



CHILD CARE PREMISES

NO. 72 WALTER ROAD EAST, EDEN
HILL

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EDEN HILL 6054

History and Status of this Document

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1. INTRODUCTION

Urbanista Town Planning have been engaged to prepare and submit a development application for a Child Care Premises at Lot 75 (No. 72) Walter Road East, Eden Hill.

This report has been prepared to support the development application and provides a comprehensive planning assessment of the proposal against the relevant State and local planning framework, including applicable State Planning Policies, the City of Bassendean Local Planning Scheme, and any relevant Local Planning Policies.

The purpose of this report is to demonstrate that the proposed Child Care Premises represents an appropriate and desirable form of development for the subject site, having regard to its location, surrounding land uses and the applicable planning context. The assessment considers key matters including land use permissibility, built form and site planning, access and traffic, amenity impacts, and environmental considerations.

In doing so, the report adopts a performance-based assessment approach, where relevant, to demonstrate how the proposal satisfies the intent and objectives of the applicable planning controls, even where variations to deemed-to-comply provisions may arise.

Ultimately, this report seeks to clearly establish the planning merit of the proposal and provide a robust justification to support the granting of development approval, subject to any reasonable and appropriate conditions.



Figure 1: Renders of Proposed Development

1.1 SUPPORTING DOCUMENTATION

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

DOCUMENT	PREPARED BY	DATE
Development Plans & Elevations	Germano Designs	Feb 2026
Operational Management Plan	Nourished Early Learning	March 2026
Landscape & Outdoor Play Area Plan	Childscapes	March 2026
Transport Impact Statement	Transcore	March 2026
Acoustic Environmental Report	SLR Consulting	March 2026
Waste Management Plan	Talis Consultants	March 2026

2. SITE AND CONTEXT

The subject site has a total area of 1,056m² and has a total of two (2) frontages, one to the west of the site facing Marion Street and one to south of the site facing Walter Road East. The frontage to Marion Street to the west measures 23.34 metres and the frontage to Walter Road East measures 44.24 metres.

The site is flat and vacant and is characterised by the presence of low-lying grass and some trees at the rear of the lot.

The property is located within an established residential area with some local centre properties immediately abutting the subject site and located across the road. The established residential character is predominantly characterised by single houses and grouped dwellings.

Immediately north of the site, abutting the property, is the Eden Hill Primary School. The school's open space area abuts the rear of the property.

The below aerial image depicts the development site within the surrounding context.

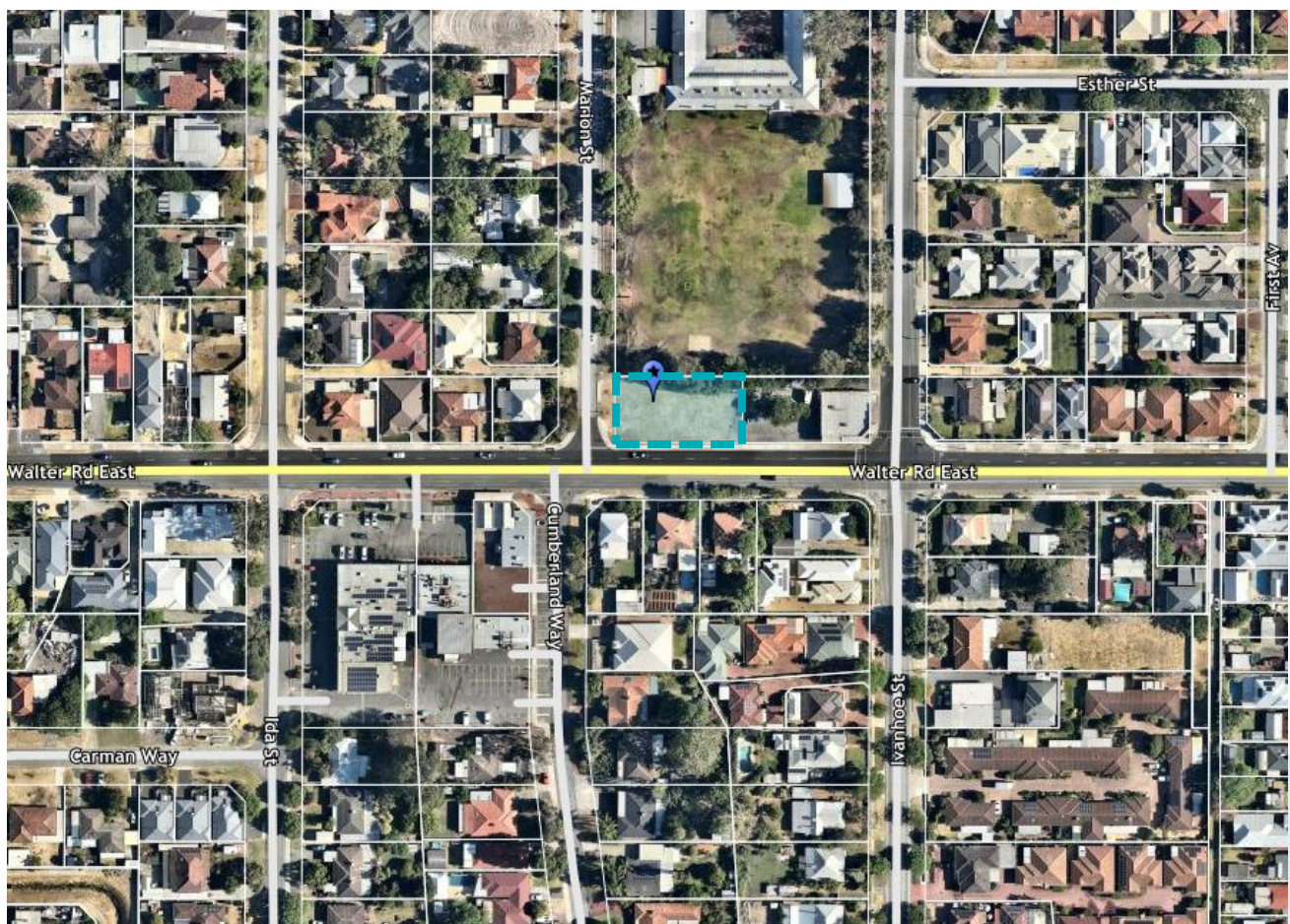


Figure 2: Aerial of Site (subject site bordered blue)

3. PLANNING FRAMEWORK

3.1 METROPOLITAN REGION SCHEME

The subject site is zoned Urban and a portion of the site is reserved as Other Regional Roads (ORR) under the Metropolitan Regional Scheme. The below image depicts the extent of the zoning and reservation across the site.

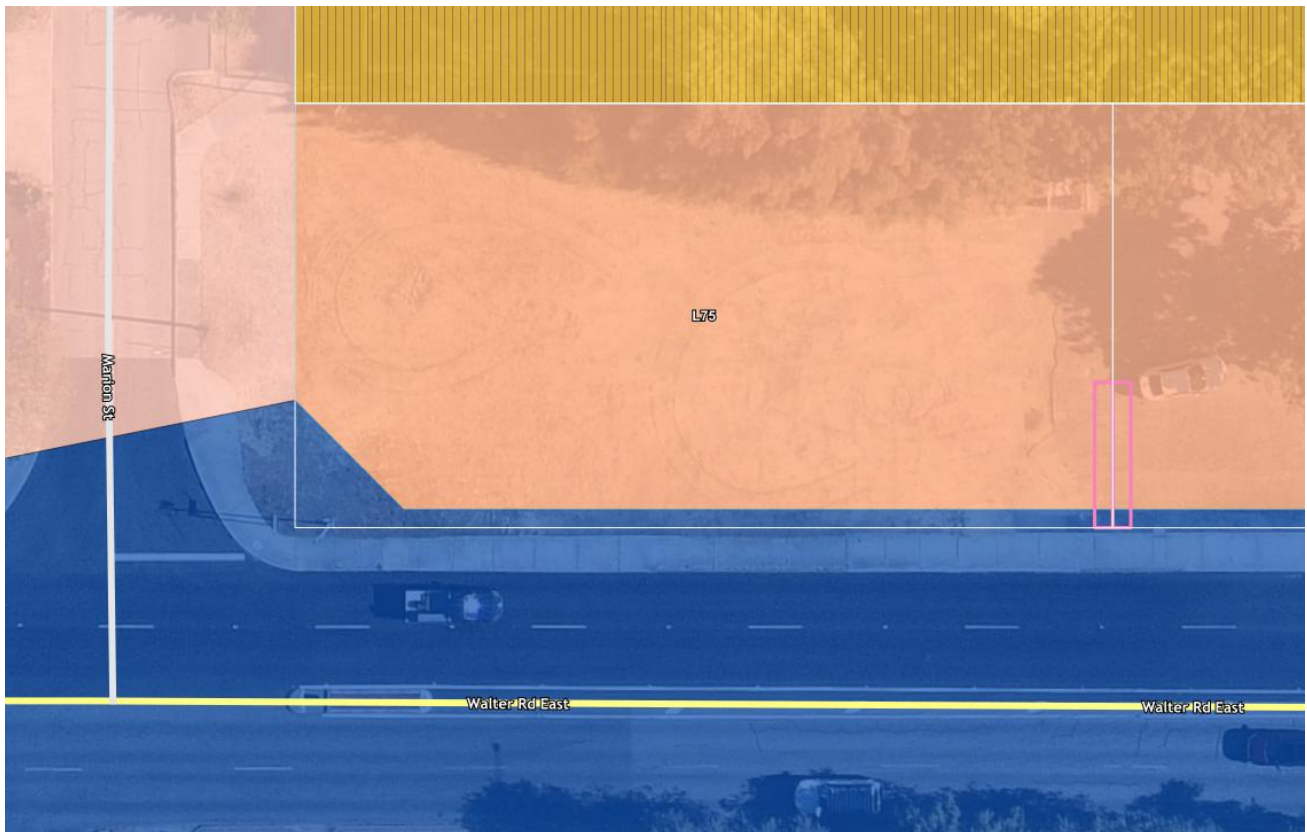


Figure 3: Extent of Road Reservation (shaded blue)

The purpose of the Urban zone is “to provide for residential development and associated local employment, recreation and open space, shopping, schools and other community facilities”.

It is considered that the proposed Child Care Premises use can be contemplated in the Urban zoning as it aligns with the purpose of the zone.

The purpose of the Other Regional Roads reservation is “to provide a regional road network to accommodate current and future transport needs on roads for which the planning responsibilities are shared between the Commission and local government”.

As depicted in the above image, a portion of the ORR reservation is within the lot boundary. As such, no development is proposed within the reservation.

3.2 LOCAL PLANNING SCHEME NO. 11

The subject site is zoned Local Centre under the Town of Bassendean’s Local Planning Scheme No. 11 (LPS 11). The objectives of the Local Centre zone are:

- To provide for predominantly convenience retailing and community facilities which serve the local community, and provides a high level of accessibility for local residents.
- To encourage high quality, pedestrian-friendly, street orientated development that is compatible with surrounding uses.
- To encourage mixed use development of a scale appropriate to a locality.

The site is also designated with an R25 residential coding. The below image depicts the zoning of the subject site in LPS 11.

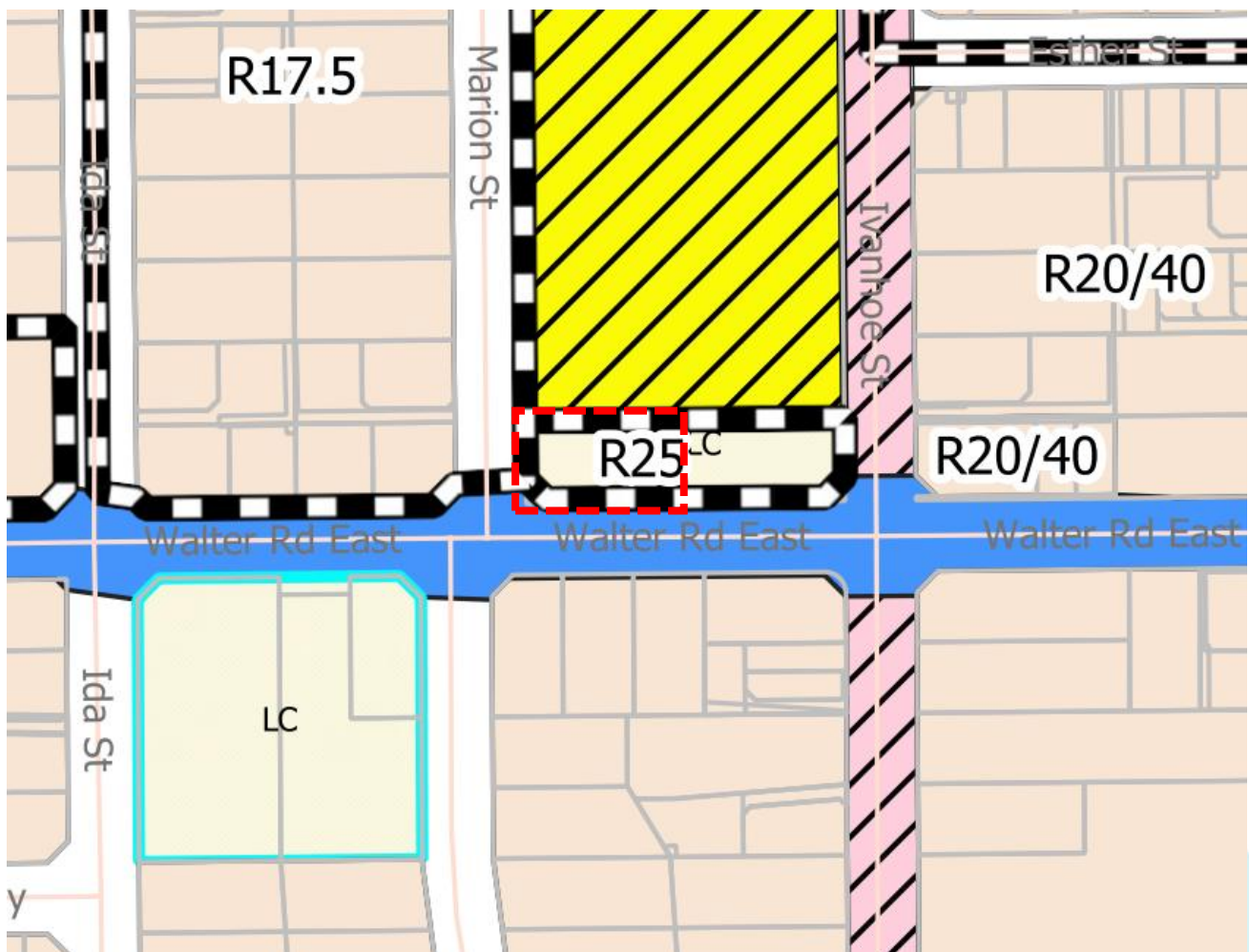


Figure 4: Local Planning Scheme Zoning – Local Centre (subject site bordered red)

3.3 LOCAL PLANNING POLICY NO. 7 – COMMERCIAL AND MIXED-USE DEVELOPMENT

Local Planning Policy No 7 – Commercial and Mixed-Use Development (LPP 7) applies to all development on land zoned ‘Local Centre’ under the operative Local Planning Scheme. In considering the proposal’s adequacy, it must be assessed against the relevant provisions of LPP 7, which require consideration against the following matters:

- Built Form and Location
- Facades
- Access, Car Parking and End-of-Trip Facilities
- Landscaping
- Servicing
- Signage
- Fencing and Screening
- Lighting
- Environmentally Sustainable Design

The development’s compliance against these provisions is discussed in further detail below.

4. THE PROPOSAL

4.1 LAND USE PERMISSIBILITY

Clause 38. *Land use terms* provides the relevant land use definitions for the land use classification of developments within the scheme area. It is considered that the relevant land use for the proposed development is:

Child Care Premises: *means premises where –*

- (a) *an education and care service as defined in the Education and Care Services National Law (Western Australia) s. 5(1), other than a family day care service as defined in that s., is provided; or*
- (b) *a child care service as defined in the Child Care Services Act 2007 s. 4 is provided.*

In accordance with the Zoning Table of LPS 11, a Child Care Premises is a ‘D’ (discretionary) use which means that the use is not permitted unless the local government has exercised its discretion by granting development approval. On this basis, it is understood that subject to the proposal meeting the relevant provisions of the local planning framework, this land use can be contemplated at the subject site.

Additionally, in considering if the proposal is appropriate within the Local Centre Zone, the below table provides an assessment of the proposal against the zone objectives.

LOCAL CENTRE ZONE OBJECTIVE	ASSESSMENT COMMENT
<p><i>To provide for predominantly convenience retailing and community facilities which serve the local community, and provides a high level of accessibility for local residents.</i></p>	<p>The proposal aligns with the Local Centre objective by providing a community focused use that supports the daily needs of the surrounding population in a highly accessible location.</p> <p>The Child Care Premises is an appropriate local serving facility, small in scale (55 children and in built form), that is suited to the immediate catchment rather than a broader area. The site’s proximity to Eden Hill Primary School further reinforces its role within an established community hub and supports convenient, linked trips for local families.</p> <p>Being located next to Eden Hill Primary School makes the site part of an established community hub and allows parents to easily combine school drop-offs and pick-ups with childcare.</p>
<p><i>To encourage high quality, pedestrian-friendly, street orientated development that is compatible with surrounding uses.</i></p>	<p>The proposal satisfies the Local Centre objective by delivering a high-quality, pedestrian-oriented and street-facing built form.</p> <p>A clearly defined main entry with direct street access promotes activation and legibility, while contemporary design elements, articulation and glazing enhance the streetscape and provide passive surveillance.</p>

	<p>Parking and servicing are appropriately located to the side and rear, allowing the frontage to prioritise pedestrians and landscaping, resulting in a softer, human-scaled interface.</p> <p>At two storeys, with an upper level that is reduced and visually recessive, the development remains compatible with the surrounding residential context and delivers an appropriate built form outcome within the Local Centre.</p>
<p><i>To encourage mixed use development of a scale appropriate to a locality.</i></p>	<p>The proposal is consistent with the objective of encouraging mixed use development of a scale appropriate to the locality.</p> <p>The Child Care Premises represents a compatible non-residential use within a predominantly residential area, contributing to a localised mix of uses alongside nearby Local Centre properties and the adjoining Eden Hill Primary School. The scale of the development, being a small two-storey building accommodating up to 55 children, is appropriately sized to serve the immediate community without introducing an intensity of use that would be inconsistent with the surrounding residential character.</p> <p>Accordingly, the proposal supports a balanced mix of uses while maintaining a scale and form that is respectful of the established locality.</p>

Based on the above assessment, it is considered that the land use is compatible with the Local Centre zone and can be supported subject to meeting the relevant development criteria.



Figure 5: Proposed Built Form of Child Care Premises

4.2 ACTIVITIES AND OPERATION

The follow activities and operations are proposed:

OVERALL DEVELOPMENT

- A two (2) storey Child Care Premises building
- A single, full movement, two-way crossover is proposed via Marion Street to service the development.
- A total of eight (8) car parking bays is provided on site, including one (1) ACROD bay.
- Landscaped areas are provided to the street frontage and throughout the site, including planting within the car parking area and along boundaries, contributing to the presentation of the development.
- A dedicated bin store and service area is located to the north-east of the site, integrated within the overall site layout.
- Pedestrian access is provided via a clearly defined entry from Walter Road East.

CHILD CARE PREMISES

- A gross floor area of 445.73m² across two levels.
- The ground floor accommodates the primary child care functions including:
 - A main entry, reception and sign-in area at the front of the development.
 - 1 x 0-2 year old space to accommodate a maximum of 8 children in 26.46m² co-located with a cot room and nappy change facility.
 - 1 x 2-3 year old activity room accommodating a maximum of 20 children in 65.26m².
 - 1 x 3+ year old activity room accommodating a maximum of 27 children in 88.30m².
 - Kitchen, preparation areas, storage areas and child accessible toilet facilities.
- The first floor accommodates staff and administrative areas including:
 - Staff room and amenities
 - Planning/office space.
 - Laundry and drying court.
- An outdoor play area of 388.68m² is provided at the rear of the site.
- The centre is designed to accommodate a maximum of 55 children and a maximum of 10 staff.
- Supporting facilities include a pram parking area, bin store, storage areas and appropriately located service areas integrated into the development.
- Days and hours of operation are Monday to Friday, 7:00am to 6:00pm, closed weekends and public holidays. No evening, overnight or weekend operation is proposed.

A copy of the Development Plans and Elevations is provided as **Attachment 1**. Additionally, in support of the development proposal, a detailed Operational Management Plan is provided as **Attachment 2**.

4.3 BUILT FORM & LAYOUT

The below image depicts the proposed configuration of the development site. As depicted in the below image, the development site is comprised of a single storey Child Care Premises centrally located on the lot, with vehicle access and car parking provided to the western side, and a clearly defined pedestrian entry and portico addressing the primary street frontage, to anchor the development.

The building is arranged to accommodate internal activity areas along the southern and central portions of the site, with direct access to an outdoor play area located to the north.

Overall, the layout achieves a clear separation between vehicle movement, building functions and outdoor play spaces, resulting in an efficient and legible site arrangement.

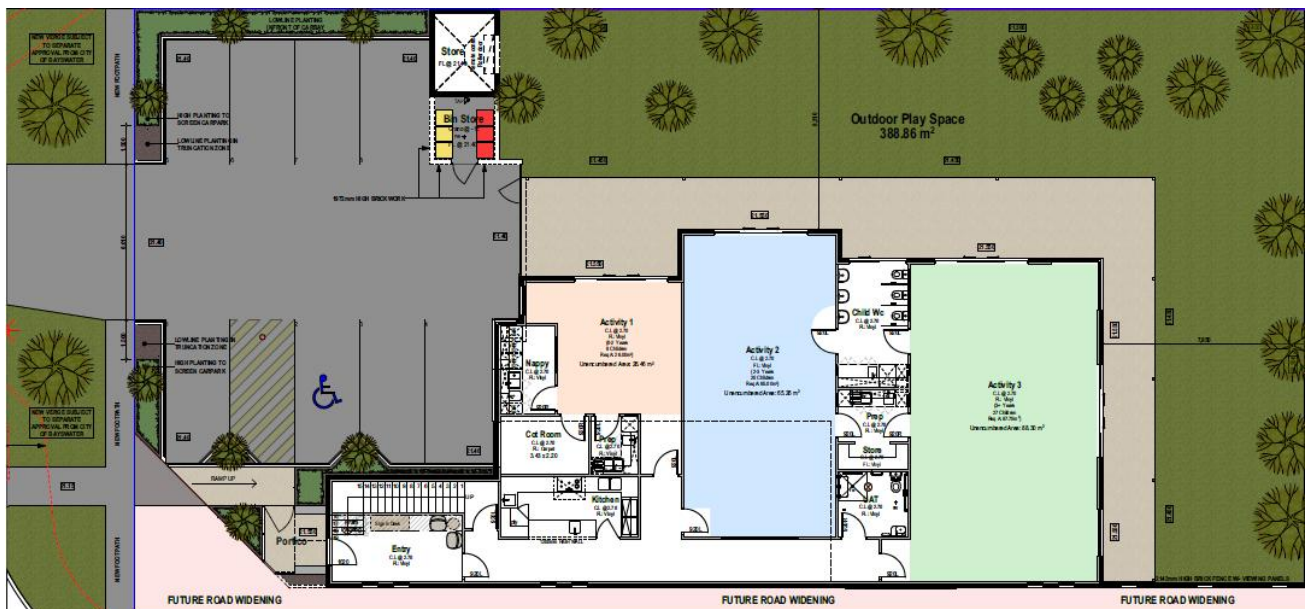


Figure 6: Proposed Site Layout and Configuration

The subject site is listed in Table 5 – Additional requirements that apply to land in Scheme area of LPS 11. Specifically, Item No. 2 of Table 5 references the subject property and states the following:

1. Vehicle access is not permitted from Walter Road East, Eden Hill. Vehicle Access must be provided from the secondary street (Ivanhoe Street or Marion Street).

In considering the above provision, the proposal complies with this requirement, with all vehicular access provided via the secondary street (Marion Street). No vehicle access is proposed from Walter Road East, ensuring the primary road frontage is maintained for pedestrian access and streetscape outcomes.

As discussed above, there are several provisions in LPP 7 that must be considered. An assessment against these relevant provisions is provided in the below table.

LPP 7 PROVISION	ASSESSMENT COMMENT
Built Form and Location	
<i>a) The facades of all buildings facing the public realm shall be articulated and use a variety of materials to avoid a rigid, uniform appearance.</i>	The proposed building incorporates varied materials, glazing and articulated elements, avoiding a uniform appearance, that contributes positively to the streetscape.
<i>(b) The ground floor level facades of all buildings facing the public realm shall be constructed of brick, glass, stone, masonry or concrete, unless otherwise approved by the Town.</i>	Ground floor facades facing the public realm incorporate appropriate materials including masonry and glazing, consistent with this provision.
<i>(c) Concrete walls that are visible from an adjoining property or public realm must be painted and provided with an articulated or detailed finish.</i>	Not applicable – no concrete walls oriented towards to the public realm are proposed.
<i>(d) Building entrances must be clearly defined and easily identifiable from the street and public realm.</i>	A clearly defined main entry with a portico element is provided and is identifiable from the street, enhancing legibility and wayfinding.
<i>(e) Buildings must provide a continuous pedestrian shelter/awnings along all commercial frontages to a minimum height of 3 metres and a minimum depth of 1.5 metres.</i>	The proposal does not incorporate continuous awnings, as it is designed as a Child Care Premises requiring a level of privacy; however, a portico is provided at the entry to offer weather protection.
<i>(f) A minimum ground floor to first floor height of 3.2 metres with a minimum 3.0 metres ceiling height is to be provided.</i>	The ground floor ceiling height is 3 metres, which is suitable for the proposed use and consistent with non-commercial, community based development.
<i>(g) 'Zincalume' or similar finished metal roof sheeting will not be permitted where a roof surface may be visible from the street or other public places.</i>	No 'zincalume' or highly reflective roof materials are proposed, where visible from the public realm.
<i>(h) Reflective glass and glass curtain walling of buildings will not be permitted.</i>	The proposed development does not utilise reflective glass or curtain walling, ensuring compatibility with the surrounding residential context.

Facades	
<p><i>(a) At the ground level, buildings should address the primary street with a primary business entrance and a commercial façade that is transparent over at least 50% of the area of the façade.</i></p>	<p>The development provides a clearly articulated street facing façade with a defined entry and areas of glazing.</p> <p>While the façade does not achieve 50% transparency, this is appropriate given the Child Care Premises requires a level of privacy from the public realm.</p> <p>Notwithstanding, multiple windows are incorporated along the Walter Road East frontage to provide articulation and a degree of visual activation.</p>
<p><i>(b) Where window security devices are provided, they must be installed on the inside of a window and be at least 75% visually permeable.</i></p>	<p>No security devices to windows are proposed. Any future installations can be designed to comply with this requirement.</p>
<p><i>(c) Entries and window frontages of ground floor tenancies that face the public realm must not be covered, closed or screened off (including by means of dark tinting, shutters, signage, curtains, blinds, roller doors or similar), to ensure that a commercial, interactive frontage is available to the development.</i></p>	<p>Where windows to the ground floor are provided, they maintain an open and visible frontage, with no screening treatments that diminish interactions with the public realm.</p>
Fencing and Screening	
<p><i>(a) Other than fencing on lot boundaries or for residential development, fencing is generally not permitted.</i></p>	<p>No fencing is proposed to the primary street frontage.</p> <p>However, a section of visually permeable fencing is provided adjacent to the entry at the truncated corner of Walter Road East and Marion Street, which is considered appropriate as it provides a clear separation between patrons and the adjoining footpath/public realm while maintaining visual openness.</p>
<p><i>(b) Where fencing is supported by the Town:</i></p> <p><i>a. Any fence located between the street alignment and buildings facing public streets must be visually permeable above 0.75 metres from natural ground</i></p>	<p>(b) a. The proposed fencing along the primary street façade meets this provision on the policy as it is:</p> <ul style="list-style-type: none"> • Permeable above 0.75m • Is not more than 2.0m in height

<p>level, and must have a maximum height of 2.0 metres from natural ground level.</p> <p><i>b. On any land which adjoins land zoned for residential purposes, the development shall be screened from the abutting residential land by a masonry or similarly constructed wall or fence not less than 2 metres in height and by trees and shrubs to the satisfaction of the Town.</i></p>	<p>(b) b. This proposal does not adjoin land zoned residential, therefore this provision does not apply.</p> <p>However, as the proposed outdoor play area abuts a school located to the north of the subject site, the outdoor play area is proposed to be screened with 2.1 metre high fencing.</p>
Lighting	
<p><i>(a) All lighting is to be installed in accordance with Australian Standard AS 4282 – Control of the Obtrusive Effects of Outdoor Lighting, and confined to the land at all times.</i></p>	<p>Lighting will be designed to comply with AS 4282 and will be contained within the site.</p>
<p><i>(b) Areas under publicly accessible awnings and rear lanes shall be provided with safe and secure lighting.</i></p>	<p>The portico at the front entry of the proposed building can be installed with appropriate lighting to enhancing safety and security.</p>
<p><i>(c) Lighting for internal access ways, parks and any other public realm spaces provided as part of a development shall be energy efficient LED lighting.</i></p>	<p>Energy efficient lighting, such as LED, will be utilised throughout the development.</p>
Environmentally Sustainable Design	
<p><i>(a) The incorporation of environmentally sustainable design elements is strongly encouraged and will be positively considered when assessing any application that seeks to vary any aspect of this Local Planning Policy.</i></p>	<p>The proposal is capable of integrating additional sustainable design measures.</p>
<p><i>(b) Proposals for solar panels are exempt from requiring development approval.</i></p>	<p>Not applicable.</p>

Based on the above assessment, it is considered that the proposal meets the relevant built form and layout requirements of LPP 7 and can be supported.

4.4 LANDSCAPING

LPP 7 requires new development within the Local Centre to incorporate adequate landscaping. In support of the development proposal, Landscape and Outdoor Play Area Plans have been prepared and are provided as **Attachment 3**, depicting the layout of generous landscaped areas incorporating turf, mulch and planted garden beds, a variety of mature canopy and feature trees (including Eucalyptus, Corymbia and Agonis species), as well as integrated play areas such as sensory gardens, shaded play zones and natural play features, collectively contributing to a high quality, functional and visually appealing outdoor environment. The below image depicts the proposed landscape layout for the Child Care Premises.



Accordingly, the proposal has been assessed against the relevant landscaping provisions of LPP 7 in the table below.


LANDSCAPING PROVISION	ASSESSMENT COMMENT
Unless a nil setback to the building is provided, provision shall be made for a minimum area of landscaping as follows:	
(a) A minimum width of 3 metres abutting the primary street and 2 metres abutting the secondary street;	The proposal does not meet the minimum landscaping requirement along the primary (Walter Road East) and secondary frontage (Marion Street). Only a small portion of available landscaping area is provided in the primary street setback area, at the truncated corner. Additionally, only a 1 metre wide landscaping area is provided along the secondary street setback area.

	<p>This is because the design proposes a building a nil setback to Walter Road East and a sufficiently sized car parking area must be accommodated along the secondary frontage.</p> <p>While portions of the frontage accommodate vehicle access and hardstand areas, the overall design integrates landscaping areas throughout the setback areas, achieving the intent of providing a green, well presented streetscape.</p>
<p><i>(b) A minimum width of 1.5 metres to side boundaries, provided from the front boundary to the building line.</i></p>	<p>Landscaping is provided along the side boundaries, with planting beds, shrubs and trees extending along the length of the site and contributing to visual screening and amenity.</p> <p>The landscape treatment is continuous and functional and is integrated with the proposed outdoor play areas.</p> <p>While minor variations in width occur due to site layout and built form, the proposal satisfies the intent of the provision.</p>
<p><i>(c) Landscaped areas and the street verge are to be landscaped (including shade trees in car parking areas provided at a ratio of 1 per 4 car parking bays), irrigated and thereafter maintained to the satisfaction of the Town.</i></p>	<p>The Landscape Plans demonstrate a comprehensive planting strategy, including a variety of canopy trees, shrubs and groundcovers, as well as shade trees distributed across the site and within proximity to car parking areas.</p> <p>The inclusion of species such as Eucalyptus, Corymbia and Agonis, along with irrigated garden beds and turf, supports long term establishment and maintenance.</p> <p>The proposal therefore satisfies the intent of providing a well landscaped, functional and maintainable environment.</p>

Based on the above assessment, it is considered that the proposed landscape design meets the provisions of the LPP 7 and can be supported.

4.5 ACCESS, PARKING AND END-OF-TRIP FACILITIES

LPP 7 contains provisions related to access, providing adequate car parking and end-of-trip facilities for properties zoned Local Centre. An assessment against the relevant provisions is provided in the below table.

LPP 7 PROVISION	ASSESSMENT COMMENT
<p>(a) On-site car parking and end-of-trip facilities are to be provided in accordance with the requirements of the relevant Local Planning Policy and Australian Standards.</p>	<p>On-site car parking has been assessed in further detail below, against the relevant planning framework. On-site car parking will meet the applicable Australian Standards.</p>
<p>(b) Where legally available and practical, service vehicle access shall be provided from laneways or rights of way.</p>	<p>Not applicable – no laneway or right-of-way access is available. Accordingly, service vehicle access is appropriately provided from the secondary street.</p>
<p>(c) Manoeuvring areas shall be exclusive of car parking bays and the interior of the building.</p>	<p>Adequate manoeuvring areas are provided on site, separate from car parking bays and building areas, allowing for safe and efficient vehicle movement throughout the site.</p>
<p>(d) The development is to incorporate clear pedestrian paths that are separate to areas for vehicle access and car parking.</p>	<p>Clearly defined pedestrian pathways are provided from the street to the building entry, separated from vehicle access and parking area (refer to below image depicting the internal pedestrian areas).</p>  <p>The diagram is a site plan showing a building footprint with a 'Portico' and 'Entry' area. A 'RAMP UP' leads from a lower level to the building. To the left is a 'NEW VERGE SUBJECT TO SEPARATE APPROVAL FROM CITY OF BAYSWATER'. A 'NEW FOOTPATH' runs along the verge. The carpark area is divided into 'LOW LINE PLANTING TRUNCATION ZONE' and 'HIGH PLANTING TO SCREEN CARPARK'. A wheelchair symbol is shown near the building. The building has a 'Sign to Desk' and 'Sign to Entrance' area. The entry level is marked as 'Entry CL @ 2.70 to Verge'. The carpark has a grid of spaces numbered 1 to 15.</p>
<p>(e) The incorporation of electric vehicle charging points or the capacity for electric vehicle charging points in the public realm will be positively considered when assessing any application that seeks to vary any aspect of this Local Planning Policy.</p>	<p>No EV charging points are proposed, as the development is a Child Care Premises with high turnover of parking bays, and the limited number of staff parking on-site does not warrant dedicated EV infrastructure.</p>

4.5.1 CAR PARKING

Further to the above, *Table 1 – Minimum Car Parking Requirements* of the Town’s *Local Planning Policy No 8 – Car Parking and End-of-Trip Facilities* provides the minimum car parking requirement for a Child Care Premises. The below table provides an assessment against the relevant ratio for the land use proposed in the development.

LAND USE	CAR PARKING RATIO	REQUIRED	PROVIDED
Child Care Premises	<ul style="list-style-type: none"> 1 bay for every 10 children the facility is designed to accommodate Plus 1 bay per staff member 	Max. of 55 children Max. of 10 staff Therefore: <ul style="list-style-type: none"> 5.5 bays (children) 10 bays (staff) 	8 bays
		TOTAL: 15.5 bays required	SHORTFALL: 7.5 bays

In terms of parking, the proposal provides eight (8) on-site bays (including one ACROD bay), representing a shortfall against the Town’s policy requirement of 16 bays. While the proposal results in a shortfall against the requirement, it important to recognise that the policy provides a guide for anticipated car parking demand.

The Traffic Impact Statement (TIS) prepared in support of the application provides a more detailed and site specific assessment of parking demand, having regard for the operational characteristics of the proposed Child Care Premises.

The assessment demonstrates that actual parking demand is lower due to the short duration of drop-off and pick-up activities, typically occurring over brief intervals of approximately 3 to 5 minutes, rather than sustained parking demand. On this basis, the TIS identifies a realistic peak demand of approximately 13 bays, which is lower than the requirements of LPP 8.

Importantly, the proposal provides eight (8) onsite bays, which, when considered in conjunction with the rapid turnover of bays, enables a significantly higher number of users to be accommodated within peak drop-off and pick-up periods than number of bays recommended in LPP 8. The short dwell times associated with drop-off and pick-up allows each car parking bay to service multiple uses within the peak hour, resulting in a reduction of the overall demand for permanent parking supply at the site.

In addition to the number of parking bays being suitable, it is considered appropriate to incorporate a Parking Management Plan (PMP), to ensure onsite parking is used efficiently and that demand during peak periods is appropriately managed. The PMP will address matters such as:

- Allocation of bays between staff and short-term drop-off/pick-up.
- Staggering of staff start and finish times to avoid overlap with peak parent drop-off and pick-up activity.
- Active management of parking behaviour by staff to maintain turnover and availability.

The design response further supports this approach, with a clear and legible parking layout, safe access from Marion Street and proximity between the parking area and the building entry, all of which collectively facilitate efficient use of the bays and vehicle turnover.

An additional factor supporting the reduced onsite parking provision is the subject site's co-location with the Eden Hill Primary School, located approximately 150 metres north of the property. This close proximity is likely to result in linked and consolidated trips, whereby parents with multiple children attending the primary school and the Child Care Premises can undertake a single journey to the locality and complete both drop-off and/or pick-up activities together.

Marion Street already accommodates on-street parking associated with the primary school, with these bays being available for regular short-term turnover during peak periods. It is reasonable to expect that a proportion of parents will use the existing on-street car parking and walk between the two facilities (the Primary School and the Child Care Premises). This shared use of the on-street car parking, combined with the short duration of both drop-off and pick-up activities will further reduce parking demand at the subject site.

Having regard for the above, it is considered that the proposed shortfall is acceptable as it appropriately responds to the surrounding context of the locality, supporting a site-specific design approach for this Child Care Premises. The car parking provision is appropriate for the scale of the building and the size of the site and is unlikely to cause any detrimental amenity impacts to the surrounding locality. On this basis, it is considered that the proposed car parking shortfall can be supported.

4.5.2 BICYCLE PARKING AND END-OF-TRIP FACILITIES

In addition to the above, LPP 8 also requires adequate provision of bicycle parking for commercial developments as well as adequate provision of end-of-trip facilities such as showers and lockers.

In this instance, no bicycle parking is depicted on the development plans, however a shower is available in the UAT on the ground floor, as well as considerable staff areas on the upper floor of the proposed development.

In this instance, the provision of bicycle parking is not considered necessary, having regard to the local catchment and walkable context of the site, which is expected to predominantly serve nearby residents. The nature of the use typically results in arrivals by parents accompanying young children, with travel patterns more commonly associated with short vehicle trips or walking, rather than independent cycling.

Notwithstanding this, the site can accommodate bicycle parking should the Town consider it necessary. Any such provision could be readily incorporated in a convenient and accessible location, without impacting the overall design or functionality of the site.

4.6 TRAFFIC

The Transport Impact Statement prepared by Transcore (March 2026), provided as **Attachment 4** assesses the traffic and access implications of the proposed Child Care Premises at No. 72 Walter Road East, Eden Hill. The site is located on a corner lot at the intersection of Walter Road East (a Distributor A road) and Marion Street (an Access Road), with vehicular access proposed via a single full-movement crossover from Marion Street, appropriately located approximately 13 metres from the intersection to allow for safe vehicle entry and exit for the Child Care Premises.

The development is expected to generate a total of approximately 192 vehicle trips per weekday, including 48 trips during the AM peak hour and 39 trips during the PM peak hour. This level of traffic generation is considered moderate and well within the capacity of the surrounding road network, with no impacts on the surrounding network anticipated.

The site is well connected to the surrounding transport network, with pedestrian access provided via existing footpaths on both frontages, nearby signalised crossing facilities, and access to public transport services within approximately 140 metres. Service and waste vehicles can be accommodated on-site with appropriate turning movements, and no significant safety issues have been identified.

Overall, the TIS concludes that the proposed development can be accommodated within the existing transport network without adverse impacts, subject to the implementation of appropriate parking and operational management measures.

4.7 NOISE

The Acoustic Environmental Report prepared by SLR Consulting (March 2026) provided as **Attachment 5**, assesses the potential noise impacts associated with the proposed child care premises at 72 Walter Road East, Eden Hill, in accordance with the *Environmental Protection (Noise) Regulations 1997* (the Regulations) and relevant AAAC guidelines. The acoustic assessment has considered the measures outlined in the Operational Management Plan as well as the design of the building depicted on the development plans.

The assessment establishes assigned noise levels for surrounding sensitive receivers based on locality factors, including proximity to Walter Road East (approximately 14,884 vehicles per day) and the mix of residential and commercial zoning within the surrounding area. The below image depicts the location of the noise sensitive receptors adjacent and nearby the site.



Figure 7: Nearby Noise Sensitive Receptors

A detailed noise modelling assessment was undertaken using SoundPLAN software (ISO 9613-2 methodology), assessing key operational scenarios including mechanical plant, outdoor play, car parking, and delivery/servicing activities. Mechanical plant (e.g. condenser units, exhaust fans) was modelled conservatively based on typical sound power levels and assumed to operate during and prior to opening hours, while outdoor play noise was assessed using industry derived sound power levels for grouped children, with a worst case assumption of 25 children outdoors at any one time.

The assessment also considered vehicle movements associated with drop-off/pick-up and servicing, including modelling of short-duration events (LA1 and L_{Amax} criteria) and continuous activity (LA10), with conservative assumptions regarding vehicle speed, frequency and proximity to receivers. Acoustic screening measures, including a 2.1 metre solid boundary fence around the perimeter of the premises (which is depicted as the height depicted on the development plans) and building orientation, were incorporated into the model to reflect realistic attenuation of noise emissions. Discussion with the acoustic consultant has confirmed that this fence is only required to be solid (i.e., colorbond fencing is sufficient) to achieve compliance with the assigned levels.

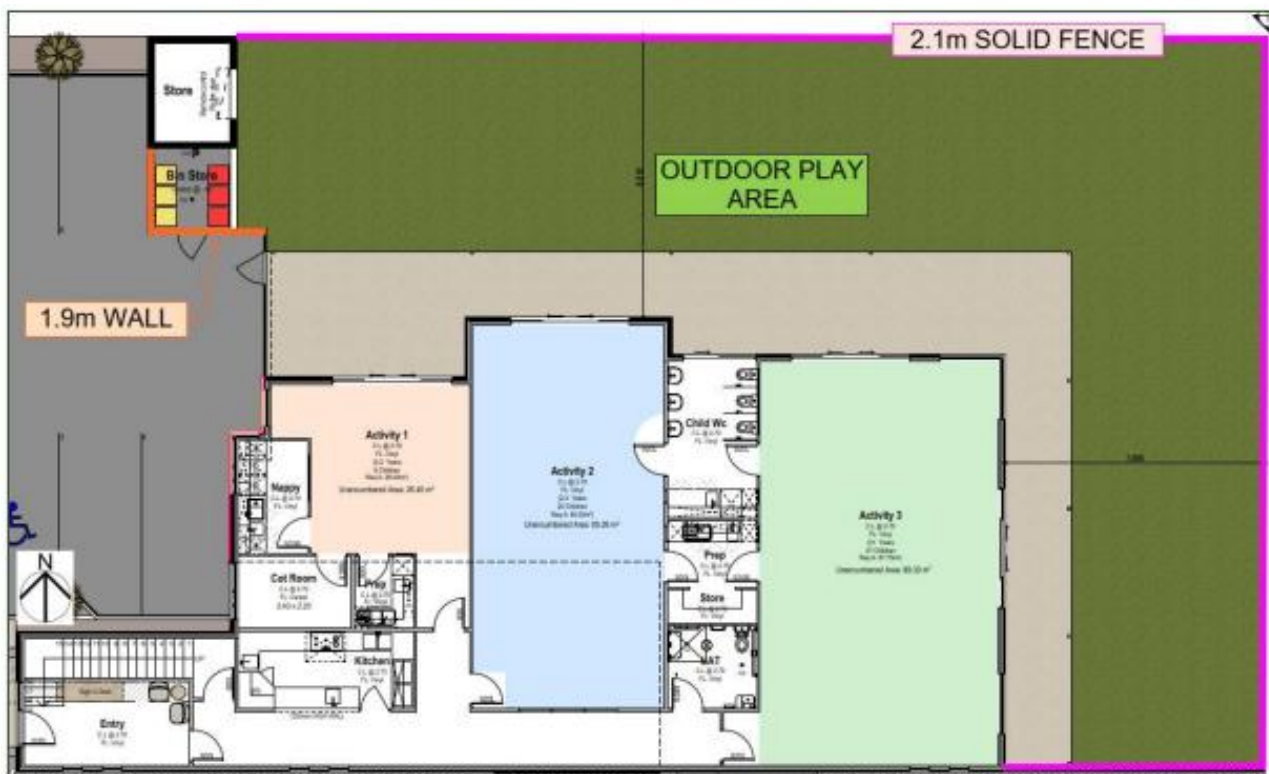


Figure 8: Location of Noise Attenuation Walls

The assessment and results demonstrate that all noise sources including mechanical services, outdoor play, car parking and servicing, comply with the assigned noise levels at all identified sensitive receptors during applicable time periods. Predicted noise levels are consistently below regulatory limits, indicating that the development will not result in unreasonable noise impacts. The report therefore concludes that the proposal is acoustically compliant, with recommended operational measures (such as managed outdoor play, no amplified sound and general behavioural controls) further ensuring ongoing compliance.

4.8 BIN STORAGE AND WASTE MANAGEMENT

LPP 7 contains provisions relating to bin storage and waste management for properties zoned Local Centre. In support of the proposal, a Waste Management Plan (WMP) report has been prepared by Talis Consultants and is provided as **Appendix 6**.

The WMP outlines a coordinated and practical approach to waste storage, handling and collection for the proposed Child Care Premises, demonstrating that the development can adequately accommodate the anticipated waste volumes and provide for efficient servicing of waste.

The assessment demonstrates that the development is expected to generate approximately:

- 964L/week of general waste
- 964L/week of recyclables

This will be managed through the provisions of three (3) x 240L general waste bins and three (3) x 240L recycling bins, stored within a dedicated onsite bin store area. The storage area is designed to be functional and compliant incorporating drainage to sewer, wash down infrastructure, suitable ventilation, adequate manoeuvring space for moving bins in and out, is suitably screened from public view and is secure.

It is intended that waste will be separated at source within the building via internal bins allocated for different waste streams. Staff will be responsible for transferring waste to the bin storage area. This approach supports effective recycling practices and minimises disruption to the operation of the centre.

Collection will be undertaken by a private contractor, twice weekly, for both general waste and recycling, using a side-arm collection vehicle. Bins are to be presented on the Marion Street verge in a designated presentation area, position to allow efficient collection. Staff will be responsible for presenting bins on collection days and returning them to the storage area following servicing.

Provision for bulk and speciality waste is also included in the WMP. The removal of this waste stream will be undertaken as required, and sanitary waste will be collected by a specialist contractor. Ongoing management of all waste operations, including monitoring bin capacity, maintaining cleanliness, coordinating collections and promoting waste reduction practices will be undertaken by the Child Care Premises operator/suitably qualified staff.

In considering the proposed waste arrangements provided in the WMP, an assessment against the relevant provisions is provided in below. LPP 7 requires consideration of the following for waste:

- (a) Where areas for the storage of refuse are required, this area shall be:*
- a. Accessible to service vehicles;*
 - b. Screened from view from any public street and enclosed by a wall of masonry or other approved building material being of not less than 1.8 metres in height;*
 - c. Provided with 75mm minimum thickness concrete floors grading to a 100mm industrial floor waste, with a hose cock to enable both bins and the bin storage area to be washed out; and*

It is considered that the proposal meets this provision for the following reasons:

- The bin store is located adjacent to the vehicle access and parking area, allowing convenient and safe access for service vehicles without impacting pedestrian circulation.
- The refuse storage area is enclosed and positioned away from the primary street frontage, ensuring it is screened from public view and does not detract from the streetscape.
- The bin store will be constructed with a concrete floor and appropriate drainage and wash-down facilities in accordance with the Policy requirements, ensuring hygienic operation and ease of maintenance.

On this basis, it is considered the proposed waste management arrangements are adequate and can be supported.

4.9 SIGNAGE

LPP 7 contains specific provisions that relate to signage for commercial developments in the Local Centre zone. An assessment against the relevant signage provisions is provided in the below table. The below images depicted the proposed signage locations for the development (bordered blue).



Figure 9: Proposed Signage Locations

SIGNAGE PROVISION	ASSESSMENT COMMENT
<p><i>(a) Signs attached to the buildings shall be designed to be an integrated part of the building, e.g. recessed into the facade, fascia or awning.</i></p>	<p>The proposed signage is directly integrated into the building design, being directly affixed to the primary street facing facades and incorporated within the architectural form of the building.</p> <p>As depicted on the elevations and 3D perspectives, the “Childcare Centre” centre signage is positioned within well defined wall planes and does not impose on the overall architectural nature of the building. Signage is also appropriately positioned at entrances and oriented towards the public realm for appropriate wayfinding.</p> <p>On this basis, it is considered that the proposed signage reads as part of the overall façade rather than its own standalone element ensuring it is not visually dominant.</p>
<p><i>(b) Signs may be internally or indirectly illuminated, move, flash, rotate or reflect so long as they are not a distraction to drivers or cause a nuisance.</i></p>	<p>Any illuminated signage will be designed to avoid adverse impacts on surrounding properties and road users, ensuring it does not create distraction, glare or nuisance.</p>

Based on the assessment provided above, it is considered the proposed signage is proportionate and appropriate for this development and can be supported.

4.10 SERVICES

LPP 7 outlines a number of requirements relating to building services, which have been assessed against the relevant provisions below.

<p><i>(b) Exhaust facilities must be designed in accordance with Australian Standard AS 1668.2—2002 - The Use of Ventilation and Air Conditioning in Buildings, Part 2: Ventilation Design for Indoor Air Containment Control (excluding requirements for the health aspects of tobacco smoke exposure) and be fitted with filtration and odour suppression devices.</i></p>	<p>Exhaust and ventilation systems will be designed and installed in accordance with AS 1668.2, including appropriate filtration and odour control measures, to ensure no adverse amenity impacts on surrounding properties.</p>
<p><i>(c) All service areas and service related hardware (including antennae, satellite dishes and air-conditioning units), must be designed to be located away from public view and/or screened.</i></p>	<p>All service infrastructure, including air-conditioning units and associated plant, will be located away from public view or appropriately screened to minimise visual impact on the streetscape and adjoining properties.</p>

Based on the above assessment, is it considered that the proposal meets the relevant provisions and can be supported.

4.11 SUSTAINABILITY

LPP 7 requires that development of small scale renewable energy systems is encouraged. Where the use of a solar panel energy system is proposed, it must be integrated into the overall design of the building and located on rooftops so as not to detract from the building itself or impose on the existing streetscape.

In considering the above requirements, the following sustainability measures are proposed:

- Installation of a rooftop solar photovoltaic system (approximately 20kW on a 15kVA inverter) to support onsite renewable energy generation.
- Provision of 2 x elective vehicle (EV) charging bays to facilitate low-emission transport.
- Building orientation and roof form designed to provide passive shading to windows, reducing solar heat gain and reliance on mechanical cooling.
- Incorporation of high quality insulation and energy efficient LED lighting throughout the development.
- Water conservation initiatives, including efficient fixtures and landscaping treatments.
- Use of native, low water demand landscaping to reduce irrigation requirements and support local biodiversity.

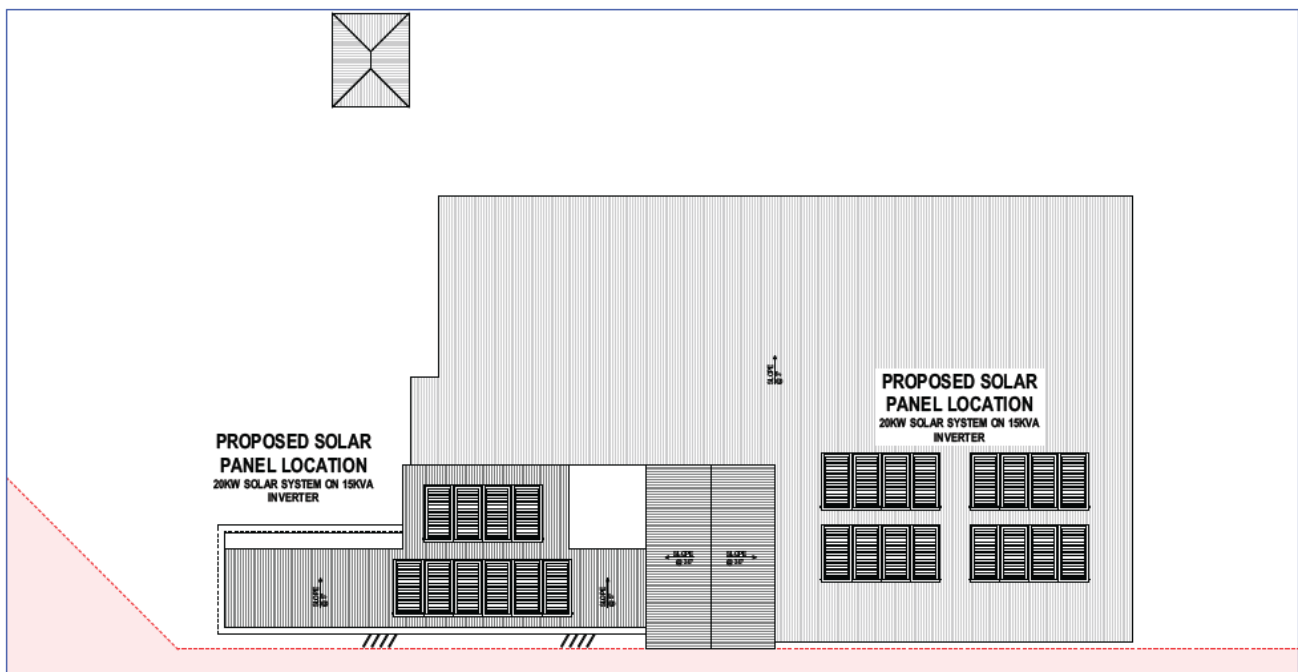


Figure 10: Proposed Location of Solar Panels on Roof

The proposed solar panels are appropriately located on the roof of the building and integrated into the overall building design, ensuring they are not visually prominent from the public realm and do not detract from the streetscape. Accordingly, the proposal demonstrates a strong response to LPP 7 by incorporating renewable energy infrastructure in a manner that is both functional and visually unobtrusive, consistent with the policy intent.

5. CONCLUSION

The proposed Child Care Premises at Lot 75 (No. 72) Walter Road East, Eden Hill represents an appropriate, well considered and contextually responsive form of development that aligns with the intent and objectives of the applicable planning framework.

The development introduces a community focused land use within a Local Centre zone that is intended to accommodate such services, providing a valuable facility to support the daily needs of the surrounding residential catchment. Its co-location with Eden Hill Primary School further reinforces the site's role as part of an established community hub and promotes efficient, linked trip movements.

From a built form and design perspective, the proposal delivers a high quality, two-storey development that is appropriately scaled, well-articulated and designed to integrate with the surrounding residential context. The site layout achieves a clear separation of functions, supports safe and legible access arrangements and incorporates landscaping that enhances both the streetscape and on-site amenity.

While variations to certain policy provisions are proposed, including landscaping widths and car parking, these can be justified through a performance based assessment. In particular, the car parking provision is supported by a detailed Transport Impact Statement, demonstrating that actual demand will be lower than policy requirements due to the operational characteristics of the use, short duration parking turnover and the availability of on-street parking and shared trips associated with the adjacent primary school.

Technical matters including traffic, noise, waste management and servicing have been comprehensively assessed, all of which confirm that the development can operate without adverse impacts on the surrounding locality. Appropriate design measures and operational controls further ensure ongoing compliance with relevant standards and policies.

Overall, the proposal achieves a balanced and site responsive outcome that satisfies the intent of the Local Planning Scheme and associated Local Planning Policies. It is therefore considered that the development represents a positive planning outcome and warrants support, subject to reasonable and appropriate conditions of approval.