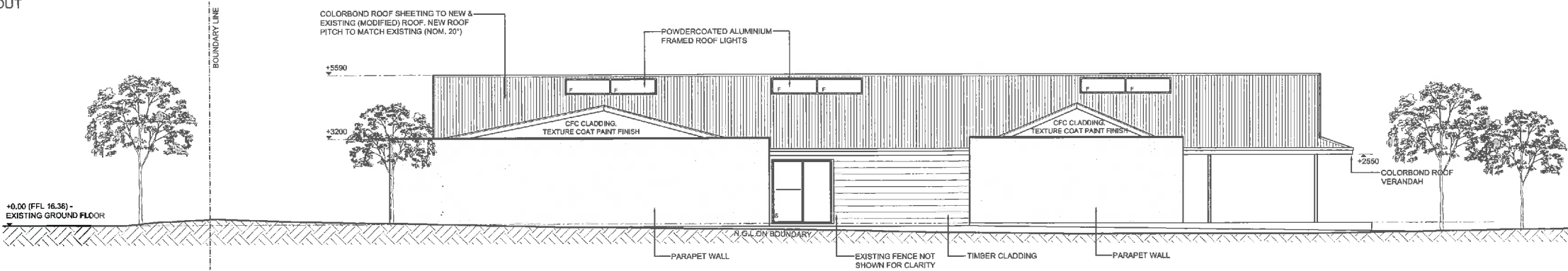
01 NORTH ELEVATION  
002 SCALE 1:200



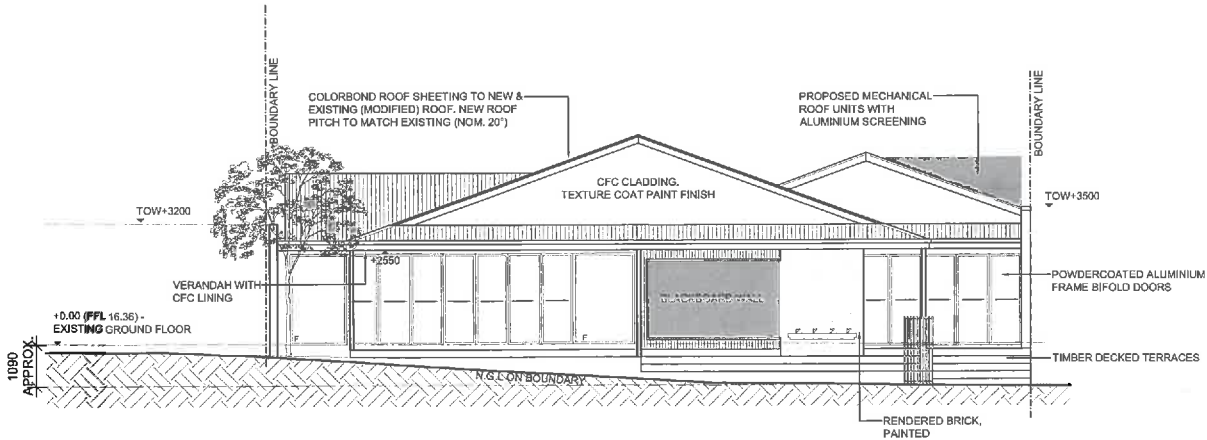
A SECTION A  
002 SCALE 1:200



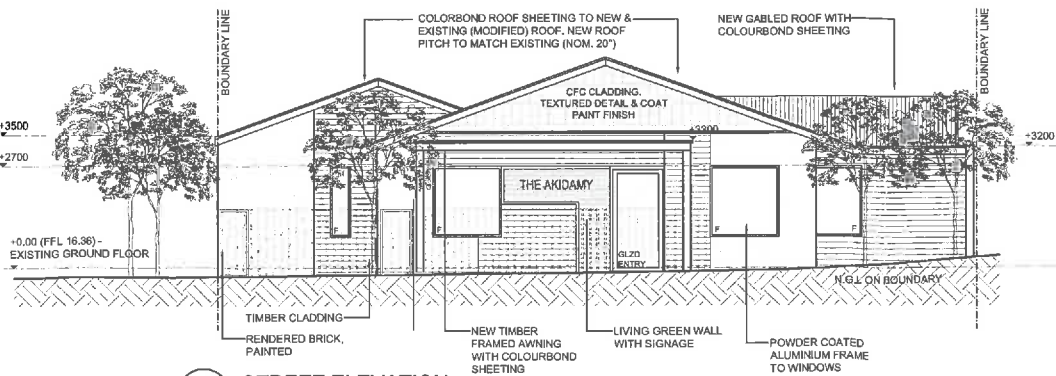
02 EAST ELEVATION  
002 SCALE 1:200



04 WEST ELEVATION  
002 SCALE 1:200



03 SOUTH ELEVATION  
002 SCALE 1:200



00 STREET ELEVATION  
002 SCALE 1:200

CITY OF VINCENT  
DA SERIAL No S-2015-586-1  
06 OCT 2016  
APPROVED OMC 2019/116  
MANAGER APPROVAL SERVICES

G	REVISED FOR DEVELOPMENT APPROVAL	29.07.16
F	REVISED FOR DEVELOPMENT APPROVAL	13.07.16
E	REVISED FOR DEVELOPMENT APPROVAL	08.07.16
D	REVISED FOR DEVELOPMENT APPROVAL	22.04.16
C	FOR DEVELOPMENT APPROVAL	13.04.16
B	FOR INFO - COUNCIL MEETING	04.04.16
A	FOR INFORMATION - COUNCIL	21.03.16

REV: DETAILS: DATE:

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CLIENT  
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PERTH WA 6000



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A: 353 Cambridge Street, Wembley

DRAWING TITLE

PROPOSED ELEVATIONS : E1 TO E4

DATE	DRAWN BY	DRAWING NO
29.07.2016	NM & SM	004
SCALE	REVISION	
1:200@A3	G	

**ITEMS APPROVED "EN BLOC":**

The following Items were adopted unopposed and without discussion "*En Bloc*", as recommended:

**COUNCIL DECISION**

**Moved:** Cr Castle, **Seconded:** Cr Wallace

That the following unopposed items be adopted "En Bloc", as recommended:

Items 9.3, 9.5, 11.3, 11.4, 11.5, 12.4 and 12.7

**CARRIED UNANIMOUSLY (8-0)**

**For:** Mayor Cole, Cr Gontaszewski, Cr Castle, Cr Fotakis, Cr Loden, Cr Topelberg, Cr Smith and Cr Wallace

**Against:** Nil

**(Cr Hallett was an apology for the Meeting.)**



**9.3 NOS. 103-105 (LOT: 38; D/P: 28) SUMMERS STREET, PERTH - PROPOSED CHILD CARE PREMISES (AMENDMENT TO APPROVED)****Ward:** South**Attachments:**  
1. Location Plan [↓](#)   
2. Previous Minutes of Approval and Plans [↓](#)   
3. Development Plans [↓](#) **RECOMMENDATION:**

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES the application for Change of Use to Child Care Premises (Amendment to Approved) at Nos. 103-105 (Lot: 38; D/P: 28) Summers Street, Perth, in accordance with the plans shown in Attachment 3 dated 5 October 2020, subject to the following:

1. All conditions and advice notes detailed on development approval 5.2015.586.1 granted on 20 September 2016 continue to apply to this approval, except as follows:

- 1.1 Condition 1 is amended to read as follows:

- 1.1 A maximum of 63 children and 15 staff are permitted on site at any one time;

- 1.2 The Child Care Premises shall only operate between:

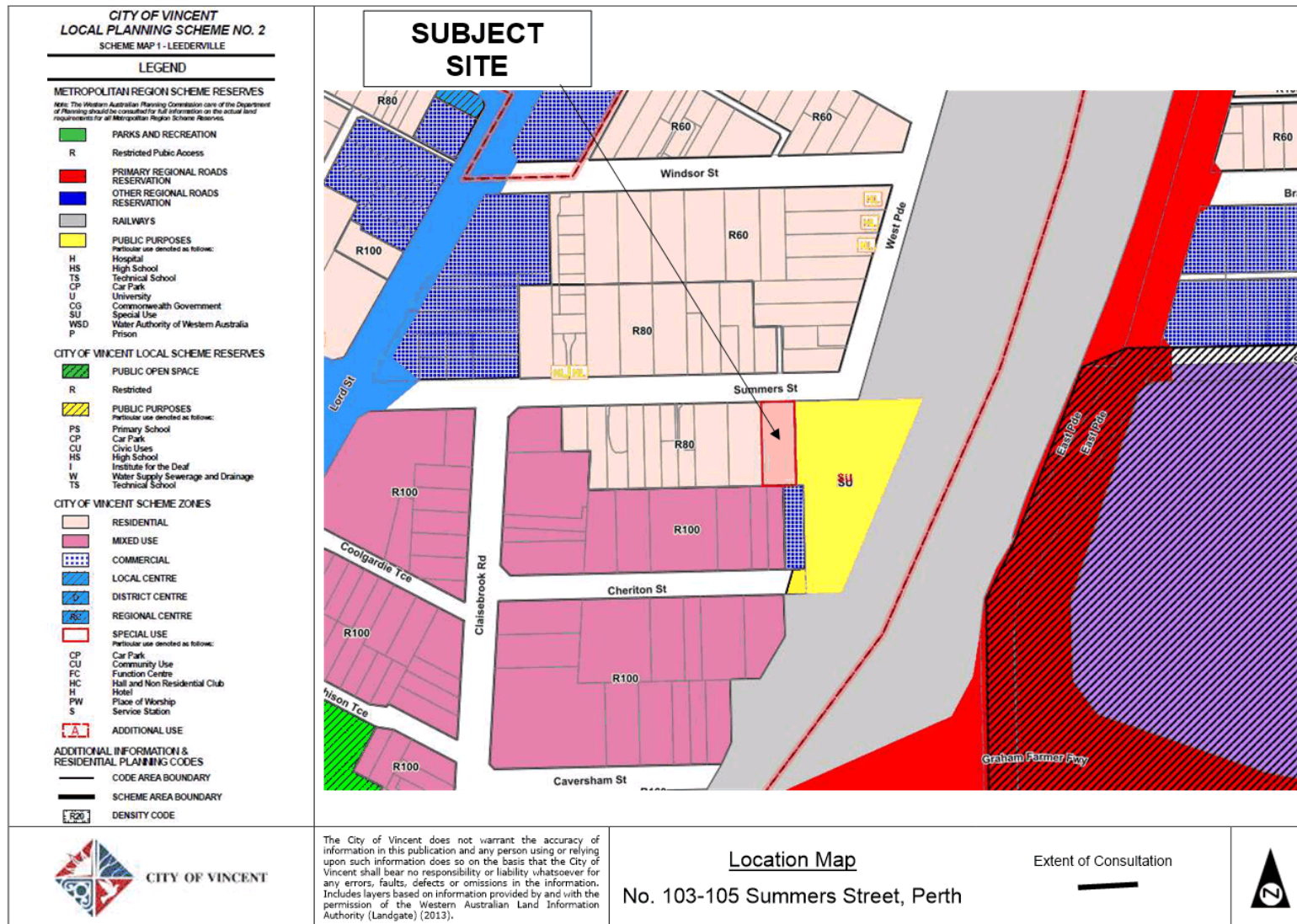
- Monday to Friday: 7:00am – 6:30pm; and
- Closed Saturday, Sunday and Public Holidays.

**COUNCIL DECISION ITEM 9.3****Moved:** Cr Castle, **Seconded:** Cr Wallace

That the recommendation be adopted.

**CARRIED UNANIMOUSLY “EN BLOC” (8-0)**

(Cr Hallett was an apology for the Meeting.)







**9.1.1 FURTHER REPORT: Nos. 103-105 (Lot: 38; D/P: 28) Summers Street, Perth – Proposed Change of Use from Grouped Dwelling to Community Use (Day Care Centre)**

<b>Ward:</b>	South	<b>Date:</b>	2 September 2016
<b>Precinct:</b>	EPRA Precinct 15 – Claisebrook Road North	<b>File Ref:</b>	PR50539; 5.2015.586.1
<b>Attachments:</b>	<a href="#">1</a> – Consultation Map <a href="#">2</a> – Amended Development Application Plans <a href="#">3</a> – KCTT Traffic Impact Assessment dated July 2016 <a href="#">4</a> – DVC Independent Traffic Review <a href="#">5</a> – Acoustic Report revised July 2016 <a href="#">6</a> – Additional Information from applicant dated 13 July 2016 <a href="#">7</a> – Determination Advice Notes <a href="#">8</a> – Car Parking Table		
<b>Tabled Items:</b>	Nil		
<b>Reporting Officer:</b>	C Sullivan, Statutory Planning Officer		
<b>Responsible Officer:</b>	P Di Perna, Acting Director Development Services		

**RECOMMENDATION:**

That Council, pursuant to its powers under the Local Government (Change of District Boundaries) Order 2007 and the *Local Government (Constitution) Regulations 1998*, Regulation 5(4)(c), allowing the City of Vincent to, in effect, administer the City of Perth Town Planning Scheme as if it were its own Scheme, and in accordance with the provisions of the Metropolitan Region Scheme, **APPROVES** the application for Change of Use from Grouped Dwelling to Community Use (Day Care Centre) at Nos. 103-105 (Lot: 38; D/P: 28) Summers Street, Perth in accordance with plans date stamped 29 July 2016, as shown on Attachment 2, subject to the Determination Advice Notes in Attachment 7 and the following conditions:

1. **Use of the Premises**

- 1.1 A maximum of 60 children and 15 staff are permitted on site at any one time;
- 1.2 The Day Care Centre shall only operate between:
  - Monday to Friday: 7:00am – 6:30pm and
  - Closed Saturday, Sunday and Public Holidays;

2. **Boundary Wall**

The owners of the subject land shall finish and maintain the surface of the boundary (parapet) wall facing No. 107 Summers Street to the west and Norwood Park to the east in a good and clean condition. The finish of the wall is to be fully rendered or face brickwork to the satisfaction of the City;

3. **Car Parking and Access**

- 3.1 A minimum of four car parking bays shall be provided onsite;
- 3.2 The car park shall only be used by visitors directly associated with the development;



- 3.3 The staff shall not park in the onsite car park during the hours of 7:00am – 10:00am and 3:00pm to 6:30pm;
- 3.4 At all times at least 1 car bay shall be available for pick up/drop off;
- 3.5 The car parking and access areas are to comply with the requirements of AS2890.1;
- 3.6 Vehicle and pedestrian access points are required to match into existing footpath levels;
- 3.7 All new crossovers shall be constructed in accordance with the City's Standard Crossover Specifications; and
- 3.8 Prior to occupancy or use of the development the car parking areas on the subject land shall be sealed, drained, paved and line marked in accordance with the approved plans, completed to the satisfaction of the City and maintained thereafter by the owner(s)/occupier(s);
4. External Fixtures

All external fixtures shall not be visually obtrusive from Summers Street and neighbouring properties. External fixtures are such things as television antennas (of a non-standard type), radio and other antennas, satellite dishes, external hot water heaters, air conditioners, and the like;
5. Verge Trees

No verge trees shall be removed. The verge trees shall be retained and protected from any damage including unauthorised pruning;
6. Parking Management Plan

A Management Plan is to be submitted as part of the application for building permit and shall be approved by the City prior to the commencement of the development, a copy of which is to be provided to all parents and staff, detailing but not limited to, the following:

  - 6.1 Drop off and pick up procedure;
  - 6.2 Staff parking;
  - 6.3 Services/delivery vehicle procedure; and
  - 6.4 All points detailed in Condition 3 – Car Parking and Access;
7. Acoustic Report and Noise Management Plan
  - 7.1 The recommended measures of the report dated July 2016 shall be implemented and shall include a Noise Management Plan to be submitted and approved by the City prior to the use or occupation of the development and, as a minimum addresses the following:
    - 7.1.2 Operating Hours;
    - 7.1.2 Predicted noise levels from Indoor Child Play and applicable noise management practices to control sound levels;
    - 7.1.3 Predicted noise levels from Outdoor Child Play and applicable noise management practices to control sound levels;
    - 7.1.4 Use and style of amplified music;
    - 7.1.5 Duration and frequency of 'play times' applicable to each and all age groups;
    - 7.1.6 Time and frequency of waste collection and deliveries at the premises; and
    - 7.1.7 Community relations/complaint management procedure;

- 7.2 Certification from an acoustic consultant shall be provided to the City that the recommended measures identified in the acoustic report have been undertaken to the City's satisfaction, prior to occupancy or use of the development;

8. Landscape and Reticulation Plan

- 8.1 A detailed landscape and reticulation plan for the development site and adjoining road verge is to form part of the application for a Building Permit and shall be approved by the City prior to commencement of the development. The plan shall be drawn to a scale of 1:100 and show the following:

- 8.1.1 The location and type of existing and proposed trees and plants with specific emphasis on landscaping forward of the building line;  
8.1.2 Areas to be irrigated or reticulated; and  
8.1.3 The removal of redundant crossovers;

- 8.2 All works shown in the plans approved with the Building Permit shall be undertaken in accordance with the approved plans to the City's satisfaction, prior to occupancy or use of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;

9. Waste Management

- 9.1 A Waste Management Plan is to form part of the application for a Building Permit and shall be approved by the City prior to commencement of the development detailing a bin store to accommodate the City's specified bin requirement; and  
9.2 Waste management for the development shall thereafter comply with the approved Waste Management Plan;

10. Stormwater

Prior to occupancy or use of the development all storm water collected on the subject land shall be retained onsite, by suitable means to the satisfaction of the City; and

11. Where any of the above conditions have a time limitation for compliance, and the condition is not met in the required time frame, the obligation to comply with the requirements of the condition continues whilst the approved development exists.

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Moved Cr Murphy, Seconded Cr Harley

That the recommendation be adopted.

*Debate ensued.*

**PROPOSED AMENDMENT:**

Moved Cr Cole, Seconded Cr Topelberg

That the following Conditions 7.3 and 7.4 be inserted as follows:



**“7.3 The acoustic report be amended to the satisfaction of the City, prior to the commencement of development, to include provision of an acoustic barrier along the western boundary for the length of the babies play area and include recommendations in relation to the implementation of the barrier; and**

**7.4 The proposal include, as part of the submission for building permit, the installation of an acoustic barrier along the western boundary for the length of the babies play area to the satisfaction of the City;”**

*Debate ensued.*

**AMENDMENT PUT AND CARRIED (7-1)**

**For:** Presiding Member Mayor John Carey, Cr Buckels, Cr Cole, Cr Harley, Cr Gontaszewski, Cr McDonald and Cr Topelberg

**Against:** Cr Murphy

(Cr Loden was on approved leave of absence for the Meeting.)

*Debate ensued.*

**MOTION AS AMENDED PUT AND CARRIED (6-2)**

**For:** Cr Cole, Cr Harley, Cr Gontaszewski, Cr McDonald, Cr Murphy and Cr Topelberg

**Against:** Presiding Member Mayor John Carey and Cr Buckels

(Cr Loden was on approved leave of absence for the Meeting.)

---

**COUNCIL DECISION ITEM 9.1.1**

That Council, pursuant to its powers under the Local Government (Change of District Boundaries) Order 2007 and the *Local Government (Constitution) Regulations 1998*, Regulation 5(4)(c), allowing the City of Vincent to, in effect, administer the City of Perth Town Planning Scheme as if it were its own Scheme, and in accordance with the provisions of the Metropolitan Region Scheme, APPROVES the application for Change of Use from Grouped Dwelling to Community Use (Day Care Centre) at Nos. 103-105 (Lot: 38; D/P: 28) Summers Street, Perth in accordance with plans date stamped 29 July 2016, as shown on Attachment 2, subject to the Determination Advice Notes in Attachment 7 and the following conditions:

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**1.2** The Day Care Centre shall only operate between:

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**2. Boundary Wall**

The owners of the subject land shall finish and maintain the surface of the boundary (parapet) wall facing No. 107 Summers Street to the west and Norwood Park to the east in a good and clean condition. The finish of the wall is to be fully rendered or face brickwork to the satisfaction of the City;

**3. Car Parking and Access**

- 3.1 A minimum of four car parking bays shall be provided onsite;
  - 3.2 The car park shall only be used by visitors directly associated with the development;
  - 3.3 The staff shall not park in the onsite car park during the hours of 7:00am – 10:00am and 3:00pm to 6:30pm;
  - 3.4 At all times at least 1 car bay shall be available for pick up/drop off;
  - 3.5 The car parking and access areas are to comply with the requirements of AS2890.1;
  - 3.6 Vehicle and pedestrian access points are required to match into existing footpath levels;
  - 3.7 All new crossovers shall be constructed in accordance with the City's Standard Crossover Specifications; and
  - 3.8 Prior to occupancy or use of the development the car parking areas on the subject land shall be sealed, drained, paved and line marked in accordance with the approved plans, completed to the satisfaction of the City and maintained thereafter by the owner(s)/occupier(s);
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- No verge trees shall be removed. The verge trees shall be retained and protected from any damage including unauthorised pruning;
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  - 6.2 Staff parking;
  - 6.3 Services/delivery vehicle procedure; and
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- 7.1 The recommended measures of the report dated July 2016 shall be implemented and shall include a Noise Management Plan to be submitted and approved by the City prior to the use or occupation of the development and, as a minimum addresses the following:
    - 7.1.2 Operating Hours;
    - 7.1.2 Predicted noise levels from Indoor Child Play and applicable noise management practices to control sound levels;
    - 7.1.3 Predicted noise levels from Outdoor Child Play and applicable noise management practices to control sound levels;
    - 7.1.4 Use and style of amplified music;



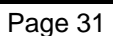
- 7.1.5 Duration and frequency of 'play times' applicable to each and all age groups;
    - 7.1.6 Time and frequency of waste collection and deliveries at the premises; and
    - 7.1.7 Community relations/complaint management procedure;
  - 7.2 Certification from an acoustic consultant shall be provided to the City that the recommended measures identified in the acoustic report have been undertaken to the City's satisfaction, prior to occupancy or use of the development;
  - 7.3 The acoustic report be amended to the satisfaction of the City, prior to the commencement of development, to include provision of an acoustic barrier along the western boundary for the length of the babies play area and include recommendations in relation to the implementation of the barrier; and
  - 7.4 The proposal include, as part of the submission for building permit, the installation of an acoustic barrier along the western boundary for the length of the babies play area to the satisfaction of the City;
8. Landscape and Reticulation Plan
- 8.1 A detailed landscape and reticulation plan for the development site and adjoining road verge is to form part of the application for a Building Permit and shall be approved by the City prior to commencement of the development. The plan shall be drawn to a scale of 1:100 and show the following:
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  - 8.2 All works shown in the plans approved with the Building Permit shall be undertaken in accordance with the approved plans to the City's satisfaction, prior to occupancy or use of the development and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;
9. Waste Management
- 9.1 A Waste Management Plan is to form part of the application for a Building Permit and shall be approved by the City prior to commencement of the development detailing a bin store to accommodate the City's specified bin requirement; and
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10. Stormwater
- Prior to occupancy or use of the development all storm water collected on the subject land shall be retained onsite, by suitable means to the satisfaction of the City; and
11. Where any of the above conditions have a time limitation for compliance, and the condition is not met in the required time frame, the obligation to comply

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**with the requirements of the condition continues whilst the approved development exists.**

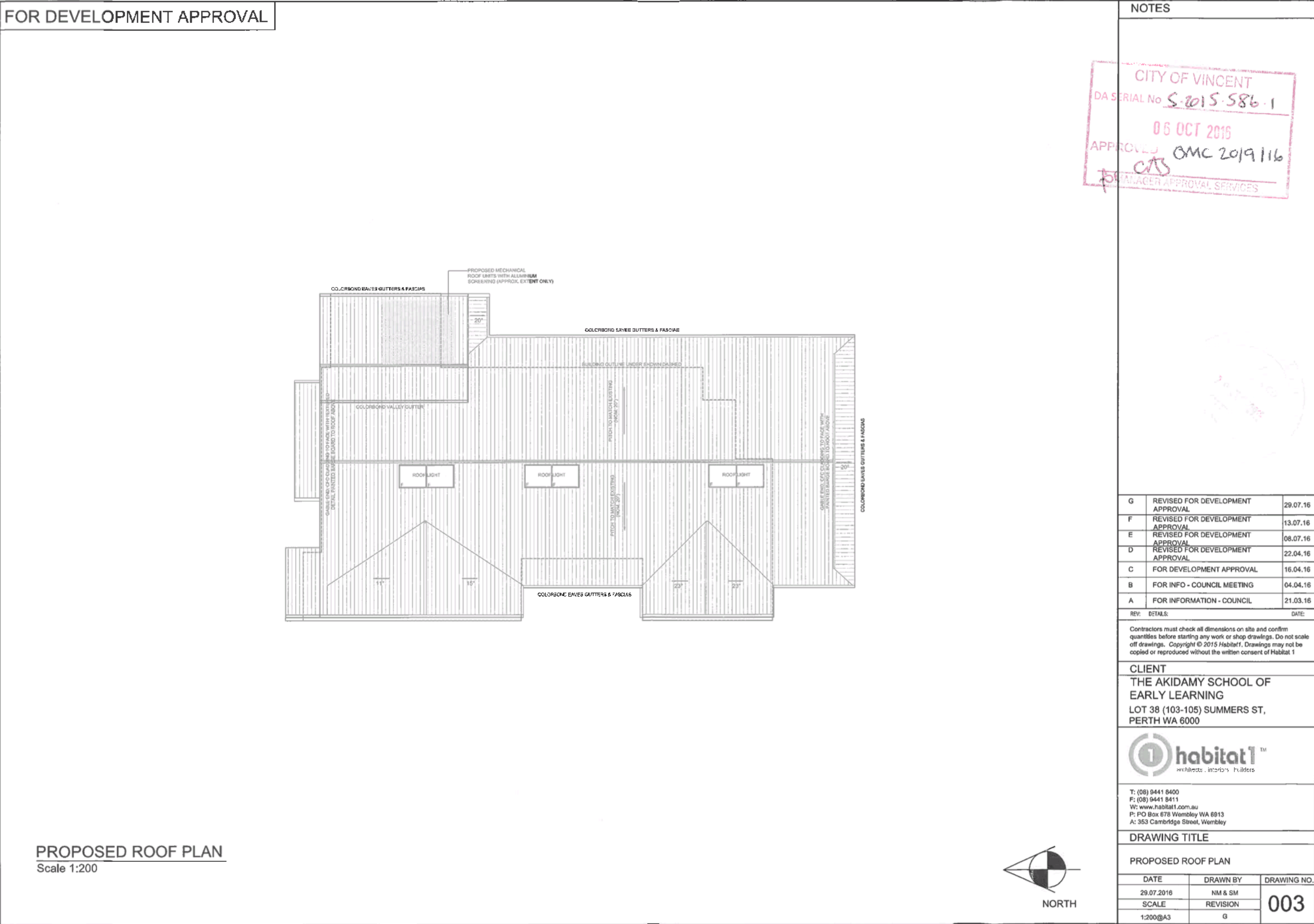
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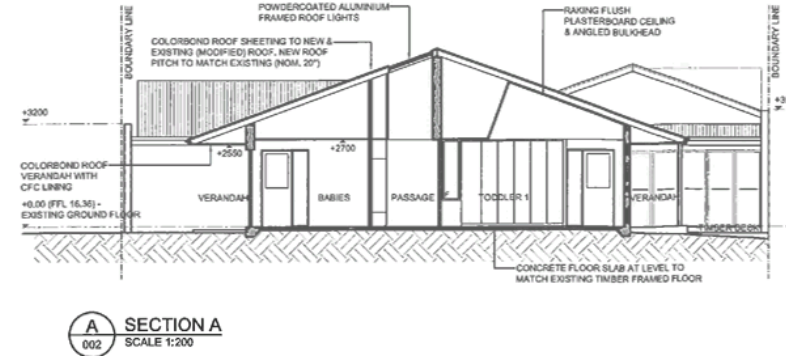




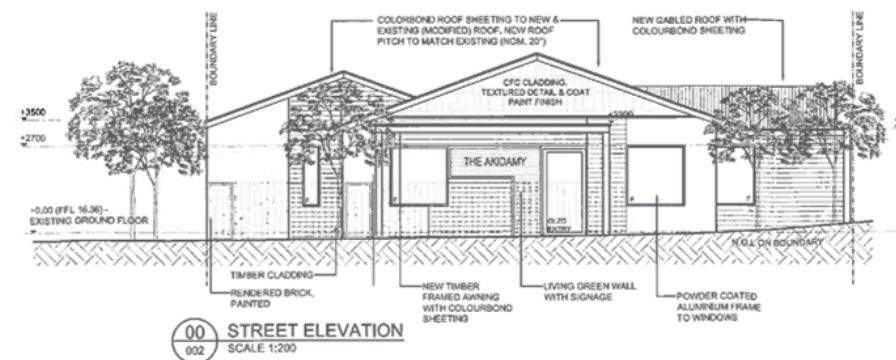




## NOTES



CITY OF VINCENT  
DA SERIAL No 5-2015-586-1  
06 OCT 2016  
APPROVED Omc 20/9/16  
MANAGER APPROVAL SERVICES



REV:	DETAILS:	DATE:
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CLIENT
THE AKIDAMY SCHOOL OF EARLY LEARNING LOT 38 (103-105) SUMMERS ST, PERTH WA 6000



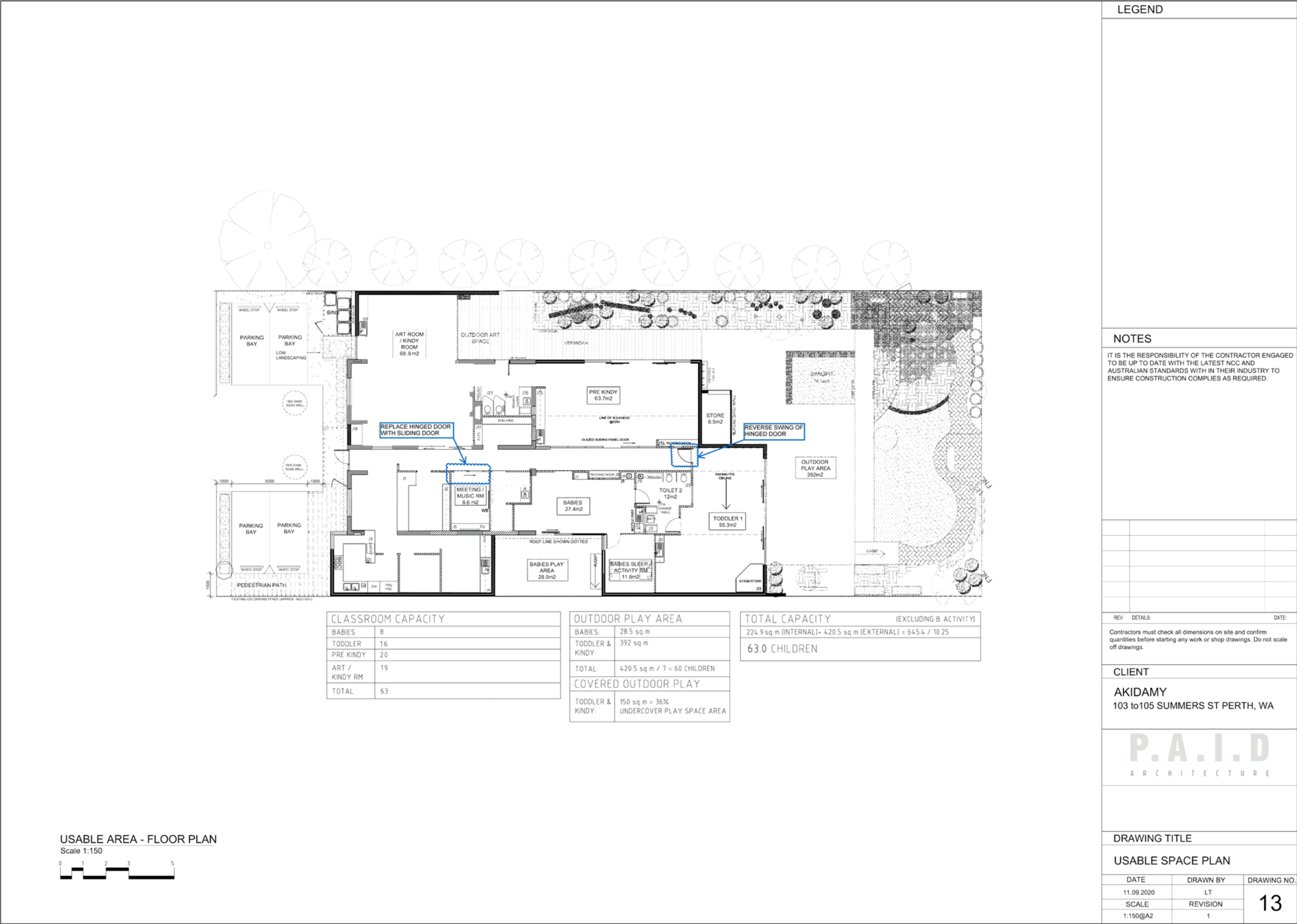
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DRAWING TITLE

PROPOSED ELEVATIONS : E1 TO E4

DATE	DRAWN BY	DRAWING NO.  <b>004</b>
29.07.2016	NM & SM	
SCALE	REVISION	
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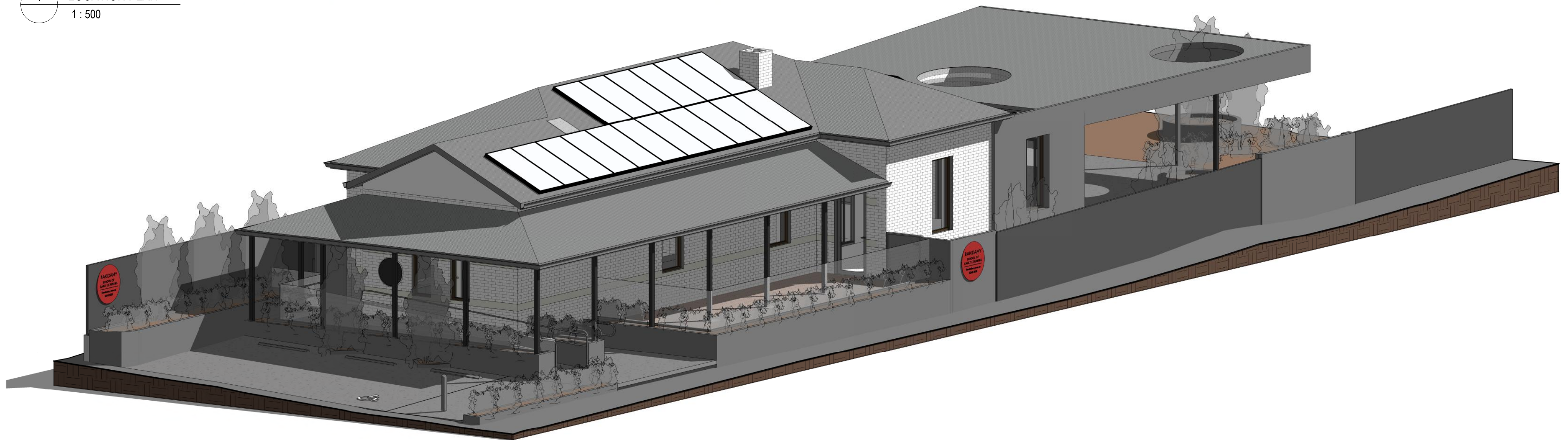


# AKIDAMY SCHOOL OF EARLY LEARNING - CHERITON STREET

105 SUMMERS STREET & 34 CHERITON STREET, PERTH WA



1 LOCATION PLAN  
1 : 500

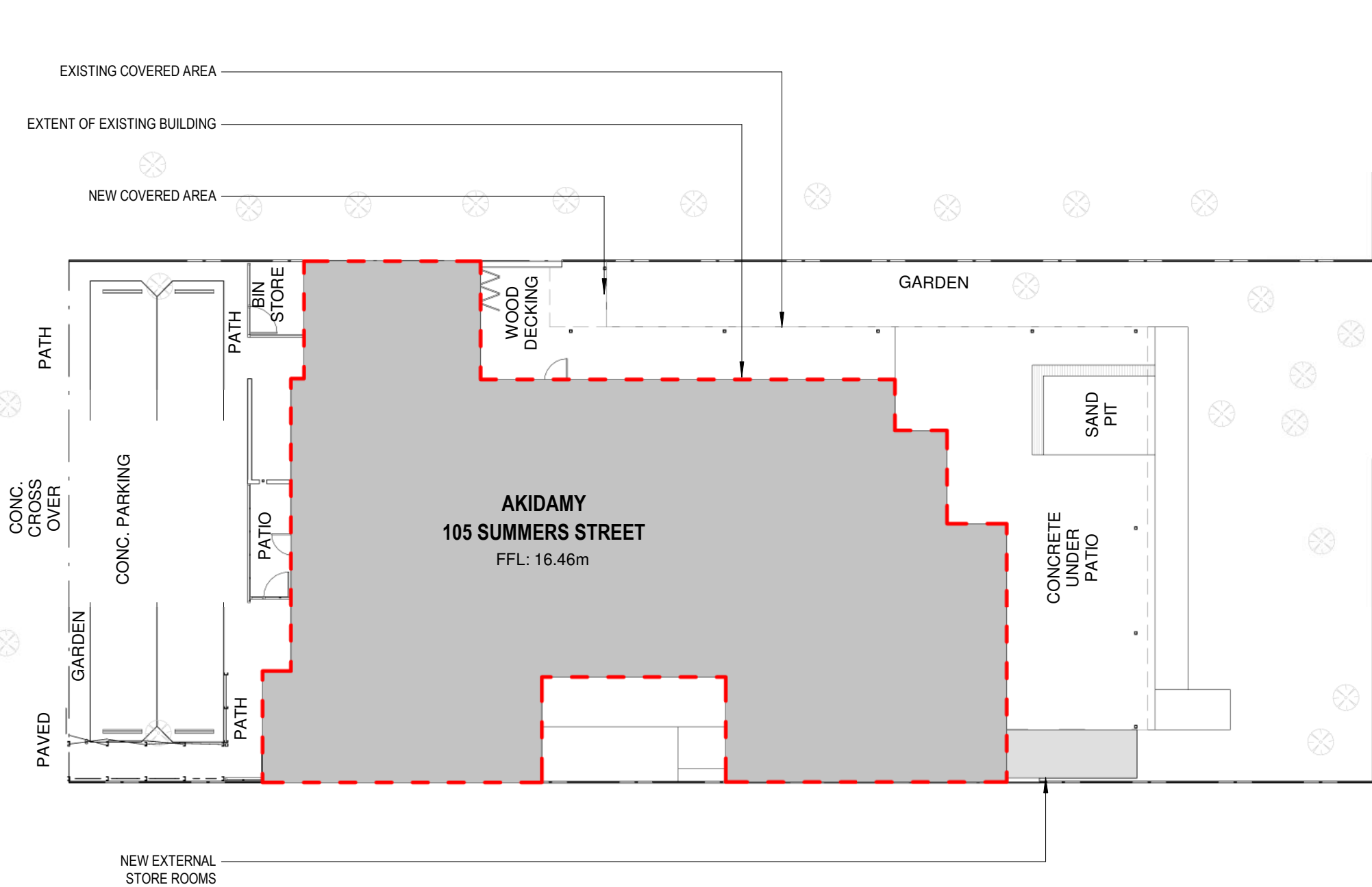


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2	19.09.22	COORDINATION	SP
3	23.09.22	DEVELOPMENT APPLICATION	SP

	Scale 1 : 500 @ A2			Project AKIDAMY - 34 CHERITON STREET		Drawing Title COVER PAGE & LOCATION PLAN	
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SUMMERS STREET



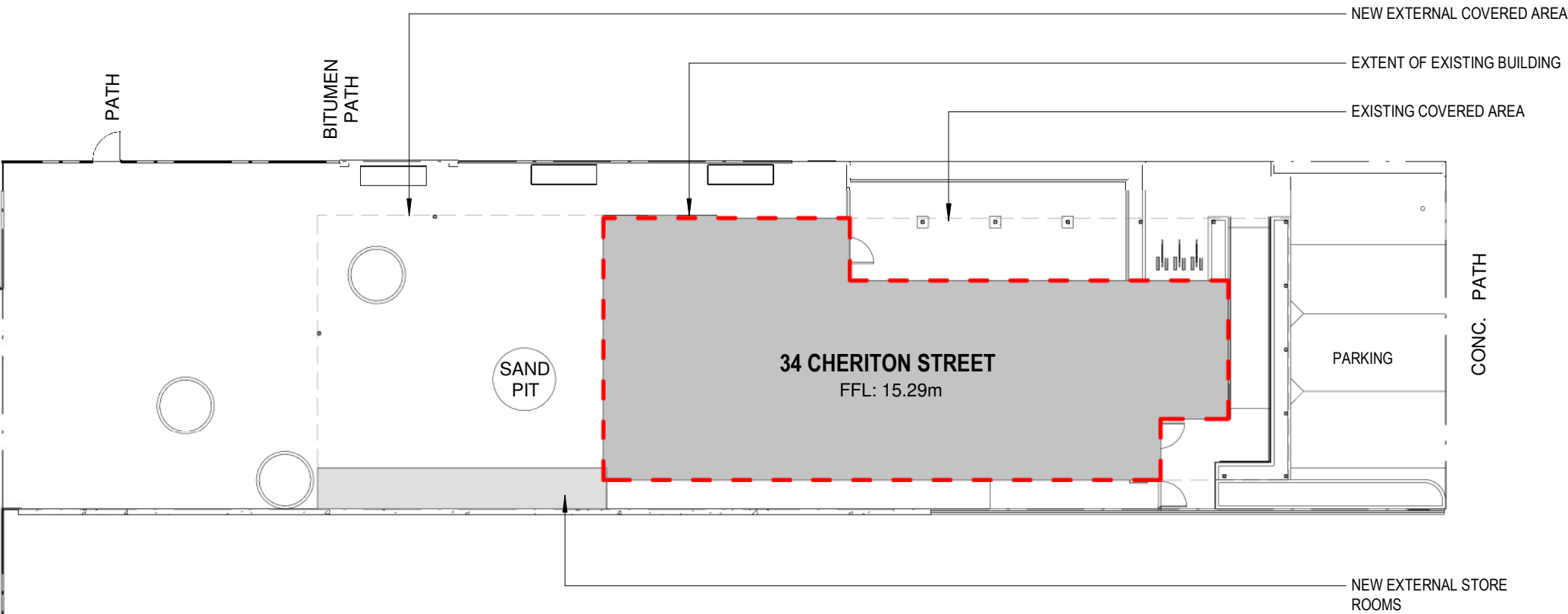
1 SITE PLAN  
1 : 200

CLASSROOM AREAS

CLASSROOM AREA - SUMMER STREET	216.0 M²
CLASSROOM AREA - CHERITON STREET	90.3 M²
CLASSROOM AREA - TOTAL	306.3 M²

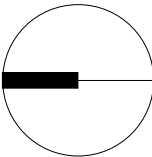
OUTDOOR PLAY AREAS

OUTDOOR PLAY AREA - SUMMER STREET	410.8 M²
OUTDOOR PLAY AREA - CHERITON STREET	287.9 M²
OUTDOOR PLAY - TOTAL	698.7 M²

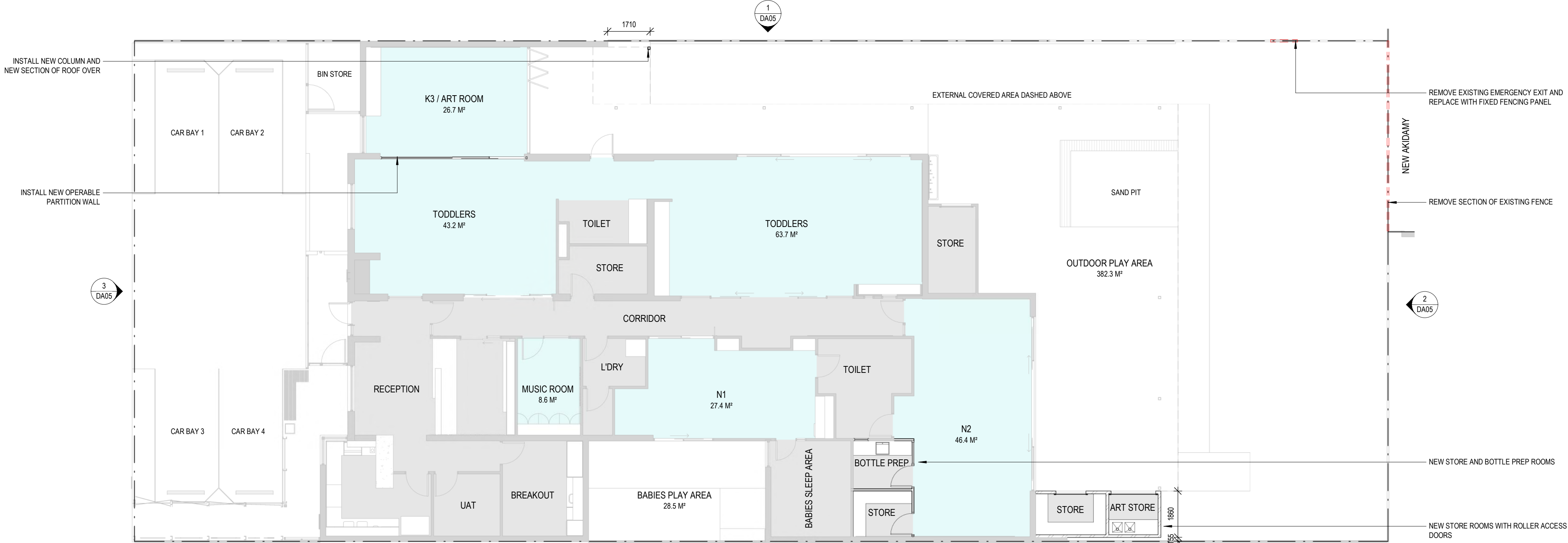


CHERITON STREET

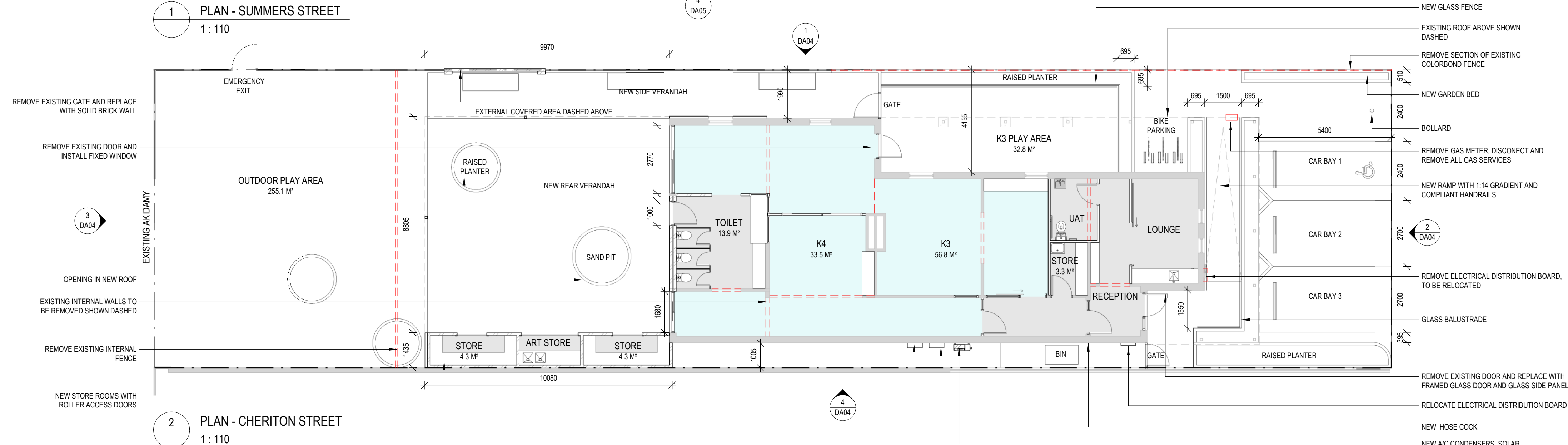
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2	12.09.22	COORDINATION	SP
3	16.09.22	COORDINATION	SP
4	19.09.22	COORDINATION	SP
5	23.09.22	DEVELOPMENT APPLICATION	SP



Scale As indicated @ A2			Project AKIDAMY - 34 CHERITON STREET		Drawing Title SITE PLAN	
Dr: SP	Chk: PH	Appvd: PH	Client AKIDAMY		Job No PAR0099	Drawing No DA01

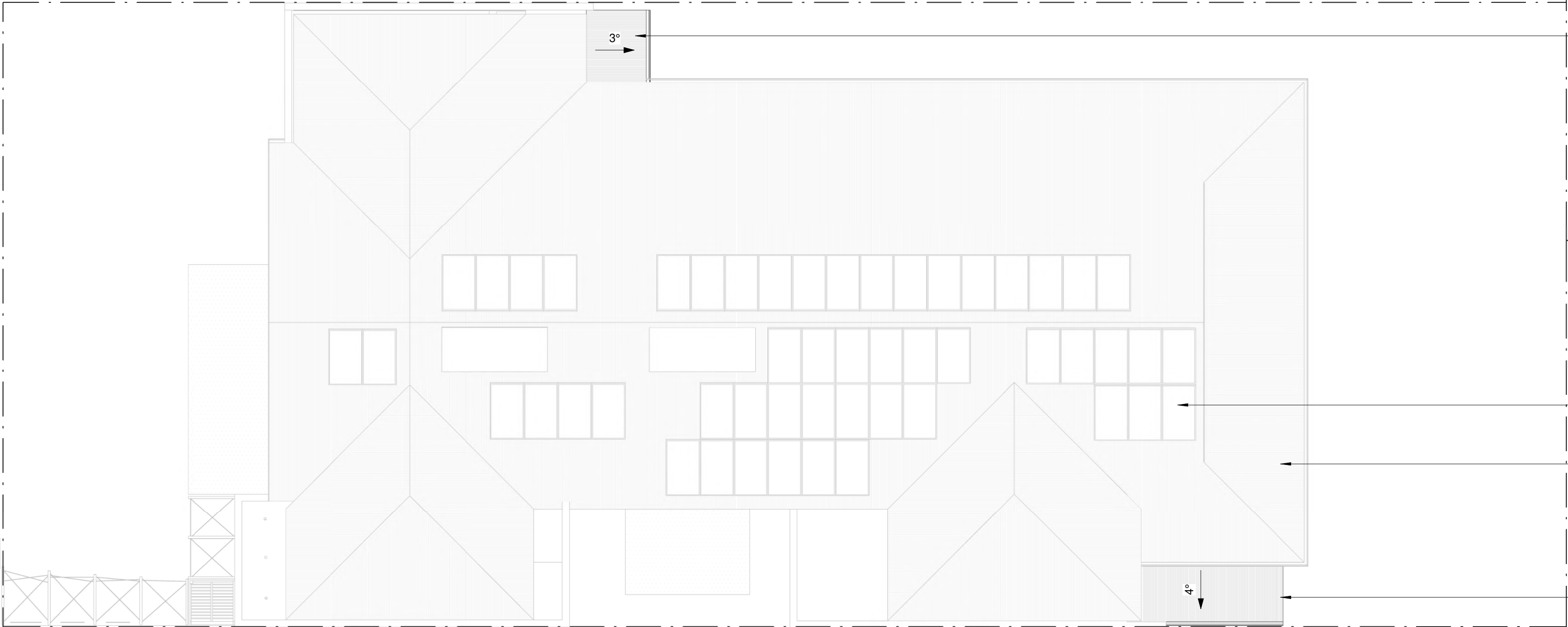


1 PLAN - SUMMERS STREET  
1 : 110

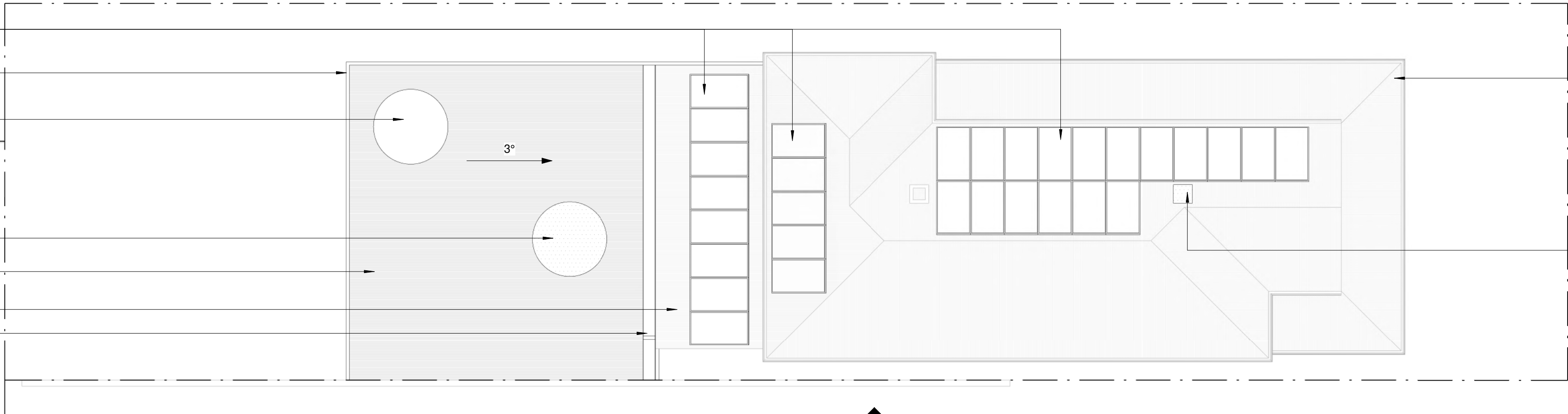


2 PLAN - CHERITON STREET  
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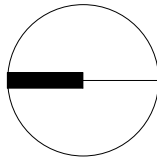


1 ROOF PLAN - SUMMERS STREET  
1 : 110

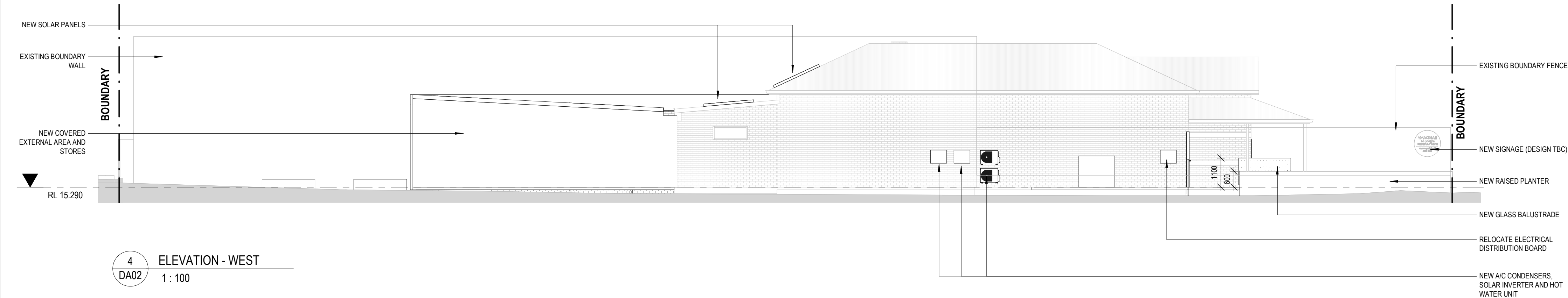
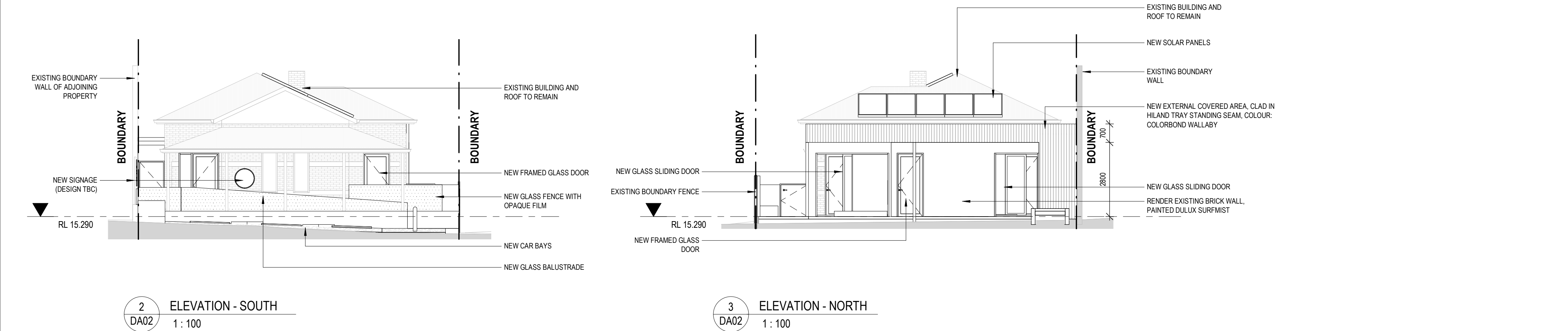
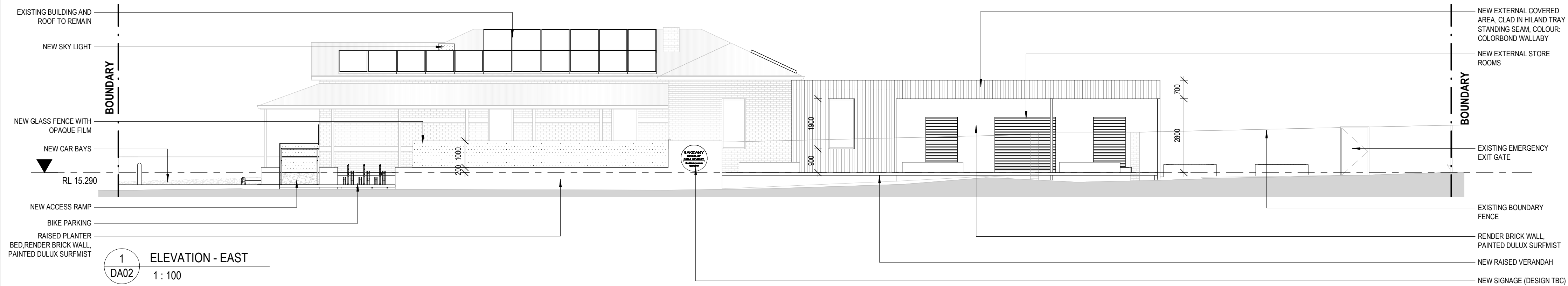


2 ROOF PLAN - CHERITON STREET  
1 : 110

REV	DATE	STATUS	ISSUED
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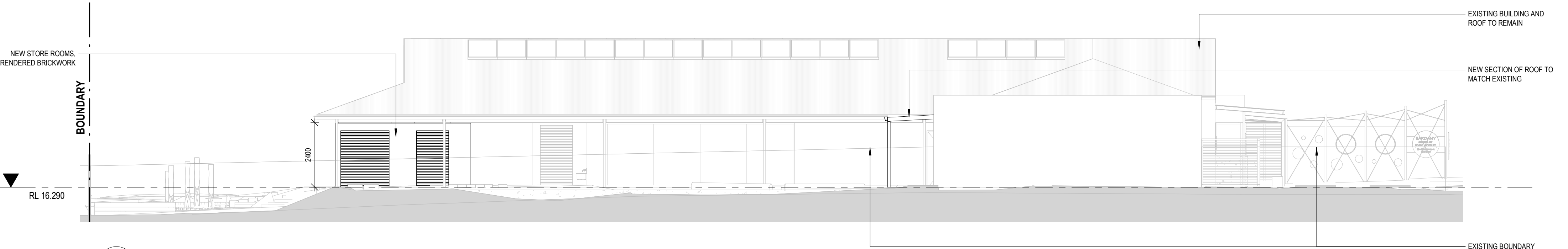


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Dr:	SP	Chk:	PH	Appvd:	PH	Client	AKIDAMY	Job No	PAR0099	Drawing No	DA03

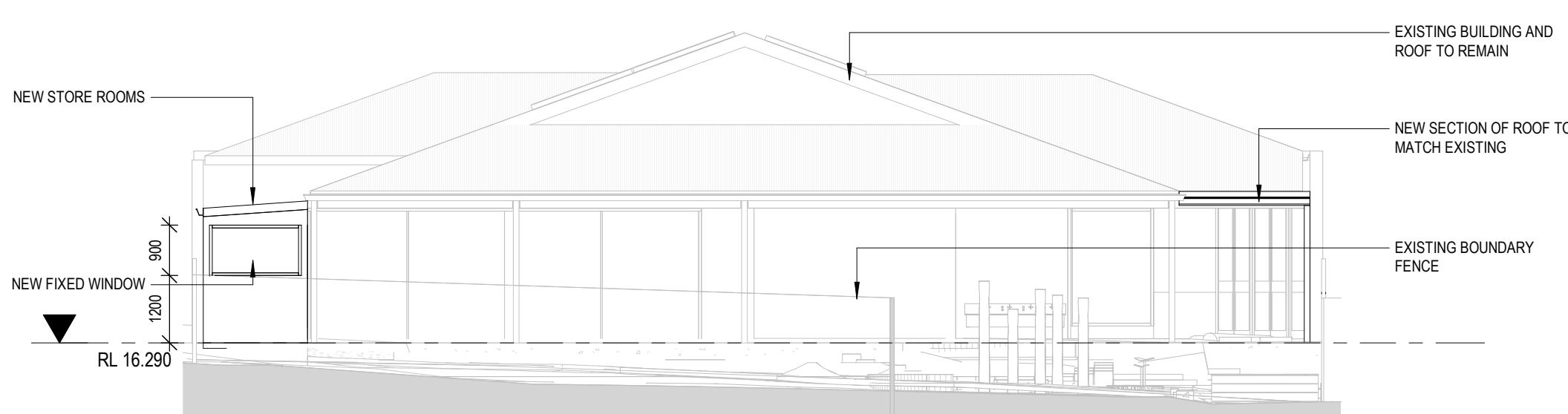


REV	DATE	COORDINATION	STATUS	ISSUED
1	06.09.22	COORDINATION		SP
2	12.09.22	COORDINATION		SP
3	16.09.22	COORDINATION		SP
4	19.09.22	COORDINATION		SP
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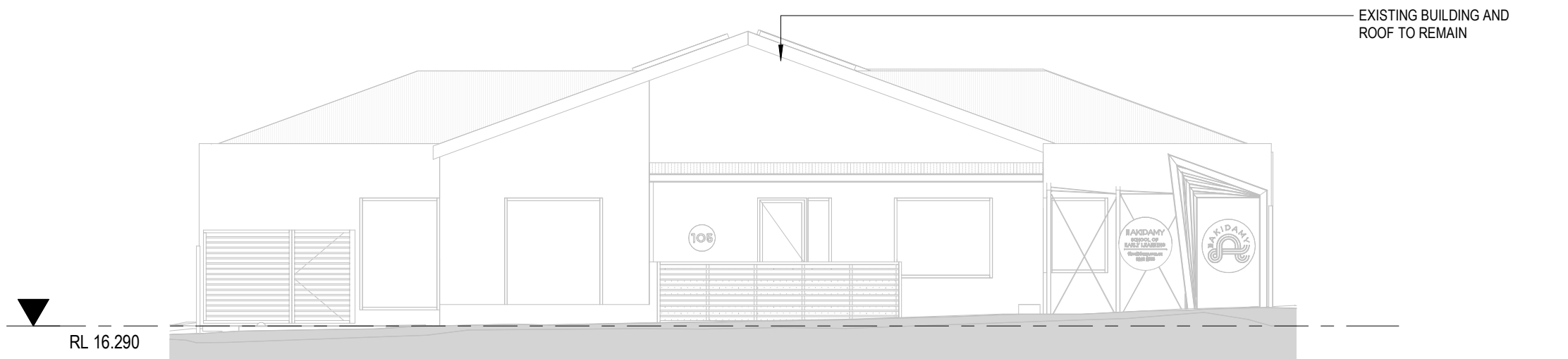




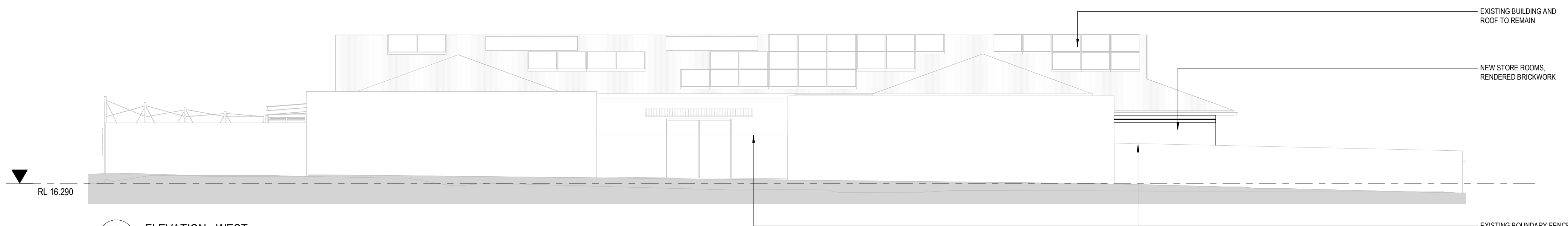
1 ELEVATION - EAST  
DA02 1 : 100



2 ELEVATION - SOUTH  
DA02 1 : 100



3 ELEVATION - NORTH  
DA02 1 : 100



4 ELEVATION - WEST  
DA02 1 : 100

P.A.I.D

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A PO BOX 425 Leederville,  
WA 6902  
P.A.I.D Architecture Pty Ltd ACN 609 278 444  
P.A.I.D Interiors Pty Ltd ACN 609 278 453

REV	DATE	STATUS	ISSUED
1	19.09.22	COORDINATION	SP
2	23.09.22	DEVELOPMENT APPLICATION	SP

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Scale 1 : 100 @ A2

Dr: SP Chk: PH Appvd: PH

Project AKIDAMY - 34 CHERITON STREET

Client AKIDAMY

Drawing Title ELEVATIONS - SUMMERS STREET

Job No PAR0099

Drawing No DA05





FRONT PERSPECTIVE - ARTIST IMPRESSION



REAR PERSPECTIVE - ARTIST IMPRESSION

<div><div>P.A.I.D</div><div><div>E</div><div>W</div><div>A</div></div><div><div>info@paid-group.com</div><div>www.paid-group.com</div><div>PO BOX 425 Leederville, WA 6902</div><div>PAID Architecture Pty Ltd ACN 609 278 444</div><div>PAID Interiors Pty Ltd ACN 609 278 453</div></div></div>	REV	DATE	STATUS		ISSUED
	1	23.09.22	DEVELOPMENT APPLICATION		SP

Scale @ A2			Project AKIDAMY - 34 CHERITON STREET		Drawing Title PERSPECTIVES	
Dr: SP			Chk: PH	Appvd: PH	Job No PAR0099	Drawing No DA06
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