

Ordinary Council Meeting - Tuesday, 19 November 2024

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UNCONFIRMED MINUTES

Ordinary Council Meeting Tuesday 22 October 2024, 6:00 pm

Held in the Council Chamber,
48 Old Perth Road, Bassendean

Minutes to be confirmed at the next Ordinary Council Meeting

These minutes are confirmed as a true and correct record.

Presiding Member's signature _____ Date _____

Meeting Information

Recording and Live-streaming

All participation in the meeting, except for confidential business, will be audio recorded and live-streamed on the Town's website. The live stream will be archived and made available on the Town's website after the meeting.

Conduct at meetings

The Town is committed to ensuring our Council Meetings are a safe work environment, free of risks to the health and wellbeing of Elected Members, Officers and our community. Any person attending is required to be respectful, courteous and have due regard for individual rights and differences. Individuals may be asked to leave should their conduct adversely affect the health and safety of others.

By attending this meeting, you agree to abide by these conditions.

For any questions regarding the Ordinary Council meeting or any item presented in the agenda, please contact the Town of Bassendean at:
mail@bassendean.wa.gov.au.

Tune in to live streaming from the comfort of your own home by going to:
Town of Bassendean Council - YouTube

or if you miss it live, go to:
<https://www.youtube.com/channel/UC46mMs3D7vmHuO0ePibihhg>

Council Chambers Seating Plan



Chief Executive Officer
Cameron Woods



Mayor
Cr Kathryn Hamilton
CrHamilton@bassendean.wa.gov.au



Cr Jennie Carter
CrCarter@bassendean.wa.gov.au



Cr Emily Wilding
CrWilding@bassendean.wa.gov.au



Cr Tallan Ames
CrAmes@bassendean.wa.gov.au



Cr Jamayne Burke
CrBurke@bassendean.wa.gov.au



Cr Ken John
CrJohn@bassendean.wa.gov.au



Deputy Mayor
Cr Paul Poliwka
CrPoliwka@bassendean.wa.gov.au



Director Corporate Services
Paul White



Director Community and Place
Michelle Brennand



Director Infrastructure Services
Shane Asmus

Public Gallery

Council Role

Each Report presented will identify what Council's Role is in the item

Advocacy	When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.
Executive	The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, setting and amending budgets.
Legislative	Includes adopting local laws, local planning schemes and policies.
Review	When the Council operates as a review authority on decisions made by Officers for appeal purposes.
Quasi-Judicial	When the Council determines an application/matter that directly affects a person's rights and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include development applications, building permits, applications for other permits/licences (eg under Health Act, Dog Act or Local Laws) and other decisions that may be subject to review by the State Administrative Tribunal.
Information	For the Council/Committee to note.

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1 Declaration Of Opening; Acknowledgment of Country; Acknowledgment of Visitors; Disclaimer

The Presiding Member declared the meeting open at 6:03 pm and welcomed all those in attendance.

Acknowledgment of Country

The Town of Bassendean acknowledges the Whadjuk people of the Noongar Nation as the Traditional Custodians of this land. We pay our respects to Elders past and present, and acknowledge their continuing culture and the contribution they make to the region.

2 Announcements by The Presiding Person Without Discussion

Nil

3 Attendances, Apologies and Applications for Leave of Absence

Present

Councillors

Cr Kathryn Hamilton, Mayor (Presiding Member)
Cr Paul Poliwka, Deputy Mayor
Cr Emily Wilding
Cr Ken John
Cr Tallan Ames (via Electronic Means)

Officers

Mr Cameron Woods, Chief Executive Officer
Ms Michelle Brennand, Director Community Planning
Mr Paul White, Director Corporate Services
Mr Shane Asmus, Director Infrastructure & Sustainability
Ms Joanne Burges, Manager Governance & Strategy
Ms Ana Fernandez, Minute Secretary

Public

Three members of the public were in attendance.

Apologies

Cr Jennie Carter (Leave of absence)
Cr Jamayne Burke

Applications for Leave of Absence

Nil

4 Declarations of Interest

Cr Tallan Ames declared an Impartiality Interest in the following items:

- Item 12.5 - Concept Plan - Bassendean Oval Precinct Redevelopment Feasibility Study; and
- Item 12.8 - RFT07/2024 Bassendean Oval Sports Lighting Upgrade.

As he is a past player of the Swan Districts Football Club and an honorary (not financial) member.

5 Presentations or Deputations

Nil

6 Statements by Members of the Public

Please note that the following statement was received prior to the Ordinary Council Meeting.

Ann Macbeth, Maley Street, Ashfield

It is requested that the Councillors defer Item 12.5 to another meeting of Council, either an OCM or a specially convened meeting at least one week from today. This will allow the dissemination of the pertinent information which will then allow for an informed debate and decision.

There is a groundswell of concern within the ratepayers of the Town that the very important Agenda Item 12.5 has been presented to Councillors without sufficient information for the Councillors to have an informed debate on how to best proceed with the Officer's recommendation. Several Councillors will not have received either this email request for deferral or further highly relevant information apparently being emailed today to Councillors by the Town's Administration.

7 Questions from Members of the Public

Please note that the following question was received prior to the Ordinary Council Meeting.

Fahdy Salim, Northmoor Road, Eden Hill

Question 1: Will there be any plan for a second public library, preferably in the Eden Hill area?

Answer: *Provision of public library services is guided by the Australian Library and Information Association (ALIA) standards and guidelines for public libraries. These standards are driven by the population size of a local government area. As the Town of Bassendean has a population of 16,631 only one public library is required to provide a quality service to the community.*

It would be unlikely that a local government in Western Australia would provide an additional library without a population above 50,000 residents.

Question 2: Will there be any plan to include more sporting facilities at Jubilee Park? for example a Basketball Court/Tennis Court and others.

Answer: *The Town adopted the Jubilee Reserve Master Plan in August 2021 which provided a high level concept for the re-development of Jubilee Reserve to develop an accessible, multipurpose facility for the benefit of a range of user groups. Informed by the Master Plan, upgrades at Jubilee Reserve are currently focusing on improving existing sporting infrastructure, lighting and irrigation which will facilitate greater use of the reserve and will accommodate any sport that require turf surfaces. By increasing the number of changerooms at both existing facilities additional sporting codes can be accommodated.*

There is limited space for the inclusion of Basketball courts at Jubilee Reserve as indoor basketball stadiums require 6-8 courts to be sustainable for competition. Regarding the inclusion of tennis courts at Jubilee Reserve, this was identified during the Jubilee Reserve Master Plan process. However, given the high costs and also the proximity of the Mary Crescent tennis courts to Jubilee Reserve and low usage of these tennis courts, developing new tennis courts at Jubilee Reserve is not a priority requirement at this time.

Please note that the following question was received in person at the Ordinary Council Meeting.

Michael Grogan, Lamb Street, Bassendean

Question 1: Where do we sit on the redevelopment of Point Reserve? In a statement put out by the previous CEO when the jetties were pulled down, they advised that Council was going to take a holistic view of the whole area. A survey was put out at that time, which I made a submission for, however since then it seems to have been forgotten.

Answer: The Mayor assured Mr Grogan that it has not been forgotten, and has been considered during the recent budget process. The foreshore redevelopment will be a staged process, with the design and documentation for included in the budget for this financial year.

8 Petitions

Nil

9 Confirmation of Minutes

9.1 Confirmation of Minutes	
Attachments	1. Ordinary Council Meeting 24 September 2024 Minutes [9.1.1 - 54 pages]

Council Resolution/Officer Recommendation – Item 9.1

MOVED Cr Emily Wilding, Seconded Cr Paul Poliwka

That the minutes of the Ordinary Council meeting held on Tuesday 24 September 2024 be received and confirmed as a true and correct record.

OCM 2024-10-22/1

CARRIED UNANIMOUSLY 5/0

For: Cr Kathryn Hamilton, Cr Ken John, Cr Emily Wilding, Cr Paul Poliwka and Cr Tallan Ames

Against: Nil

10 Business Deferred from Previous Meeting

Nil.

11 External Committee Reports and Updates

Nil

12 Officer Reports

Adoption of Recommendations En Bloc

The following information is provided to Councillors for guidance on the use of en bloc voting as is permissible under the Town's Council Meeting Procedures Local Law 2020.

Council Meeting Procedures Local Law 2020, Clause 5.4 states:

- (1) In this clause adoption by en bloc voting means a resolution of the Council that has the effect of adopting, for a number of specifically identified reports, the officer recommendation as the Council resolution.
- (2) Subject to subclause (3), Council may pass an adoption by en bloc voting.
- (3) An adoption by en bloc voting may not be used for a matter –
 - (a) that requires a 75% majority or a special majority;
 - (b) in which an interest has been disclosed;
 - (c) that has been the subject of a petition or deputation;
 - (d) that is a matter on which a member wishes to make a statement; or

that is a matter on which a member wishes to move a motion that is different to the Officer recommendation.

Councillors should be aware that should they wish to declare an interest in any of the items listed in the en bloc voting table, and have not done so under Item 4.0, Declarations of Interest, they should do so at this point of the agenda.

Council Resolution– Item 12.1

MOVED Cr Emily Wilding, SECONDED Cr Ken John

That Council adopts en bloc the following Officer recommendations contained in the Ordinary Council Agenda:

Item	Report
12.2	Council Plan Quarterly Report
12.4	2025 Council Meeting Schedule
12.6	Accounts Paid - September 2024

Council is requested to consider the balance of the Officer recommendations independently.

Item	Report
12.3	WALGA Elections Advocacy Positions
12.5	Concept Plan - Bassendean Oval Precinct Redevelopment Feasibility Study
12.7	Monthly Financial Report - September 2024
12.8	RFT07/2024 Bassendean Oval Sports Lighting Upgrade

Voting requirements: Simple Majority

OCM 2024-10-22/2

CARRIED UNANIMOUSLY 5/0

For: Cr Kathryn Hamilton, Cr Ken John, Cr Emily Wilding, Cr Paul Poliwka and Cr Tallan Ames

Against: Nil

12.2 Council Plan Quarterly Report	
Property Address	N/A
Landowner/Applicant	N/A
File Reference	CORM/POLCY/1
Directorate	Office of the CEO
Responsible Officer	Chief Executive Officer
Previous Reports	
Authority/Discretion	Executive The substantial direction setting and oversight role of the Council.
Attachments	1. Council Plan Quarterly Reporting Quarter 1 (1) [12.2.1 - 9 pages]

Purpose

The purpose of this report is for Council to receive the Council Plan Quarterly Report for the period ending 30 September 2024.

Background

The Department of Local Government, Sport and Cultural Industries' Integrated Planning and Reporting Framework and Guidelines states that it is good practice to provide the Council with at least quarterly implementation reports linked to the Council Plan.

The Quarterly Report for the period ending 30 September 2024 is the first report for the 2024/25 financial year and provides an update on the projects/actions contained within the adopted Council Plan 2023-2033 for Quarter One (1).

Communication and Engagement

Internal staff were consulted on specific projects and actions to provide updates informing this report.

Strategic Implications

Performance Area 5: Performance

9.1 Continuously improve operational performance and service delivery.

10.1 Effectively inform and engage the community about local services and events, and Council matters.

Comment

The Council Plan reporting is divided into the five (5) Performance Areas, ten Outcomes and their associated Objectives and Actions.

Officers have provided Status updates and Comments in the attached Quarterly Report for Q1, specifically focussing on the 2024/2025 financial year actions.

As detailed in Attachment 12.3.1, of the 56 actions / projects identified for the 2024/2025 financial year covered by this report, six (6) have been completed, thirty eight (38) are on-track, none (0) are off-track, eight (8) have not started and four (4) are assigned to Monitor / Review. Attachment 12.2.1 provides the detailed actions, status and comments.

There are a high number of projects / actions identified as on track. This volume is due to many having two financial periods assigned to them or they are ongoing actions covering multiple periods e.g. action 3.2.5 Participate in the WA Tree Festival.

Statutory Requirements

Local Government Act (1995) s5.56.

Local Government (Administrative) Regulations 1996 reg 19C, reg 19DA

Financial Considerations

Where finance is required for an identified Project or action, this is included in the 2024 / 2025 Budget.

Risk Management Implications

Compliance

Low

As Quarterly Reporting is considered best practice and not governed by any legislative or regulatory requirements, there are no noticeable regulatory or statutory impacts to report.

Environmental

Low

An insignificant risk rating for the natural environment is a contained, reversible impact managed by on site response, thus actions within the Council Plan remain within this risk rating.

Financial Risk

Low

An insignificant financial impact rating is identified within the Town's risk criteria as less than \$10,000. There are no impacts of this nature to report.

Reputational

Low

There are no perceived or real impacts to the Town's reputation (social/community) within this report given an insignificant reputation rating is identified as unsubstantiated, localised low impact on community trust, low profile or no media item.

The Community are the key stakeholders of the Council Plan; therefore, the Town will need to remain cognisant of any changes that may be required regarding the plan and any inherent risks that may occur, particularly in relation to reputational risk to the Council and community.

Declaration of Conflicts of Interest

All officers involved in the preparation of this report have considered and determined that they do not have a conflict of interest in the matter.

Council Resolution/Officer Recommendation – Item 12.2

MOVED Cr Emily Wilding, Seconded Cr Ken John

That Council receive the 1 July 2024 – 30 September 2024 Quarterly Report updating the actions set out in the Town of Bassendean Council Plan 2023-33.

Voting requirements: Simple Majority

OCM 2024-10-22/3

CARRIED UNANIMOUSLY EN BLOC 5/0

For: Cr Kathryn Hamilton, Cr Ken John, Cr Emily Wilding, Cr Paul Poliwka and Cr Tallan Ames

Against: Nil

12.3 WALGA Elections Advocacy Positions	
Property Address	N/A
Landowner/Applicant	N/A
File Reference	GOVR/LREGLIA/3
Directorate	Office of the CEO
Responsible Officer	Chief Executive Officer
Previous Reports	
Authority/Discretion	Information For the Council/Committee to note.
Attachments	Nil

Purpose

The purpose of this report is for Council to consider WALGA's review of its current and alternative Elections Advocacy Positions and provide a response back to WALGA for the December 2024 State Council meeting.

Background

The *Local Government Amendment Act 2023* introduced a range of electoral reforms that came into effect prior to the 2023 Local Government ordinary elections:

- the introduction of Optional Preferential Voting (OPV);
- extending the election period to account for delays in postal services;
- changes to the publication of information about candidates;
- backfilling provisions for extraordinary vacancies after the 2023 election;
- public election of the Mayor or President for larger Local Governments;
- abolishing wards for smaller Local Governments; and
- aligning the size of councils with the size of populations of each Local Government (change to representation)

Following requests from several Zones, WALGA undertook a comprehensive review and analysis of five ordinary election cycles up to and including the 2023 Local Government election against the backdrop of these legislative reforms. The review and report focused on postal elections conducted exclusively by the Western Australian Electoral Commission (WAEC), with the analysis finding evidence of the rising cost and a reduction in service of conducting Local Government elections in Western Australia.

Proposal

It is proposed that Council advise WALGA of its decision to adopt the reviewed Advocacy Positions in relation to Local Government Elections provided to Local Governments and outlined in this report.

Strategic Implications

Performance Area 5: Performance

9.1 Continuously improve operational performance and service delivery.

Comment

The Elections Analysis Review and Report was presented to State Council on 4 September 2024, with State Council supporting a review of WALGA's Local Government Elections Advocacy Positions.

WALGA is requesting Councils consider the current and alternative Elections Advocacy Positions and provide a response back to WALGA for the December 2024 State Council meeting.

WALGA State Council current advocacy positions:

The following is a summary of WALGA's current Advocacy Positions in relation to Local Government Elections:

2.5.15 Elections

Position Statement	<p>The Local Government sector supports:</p> <ol style="list-style-type: none"> 1. Four year terms with a two year spill 2. Greater participation in Local Government elections 3. The option to hold elections through: Online voting Postal voting, and In-person voting 4. Voting at Local Government elections to be voluntary 5. The first past the post method of counting votes <p>The Local Government sector opposes the introduction of preferential voting, however if 'first past the post' voting is not retained then optional preferential voting is preferred.</p>
Background	<p>The first past the post (FPTP) method is simple, allows an expression of the electorate's wishes and does not</p>

	encourage tickets and alliances to be formed to allocate preferences.
State Council Resolution	February 2022 – 312.1/2022 December 2020 – 142.6/2020 March 2019 – 06.3/2019 December 2017 – 121.6/2017 October 2008 – 427.5/2008
Supporting Documents	Advocacy Positions for a New Local Government Act WALGA submission: Local Government Reform Proposal (February 2022)

2.5.16 Method of Election of Mayor

Position Statement	Local Governments should determine whether their Mayor or President will be elected by the Council or elected by the community.
State Council Resolution	February 2022 – 312.1/2022 March 2019 – 06.3/2019 December 2017 – 121.6/2017

2.5.18 Conduct of Postal Elections

Position Statement	The <i>Local Government Act 1995</i> should be amended to allow the Australian Electoral Commission (AEC) and any other third party provider including Local Governments to conduct postal elections.
Background	Currently, the WAEC has a legislatively enshrined monopoly on the conduct of postal elections that has not been tested by the market.

State Council Resolution	May 2023 – 452.2/2023 March 2019 – 06.3/2019 December 2017 – 121.6/2017 March 2012 – 24.2/2012
--------------------------	---------------------------------------------------------------------------------------------------------

WALGA has requested the following advocacy positions be considered by Councils:

1. PARTICIPATION

(a) The sector continues to support voluntary voting at Local Government elections.

OR

(b) The sector supports compulsory voting at Local Governments elections.

Officer Comment: Option (a) is supported given the financial implications of enforcing compliance by the community to participate in Local Government elections.

2. TERMS OF OFFICE

(a) The sector continues to support four-year terms with a two year spill;

OR

(b) The sector supports four-year terms on an all in/all out basis.

Officer Comment: Option (a) is supported as it provides for a level of continuity, particularly regarding the strategic direction of Council via the Council Plan. Further it provides a two year period where newly elected council members can be supported and mentored by their colleagues while they adjust to their roles.

3. VOTING METHODS

(a) The sector supports First Past the Post (FPTP) as the preferred voting method for general elections. If Optional Preferential Voting (OPV) remains as the primary method of voting, the sector supports the removal of the 'proportional' part of the voting method for general elections

OR

(b) The sector supports Optional Preferential Voting (OPV) as the preferred voting method for general elections.

Officer Comment: Option (a) is supported as it provides a simplified model for voting in a non-compulsory environment and does not promote tickets and alliances to be formed to allocate preferences.

4. INTERNAL ELECTIONS

(a) The sector supports First Past the Post (FPTP) as the preferred voting method for all internal elections.

OR

(b) The sector supports Optional Preferential Voting (OPV) as the preferred voting method for all internal elections.

Officer Comment: Option (a) is supported to lessen unnecessary burden relating to Committee elections.

5. VOTING ACCESSIBILITY

The sector supports the option to hold general elections through:

(a) Electronic voting; and/or

(b) Postal voting; and/or

(c) In-Person voting.

Officer Comment: Options (a), (b), and (c) are all supported to provide the sector with the opportunity to choose the most appropriate method/s for their district.

6. METHOD OF ELECTION OF MAYOR

The sector supports:

(a) As per the current legislation with no change – Class 1 and 2 local governments directly elect the Mayor or President (election by electors method), with regulations preventing a change in this method.

(b) Return to previous legislated provisions – all classes of local governments can decide, by absolute majority, the method for electing their Mayor or President.

(c) Apply current provisions (Class 1 and 2 Local Governments – popularly elected Mayor) to all Bands of Local Governments – apply the election by electors method to all classes of local governments.

Officer Comment: Given there have been varying viewpoints provided by the community over time with this matter, Council is encouraged to consider this and provide the agreed recommendation.

Statutory Requirements

Nil.

Financial Considerations

Nil.

Risk Management Implications

No Risks Identified

Declaration of Conflicts of Interest

All officers involved in the preparation of this report have considered and determined that they do not have a conflict of interest in the matter.

Officer Recommendation – Item 12.3

That Council recommends that WALGA adopt the following Local Government Election Advocacy Positions:

1. **PARTICIPATION** – Council support advocacy position (a) The sector continues to support voluntary voting at Local Government elections.
2. **TERMS OF OFFICE** - Council support advocacy position (a) The sector continues to support four year terms with a two year spill.
3. **VOTING METHODS** - Council support advocacy position (a) The sector supports First Past the Post (FPTP) as the preferred voting method for general elections. If Optional Preferential Voting (OPV) remains as the primary method of voting, the sector supports the removal of the 'proportional' part of the voting method for general elections.
4. **INTERNAL ELECTIONS** - Council support advocacy position (a) The sector supports First Past the Post (FPTP) as the preferred voting.
5. **VOTING ACCESSIBILITY** - Council support advocacy position (a), (b) and (c)
(a) Electronic voting; and/or
(b) Postal voting; and/or
(c) In-Person voting.
6. **METHOD OF ELECTION OF MAYOR** – Council support advocacy position
XX

Voting requirements: Simple Majority

Council Resolution – Item 12.3

MOVED Cr Emily Wilding, Seconded Cr Paul Poliwka

That Council recommends that WALGA adopt the following Local Government Election Advocacy Positions:

- 1. PARTICIPATION** – Council support advocacy position (a) The sector continues to support voluntary voting at Local Government elections.
- 2. TERMS OF OFFICE** - Council support advocacy position (a) The sector continues to support four year terms with a two year spill.
- 4. INTERNAL ELECTIONS** - Council support advocacy position (a) The sector supports First Past the Post (FPTP) as the preferred voting.
- 5. VOTING ACCESSIBILITY** - Council support advocacy position (a), (b) and (c)
 - (a) Electronic voting; and/or
 - (b) Postal voting; and/or
 - (c) In-Person voting.

Voting requirements: Simple Majority

OCM 2024-10-22/4

CARRIED UNANIMOUSLY 5/0

For: Cr Kathryn Hamilton, Cr Ken John, Cr Emily Wilding, Cr Paul Poliwka and Cr Tallan Ames

Against: Nil

Council Resolution – Item 12.3

MOVED Cr Kathryn Hamilton, Seconded Cr Paul Poliwka

That Council recommends that WALGA adopt the following Local Government Election Advocacy Position:

- 3. VOTING METHODS** - Council support advocacy position (a) The sector supports First Past the Post (FPTP) as the preferred voting method for general elections. If Optional Preferential Voting (OPV) remains as the primary method of voting, the sector supports the removal of the 'proportional' part of the voting method for general elections.

Voting requirements: Simple Majority

OCM 2024-10-22/5

CARRIED 4/1

For: Cr Kathryn Hamilton, Cr Emily Wilding, Cr Paul Poliwka and Cr Tallan Ames

Against: Cr Ken John

Council Resolution – Item 12.3

MOVED Cr Emily Wilding, Seconded Cr Tallan Ames

That Council recommends that WALGA adopt the following Local Government Election Advocacy Position:

- 6. METHOD OF ELECTION OF MAYOR** – Council support advocacy position (b) Return to previous legislated provisions – all classes of local governments can decide, by absolute majority, the method for electing their Mayor or President.

Voting requirements: Simple Majority

OCM 2024-10-22/6

CARRIED 4/1

For: Cr Kathryn Hamilton, Cr Emily Wilding, Cr Paul Poliwka and Cr Tallan Ames

Against: Cr Ken John

12.4 2025 Council Meeting Schedule	
Property Address	N/A
Landowner/Applicant	N/A
File Reference	GOVN/CCLMEET/1
Directorate	Office of the CEO
Responsible Officer	Chief Executive Officer
Previous Reports	
Authority/Discretion	Executive The substantial direction setting and oversight role of the Council.
Attachments	1. 2025 Council Meeting Dates [12.4.1 - 1 page]

Purpose

The purpose of this report is for Council to consider and adopt the schedule for 2025 Council meeting dates.

Background

Regulation 12. of the *Local Government (Administration) Regulations 1996* establishes the requirement for giving public notice of all meetings of Council, and committees to which council has delegated powers or duties.

The primary provision in regulation 12(1) of the Administration Regulations, is that local public notice must be given, at least once each year, of the date, time and place of all ordinary meetings and of all committee meetings that are required or proposed to be open to the public and scheduled to be held within the next twelve months.

Proposal

That Council adopts the 2025 Council Meeting Schedule (attachment 1).

Following adoption of the schedule, that a local public notice be provided as per section 1.7 of the *Local Government Act 1995*.

Communication and Engagement

- Council Meeting dates are published annually before the beginning of the calendar year on the Town of Bassendean's Official website.
- Notice of meetings will be circulated via the Town of Bassendean Facebook Page, Notice Boards and Memorial Library.

- Any changes to advertised meeting dates are published on the Town's website.

Strategic Implications

Performance Area 5: Performance

10.1 Effectively inform and engage the community about local services and events, and Council matters.

Comment

Meeting Frequency

To avoid scheduling conflicts, the 2025 meeting dates have been based on a set meeting frequency, as detailed in the 2025 Meeting Schedule. Public holidays, the 2025 Local Government Election, and external committee meetings have been considered.

Exceptions to the Frequency

- October 2025: No Ordinary meetings held due to the Local Government Election. A Swearing in Ceremony and Special Council Meeting will be held post-election on 21 October 2025.
- November 2025: Ordinary Council Meeting and Briefing Session will be held one week earlier due to no October Briefing Session or Ordinary Council Meeting.
- December 2025: Ordinary Council meeting and Briefing Session will be held one week earlier to complete the meeting cycle before the holiday shutdown.

Electoral Caretaker Period

- The Electoral Caretaker Period will apply for the September Ordinary Council meeting cycle. During a caretaker period, a local government must not do a significant act, as defined by the *Local Government Act 1995*, section 3.73. Restrictions on what local government may do during caretaker period.

Statutory Requirements

Local Government (Administration) Regulations 1996, Regulation 12. Publication of meeting details.

Local Government Act 1995 s.1.7

Financial Considerations

Nil.

Risk Management Implications

No Risks Identified

Declaration of Conflicts of Interest

All officers involved in the preparation of this report have considered and determined that they do not have a conflict of interest in the matter.

Council Resolution/Officer Recommendation – Item 12.4

MOVED Cr Emily Wilding, Seconded Cr Ken John

That Council adopts the meeting schedule for 2025; and that local public notice be provided.

Voting requirements: Simple Majority

OCM 2024-10-22/7

CARRIED UNANIMOUSLY EN BLOC 5/0

For: Cr Kathryn Hamilton, Cr Ken John, Cr Emily Wilding, Cr Paul Poliwka and Cr Tallan Ames

Against: Nil

Please note: The CEO tabled an attachment at the meeting of the Draft Concept Plan for Council adoption. The Draft Concept Plan has been included as attachment to this minute paper.

12.5 Concept Plan - Bassendean Oval Precinct Redevelopment Feasibility Study	
Property Address	N/A
Landowner/Applicant	N/A
File Reference	PARE/TENDNG/91
Directorate	Community and Place
Responsible Officer	Director Community and Place
Previous Reports	April 2024 28 May 2024
Authority/Discretion	Executive The substantial direction setting and oversight role of the Council.
Attachments	1. Bassendean Oval Community Engagement Plan [12.5.1 - 3 pages]

Purpose

The purpose of this report is to present to Council the draft concept plan for the Bassendean Oval Precinct Redevelopment Project, and to seek approval for the release of the draft plan for a public comment period.

Background

This project is a Council-endorsed project, with an initial budget allocation during the 2023/24 mid-year budget review to facilitate project commencement, and the balance included in the 2024/25 Annual Budget to develop the Feasibility Report and Funding Proposal.

A contract was awarded to a preferred project consultant via RFT 02/2024 at the Ordinary Council meeting of April 2024 and the Project's Governance Framework, inclusive of project objectives, was endorsed at the 28 May 2024 Council Meeting.

The following milestones have been achieved to date and endorsed by the Project Steering Committee:

- Investment Logic Mapping
- Community Engagement Plan
- Project Philosophy
- Market/Situation Analysis

- Stage 1 Stakeholder Consultation
- Commercial and Community Opportunities Assessment & Feasibility
- Justification of Proposed Facility
- Draft Schedule of Accommodation and Functionality Table
- Advocacy Document to seek state, federal and lottery west funding
- Draft Concept plan as presented and reviewed at the October 15th workshop.

Proposal

To adopt the draft concept plan for public comment.

Communication and Engagement

The draft concept plan has been developed through a series of Steering Committee meetings with key stakeholders including the Swan District Football Club.

The draft concept plan has also been presented to a Council workshop on 15 October, at which time Council requested minor changes. These minor changes are being made but will not be available to view until they are presented at the OCM.

It is proposed that the draft concept plan is released to the community for public comment for a three-week period commencing week commencing 28th of October, with feedback then being considered by the Steering Committee to determine whether changes are required. The final concept plan will be presented to Council for adoption by the end of the year unless major changes are required.

Using the IAP2 Public Participation Spectrum, the level of engagement required for the community is 'consult'.

The Community Engagement Plan (Attachment 1) includes an online survey, hosted and administered by an external agency as well as two drop-in workshops and static displays that will provide the opportunity to complete surveys. Promotion of the public comment period will be via social media, posters, and signage throughout the community.

Strategic Implications

The Bassendean Oval Redevelopment Project is a significant and potentially transformational project for the Town of Bassendean.

Performance Area 1: People

2.2 Advance opportunities, community participation and quality of life for people of all ages and abilities.

2.3 Grow participation in sports and recreation.

Performance Area 3: Place

5.1 Responsible planning and development, with population growth concentrated around the town centre, train stations and transport corridors.

6.2 Enhance public open space and community facilities.

Performance Area 4: Prosperity

8.1 Revitalise Bassendean town centre to support economic growth.

Comment

The Bassendean Oval Precinct was officially opened in 1929 and is listed on the State Heritage Register. The current facility is ageing, predominantly used by the Swan Districts Football Club, and no longer meets the needs of the Club and provides limited community activation or benefit.

Several master plans have identified the potential opportunity to integrate mixed use development into the precinct whilst redeveloping the football club and provided new community facilities. The recently completed Town Centre Master Plan identified these opportunities to improve use, accessibility, and amenity.

As the Town Centre Master Plan was the outcome of extensive and recent consultation with the community through the BassenDream Project the purpose of the current concept plan community engagement process is to seek feedback on the proposed design.

The draft Concept Plan supports the objectives of the Bassendean Oval Precinct Redevelopment in the following ways:

- Redevelops the football club facilities and oval to be able to cater for a higher level of games, including AFL and AFLW, as well as general community use.
- Provides opportunity for an integrated mixed-use development which includes complementary community and complementary commercial facilities and amenities to meet the growing needs of the Swan Districts Football Club, and the community.
- Assists in achieving commercial outcomes to support the financial sustainability of the venue as well as broader economic benefits for the Town.
- Increases the public open space available and accessible to the community with the potential for increased offerings, such as, but not limited, to an all-abilities playground, BBQ, and picnic areas as well as a walking/running track.
- Facilitates and complements future residential development by state government.
- Supports and celebrates the heritage of the precinct.

The key concept plan development zones and outcomes include:

- Oval realignment and reduction to meet AFL guidelines and creating capacity to host higher level games (eg AFL and AFLW).

- New and improved Football Club facilities and amenities with improved spectator viewing and capacity for larger attendance.
- Potential new commercial businesses adjacent to the shopping centre to provide a mixed use offering, as well as secure financial viability for the venue.
- Potential new community facilities and a variety of recreational spaces to improve community usage of the precinct with consideration being given to an all-abilities playground, picnic areas, a walking track, meeting rooms, exhibition spaces, enhancement to existing youth spaces, and the possible relocation of the library.
- Future residential development to the east of the oval.
- New community plaza with alignment to the heritage gates and Old Perth Road.
- Improving the entry statement to the Town on Guildford Road.

Statutory Requirements

Nil

Financial Considerations

The project is included in the 24/25 operational budget. Additional community engagement expenditure totalling up to a forecast \$10,000 will be expended to enhance and support the community engagement process. The appointment of an external community engagement specialist to assist with hosting and designing the community survey as well the production of signage and an architectural flythrough, has been authorised. These costs will not exceed \$10,000 and have been accommodated from the 2024/25 operational budget.

Risk Management Implications

Reputational
Medium

Due to various consultation exercises over several years and the importance of this venue to the Town, a high level of community interest is anticipated which will be managed through the community engagement process.

It will be important for the community to be aware that there are many steps in a project of this size and the feasibility and concept planning stage is the development stage of the project. Further, that the project can only proceed with significant funding from State and Federal Governments, and this will only occur with an integrated proposal that includes residential development.

Declaration of Conflicts of Interest

All officers involved in the preparation of this report have considered and determined that they do not have a conflict of interest in the matter.

Officer Recommendation – Item 12.5

MOVED Cr Tallan Ames, Seconded Cr Ken John

That Council:

- Adopts the Draft Concept Plan as presented at the Ordinary Council meeting (October 22) for the purpose of public consultation, commencing October 28.
- Endorses the Community Engagement Plan (Attachment 1).
- Requests the Chief Executive Officer to report the outcomes of the public comment period and present the final concept plan at a subsequent Ordinary Council Meeting as a component of the final Feasibility Report.

Voting requirements: Simple Majority

7.23pm - Meeting Adjourned

Council Resolution/Officer Recommendation

MOVED Cr Emily Wilding, Seconded Cr Ken John

That the meeting adjourn for a five minute break, the time being 7.23pm.

OCM 2024-10-22/8

CARRIED UNANIMOUSLY 5/0

For: Cr Kathryn Hamilton, Cr Ken John, Cr Emily Wilding, Cr Paul Poliwka and Cr Tallan Ames

Against: Nil

7.27pm - Meeting Reconvened

The meeting reconvened at 7.27pm with the following Council Members in attendance:

Cr Kathryn Hamilton, Mayor (Presiding Member)
Cr Paul Poliwka, Deputy Mayor
Cr Emily Wilding
Cr Ken John
Cr Tallan Ames (via Electronic Means)

Council Resolution/Officer Recommendation – Item 12.5

MOVED Cr Tallan Ames, Seconded Cr Ken John

That Council:

- Adopts the Draft Concept Plan as presented at the Ordinary Council meeting (October 22) for the purpose of public consultation, commencing October 28.
- Endorses the Community Engagement Plan (Attachment 1).
- Requests the Chief Executive Officer to report the outcomes of the public comment period and present the final concept plan at a subsequent Ordinary Council Meeting as a component of the final Feasibility Report.

Voting requirements: Simple Majority

OCM 2024-10-22/9

CARRIED UNANIMOUSLY 5/0

For: Cr Kathryn Hamilton, Cr Ken John, Cr Emily Wilding, Cr Paul Poliwka and Cr Tallan Ames

Against: Nil



	Existing	Proposed
Site Area	59,302m ²	63,272m ²
Nature Strip / Buffer	9,176m ²	5,164m ²
New Nature Landscape	0m ²	7,231m ²
Useable Public Open Space	3,350m ²	23,075m ²
Oval	22,617m ²	19,500m ²
Building Footprint	4,278m ²	4,777m ²
Potential Development Site	0m ²	8,905m ²
Carpark	3,441m ²	6,654m ²

Proposed Masterplan

12.6 Accounts Paid - September 2024	
Property Address	N/A
Landowner/Applicant	N/A
File Reference	FINM/CREDTS/4
Directorate	Corporate Services
Responsible Officer	Director Corporate Services
Previous Reports	N/A
Authority/Discretion	Legislative Includes adopting local laws, local planning schemes & policies.
Attachments	1. List of Payments - September 2024 [12.6.1 - 15 pages]

Purpose

The purpose of this report is for Council to receive the list of accounts paid for September 2024.

Background

Regulation 13 of the *Local Government (Financial Management) Regulations 1996*, requires a list of accounts paid by the CEO each month to be presented to Council at the next ordinary meeting of Council after the list is prepared.

Proposal

For Council to receive the list of accounts paid for September 2024.

Communication and Engagement

Nil

Strategic Implications

Performance Area 5: Performance

9.1 Continuously improve operational performance and service delivery.

Comment

Payments made during September 2024 are presented to Council, showing the date, payee, amount, and description in respect of each payment for goods and services received.

Statutory Requirements

Regulation 13 of the *Local Government (Financial Management) Regulations 1996* provides:

13. *Payments from municipal fund or trust fund by CEO, CEO's duties as to etc.*

(1) If the local government has delegated to the CEO the exercise of its power to make payments from the municipal fund or the trust fund, a list of accounts paid by the CEO is to be prepared each month showing for each account paid since the last such list was prepared —

- (a) the payee's name; and*
- (b) the amount of the payment; and*
- (c) the date of the payment; and*
- (d) sufficient information to identify the transaction.*

Financial Considerations

All payments are authorised prior to disbursement in accordance with the Town's Purchasing Policy, Procurement Guidelines and allocated budgets.

Risk Management Implications

Financial Risk

Low

The Town has adequate controls in place to mitigate external and internal risks in accounts payable. As an extra measure, the Town uses EftSure to independently check bank account details of suppliers paid by the Town.

Declaration of Conflicts of Interest

All officers involved in the preparation of this report have considered and determined that they do not have a conflict of interest in the matter.

Council Resolution/Officer Recommendation – Item 12.6

MOVED Cr Emily Wilding, Seconded Cr Ken John

That Council receives the list of accounts paid for September 2024.

Voting requirements: Simple Majority

OCM 2024-10-22/10

CARRIED UNANIMOUSLY EN BLOC 5/0

For: Cr Kathryn Hamilton, Cr Ken John, Cr Emily Wilding, Cr Paul Poliwka and Cr Tallan Ames

Against: Nil

12.7 Monthly Financial Report - September 2024	
Property Address	N/A
Landowner/Applicant	N/A
File Reference	FINM/AUD/1
Directorate	Corporate Services
Responsible Officer	Director Corporate Services
Previous Reports	N/A
Authority/Discretion	Legislative Includes adopting local laws, local planning schemes & policies.
Attachments	1. Monthly Financial Statements September 2024 [12.7.1 - 10 pages]

Purpose

The purpose of this report is for Council to receive the Monthly Financial Report for September 2024 which incorporates the Statement of Financial Activity.

Background

The *Local Government (Financial Management) Regulations 1996*, Regulation 34, requires a Statement of Financial Activity to be prepared each month and presented to the Council.

The Statement of Financial Activity compares the budget estimates with the actual revenue and expenditure figures for the year-to-date. The Statement of Financial Activity and accompanying documents must be presented to Council within two months after the end of the month to which the statement relates.

The variance report compares actual income and expenditure to the original budget, which was adopted by Council on 26 June 2024.

Each year Council is required to adopt a percentage or value to be used for reporting material variances. Council adopted \$15,000 or 10% whichever is higher, as part of its 2024/25 Annual Budget.

Proposal

For Council to receive the Monthly Financial Report for September 2024.

Communication and Engagement

Nil.

Strategic Implications

Performance Area 5: Performance

9.1 Continuously improve operational performance and service delivery.

Comment

The Monthly Financial Report contains the Statement of Financial Activity, which represents the adopted 2024/25 Annual Budget and actual income and expenditure amounts for September 2024.

The opening surplus provided in the draft Statement of Financial Activity is unaudited and subject to change for 2023/24 year-end entries arising from potential audit adjustments from the final audit by the Office of the Auditor General.

Statement of Financial Activity (by nature or type)

The Statement of Financial Activity provides a comparison between actual and budget income and expenditure on a year-to-date basis. The accompanying notes provide a detailed breakdown of the amounts and commentary is based on the September 2024 year-to-date figures.

Item	Original Budget	YTD Budget	YTD Actual	Variance to YTD Budget	Variance to YTD Budget
	\$M	\$M	\$M	\$M	%
Revenue (including General Rates)	25.2	19	18.9	0.05	0
Expenditure	27.8	6.5	6.4	0.02	1
Capital Works	7.9	0.6	0.3	0.3	96
Non-Operating Grants, Subsidies and Contributions	3.7	0.4	0.4	0.05	1

Operating Revenue

Total Revenue is under budget by \$49k, primarily due to:

- Revenue from service charges is lower than budget by \$55k due to income received in advance from property sales, recognised in the previous financial year; and

Operating Expenditure

Total expenditure is under budget by \$147k. The significant variances within the individual categories are as follows:

- Employment Costs are under budget by \$84k, considered a timing issue; and
- Materials and Contracts are under budget by \$32k, due to the timing of maintenance of infrastructure assets.

Non-Operating Grants

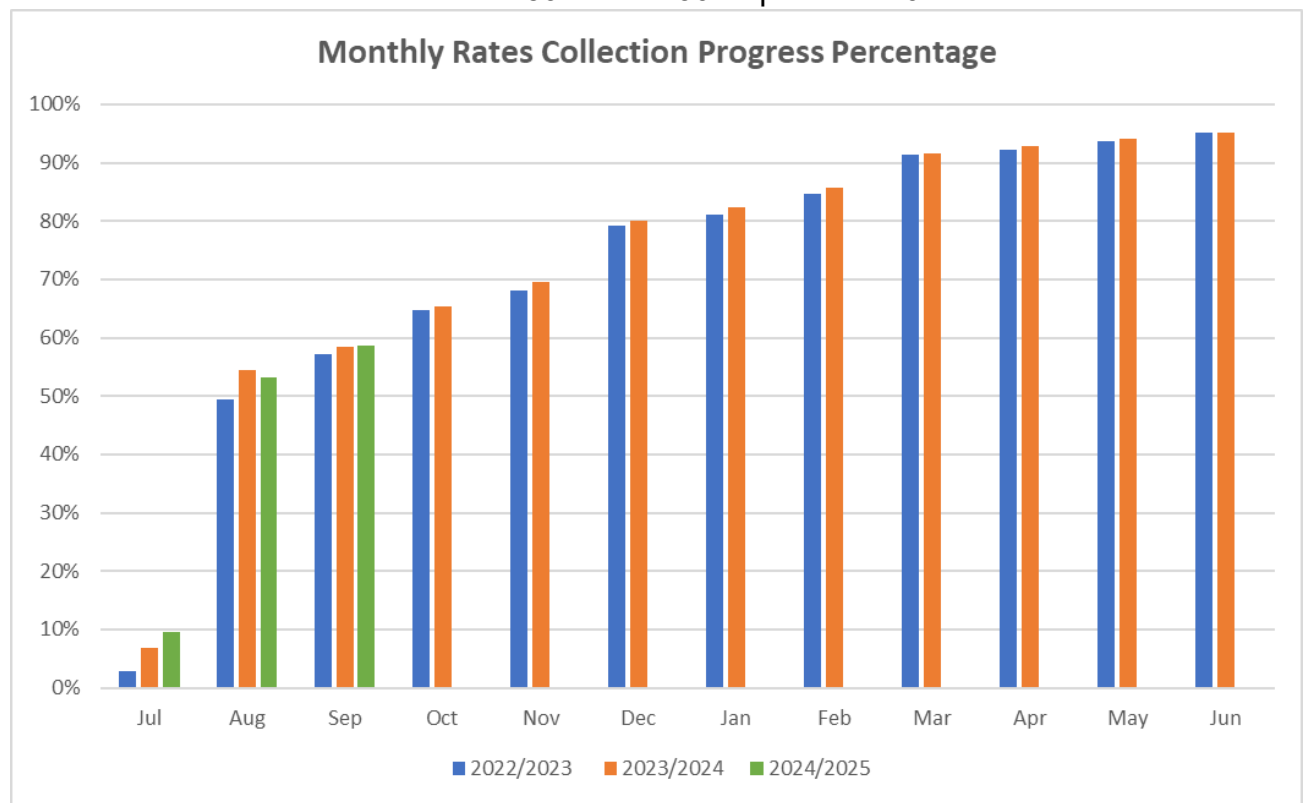
Non-operating grants are under budget by \$5k primarily due to the timing of the grants associated with capital road projects.

Capital Works

With the budget adopted in late June, most operations are still in the planning and mobilisation stages and the variance is deemed a timing matter.

Rates Collection Report

The chart below shows collection at 59% as of 30 September 2024.



Monthly Investment Report

The overall balance of the Town's investments is \$27m. This is comprised of municipal investments of \$15m and reserve investments of \$12m.

The administration uses *Marketforces.org.au* to assist in assessing whether financial institutions invest funds in fossil fuel-related industries. The Town currently has 68% of its funds invested in non-fossil fuel ADIs.

Amendment to Fees and Charges

Streetscape Contribution

A correction is required to the description for the Streetscape Contribution Fee to refer to “per tree”. In the current 2024/25 Fees and Charges schedule, reference is made to “per development”. There is no change proposed to the fee.

Current wording	Amended wording
Streetscape Contribution <u>(per development):</u> Total Establishment Costs of procurement of a tree, planting, labour, staking and ongoing watering and maintenance for three years	Streetscape Contribution <u>(per tree):</u> Total Establishment Costs of procurement of a tree, planting, labour, staking and ongoing watering and maintenance for three years

Statutory Requirements

Local Government (Financial Management) Regulations 1996.

Financial Considerations

The Monthly Financial Report provides an overview of income and expenditure for the appropriate period.

Risk Management Implications

No Risks Identified.

Declaration of Conflicts of Interest

All officers involved in the preparation of this report have considered and determined that they do not have a conflict of interest in the matter.

Council Resolution/Officer Recommendation 2 – Item 12.7

MOVED Cr Emily Wilding, Seconded Cr Ken John

That Council amends the description in the 2024/25 Fees and Charges schedule from “Streetscape Contribution per development” to “Streets**scape** Contribution per tree”.

Voting requirements: Absolute Majority

OCM 2024-10-22/11

CARRIED BY ABSOLUTE MAJORITY 5/0

For: Cr Kathryn Hamilton, Cr Ken John, Cr Emily Wilding, Cr Paul Poliwka and Cr Tallan Ames

Against: Nil

Council Resolution/Officer Recommendation 1 – Item 12.7

MOVED Cr Paul Poliwka, Seconded Cr Emily Wilding

That Council:

1. Notes the Explanation of Material Variances in the Statement of Financial Activity.
2. Receives the Monthly Financial Report for the period ending 31 August 2024, which incorporates the Statement of Financial Activity for the period to August 2024.

Voting requirements: Simple Majority

OCM 2024-10-22/12

CARRIED UNANIMOUSLY 5/0

For: Cr Kathryn Hamilton, Cr Ken John, Cr Emily Wilding, Cr Paul Poliwka and Cr Tallan Ames

Against: Nil

12.8 RFT07/2024 Bassendean Oval Sports Lighting Upgrade	
File Reference	PARE,TENDNG/116
Directorate	Corporate Services Infrastructure and Sustainability
Responsible Officer	Director Corporate Services Director Infrastructure and Sustainability
Previous Reports	
Authority/Discretion	Executive The substantial direction setting and oversight role of the Council.
Attachments	1. CONFIDENTIAL - RFT 07-2024 Evaluation Report [12.8.1 - 14 pages] 2. CONFIDENTIAL - RFT 07-2024 Evaluation Report - Addendum [12.8.2 - 9 pages]

Purpose

The purpose of this report is to present to Council a summary of tenders received for RFT 07/2024 Bassendean Oval Sports Lighting Upgrade and recommend appointment of the contractor considered to provide the best value for money to the Town.

Background

Council first included a budget for a lighting upgrade at Bassendean Oval in 2022/23. The Town engaged in some preliminary work during that financial year, including obtaining due diligence and geotechnical reports, cable drawings, and engaged a contractor for detailed design.

The balance of the project budget was carried forward to 2023/24, and the budget increased following funding commitments from the following:

- Town of Bassendean
- Swan Districts Football Club (SDFC)
- Department of Local Government, Sport and Cultural Industries Club Night Lights Program (State)
- Department of Infrastructure, Transport, Regional Development, Communications and the Arts Investing in our Communities Program (Federal)
- Western Australian Football Commission (WAFC).

During 2023/24 the Town conducted a tender process to secure a contractor for the works. That process was unsuccessful, and the Town reviewed the project and engaged in re-design works.

In April 2024, Council awarded a contract to Paatsch Consulting Pty Ltd to provide a Bassendean Oval Precinct Redevelopment Project – Feasibility Study and Funding Procurement for the Town, for revitalisation of the Bassendean Oval precinct. This project is in progress, and it is generally accepted that any significant realignment of the playing surface as part of a future redevelopment may render the proposing lighting infrastructure obsolete, either in full or in part. Nevertheless, it was considered appropriate to proceed with the Bassendean Oval Sports Lighting Upgrade, given the sub-standard nature of the current lighting and the long-term timeframe and lack of certainty, for the redevelopment of the Bassendean Oval precinct.

Consequently, the tender was re-advertised in August 2024, seeking tenders for four and five pole options for 200 lux, 200 lux upgradeable to 500 lux, and 500 lux lighting at Bassendean Oval.

A significant funding gap was anticipated, and the Town applied for a further grant on 27 August 2024, through the Department of Infrastructure, Transport, Regional Development, Communications and the Arts Thriving Suburbs Program. However, the Town was informed on 10 October 2024 that its grant application was unsuccessful.

The tender was evaluated, and the Tender Evaluation Report finalised on 2 October 2024, prior to notification of the Thriving Suburbs grant outcome (**Confidential Attachment 1**). The recommended contractor was one of the five respondents that provided an Alternative Offer, and that Alternative Offer was considered superior, providing the most suitable outcome with the best pricing for all six configurations. Pricing for four pole configurations was lower than for five pole configurations. The Evaluation Panel recommended award of the contract to the recommended contractor (without specifying the lux level), noting the grant application was pending at that time. Nevertheless, the content of the Tender Evaluation Report focussed on the four pole, 500 lux configuration.

Following notification of the outcome of the Thriving Suburbs grant application, the responsible Directors have prepared an Addendum to the Tender Evaluation Report, to provide further information about each of the four pole configurations and potential budget and funding options (**Confidential Attachment 2**).

Proposal

Noting the unsuccessful Federal Grant the proposal, is to appoint the recommended contractor for the Bassendean Oval Sports Lighting Upgrade, for the four pole, 200 lux upgradeable to 500 lux configuration.

Communication and Engagement

The Request was advertised in The West Australian Newspaper and on the Town's website on Saturday 3 August 2024 and closed on Monday 2 September 2024.

A voluntary site inspection was attended by three (3) potential suppliers on Monday 12 August 2024, at 10am.

The Town has engaged with the SDFC and other funding partners throughout the project.

Most recently, the Town provided Table 1 shown in the Addendum to the Tender Evaluation Report to SDFC, noting the funding shortfall for all options other than the four pole, 200 lux configuration. SDFC expressed its strong desire for the 200 lux upgradeable to 500 lux configuration, and proposed to seek an increase in funding from WAFC, and to split the remaining shortfall equally between SDFC and the Town. The SDFC proposal is subject to endorsement by its Board, and made on the proviso that any savings from budget be shared equally between SDFC and the Town.

This proposal by SDFC is presented at Tables 2 and 3 of the Addendum to the Evaluation Report.

Performance Area 1: People

2.3 Grow participation in sports and recreation.

Comment

Submissions were received from the following five (5) Tenderers:

- MNT Electrical Pty Ltd t/a BLU Electrical Services
- Ertech Pty Ltd
- Hender Lee Electrical Contractors Pty Ltd
- Burgess Enterprises Australia Pty Ltd t/a Kalamunda Electrics
- Stiles Electrical & Communication Services.

The Evaluation Panel for this tender comprised three members with the appropriate technical expertise and experience, including a specialist consultant. The panel carried out the assessment of submissions in a fair and equitable manner.

Two (2) of the Tenderers did not meet the compliance requirements of the Tender and were not evaluated against the qualitative criteria and weightings shown in the following table. The predetermined qualitative threshold was set at 70% for this tender.

QUALITATIVE CRITERIA	WEIGHTING
Capacity	30%
Demonstrated Experience	30%
Demonstrated Understanding of the Requirements	40%

Two (2) of the remaining three (3) responders met the qualitative threshold and following the qualitative assessment, the panel carried out a comparison of the submitted schedule of rates offered by each tenderer qualified for stage two to assess value for money to the Town.

Respondents were asked to consider the following six (6) options and provide pricing for each:

1. 5 pole, 200 lux
2. 5 pole, 200 lux upgradeable to 500 lux
3. 5 pole, 500 lux
4. 4 pole, 200 lux
5. 4 pole, 200 lux upgradeable to 500 lux
6. 4 pole, 500 lux.

Pricing is regarded as commercial in confidence and is included in the attached confidential Tender Evaluation Report and Addendum.

Statutory Requirements

A public tender was advertised, opened and evaluated in accordance with clauses 11(1) and 18(4) of Part 4 of the *Local Government (Functions and General) Regulations 1996*, where tenders are required to be publicly invited if the consideration under a contract is, or is estimated to be, more, or worth more, than \$250,000.

Financial Considerations

Financial considerations are detailed in Confidential Attachment 2.

The total adopted budget for the project is \$1,051,744, with expenditure incurred to date totaling \$157,201. The proposed budget for the project is \$1,314,105, an increase of \$262,361, to be shared as shown in Table 2 or Table 3 of Confidential Attachment 2, as the case may be, with funding to be considered as part of the mid-year budget review.

The Town's current commitment for this project is \$125,000, which would increase to a maximum of \$256,181 for the recommended option of 200 lux upgradeable to 500 lux. This represents 19.5% of the total project budget, which is below what would be considered a usual funding model of a minimum 33%, for a project of this nature, noting this is a Town-owned and managed asset.

Risk Management Implications

The Town will continue to have sub-standard lighting at Bassendean Oval should it not proceed with this project. While potential redevelopment of the precinct may render part or all of the proposed lighting infrastructure obsolete, the project horizon is such that the status quo ought not be allowed to continue for what may be many years.

The proposed option of 200 lux upgradeable to 500 lux is considered to provide an appropriate balance between facilitating an upgrade of the lighting infrastructure in the short term, and to cater for upgrade during the short-to-medium term should additional funding become available and noting that there is no certainty that the Bassendean Oval redevelopment will attract the required funding.

Declaration of Conflicts of Interest

All officers involved in the preparation of this report have considered and determined that they do not have a conflict of interest in the matter.

Council Resolution/Officer Recommendation 1 – Item 12.8

MOVED Cr Paul Poliwka, Seconded Cr Ken John

That Council amends the adopted budget for the Bassendean Oval Lighting Project to increase the budget by \$262,361 to \$1,314,105, to be funded as shown in Table 2 or Table 3 of the Addendum to the Tender Evaluation Report attached to this report (Confidential Attachment 2), as the case may be.

Voting requirements: Absolute Majority

OCM 2024-10-22/14

CARRIED BY ABSOLUTE MAJORITY 5/0

For: Cr Kathryn Hamilton, Cr Ken John, Cr Emily Wilding, Cr Paul Poliwka and Cr Tallan Ames

Against: Nil

Council Resolution/Officer Recommendation 2 – Item 12.8

MOVED Cr Paul Poliwka, Seconded Cr Ken John

That Council appoints the recommended tenderer shown in the confidential Tender Evaluation Report attached to this report (Confidential Attachment 1), for the Bassendean Oval Sports Lighting Upgrade, four pole, 200 lux upgradeable to 500 lux configuration in accordance with the terms and conditions as specified in RFT 07/2024 for a period of eight (8) months, to commence upon Council Approval and Letter of Award.

Voting requirements: Simple Majority

OCM 2024-10-22/13

CARRIED UNANIMOUSLY 5/0

For: Cr Kathryn Hamilton, Cr Ken John, Cr Emily Wilding, Cr Paul Poliwka and Cr Tallan Ames

Against: Nil

13 Motions of which Previous Notice has been given

Nil.

14 Announcements of Notices of Motion for the next meeting

Nil.

15 Urgent Business

Nil.

16 Confidential Business

Nil.

17 Closure

The next Ordinary Council meeting will be held on Tuesday 19 November 2024 commencing at 6pm.

There being no further business, the Presiding Member declared the meeting closed, the time being 7:55 pm.



CODE OF CONDUCT

Council Members, Committee Members and Candidates

Adopted 27 April 2024Reviewed 3 September 2024

Version Control			
Number	Date	Item	Reason
1	27/04/2021 OCM – 14/4/21	12.8	Council adoption of Code of Conduct.
2	03/09/2024 24/09/2024 OCM – 24/09/24		Update logo and formatting of Code of Conduct for website. Council Adoption of reviewed Code of Conduct.
3			
4			

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Division 1 — Preliminary provisions

1. Citation

This is the Town of Bassendean Code of Conduct for Council Members, Committee Members and Candidates.

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2. Terms used

(1) In this code —

Act means the *Local Government Act 1995*;

candidate means a candidate for election as a council member;

complaint means a complaint made under clause 11(1);

publish includes to publish on a social media platform.

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(2) Other terms used in this code that are also used in the Act have the same meaning as they have in the Act, unless the contrary intention appears.

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Division 2 — General principles

3. Overview of Division

This Division sets out general principles to guide the behaviour of council members, committee members and candidates.

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4. Personal integrity

(1) A council member, committee member or candidate should —

___(a) act with reasonable care and diligence; and

___(b) act with honesty and integrity; and

___(c) act lawfully; and

___(d) identify and appropriately manage any conflict of interest; and

___(e) avoid damage to the reputation of the local government.

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(2) A council member or committee member should —

___(a) act in accordance with the trust placed in council members and committee members; and

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- ____(b) participate in decision-making in an honest, fair, impartial and timely manner; and
- ____(c) actively seek out and engage in training and development opportunities to improve the performance of their role; and
- ____(d) attend and participate in briefings, workshops and training sessions provided or arranged by the local government in relation to the performance of their role.

5. Relationship with others

(1) A council member, committee member or candidate should —

- ____(a) treat others with respect, courtesy and fairness; and
- ____(b) respect and value diversity in the community.

(2) A council member or committee member should maintain and contribute to a harmonious, safe and productive work environment.

6. Accountability

A council member or committee member should —

- (a) base decisions on relevant and factually correct information; and
- (b) make decisions on merit, in the public interest and in accordance with statutory obligations and principles of good governance and procedural fairness; and
- (c) read all agenda papers given to them in relation to council or committee meetings; and
- (d) be open and accountable to, and represent, the community in the district.

Division 3 — Behaviour

7. Overview of Division

This Division sets out —

- (a) requirements relating to the behaviour of council members, committee members and candidates; and
- (b) the mechanism for dealing with alleged breaches of those requirements.

8. Personal integrity

(1) A council member, committee member or candidate —

- ____(a) must ensure that their use of social media and other forms of communication complies with this code; and

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____(b) must only publish material that is factually correct.

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(2) A council member or committee member —

____(a) must not be impaired by alcohol or drugs in the performance of their official duties; and

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____(b) must comply with all policies, procedures and resolutions of the local government.

9. Relationship with others

A council member, committee member or candidate —

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- (a) must not bully or harass another person in any way; and
- (b) must deal with the media in a positive and appropriate manner and in accordance with any relevant policy of the local government; and
- (c) must not use offensive or derogatory language when referring to another person; and
- (d) must not disparage the character of another council member, committee member or candidate or a local government employee in connection with the performance of their official duties; and
- (e) must not impute dishonest or unethical motives to another council member, committee member or candidate or a local government employee in connection with the performance of their official duties.

10. Council or committee meetings

When attending a council or committee meeting, a council member, committee member or candidate —

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- (a) must not act in an abusive or threatening manner towards another person; and
- (b) must not make a statement that the member or candidate knows, or could reasonably be expected to know, is false or misleading; and
- (c) must not repeatedly disrupt the meeting; and
- (d) must comply with any requirements of a local law of the local government relating to the procedures and conduct of council or committee meetings; and
- (e) must comply with any direction given by the person presiding at the meeting; and
- (f) must immediately cease to engage in any conduct that has been ruled out of order by the person presiding at the meeting.

11. Complaint about alleged breach

(1) A person may make a complaint, in accordance with subclause (2), alleging a breach of a requirement set out in this Division.

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(2) A complaint must be made —

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____(a) in writing in the form approved by the local government; and

____(b) to a person authorised under subclause (3); and

____(c) within 1 month after the occurrence of the alleged breach.

(3) The local government must, in writing, authorise 1 or more persons to receive complaints and withdrawals of complaints.

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12. Dealing with complaint

(1) After considering a complaint, the local government must, unless it dismisses the complaint under clause 13 or the complaint is withdrawn under clause 14(1), make a finding as to whether the alleged breach the subject of the complaint has occurred.

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(2) Before making a finding in relation to the complaint, the local government must give the person to whom the complaint relates a reasonable opportunity to be heard.

(3) A finding that the alleged breach has occurred must be based on evidence from which it may be concluded that it is more likely that the breach occurred than that it did not occur.

(4) If the local government makes a finding that the alleged breach has occurred, the local government may —

____(a) take no further action; or

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____(b) prepare and implement a plan to address the behaviour of the person to whom the complaint relates.

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(5) When preparing a plan under subclause (4)(b), the local government must consult with the person to whom the complaint relates.

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(6) A plan under subclause (4)(b) may include a requirement for the person to whom the complaint relates to do 1 or more of the following —

____(a) engage in mediation;

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____(b) undertake counselling;

____(c) undertake training;

____(d) take other action the local government considers appropriate.

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(7) If the local government makes a finding in relation to the complaint, the local government must give the complainant, and the person to whom the complaint relates, written notice of —

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____(a) its finding and the reasons for its finding; and

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____(b) if its finding is that the alleged breach has occurred — its decision under subclause (4).

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13. Dismissal of complaint

(1) The local government must dismiss a complaint if it is satisfied that —

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____(a) the behaviour to which the complaint relates occurred at a council or committee meeting; and

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____(b) either —

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____(i) the behaviour was dealt with by the person presiding at the meeting; or

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____(ii) the person responsible for the behaviour has taken remedial action in accordance with a local law of the local government that deals with meeting procedures.

(2) If the local government dismisses a complaint, the local government must give the complainant, and the person to whom the complaint relates, written notice of its decision and the reasons for its decision.

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14. Withdrawal of complaint

(1) A complainant may withdraw their complaint at any time before the local government makes a finding in relation to the complaint.

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(2) The withdrawal of a complaint must be —

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____(a) in writing; and

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____(b) given to a person authorised under clause 11(3).

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15. Other provisions about complaints

(1) A complaint about an alleged breach by a candidate cannot be dealt with by the local government unless the candidate has been elected as a council member.

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(2) The procedure for dealing with complaints may be determined by the local government to the extent that it is not provided for in this Division.

Division 4 — Rules of conduct

Notes for this Division:

1. Under section 5.105(1) of the Act a council member commits a minor breach if the council member contravenes a rule of conduct. This extends to the contravention of a rule of conduct that occurred when the council member was a candidate.

2. A minor breach is dealt with by a standards panel under section 5.110 of the Act.

16. Overview of Division

- (1) This Division sets out rules of conduct for council members and candidates.
- (2) A reference in this Division to a council member includes a council member when acting as a committee member.

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17. Misuse of local government resources

- (1) In this clause —

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electoral purpose means the purpose of persuading electors to vote in a particular way at an election, referendum or other poll held under the Act, the *Electoral Act 1907* or the *Commonwealth Electoral Act 1918*;

resources of a local government includes —

- (a) local government property; and
 - (b) services provided, or paid for, by a local government.
- (2) A council member must not, directly or indirectly, use the resources of a local government for an electoral purpose or other purpose unless authorised under the Act, or by the local government or the CEO, to use the resources for that purpose.

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18. Securing personal advantage or disadvantaging others

- (1) A council member must not make improper use of their office —
 - (a) to gain, directly or indirectly, an advantage for the council member or any other person; or
 - (b) to cause detriment to the local government or any other person.
- (2) Subclause (1) does not apply to conduct that contravenes section 5.93 of the Act or *The Criminal Code* section 83.

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19. Prohibition against involvement in administration

- (1) A council member must not undertake a task that contributes to the administration of the local government unless authorised by the local government or the CEO to undertake that task.
- (2) Subclause (1) does not apply to anything that a council member does as part of the deliberations at a council or committee meeting.

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20. Relationship with local government employees

- (1) In this clause — local government employee means a person —
 - (a) employed by a local government under section 5.36(1) of the Act; or

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____(b) engaged by a local government under a contract for services.

(2) A council member or candidate must not —

____(a) direct or attempt to direct a local government employee to do or not to do anything in their capacity as a local government employee; or

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____(b) attempt to influence, by means of a threat or the promise of a reward, the conduct of a local government employee in their capacity as a local government employee; or

____(c) act in an abusive or threatening manner towards a local government employee.

(3) Subclause (2)(a) does not apply to anything that a council member does as part of the deliberations at a council or committee meeting.

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(4) If a council member or candidate, in their capacity as a council member or candidate, is attending a council or committee meeting or other organised event (for example, a briefing or workshop), the council member or candidate must not orally, in writing or by any other means —

____(a) make a statement that a local government employee is incompetent or dishonest; or

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____(b) use an offensive or objectionable expression when referring to a local government employee.

(5) Subclause (4)(a) does not apply to conduct that is unlawful under *The Criminal Code* Chapter XXXV.

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21. Disclosure of information

(1) In this clause —

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closed meeting means a council or committee meeting, or a part of a council or committee meeting, that is closed to members of the public under section 5.23(2) of the Act;

confidential document means a document marked by the CEO, or by a person authorised by the CEO, to clearly show that the information in the document is not to be disclosed;

document includes a part of a document;

non-confidential document means a document that is not a confidential document.

(2) A council member must not disclose information that the council member —

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____(a) derived from a confidential document; or

____(b) acquired at a closed meeting other than information derived from a non-confidential document.

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(3) Subclause (2) does not prevent a council member from disclosing information —

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- ____(a) at a closed meeting; or
- ____(b) to the extent specified by the council and subject to such other conditions as the council determines; or
- ____(c) that is already in the public domain; or
- ____(d) to an officer of the Department; or
- ____(e) to the Minister; or
- ____(f) to a legal practitioner for the purpose of obtaining legal advice; or
- ____(g) if the disclosure is required or permitted by law.

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22. Disclosure of interests

(1) In this clause —

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interest —

- (a) means an interest that could, or could reasonably be perceived to, adversely affect the impartiality of the person having the interest; and
- (b) includes an interest arising from kinship, friendship or membership of an association.

(2) A council member who has an interest in any matter to be discussed at a council or committee meeting attended by the council member must disclose the nature of the interest —

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- ____(a) in a written notice given to the CEO before the meeting; or
- ____(b) at the meeting immediately before the matter is discussed.

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(3) Subclause (2) does not apply to an interest referred to in section 5.60 of the Act.

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(4) Subclause (2) does not apply if a council member fails to disclose an interest because the council member did not know —

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____(a) that they had an interest in the matter; or

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____(b) that the matter in which they had an interest would be discussed at the meeting and the council member disclosed the interest as soon as possible after the discussion began.

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(5) If, under subclause (2)(a), a council member discloses an interest in a written notice given to the CEO before a meeting, then —

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____(a) before the meeting the CEO must cause the notice to be given to the person who is to preside at the meeting; and

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____(b) at the meeting the person presiding must bring the notice and its contents to the attention of the persons present immediately before any matter to which the disclosure relates is discussed.

(6) Subclause (7) applies in relation to an interest if —

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____(a) under subclause (2)(b) or (4)(b) the interest is disclosed at a meeting; or

____(b) under subclause (5)(b) notice of the interest is brought to the attention of the persons present at a meeting.

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(7) The nature of the interest must be recorded in the minutes of the meeting.

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23. Compliance with plan requirement

If a plan under clause 12(4)(b) in relation to a council member includes a requirement referred to in clause 12(6), the council member must comply with the requirement.

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CODE OF CONDUCT

Council Members, Committee Members and Candidates

Reviewed 3 September 2024

Version Control			
Number	Date	Item	Reason
1	27/04/2021 OCM – 14/4/21	12.8	Council adoption of Code of Conduct.
2	03/09/2024		Update logo and formatting of Code of Conduct for website.
3			
4			

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Division 1 — Preliminary provisions

1. Citation

This is the Town of Bassendean Code of Conduct for Council Members, Committee Members and Candidates.

2. Terms used

(1) In this code —

Act means the *Local Government Act 1995*;

candidate means a candidate for election as a council member;

complaint means a complaint made under clause 11(1);

publish includes to publish on a social media platform.

(2) Other terms used in this code that are also used in the Act have the same meaning as they have in the Act, unless the contrary intention appears.

Division 2 — General principles

3. Overview of Division

This Division sets out general principles to guide the behaviour of council members, committee members and candidates.

4. Personal integrity

(1) A council member, committee member or candidate should —

- (a) act with reasonable care and diligence; and
- (b) act with honesty and integrity; and
- (c) act lawfully; and
- (d) identify and appropriately manage any conflict of interest; and
- (e) avoid damage to the reputation of the local government.

(2) A council member or committee member should —

- (a) act in accordance with the trust placed in council members and committee members; and
- (b) participate in decision-making in an honest, fair, impartial and timely manner; and

- (c) actively seek out and engage in training and development opportunities to improve the performance of their role; and
- (d) attend and participate in briefings, workshops and training sessions provided or arranged by the local government in relation to the performance of their role.

5. Relationship with others

- (1) A council member, committee member or candidate should —
 - (a) treat others with respect, courtesy and fairness; and
 - (b) respect and value diversity in the community.
- (2) A council member or committee member should maintain and contribute to a harmonious, safe and productive work environment.

6. Accountability

A council member or committee member should —

- (a) base decisions on relevant and factually correct information; and
- (b) make decisions on merit, in the public interest and in accordance with statutory obligations and principles of good governance and procedural fairness; and
- (c) read all agenda papers given to them in relation to council or committee meetings; and
- (d) be open and accountable to, and represent, the community in the district.

Division 3 — Behaviour

7. Overview of Division

This Division sets out —

- (a) requirements relating to the behaviour of council members, committee members and candidates; and
- (b) the mechanism for dealing with alleged breaches of those requirements.

8. Personal integrity

- (1) A council member, committee member or candidate —
 - (a) must ensure that their use of social media and other forms of communication complies with this code; and
 - (b) must only publish material that is factually correct.

(2) A council member or committee member —

- (a) must not be impaired by alcohol or drugs in the performance of their official duties; and
- (b) must comply with all policies, procedures and resolutions of the local government.

9. Relationship with others

A council member, committee member or candidate —

- (a) must not bully or harass another person in any way; and
- (b) must deal with the media in a positive and appropriate manner and in accordance with any relevant policy of the local government; and
- (c) must not use offensive or derogatory language when referring to another person; and
- (d) must not disparage the character of another council member, committee member or candidate or a local government employee in connection with the performance of their official duties; and
- (e) must not impute dishonest or unethical motives to another council member, committee member or candidate or a local government employee in connection with the performance of their official duties.

10. Council or committee meetings

When attending a council or committee meeting, a council member, committee member or candidate —

- (a) must not act in an abusive or threatening manner towards another person; and
- (b) must not make a statement that the member or candidate knows, or could reasonably be expected to know, is false or misleading; and
- (c) must not repeatedly disrupt the meeting; and
- (d) must comply with any requirements of a local law of the local government relating to the procedures and conduct of council or committee meetings; and
- (e) must comply with any direction given by the person presiding at the meeting; and
- (f) must immediately cease to engage in any conduct that has been ruled out of order by the person presiding at the meeting.

11. Complaint about alleged breach

- (1) A person may make a complaint, in accordance with subclause (2), alleging a breach of a requirement set out in this Division.

- (2) A complaint must be made —
 - (a) in writing in the form approved by the local government; and
 - (b) to a person authorised under subclause (3); and
 - (c) within 1 month after the occurrence of the alleged breach.
- (3) The local government must, in writing, authorise 1 or more persons to receive complaints and withdrawals of complaints.

12. Dealing with complaint

- (1) After considering a complaint, the local government must, unless it dismisses the complaint under clause 13 or the complaint is withdrawn under clause 14(1), make a finding as to whether the alleged breach the subject of the complaint has occurred.
- (2) Before making a finding in relation to the complaint, the local government must give the person to whom the complaint relates a reasonable opportunity to be heard.
- (3) A finding that the alleged breach has occurred must be based on evidence from which it may be concluded that it is more likely that the breach occurred than that it did not occur.
- (4) If the local government makes a finding that the alleged breach has occurred, the local government may —
 - (a) take no further action; or
 - (b) prepare and implement a plan to address the behaviour of the person to whom the complaint relates.
- (5) When preparing a plan under subclause (4)(b), the local government must consult with the person to whom the complaint relates.
- (6) A plan under subclause (4)(b) may include a requirement for the person to whom the complaint relates to do 1 or more of the following —
 - (a) engage in mediation;
 - (b) undertake counselling;
 - (c) undertake training;
 - (d) take other action the local government considers appropriate.
- (7) If the local government makes a finding in relation to the complaint, the local government must give the complainant, and the person to whom the complaint relates, written notice of —
 - (a) its finding and the reasons for its finding; and
 - (b) if its finding is that the alleged breach has occurred — its decision under subclause (4).

13. Dismissal of complaint

- (1) The local government must dismiss a complaint if it is satisfied that —
 - (a) the behaviour to which the complaint relates occurred at a council or committee meeting; and
 - (b) either —
 - (i) the behaviour was dealt with by the person presiding at the meeting; or
 - (ii) the person responsible for the behaviour has taken remedial action in accordance with a local law of the local government that deals with meeting procedures.
- (2) If the local government dismisses a complaint, the local government must give the complainant, and the person to whom the complaint relates, written notice of its decision and the reasons for its decision.

14. Withdrawal of complaint

- (1) A complainant may withdraw their complaint at any time before the local government makes a finding in relation to the complaint.
- (2) The withdrawal of a complaint must be —
 - (a) in writing; and
 - (b) given to a person authorised under clause 11(3).

15. Other provisions about complaints

- (1) A complaint about an alleged breach by a candidate cannot be dealt with by the local government unless the candidate has been elected as a council member.
- (2) The procedure for dealing with complaints may be determined by the local government to the extent that it is not provided for in this Division.

Division 4 — Rules of conduct

Notes for this Division:

1. Under section 5.105(1) of the Act a council member commits a minor breach if the council member contravenes a rule of conduct. This extends to the contravention of a rule of conduct that occurred when the council member was a candidate.

2. A minor breach is dealt with by a standards panel under section 5.110 of the Act.

16. Overview of Division

- (1) This Division sets out rules of conduct for council members and candidates.

- (2) A reference in this Division to a council member includes a council member when acting as a committee member.

17. Misuse of local government resources

- (1) In this clause —

electoral purpose means the purpose of persuading electors to vote in a particular way at an election, referendum or other poll held under the Act, the *Electoral Act 1907* or the *Commonwealth Electoral Act 1918*;

resources of a local government includes —

- (a) local government property; and
 - (b) services provided, or paid for, by a local government.
- (2) A council member must not, directly or indirectly, use the resources of a local government for an electoral purpose or other purpose unless authorised under the Act, or by the local government or the CEO, to use the resources for that purpose.

18. Securing personal advantage or disadvantaging others

- (1) A council member must not make improper use of their office —

- (a) to gain, directly or indirectly, an advantage for the council member or any other person; or
- (b) to cause detriment to the local government or any other person.

- (2) Subclause (1) does not apply to conduct that contravenes section 5.93 of the Act or *The Criminal Code* section 83.

19. Prohibition against involvement in administration

- (1) A council member must not undertake a task that contributes to the administration of the local government unless authorised by the local government or the CEO to undertake that task.
- (2) Subclause (1) does not apply to anything that a council member does as part of the deliberations at a council or committee meeting.

20. Relationship with local government employees

- (1) In this clause — local government employee means a person —

- (a) employed by a local government under section 5.36(1) of the Act; or
- (b) engaged by a local government under a contract for services.

- (2) A council member or candidate must not —

- (a) direct or attempt to direct a local government employee to do or not to do anything in their capacity as a local government employee; or
 - (b) attempt to influence, by means of a threat or the promise of a reward, the conduct of a local government employee in their capacity as a local government employee; or
 - (c) act in an abusive or threatening manner towards a local government employee.
- (3) Subclause (2)(a) does not apply to anything that a council member does as part of the deliberations at a council or committee meeting.
- (4) If a council member or candidate, in their capacity as a council member or candidate, is attending a council or committee meeting or other organised event (for example, a briefing or workshop), the council member or candidate must not orally, in writing or by any other means —
- (a) make a statement that a local government employee is incompetent or dishonest; or
 - (b) use an offensive or objectionable expression when referring to a local government employee.
- (5) Subclause (4)(a) does not apply to conduct that is unlawful under *The Criminal Code* Chapter XXXV.

21. Disclosure of information

- (1) In this clause —

closed meeting means a council or committee meeting, or a part of a council or committee meeting, that is closed to members of the public under section 5.23(2) of the Act;

confidential document means a document marked by the CEO, or by a person authorised by the CEO, to clearly show that the information in the document is not to be disclosed;

document includes a part of a document;

non-confidential document means a document that is not a confidential document.

- (2) A council member must not disclose information that the council member —
- (a) derived from a confidential document; or
 - (b) acquired at a closed meeting other than information derived from a non-confidential document.
- (3) Subclause (2) does not prevent a council member from disclosing information —
- (a) at a closed meeting; or
 - (b) to the extent specified by the council and subject to such other conditions as the council determines; or

- (c) that is already in the public domain; or
- (d) to an officer of the Department; or
- (e) to the Minister; or
- (f) to a legal practitioner for the purpose of obtaining legal advice; or
- (g) if the disclosure is required or permitted by law.

22. Disclosure of interests

- (1) In this clause —

interest —

- (a) means an interest that could, or could reasonably be perceived to, adversely affect the impartiality of the person having the interest; and
 - (b) includes an interest arising from kinship, friendship or membership of an association.
- (2) A council member who has an interest in any matter to be discussed at a council or committee meeting attended by the council member must disclose the nature of the interest —
- (a) in a written notice given to the CEO before the meeting; or
 - (b) at the meeting immediately before the matter is discussed.
- (3) Subclause (2) does not apply to an interest referred to in section 5.60 of the Act.
- (4) Subclause (2) does not apply if a council member fails to disclose an interest because the council member did not know —
- (a) that they had an interest in the matter; or
 - (b) that the matter in which they had an interest would be discussed at the meeting and the council member disclosed the interest as soon as possible after the discussion began.
- (5) If, under subclause (2)(a), a council member discloses an interest in a written notice given to the CEO before a meeting, then —
- (a) before the meeting the CEO must cause the notice to be given to the person who is to preside at the meeting; and
 - (b) at the meeting the person presiding must bring the notice and its contents to the attention of the persons present immediately before any matter to which the disclosure relates is discussed.
- (6) Subclause (7) applies in relation to an interest if —
- (a) under subclause (2)(b) or (4)(b) the interest is disclosed at a meeting; or
 - (b) under subclause (5)(b) notice of the interest is brought to the attention of the persons present at a meeting.
- (7) The nature of the interest must be recorded in the minutes of the meeting.

23. Compliance with plan requirement

If a plan under clause 12(4)(b) in relation to a council member includes a requirement referred to in clause 12(6), the council member must comply with the requirement.

STREET AND RESERVE TREES POLICY

Policy Objectives

To provide a consistent approach to the care, control and management of trees on land vested with or managed by the Town of Bassendean, with a target to increase tree canopy cover to 30% by 2040, and an interim tree canopy target to be identified for 2030 in the policy review, to ensure continuous progress towards a biodiverse and resilient urban forest.

Policy Scope

This Policy applies to trees located on land vested with or managed by the Town, including road reserves, parks and public spaces and other assets. Matters pertaining to trees on private property are addressed under the *Local Planning Policy 13 – Tree Retention and Provision*.

Policy Statement

The Town recognises the significant ~~benefits of trees contribution made by trees~~ to the aesthetic, social and environmental aspects of streetscapes and reserves within the Town.

To achieve the objectives of this Policy, the Town shall fill all street tree planting opportunities so as to have as near a continuous street tree canopy as is practicable in all areas of the Town. Council supports phasing in mandatory planting of trees on verges by the 2027 winter planting program, to assist in transitioning the Town's planting program together with improving public awareness of the benefits of trees.

While the Town seeks to retain trees and optimise canopy, it also recognises that in some cases, tree retention may not be feasible due to the condition or species of tree or impact on adjacent infrastructure. Where tree location may be an issue retention should be prioritised with solutions explored, and removal a last resort.

Definitions

Amenity Value:	<i>monetary value of a tree/s calculated by a suitably qualified Arborist following the Burnley Method (Moore, 1991)</i>
Canopy Area Potential:	<i>average canopy area that a tree of that species will attain after twenty years of moderate growth</i>
Reserve Tree:	<i>any tree located within Public Open Space and/or land reserved for Parks & Recreation</i>

Street Tree:	<i>any tree located within the road reserve</i>
Tree:	<i>a woody plant inclusive of its roots, canopy, stems and trunk(s) that is capable of growing taller than 3m in height at maturity</i>
Verge:	<i>that part of a thoroughfare between the carriageway and the land which abuts the thoroughfare but does not include any footpath</i>

1. Tree Planting

- a) Species selection will be in accordance with the Town's *Street and Reserve Tree Planting List* informed by criteria within this Policy.
- b) Tree planting programs will be carried out to improve canopy cover and the environmental values and visual amenity of streetscapes, reserves and parks.
- c) Tree planting to achieve a continuous tree canopy will take priority over a residents' objection to accommodate street trees.
- d) The Town will, in consultation with the property owner, give consideration to verge and home orientation and existing renewable energy devices installed when determining tree placement.
- e) Trees planted by a landowner or resident without the prior approval of the Town may be retained or removed at the discretion of the Town.

2. Street and Reserve Tree Criteria

The Street and Reserve Tree Planting List will be developed for parks and streetscapes (for various verge widths, with / without powerlines), guided by the below criteria to ensure selection of the "Right Tree, Right Place":

- a) Specific location (vehicle and pedestrian sight lines, proximity to above and below ground infrastructure – both public and private, solar access and building orientation);
- b) Climate resilience and adaptability to local soil type;
- c) Water table depth;
- d) Tree dimensions and growth habit, including canopy area potential;
- e) Susceptibility to pests and diseases, avoiding species identified as host plants for the Polyphagous Shot Hole Borer (with the exception of WA native species);
- f) Available soil volume/ verge width;
- g) Maintenance requirements and costs;
- h) Biodiversity values; and
- i) Streetscape amenity.

3. Requests for Street Trees

- a) The Town will consider all requests for street trees in relation to the Street Tree Planting Program. Requests for street trees will be prioritised based on the following:
 - i) A low number of existing trees in the surrounding streetscape;
 - ii) Locations on higher traffic volume roads, public transport routes and verges adjacent to bus stops;
 - iii) Key pedestrian, cycle and school routes; and
 - iv) Where underground power, infrastructure or road projects have recently been completed.
- b) A property owner may request the planting of additional trees if sufficient space allows.
- c) Species selection will be assessed in accordance with the Town's *Street and Reserve Tree Criteria/ Planting List*.

4. Tree Maintenance

- a) Pruning or maintenance of trees is only permitted to be undertaken by the Town or by a suitably qualified arborist approved by the Town.
- b) Requests for tree maintenance will only be considered favourably in the following circumstances:
 - i) To provide safe clearance to overhead power lines and streetlights;
 - ii) To ensure appropriate vehicle and pedestrian sight lines at crossovers and intersections;
 - iii) To correct structurally unsound growth;
 - iv) To provide appropriate clearance to roads, crossovers and footpaths; or
 - v) To mitigate unacceptable risk of harm or damage to infrastructure or reduce safety issues for adjacent properties or the public realm;
- c) The Town will not support a request to prune or maintain a tree for the following reasons:
 - i) The tree obscures or has the potential to obscure access to sunlight;
 - ii) The tree obscures or has the potential to obscure access to views;
 - iii) The tree causes allergies or health issues;
 - iv) The tree causes nuisance by way of leaf, fruit, nut or bark shedding; or
 - v) The species of tree is not preferred.

5. Tree Removal

- a) The removal of a tree is not permitted without the prior approval of the Town.

- b) Tree removal shall only be carried out by the Town, or a suitably qualified arborist approved by the Town.
- c) Requests to remove trees will only be considered ~~favourably where a report by a suitably qualified arborist is provided to the satisfaction of the Town, demonstrating that the tree is where the tree/s are:~~
 - i) Dead, having less than 10% photosynthetic material or live tissue present in the canopy mass with no potential to recover;
 - ii) Diseased and unlikely to respond to treatment;
 - iii) A public safety and/or liability risk determined by a recognised Tree Risk Assessment;
 - iv) A species declared as a noxious weed by the Department of Primary Industries and Regional Development or required to be removed under a Quarantine Area Notice;
 - v) ~~The Town determines the tree is~~ Determined by the Town to be of no ecological, amenity or community value, or strategically removed and replaced to enhance canopy;
 - vi) Causing damage to property and infrastructure where all alternatives to removal have been explored and cannot be implemented; or
 - vii) Required to be removed to enable development of an adjacent lot or installation of a new crossover, where all other design options have been exhausted.
- d) Tree removal approved by the Town due to development shall be charged based on the Town's Annual Fees and Charges (which may include recovery of the Amenity Value), including replacement planting at a minimum ratio of 1 (removed): 1 (replaced).
- e) The Town will not support a request to remove a tree for any of the reasons stated under Clause 4. c).

6. Protection of Trees

- a) Any person who carries out works on the verge or likely to impact the verge shall ensure the following is carried out to protect any affected trees for the duration of the works:
 - i) Where requested by the Town, provide a report from a suitably qualified arborist approved by the Town to guide the management practices during the development;
 - ii) No street trees are to be pruned, or damaged, and vehicles must not park within the dripline / under the canopy of any trees;
 - iii) Provide free standing open mesh fencing to form the tree protection zone which is a minimum of 2m from the base of the tree. The support shoes must not present a trip hazard to pedestrians and must be rotated parallel

with the fence or be positioned behind the fence or be fully contained within the tree protection zone. The structure must be appropriately braced and regularly checked to ensure it has not moved out of the correct alignment;

- iv) The establishment of a Tree Protection Zone in accordance with AS 4970-2009 Protection of Trees on Development Sites around all street trees within or adjacent to the worksite. The Tree Protection Zone should not be less than 2m or greater than 15m from the base of the tree;
- v) No excavation work is to be undertaken within the drip line /under of the tree canopy unless approved by the Town;
- vi) Building materials or debris shall not to be placed or stored under the tree canopy;
- vii) The use of appropriate sized machinery is to occur so that contact with the upper canopy of a tree does not occur at any time; and
- viii) In the event that existing irrigation on the verge is to be removed or stopped, a supplementary watering program may need to be implemented pending advice from a suitably qualified arborist approved by the Town and reticulation reinstated at completion.

7. Unauthorised Activity

- a) The Town will investigate the actions taken by any person who interferes with, removes, prunes, or damages a tree without authorisation, and may, at the CEO's discretion:
 - i) Take action under Regulation 5(1) of the *Local Government (Uniform Local Provisions) Regulations 1996* or other applicable legislation (including the issue of infringement notices or prosecution);
 - ii) Recover costs associated with the removal (if applicable) and replacement tree/s as per the Town's Schedule of Fees and Charges;
 - iii) Recover costs equivalent to the Amenity Value of the tree, including percentage of value lost as a result of the vandalism;
 - iv) Undertake replacement planting at a minimum of ratio of 1(removed): 1 (replaced); and
 - v) Install signage in the location of the vandalised tree, for a potential duration of 2 years.

Document Control box			
Document Responsibilities:			
Owner:	Executive Manager and Sustainability Environment	Owner Unit: Business	Sustainability and Environment
Inception Date:	June 2022 (Ref: OCM-13/6/22)	Decision Maker:	Council

Review Date:	Annual Last reviewed OCM- 22/08/2023 xx/xx/2024)	Repeal and Replace:	N/A
Compliance Requirements:			
Legislation:	<i>Local Government Act 1995</i>		

Street and Reserve Trees Policy

Objectives

To provide a consistent approach to the care, control and management of trees on land vested with or managed by the Town of Bassendean, with a target to increase tree canopy cover to 30% by 2040, and an interim tree canopy target to be identified for 2030 in the policy review, to ensure continuous progress towards a biodiverse and resilient urban forest.

Scope

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Definitions

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Policy statement

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 - v) Determined by the Town to be of no ecological, amenity or community value, or strategically removed and replaced to enhance canopy;
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 - iv) The establishment of a Tree Protection Zone in accordance with AS 4970-2009 Protection of Trees on Development Sites around all street trees within or adjacent to the worksite. The Tree Protection Zone should not be less than 2m or greater than 15m from the base of the tree;
 - v) No excavation work is to be undertaken within the drip line / under the tree canopy unless approved by the Town;

- vi) Building materials or debris shall not to be placed or stored under the tree canopy;
- vii) The use of appropriate sized machinery is to occur so that contact with the upper canopy of a tree does not occur at any time; and
- viii) In the event that existing irrigation on the verge is to be removed or stopped, a supplementary watering program may need to be implemented pending advice from a suitably qualified arborist approved by the Town and reticulation reinstated at completion.

7. Unauthorised Activity

- a) The Town will investigate the actions taken by any person who interferes with, removes, prunes, or damages a tree without authorisation, and may, at the CEO's discretion:
 - i) Take action under Regulation 5(1) of the *Local Government (Uniform Local Provisions) Regulations 1996* or other applicable legislation (including the issue of infringement notices or prosecution);
 - ii) Recover costs associated with the removal (if applicable) and replacement tree/s as per the Town's Schedule of Fees and Charges;
 - iii) Recover costs equivalent to the Amenity Value of the tree, including percentage of value lost as a result of the vandalism;
 - iv) Undertake replacement planting at a minimum of ratio of 1(removed): 1 (replaced); and
 - v) Install signage in the location of the vandalised tree, for a potential duration of 2 years.

Document responsibilities:			
Owner:	Executive Manager Sustainability and Environment	Owner Business Unit:	Sustainability and Environment
Inception date:	June 2022 (Ref: OCM-13/6/22)	Decision maker:	Council
Review date:	Annual Last reviewed OCM-19/11/2024	Repeal and replace:	N/A
Compliance requirements:			
Legislation	<i>Local Government Act 1995</i>		

TOWN of BASSENDEAN

COUNCIL MEETING PROCEDURES LOCAL LAW 2020

Clause 5.3 - NOTICE OF MOTION FOR CONSIDERATION

Clause 5.3 of the Council Meeting Procedures Local Law 2020 states:

“5.3 Motions of which previous notice has been given

- (1) *Unless the Act, Regulations or this Local Law otherwise provide, a member may raise at a meeting –*
 - (a) *such business as he or she considers appropriate;*
 - (b) *in the form of a motion;*
 - (c) *of which notice has been given in writing to the CEO and which has been included on the agenda.*
- (2) *A notice of motion under subclause (1) is to be given at least ten (10) clear working days before the meeting at which the motion is moved.*
- (3) *A notice of motion is to relate to the good governance of the Local Government.*
- (4) *The CEO –*
 - (a) *may, with the concurrence of the mayor, exclude from the notice paper any notice of motion deemed to be, or likely to involve, a breach of this Local Law or any other written law;*
 - (b) *will inform members on each occasion that a notice has been excluded and the reasons for that exclusion;*
 - (c) *may, after consultation with the member where this is practicable, make such amendments to the form, but not the substance, as will bring the notice of motion into due form; and*
 - (d) *provide an officer report to accompany the notice of motion that has relevant and material facts and circumstances pertaining to the notice of motion on such matters as strategic direction within the Council’s adopted Strategic Plan, policy, budget and law.*
- (5) *A motion of which notice has been given is to lapse unless –*
 - (a) *the member who gave notice of it, or some other member authorised by the originating member in writing, moves the motion when called on; or*
 - (b) *the Council on a motion determines to defer consideration of the motion to a later stage or date.*
- (6) *If a notice of motion is given and lost under subclause (5), a notice of a motion in substantially the same terms or of substantially the same effect is not to be given again for at least three months from the date of such lapse.*

NOTICE OF MOTION

I, Cr Kath Hamilton hereby give notice in writing to the CEO to have the following Notice of Motion listed on the agenda of Ordinary Council Meeting to be held on 27th of August 2024, at which it is proposed to be moved:

Motion

That Council requests the Chief Executive Officer,

1. Prepare an updated Crossover Policy for consideration by Council before the end of 2024, including but not limited to the following;

- Minimisation of the amount of hard surfaces on and adjoining public verges;*
- Review clauses relating to removal, replacement and subsequent maintenance of verge trees;*
- Maximise the amount of vegetation and water permeable surfaces on and abutting verge areas;*
- Review of Crossover contributions, costs and rebates;*
- Consideration of permeable substitutes to concrete if requested by applicants; and*

2. Distributes the Draft Crossover Policy via the CEO Bulletin for the review and feedback by councillors.

Signed:  Dated: 13th of August, 2024

Cr Kath Hamilton

Reasons:

The existing Town of Bassendean Crossover Policy requires review to include contemporary methods and thinking in regards to the following:

- * An increasingly dense urban environment that is significantly reducing viable verge spaces for the healthy growth of trees.
- * The urgent need to minimise hard surfaces in the urban environment wherever possible, and to appropriately manage stormwater runoff to and from public thoroughfares.
- * Consideration of Water Sensitive Urban Design throughout the district.

There is a move by some metropolitan local authorities to implement changes in Crossover Policies as outlined in the examples below:

- City of Fremantle Crossover widths (excluding splay/wings):
 - o Single residential 3.0 meters – 4.5 meters
 - o Duplex or multi residential 3.0 meters – 4.5 meters
 - o Commercial 3.0 meters – 7.5 meters

Comparison Town of Bassendean:

- o Single residential 3.0 metres - 6 metres
- o Commercial 3.0 metres - 10.7 metres

Certainly the installation of wider concrete crossovers entails greater overall expenditure and associated rebates from the town. The maximum rebate from the Town of Bassendean is \$620 compared to City of Fremantle where there is a reduced maximum of \$487 due to reduced width applied via that councils crossover policy.

City of Fremantle also require improved street appeal, together with enhancing biodiversity corridors via the following addition to their crossover policy:

- *Verge landscaping to soften the impact of hardstand on the streetscape, to the approval of the City, provided and installed concurrently with the crossover at the applicant's expense.*

A review the Town of Bassendean crossover policy is timely with the potential to enhance streetscapes whilst mitigating stormwater runoff into the drainage system and river.

Reference links:

Town of Bassendean Crossover Policy:

<https://www.bassendean.wa.gov.au/documents/803/crossover-policy>

City of Fremantle Crossover Policy:

<https://www.fremantle.wa.gov.au/council/strategic-and-key-documents/council-policies> Bottom of page under "Infrastructure".

1.5 Crossover Policy

The proliferation of crossovers in residential and commercial areas of the Town of Bassendean impacts on the visual amenity of the area and the safety of pedestrians.

Objectives

The objectives of this policy are to provide:

- A set of criteria by which to assess requests for the construction of new, and the upgrading of existing crossovers in the Town.
- Specifications for the construction and alignment of new crossovers.
- Information on the removal of redundant crossovers from within the Town.

Strategy

The Town of Bassendean will achieve these objectives through:

- A consistent and structured approach in the consideration of applications for the construction of crossovers.
- The development and maintenance of design specifications for crossovers.
- The development of a program for the removal of redundant crossovers throughout the Town.

The presence of street trees on the verge may impact on the location and/or alignment of a crossover. This policy is to be implemented in conjunction with the Town's Street Tree Protection Policy whereby, unless there are valid reasons for its removal, the street tree shall take precedence over the crossover.

Detail

A crossover is defined as the vehicular crossing between the road carriageway and the front boundary of a private allotment by which vehicles enter and leave a private property. This policy will apply to all crossovers within the boundaries of the Town.

Variations to the standards of this policy may be considered on the merits of any applications and taking into account the following:

- The need for additional parking on-site.
- Impact on street parking.
- Any other matters the Town considers appropriate.

New Crossovers

1. The Town supports uniformity of crossovers where possible and has developed standards to be adhered to.
2. Crossovers shall be constructed to the Town's specification and relevant Australian Standards.
3. Driveways shall be designed to minimise the number of crossover points to the street.
4. Footpaths are to be visually predominant and shall have precedence over crossovers. The footpath shall be a continuous accessible means of travel allowing universal access for all users.
5. All crossovers shall be constructed with a cross fall back towards the road and with the concrete flush with the road carriageway.
6. Crossovers shall be constructed with in-situ concrete to match predominate concrete colour or other material approved by the Town of Bassendean.
7. Alterations to the verge, path, or crossover that encroach on to a neighbouring property shall be carried out at the expense of the applicant. The property owner of the neighbouring property is to be notified of the details of the alterations prior to the application being made. A written response from the neighbouring property owner is to be provided with the application.
8. Street trees shall be protected during the construction of a crossover or any other work on the verge, in accordance with the Street Tree Protection policy.
9. Crossovers shall be constructed in accordance with the following specifications:
 - a. perpendicular to the road carriageway with a minimum clearance of 0.5 metres from the side boundary;
 - b. clearance from any poles on the verge shall be at least 0.6 metres;
 - c. where an existing tree is within 1.5 metres of a proposed new crossover, advice is to be sought from the Town's Parks and Gardens Supervisor on the characteristics of the tree and in particular its projected future growth/size;
 - d. the maximum width for crossovers shall be as follows:
 - i. residential – 6 metres; and
 - ii. commercial (including service stations) – 10.7 metres; and
 - e. the minimum width of a crossover at the boundary line shall be 3 metres, the apron at the kerbline shall be 1 metre wider on both sides of the crossover.

10. The levels and location of the crossover shall be approved by the Town. No new crossovers shall be constructed within 12.0 metres from the side boundary. i.e. For a corner site, with a 6x6m truncation, no new crossovers shall be constructed within 6.0 metres of the truncation peg. For a corner site, with a 3x3m truncation, no new crossovers shall be constructed within 9.0 metres of the truncation peg.
11. Crossovers that are to be constructed within close proximity of a signalised intersection shall be individually assessed in accordance with the requirements of Main Roads WA.
12. Guildford Road is designated as a “Primary Regional Road” under the Metropolitan Region Scheme and therefore, any application to construct or remove crossovers from Guildford Road shall be referred to Main Roads WA for comment.
13. Collier Road, Walter Road East, Lord Street, and Morley Drive are designated “Other Regional Roads” under the Metropolitan Region Scheme and therefore, any application to construct or remove crossovers shall be referred to the DPI – Transport Section for comment.

Upgrading Existing Bitumen Crossovers

Property owners are encouraged to upgrade old bitumen crossovers to concrete. This is to be promoted:

- Via the conditions of development approval.
- When property owners make requests for bitumen crossovers to be repaired and/or maintained by the Town.

Removal of Redundant Crossovers

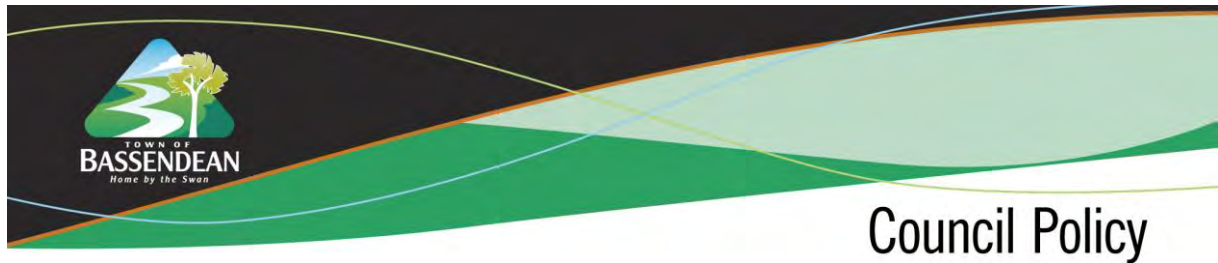
1. In instances where vehicle access is available from a secondary street or rear laneway, the Town will seek to rationalise access points to a property by the removal of any existing crossovers and reinstatement of the verge in the primary street.
2. Vehicle crossovers that are no longer required, or no longer connect with an internal driveway or parking area shall be removed.

Financial Considerations

1. Council will make a contribution equal to one half of the cost per m² for the construction of one standard crossover per residential lot to a maximum of that set in Council's Schedule of Fees and Charges. The contribution will only be made following the actual construction of the crossover and providing that it is constructed in accordance with the Town's specifications.
2. The cost of a standard crossover constructed by the Town or by a private contractor will be determined by the Town.
3. Where lots are strata-titled, more than one contribution may be made, at the discretion of the Town, if more than one crossover is constructed. The number of crossovers attracting the contribution shall not exceed the number of separately titled units on the lot.
4. Where a property is serviced by one or more bitumen surfaced crossovers, one subsidy will be paid when the crossover is upgraded to concrete.
5. The owner of the property to which the crossover is being constructed shall bear the cost of any public utility services adjustments that are required as a result of the construction of the crossover.
6. The property owners' contribution towards the construction of a crossover constructed by the Town is to be paid prior to the commencement of works. Where the crossover is constructed by the property owner, it shall be inspected by the Town, to ensure it complies with the Town's specifications, prior to the subsidy being paid.
7. Redundant crossovers shall be removed at the expense of the property owner.

Application

The Chief Executive Officer (CEO) has the authority to administer the requirements of this policy. The CEO has on-delegated this authority to the Manager Asset Services. The Policy is to be reviewed every three years.



Policy Type: Strategic Policy	Policy Owner: Director Operational Services
Link to Strategic Community Plan: Town Planning & Built Environment	First Adopted: OCM2-13/09/09
	Last Review Date: March 2014
	Version 1
	Next Review due by: December 2016

Crossover Policy

Objectives

To provide a consistent and considered approach to the approval, construction and maintenance of crossovers within the Town of Bassendean to ensure that the verge continues to provide for a safe, aesthetically pleasing and environmentally sustainable space for the community.

Scope

This Policy applies to all crossovers within the Town, including new crossovers, the upgrade of existing crossovers and the Council contribution towards the construction of a new crossover.

Definitions

Crossover:	<i>a constructed crossing, located on crown land, giving access from a public thoroughfare to private land or a private thoroughfare serving the land.</i>
Driveway:	<i>is that part of the vehicle access to private land between the front property boundary and an approved parking location.</i>
Taper 1:5	<i>the gradual reduction of a driveway 1 metre in width over a 5-metre length. Any taper less than 1:5 is considered too difficult for a vehicle to manoeuvre between the parking space and the road reserve.</i>
Thoroughfare:	<i>means a road or other thoroughfare and includes structures or other things appurtenant to the thoroughfare that are within its limits, and nothing is prevented from being a thoroughfare only because it is not open at each end.</i>

Policy statement

In conjunction with the Town's Specification for the Construction of Crossovers, this Policy provides information about the application process, Council contribution for new crossovers, allowable crossover widths and the maintenance of crossovers within the Town.

Application and Construction

1. All owners of improved private land located with the Town shall have a formalised vehicle crossover constructed from a public thoroughfare to their property.
2. The property owner is required to complete and submit a crossover installation application to the Town for assessment before a crossover is constructed or modified.

3. Construction of a new crossover, or modification of an existing crossover, may not commence until written permission has been granted by the Town.
4. The Town shall assess the required clearance from street trees considering the calculated Tree Protection Zone and extent of root disturbance, however, will be a minimum of 2.0m.
5. Street trees shall be protected during the construction of a crossover, in accordance with the Street and Reserve Trees Council Policy
6. The approval to construct a crossover is valid for a one-year period from the date it is issued. If construction of the crossover has not been commenced within this period, a new application must be submitted to the Town for approval.
7. All vehicle crossings are to be constructed in accordance with the Town's "Specification for the Construction of Crossovers," available on the Town's website www.bassendean.wa.gov.au.

Crossover Widths

1. Crossover widths, excluding wings, shall be:

• Single residential	3.0 metres – 4.5 metres
• Duplex or multi-residential	3.0 metres – 4.5 metres
• Commercial	3.0 metres – 6.0 metres
2. Increases to these widths will only be considered where:
 - the crossover connects to and aligns with a driveway which is subject to development approval for a wider width, such as multi-unit developments which require two-way movement; or
 - a parking bay, carport or garage has been approved in a location that would require a driveway taper exceeding 1:5; or
 - a greater width is deemed necessary by the Town or Main Roads WA to provide for improved vehicle and pedestrian safety.
3. Where increased crossover widths have been approved, the owner may be required to pay for the upgrade the verge landscaping as a condition of approval.
4. In all circumstances, the width of the driveway is to match the width of the crossover at the property boundary line.

Financial

1. The Town will contribute 50% of the cost of a standard vehicle crossover when it is constructed to the Town's specifications up to a maximum amount as outlined in the Town's annual "Fees and Charges".
2. Where lots are strata-titled, more than one contribution may be made, at the discretion of the Town, if more than one crossover is constructed. The number of crossovers attracting the contribution shall not exceed the number of separately titled units on the lot.
3. The owner of the property to which the crossover is being constructed shall bear the cost of any public utility services adjustments that are required because of the construction of the crossover.
4. The subsidy applies to the first standard crossover for each individual property. A second crossover approved for corner properties with two road frontages of sufficient width (crossing on each frontage), but the cost of construction shall be borne fully by the owner.

Maintenance and Removal

1. The renewal and maintenance of a vehicle crossover is the responsibility of the property owner.
2. If a crossover becomes redundant, it shall be removed at the owner's cost.
3. Where the location of a new crossover requested by the property owner conflicts with existing road reserve infrastructure assets, the cost to relocate the assets will be borne by the property owner.

Document responsibilities:			
Owner:	Director of Infrastructure and Sustainability	Owner Business Unit:	Infrastructure and Sustainability
Inception date:	OCM – 13/09/2009	Decision maker:	Council
Review date:	Biennial Last reviewed OCM-19/11/2024	Repeal and replace:	N/A
Compliance requirements:			
Legislation	<i>Local Government Act 1995</i> <i>Local Government (Uniform Local Provisions) Regulations 1996</i>		

5.10 Disability Access and Inclusion

Objectives

The purpose of the Town's Disability Access and Inclusion Policy is to provide guidelines to:

1. Ensure that people with disability have the same level of access to Council's facilities, functions, services and employment opportunities as all other members of the community;
2. Ensure people with a disability can participate fully in Council processes, functions and events; and
3. Encourage broader services provided within the Town cater for the needs of people with disability and their carers.

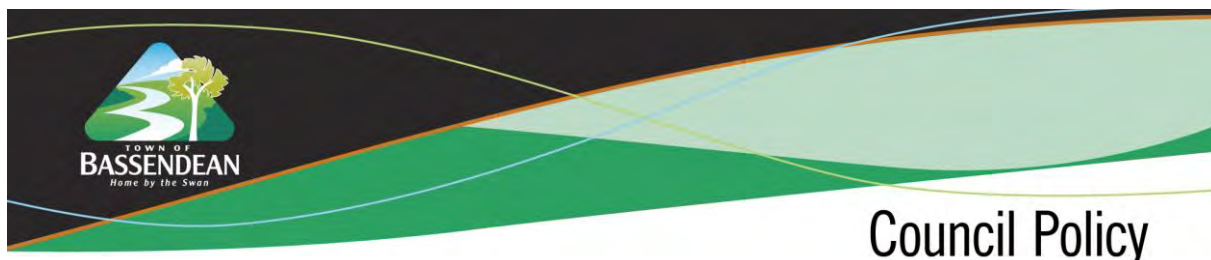
Strategies

The Town of Bassendean recognises that people with disability are valued and equal members of the community who make a variety of contributions to social, economic and cultural life. The Town of Bassendean believes that a community that recognises and celebrates diversity and supports the participation of all its members makes for a richer community life.

People with disability have the same basic human rights as other members of society and are entitled to exercise those basic human rights. All individuals have the inherent right to be respected for their human worth and dignity. People with disability have the same rights as other members of society to receive information and access to Council's functions, facilities, events, services and processes and be fully involved in consultation processes.

This policy forms the basis of understanding and implementation of the Disability Access and Inclusion Plan (DAIP) which influences and ultimately compliments the Town of Bassendean's corporate documents including the Community Strategic Plan, the Asset Management plans and the Workforce Development Plan.

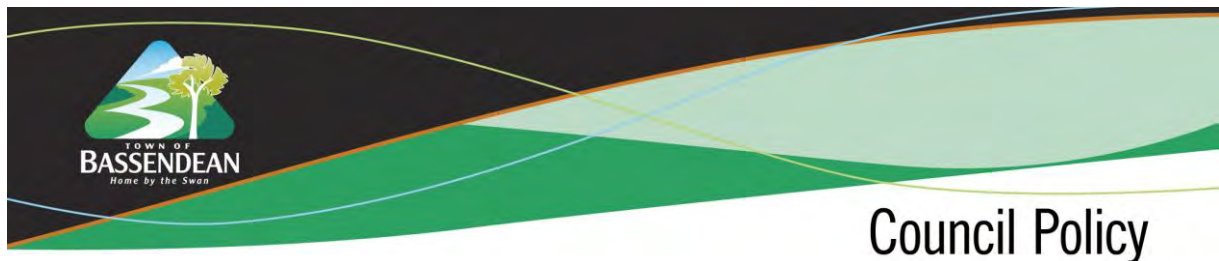
1. Council recognises that people with disability have the same rights to services that assist them in achieving their quality of life and provide them with opportunities to fulfil their individual potential.



2. Council strives to ensure that no person who lives, works or visits the Town of Bassendean is denied access to Council facility or service on the grounds of disability. Council endorses the concept of universal design which ensures that all members of the community have equal access to facilities, buildings and services.
3. Council will encourage all agencies and organisations operating within the Town to maximise the accessibility of their facilities, programmes and services.
4. Contractors and agents and Council will have guidelines to optimise the accessibility and availability of programmes and services for people with disability.
5. People with disability within the Town of Bassendean will have the same opportunities as other residents to participate in public consultation, grievance mechanisms, decision-making processes and the general democratic processes of Council.
6. Where possible and relevant Council will provide flexible services which complement an individual's own abilities and the support provided by their family, carers and the broader community.
7. Council will provide the necessary ongoing training for staff, volunteers and Councillors to ensure understanding and empathy for people with disability, their family and carers.
8. People with disability will be afforded the same access to employment and accommodation in line with the principles of the Western Australian Disability Services Act (1993) amended 2004, the Equal Opportunity Act (1988) and the Federal Disability Discrimination Act (1992).
9. Council will ensure that information about Council meetings, consultations, functions, facilities and services is provided in clear and concise language and is available in alternative formats upon request by people with disability.

Application

Responsibility for the implementation of this policy rest with all Councillors, staff, volunteers and contractors of the Town of Bassendean. The Chief Executive Officer will report on the commitment of the Town to social justice through the annual report. The Policy is to be reviewed every three years.



Policy Type: Council Policy

Link to Strategic Community Plan:
Inclusiveness, Lifelong Learning, Health
and Social Wellbeing -

Policy Owner: Director Community
Development

Adopted OCM – 1/03/13

Last Review Date: March 2014

Version 1

Next Review due by: December 2016

Schedule of Submissions

Draft Disability Action and Inclusion Plan 2024-2028

Question: Do you have any feedback or comments that could help us improve the draft Disability Access and Inclusion Plan?

Demographics	Submission	Comment
Interested community member 60 - 69 years	No	
Interested community member 70 - 79 years	Parking for Seniors and Disability persons is a set back for people wanting to attend hall activities in both the Seniors hall and the Community hall.	Actions from this submission are covered under 2.2 of the DAIP
Person living with a disability 70 - 79 years	I find it hard to understand that a small town could make a significant impact in this area. It would require the support of the Federal Government to initiate any real change,	Comments from this submission in part are covered under Action 1.2 and 1.8
Unknown	Please do a park bench audit to see whether there is a concrete path leading to it and whether there is a disability wheelchair spot beside it	Action 2.1 updated to reflect this submission and specifically call out reserve and street furniture.
Unknown	I like the sunflower idea to inform others of unseen disabilities in a discreet manner. Like the one Galleria employed.	New item added at item 1.11 to reflect hidden or invisible disabilities to train forward facing staff
Interested community member	My big concern is that the two jetties were removed and after fanfare and silly talk it was going to be revisited but alas our "Scared" site has been forgotten	Comment deemed not relevant to the DAIP
Carer or support worker of a person with disability	<p>Speaking as someone who pushed an elderly person in a chair around the town I found some areas incredibly difficult. I expect that those on crutches etc would also have issues.</p> <p>My main issue was the paving down Old Perth Road on southern side of road and the crossing at Wilson St. The camber was too much and there were divots we got stuck in.</p> <p>I would suggest an audit on major pathways for easy travel</p>	Action 2.1 and 2.2 updated to reflect this submission

Demographics	Submission	Comment
<p>Person living with a disability & Interested community member</p> <p>70 - 79 years</p>	<p>I am not happy with your shire depot.</p> <p>When I asked about the generator set that the Shire is operating for others all I got was flack about all the other Generator sets that may be operating in Bassendean area causing the problem. I offered some assistance to cut out the noise from the engine for which I am more qualified to do than any one you have in the shire and I also advised the Shire who can help. Just because your people have bullied all of the staff into telling them the noise is below a level that would cause issues.</p> <p>Having worked as the Technical Communicator for Westrac here in Western Australia and NSW for the ten years before my retirement.</p> <p>The marbles have not dropped out as yet from my memory. I want to advise you there will issues with the noise from your generator as I have experienced complex operations of generator sets throughout the area of my above responsibilities which include the size of your set. 3600,3500,3400,3200 and Perkins engines.</p> <p>I assisted the Caterpillar team in getting the noise levels to an acceptable level in the old Princess Margaret hospital when it was located in the top of Hay Street. Similar to you operation in Bassendean.</p> <p>I won't be offering my assistance now you can work it out or do something other just putting the engine in a shed and carrying out noise level tests which you can't work out what the results are.</p> <p>Having your tester walking around your site and saying I can't see the generator set is not an answer.</p> <p>My drive way is opposite your drive way at 69 Scaddan St Bassendean so all the noise from the generator float over the building to my place.</p> <p>all the noise from the Shire yard is acceptable except for the exhaust noise from the generator set and putting trees to try reduce it may work.</p>	<p>Comment deemed not relevant to the DAIP but referred to Environmental Health Officers for review and relevant action.</p>

Questions asked during Public Comment Period
Draft Disability Action and Inclusion Plan 2024-2028

The following questions were used to gather feedback during the public comment period:

- Name (optional)
- Email address (optional)
- Phone number (optional)
- Demographic questions:
 - Age group
 - Respondent's suburb
- Respondent identifying as a:
 - Person living with a disability
 - Carer or support worker of a person with disability
 - Disability service provider
 - Interested community member
 - Other
- Feedback questions:
 - Do you have any feedback or comments that could help us improve the draft Disability Access and Inclusion Plan?
 - How effectively do you believe the Town's draft Disability Access and Inclusion Plan addresses key areas to improve access and inclusion for people with disabilities?

TOWN OF BASSENDEAN



TOWN OF
Bassendean

DRAFT

DISABILITY

ACCESS AND

INCLUSION

PLAN

2024-2028

The Town of Bassendean Draft Disability Access and Inclusion Plan 2024 – 2028 outlines its commitment to building an accessible community for all residents, visitors and all other stakeholders.

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Note: This document is available in alternative formats upon request including in standard or large print, electronically by email and on the Town's website at www.bassendean.wa.gov.au

ACKNOWLEDGEMENT OF COUNTRY

Nagalak kaaditiji boodja

Baal Whadjuk Noongar

boodja Ngalak nyininy.

We-together know this land.

It Whadjuk Noongar land.

We together sitting.

In the language of the first people of this land we say that we know that we are gathered together here on the land of the Whadjuk Noongar people, always was, always will be.

We pay our respects to Elders past and present, and their descendants.

MESSAGE FROM THE MAYOR

The Town of Bassendean is proud to present the Disability Access & Inclusion Plan (DAIP) 2024-2028 as we have an ongoing commitment to ensuring Bassendean is an accessible and inclusive community.

When Council adopted its new Council Plan 2023 – 2033, a key element of the Town's vision, is that the Town of Bassendean would be known as a safe, healthy and inclusive community.

To achieve this, over the next 4 years, the Town will undertake to build on the achievements of previous Plans and implement the goals and actions to address specific access and inclusion needs and opportunities raised through community consultation.

Whilst responsibility for implementing the plan rests primarily with Town staff supported by Council, an opportunity exists for key stakeholders, community groups, sporting clubs, residents and the wider community to also be involved.

Given that disability access and inclusion impact all aspects of community life, the Town remains committed to listening and responding to local community priorities and gladly welcomes ongoing feedback regarding the Plan.

With a commitment to work in collaboration with Community, the Town looks forward to completing the actions outlined in the Plan and raising awareness of the benefits of an accessible and inclusive community for all.

To our valued community, we sincerely thank you for your input and we look forward to sharing with you the Town's achievements over the next four years.

INTRODUCTION

Building on the success of previous initiatives the Town of Bassendean has developed this DAIP as part of its ongoing commitment to ensuring the Town is an accessible and inclusive community that provides equitable access to its facilities, services and community life.

It is a multi-year guiding document that aims to actively address barriers experienced by people with a disability when accessing the Town's facilities, services, and activities. The Plan proposes solutions through a set of strategic priority actions.

The plan will be reviewed regularly to ensure people with disability, their families and carers within the Town of Bassendean can achieve their desired quality of life and have access to the same facilities, functions, events and services offered to the wider community.

WHAT DO THE TERMS DISABILITY, ACCESS AND INCLUSION MEAN

Disability

Disability is the experience of any condition that makes it difficult for a person to do certain activities or have equitable access with a given society. Disabilities may be cognitive, developmental, intellectual, mental, physical, sensory or a combination of multiple factors.

Access

Access refers to the ability or right to enter, exit, communicate with, or make use of. It also refers to the removal or reduction of barriers (physical and attitudinal) to participate in the activities and functions of a community.

Inclusion

Inclusion is the process whereby every person (irrespective of age, disability, gender, religion, sexual orientation or nationality) can access and participate fully in all aspects of an activity or service in the same way as any other member of the community.

LEGISLATION

The Disability Services Act 1993 (amended 2004) and the Disability Services Regulations 2004 (amended 2015) requires all local governments to have and implement a Disability Access and Inclusion Plan (DAIP), which must be reviewed at least every five years.

This DAIP is informed by the following legislation:

- *Commonwealth Disability Discrimination Act 1992*;
- *Western Australian Disability Services Act 1993* (amended 2004);
- *Western Australian Equal Opportunity Act 1984* (amended 1988); and
- *Disability (Access to Premises – Buildings) Standards 2010*.

STRATEGIC ALIGNMENT

As outlined in the Town's Council Plan 2023-2033, the Town's vision is to be a safe, healthy, and inclusive community, that respects and celebrates cultural heritage and diversity; a home by the Swan for everyone to enjoy.

The new DAIP seeks to achieve this vision by ensuring that community access and inclusion needs are supported and implemented through the Council Plan and the subsequent plans, including the 2024 – 2028 Disability Access and Inclusion Plan.

In relation to the strategic priorities of the Council Plan that align to the outcomes of the DAIP 2024-2028, the Town will focus on the following:

Strategic Priority: People

Outcome 1 – A connected community with a strong sense of identity and belonging.

Outcome 2 – A safe, inclusive and healthy community, with the specific actions of establishing an access and inclusion steering group to assist in and developing a new Access and Inclusion Plan.

Strategic Priority: Place

Outcome 6 – Attractive and welcoming places.

Outcome 7 – A town that is easy to get around safely and sustainably.

Strategic Priority: Performance

Outcome 10 – A well informed and engaged community.

In developing this Plan, the Town has addressed the State mandated outcomes as outlined below:

DAIP Outcomes

It is a requirement under the Western Australian Disability Services Act that local government authorities develop and implement a Disability Access and Inclusion Plan, working to achieve the following seven legislated outcomes:-

1. People with disability have the same opportunities as other people to access the services of, and any events organised by the Town.
2. People with disability have the same opportunities as other people to access the buildings and other facilities of the Town.
3. People with disability receive information from the Town in a format that will enable them to access the information as readily as other people are able to access it.
4. People with disability receive the same level and quality of service from the staff of the Town as other people receive from the staff of the Town.
5. People with disability have the same opportunities as other people to make complaints to the Town.
6. People with disability have the same opportunities as other people to participate in any public consultation by the Town.
7. People with disability have the same opportunities as other people to obtain and maintain employment with the Town.

ACCESSIBILITY AND INCLUSION NEEDS - this will be an infographic that shows how Bassendean is relative to WA and Australia

Australia

Disability

- 5.5 million (21.4%) of Australians live with a disability, up from 17.7% in 2018.
- 15.0% of people aged 0-64 years had disability, compared with 52.3% of people aged 65 years and over.
- Disability prevalence was similar for males (21.0%) and females (21.8%)
- 7.9% of all Australians had a profound or severe disability.

Older people

- 17.1% of Australians were aged 65 years and over (up from 15.9% in 2018).
- 95.9% of older Australians were living in households, while 4.1% lived in cared accommodation.
- 52.3% of older Australians had disability, and 86.6% had one or more long term health conditions.
- 39.8% of older Australians living at home needed some assistance with everyday activities.

Carers

- There were 3.0 million carers, representing 11.9% of all Australians living in households (up from 10.8% in 2018).
- 12.8% of all females were carers, compared with 11.1% of all males.

- There were 391,300 young carers (under the age of 25), up from 235,300 in 2018.
- There were 1.2 million primary carers in Australia, and of these, 43.8% had disability themselves.

Western Australia

- 411,500 (16.4%) of people reported living with a disability; 15.6% male, 17.2% female.
- 4.7% of people in WA have a profound disability (117,000 people)
- Living arrangements, 21.6% people in households alone and 3.8% in cared accommodation. People with severe and profound disability in households with others (12.6% people in households alone and 23.2% in cared accommodation).
- 16.5% of people living with disability aged 15 years and over had a Bachelor degree or above.
- 49.2% of people living with disability aged 15-64 years main source of income was government pension or allowance.
- 59%, aged 15 years and over work in the labour force with 27.9% aged 15 years and over with severe and profound disability work in the labour force.

Town of Bassendean

- 15,932 people called the Town of Bassendean home at the time of the 2021 Census.
- An estimated 2,600 residents live with disability, which represents 16% of the Town's population which is comparable to WA's 16.4% living with a disability but under the national average of 21.4%.
- An estimated 730 residents need assistance with core activities which represents 5% of the Town's population.
- 6.3% of Bassendean residents are living with profound or severe core activity limitation which is higher than the WA average of 4.5%
- In 2021, 1,351 residents reported as living with arthritis.

** Data from Disability, Ageing and Carers, Australia: Summary of Findings*

ACHIEVEMENTS

A review of the Town's DAIP 2019-2024, identified the following highlights:

Outcome 1 – Access to Services

- Accessible furniture and equipment for the Bassendean Memorial Library was purchased e.g., adjustable tables, illuminated magnifying glasses, large print books, audiocassettes, large print screens, e-books etc.
- Wheelchairs and trolleys made available for people with disability on request in the Library.
- Participation in the Socially Inclusive Communities WA program (Department of Communities and Inclusion Solutions) in 2019.

Outcome 2 – Access to Buildings and Other Facilities

- Ongoing program to ensure Council used buildings are fitted with disabled toilets, double doors, entrance ramps and disabled parking in accordance with the planning and building requirements.
- Implemented a new Verge Permit system associated with new development to ensure the thoroughfare is trafficable and safe at all times during development.
- The street lighting within the Eden Hill Underground Power project area was upgraded to LED streetlighting and installed in accordance with AS 1158 *Lighting Standards for Roads and Public Spaces*.
- A footpath was constructed linking the RA McDonald stand and cantilever stand to the accessible toilets within Steel Blue Oval.
- Construction of an improved path on Brook Street, Bassendean in close vicinity to physiotherapy services providing greater accessibility for residents with disability.

Outcome 3 – Access to Information

- Implemented a system whereby the website is reviewed for accessibility with the Town's website now containing documents in formats that are user friendly for people with vision impairments and contain relevant information for people with disability.
- Council election candidate information was provided in various formats to be accessible by people with disability; and
- Installation of low counter and room to manoeuvre wheelchairs and personal mobility devices at the Administration Customer Service centre.
- Council members and volunteers were provided the opportunity to attend disability awareness training.
- Recognition event for International Day of People with Disability staged in partnership with local social enterprise Westcare.

Outcome 4 – Level and Quality of Services

- Through the Town's participation in the Socially Inclusive Communities WA Program (2019), Inclusion Solutions delivered training sessions to Town Staff to raise awareness in communicating and providing accessible information to people with disability.

Outcome 5 – Complaints Handling

- The Town's complaints handling process was reviewed and a new process adopted that has specific reference to access and inclusion.

Outcome 6 – Participation in Community Consultation

- The Town participated in projects such as 'You're Welcome' to provide accurate information to people with disability about the accessibility of council facilities, local businesses and services.
- Supported people with disability to be included in their community through the Count Me In Grant (social inclusion);
- Council meetings start times reviewed, live streamed and uploaded to the Town's website to increase accessibility for people with disability.

Outcome 7 – Employment

- The Town ensured equal employment principles were upheld and reflected in all workforce development activities.
-

CONSULTATION

The Town of Bassendean engaged the community in a range of ways to encourage input into the review of the Town's DAIP.

Consultation methods included:

- Face-to-face interviews
- Online and written submissions
- Town Facebook page
- Staff internal working groups
- Community survey link through the Town's website and PDF hard copy available at Customer Service and Library

The Town also engaged directly with a range of external stakeholders across the Town's community. Stakeholders included the following:

- TADWA
- Westcare
- Amana Living
- Crosslinks
- AEGIS
- Rocky Bay (3 x lodging houses within the Town of Bassendean)
- Foundation housing

The Town also engaged with the following local organisations and groups:

- Bassendean 55 Plus Assoc.
- Bassendean Melody Club
- Wider Vision
- Bassendean Men's Shed
- Returned Services League (RSL Bassendean)
- Swan Districts Football Club

Consultation with staff was also conducted to identify priority DAIP outcomes for the Town. Staff with responsibilities that impact on the public such as customer service staff, building and planning staff, staff who develop or provide information to the public, ranger services and human resources personnel were particularly targeted.

This level of engagement allowed the Town to gather feedback on relevant areas of interest, gaps, needs and goals in relation to access and inclusion across the Town.

From the community survey conducted, the Town received 42 completed surveys which identified the following:

- 66% of respondents were unaware the Town had a DAIP.
- 7% of respondents had previously referred to the Town's DAIP, and
- 35% of respondents identified as living with a disability.

For most community survey questions, respondents were asked to rate the Town's performance as Very Good, Good, Average, Poor or Very Poor.

Overall, in reviewing the community survey results, the Town performed *good to very good* in a majority of the seven (7) outcomes of the previous DAIP. Equally, survey results also indicated that more can be done for people living with disability in the Town of Bassendean in the following areas:

- Accessibility of information, particularly in print
- Infrastructure improvements for people with a disability including pedestrian access, disabled parking, seating provision, signage and lighting
- Inclusive events for seniors
- Staff training in communicating with people with a disability.

Priorities

In reviewing community feedback and cross referencing with the Town's Council Plan and other strategy documents, the following items have been identified as priorities for the DAIP 2024-2028 to improve access and inclusion for people living with disability and the broader community.

These initiatives will sit alongside existing programs and services that continue to support disability access and inclusion in the Town of Bassendean:

- Reviewing the Town's active ageing policy in response to the community survey and identifying external opportunities to enhance services offered to this demographic in the community
- Expanding our provision of services to people with a disability by partnering with service providers, neighbouring councils and others to provide a greater range of programs for people with a disability
- Exploring adaptive technologies to provide additional support for people with a disability at civic and community events, including council meetings
- Auditing the Town's assets to develop and prioritise a schedule of works to improve universal access which is also a commitment in the Town's Council Plan
- Development of a promotional campaign to people with a disability to ensure greater awareness of the Town's disability services, facilities and events
- Providing training in disability awareness and statutory obligations for Town staff
- Establishing an internal disability access and inclusion working group and external community working group to guide and provide input regarding the implementation of the DAIP.

Actions have been grouped under each outcome of the DAIP and the Town will use an implementation plan to document each action required to achieve the goals outlined to deliver disability, access and inclusion outcomes.

All projects will be tracked and reported on a quarterly and annual basis.

Acknowledgement and thanks

The Town of Bassendean would like to acknowledge everyone who provided feedback during the review of the previous plan. Your collective contributions have assisted in the development of the 2024 -2028 Disability Access and Inclusion Plan.

Deleted: Inclusion

DRAFT

ACTIONS

Outcome 1 – Access to Services – People with disability have the same opportunity as other people to access the services or, any events organised by the Town.

New actions

Task		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
1.1	Review the Town’s Active Ageing Policy to build capacity of seniors and identify external opportunities to enhance services offered to this demographic in our community.	Community Development	X			
1.2	Facilitate and support workshops that connects people in the community with information regarding NDIS and the supports available to assist people with a disability.	Community Development Library Services	X			
1.3	Engage an external agency to develop and introduce a disability art program to engage and support people with disabilities.	Community Development	X			
1.4	Develop and introduce an inclusive children’s program (e.g. low sensory hours story time,	Community Development	X	X	X	X

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Task		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
	Auslan lessons) to engage and support young people with disabilities.	Library Services				
1.5	Facilitate a disability awareness event to promote available services and disability services within the Town (e.g. All Abilities Expo in partnership with neighbouring councils).	Community Development		X		
1.6	Explore assistive technology options to provide additional support for hearing and visually impaired residents at civic and community events such as hearing loops, text to speech technology and assistive listening/sound augmentation devices (e.g. Front Row Juno).	Community Development IT Services	X	X	X	
1.7	Engage Auslan Interpreters at major Town civic and commemorative events (e.g. Birak).	Community Development		X	X	X
1.8	Explore external grant opportunities to support DAIP objectives.	Community Development	X	X	X	X
1.9	Review the Disability Access and Inclusion Policy to ensure the integration of access and inclusion principles into the ongoing work of	Community Development	X			

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Task		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
	the Town guiding development of an Access and Inclusion Plan (AIP).					
1.10	Review the Volunteer Transport Service following completion of the 12-month trial.	Community Development	X			
1.11	Provide training to forward facing staff on invisible or hidden disabilities and the identification of the Hidden Disabilities Sunflower	Community Development and Human Resources	X	X	X	X

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Ongoing actions

Task		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
1.12	Support staff, volunteers and contractors conduct their business in accordance with the Town's DAIP and other relevant legislation through relevant procedures, guidelines and checklists.	Human Resources and Contract Officers All	X	X	X	x
1.13	Provide concession fees for WA Companion Card holders to Town events (where applicable).	Community Development	X	X	X	x
1.14	Provide the compassionate waste service to eligible people.	Sustainability and Environment	X	X	X	x

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Task		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
1.15	Ensure that events organised by the Town are considerate of, and accessible to, people with disability (even planning guidelines).	Community Development Children's Services Sustainability and Environment	X	X	X	x

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Youth Services

Outcome 2 – Access to Buildings and Other Facilities – People with disability have the same opportunities as other people to access the buildings and other facilities of the Town.

New actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
2.1	Audit of Town’s assets and prioritise a schedule of works <u>subject to budget availability</u> to improve universal access in the Town of Bassendean’s facilities and public open space (e.g. Jubilee and Ashfield Reserve) <u>include, but not limited to, footpaths and outdoor furniture</u> .	Engineering and Assets Operations and Works		X		
2.2	Audit of the Town’s controlled ACROD parking bays to inform the development of an ACROD improvement plan for budget consideration in the Long-Term Financial Plan and the Town’s Asset Management Plans.	Engineering and Assets Operations and Works Ranger Services		X		
2.3	Improve provision of lighting, and park benches at BIC Reserve.	Engineering and Assets	X	X		
2.4	Incorporate universally accessible principles into the playground’s renewal program (including seniors).	Engineering and Assets		X		
2.5	Audit of the Town’s clubroom facilities to improve accessibility and determine a program of works	Engineering and Assets	X	X	X	X

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Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
	for the Long-Term Financial Plan (e.g. Stan Moses Pavilion).					
2.6	Provide a map of accessible community facilities and transport routes.	IT and GIS Services			X	
2.7	Ensure Town master plans and precinct structure plans take into consideration accessibility needs of the community.	Planning and Regulation	X	X	X	X
<u>2.8</u>	<u>To lobby/advocate State Government to audit and upgrade state owned assets that are located in the Town of Bassendean.</u>	<u>Community Development Engineering and Assets</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>

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Ongoing actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
2.8	Consider disability, access and inclusion planning in all project scoping undertaken by the Town.	<u>All</u>	X	X	X	X

Deleted: Engineering and Assets Operations and Works

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
2.9	Assessment of all Town works to ensure (where possible) to maintain universal access where practicable.	All	X	X	X	X

Deleted: Engineering and Assets
Operations and Works

Outcome 3 - Access to Information - People with disability receive information from the Town in a format that will enable them to access the information as readily as other people are able to access it.

New actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
3.1	Develop and implement a promotional campaign to raise awareness of the Town's disability services, facilities and events.	Community Development Communications	X		X	
3.2	Develop internal digital and print accessibility guidelines to meet the State Government Access Guidelines for information, services and facilities.	Communications Community Development	X			

Ongoing actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
3.3	As part of the Town's ongoing website monitoring and improvements, review and update documentation available through the website to align with disability standards and guidelines, including the international recognised Web Content Accessibility Guidelines 2.1.	Communications	X	X	X	X
3.4	Provide documents in alternative formats, including larger print, upon request for people with a disability and promote this service.	Communications	X	X	X	X
3.5	Review accessibility of Thrive publication for community (print, distribution – e.g. add to Home Delivery Service deliveries).	Communications	X			

Outcome 4 – Level and Quality of Services - People with disability receive the same level and quality of service from the staff of the Town as other people receive from the staff of the Town.

New actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
4.1	Review the Town's Customer Service Charter for opportunities to further improve the experience of people with a disability.	Community Development Customer Services	X			

Ongoing actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
4.2	Provide disability awareness and skills training for staff and volunteers to encourage inclusive and accessible service delivery. For example, training in neurodiversity to customer focussed roles (Library Services, Customer Services and Rangers).	Human Resources	X		X	

Outcome 5 – Complaints Handling - People with disability have the same opportunities as other people to make complaints to the Town.

New actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
5.1	Review internal systems for tracking and reporting on customer feedback (including customer satisfaction surveys) relating to disability access and inclusion.	Customer Services Library Services Governance Communications		X		

Ongoing actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
5.2	Review any complaints and feedback received relating to disability access and inclusion and report implemented improvements as part of the annual reporting process to the Department of Communities.	Community Development Governance	X	X	X	X

Outcome 6 – Participation in Community Consultation - People with disability have the same opportunities as other people to participate in any public consultation by the Town.

New actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
6.1	Undertake a review and implement actions to improve the accessibility of council meetings and associated documentation.	Community Development Governance	X			
6.2	Establish and maintain a Disability Access and Inclusion Internal Working Group to assist in the implementation of the 2024 – 2028 DAIP.	Community Development Governance	X			
6.3	Introduce a consultative Disability Access and Inclusion Working Group, inclusive of community representatives, to assist in the monitoring and review of the DAIP by the community.	Community Development Governance	X			
6.4	Undertake a consultation process to broaden the DAIP so it becomes an Access and Inclusion Plan (AIP) and includes all people experiencing exclusion and disadvantage.	Community Development	X	X		

Ongoing actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
6.5	Develop community consultation activities that allow for participation/representation by people with a disability.	All	X	X	X	X

Outcome 7 – Employment - People with disability have the same opportunities as other people to obtain and maintain employment with the Town.

New actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
7.1	Review recruitment and retention strategies to encourage applicants with diverse abilities to obtain and maintain employment at the Town.	Human Resources			X	
7.2	Develop an Equal Employment Opportunity (EEO) Management Plan to enhance opportunities for people with a disability to gain and maintain employment with the Town.	Human Resources	X			

Ongoing actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
7.3	Build and maintain relationships with Disability Employment Service providers to enhance access to employment at the Town by people with a disability.	Human Resources All	X	X	X	X
7.4	Provide work experience opportunities for students with special needs.	Human Resources	X	X	X	X

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
		Library Services				



DRAFT DISABILITY ACCESS AND INCLUSION PLAN

The Town of Bassendean Disability Access and Inclusion Plan 2024 – 2028 outlines its commitment to building an accessible community for all residents, visitors and all other stakeholders.

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Note: This document is available in alternative formats upon request including in standard or large print, electronically by email and on the Town’s website at www.bassendean.wa.gov.au

Acknowledgement of Country

Nagalak kaadtitji boodja

Baal Whadjuk Noongar

boodja Ngalak nyininy.

We-together know this land.

It Whadjuk Noongar land.

We together sitting.

In the language of the first people of this land we say that we know that we are gathered together here on the land of the Whadjuk Noongar people, always was, always will be.

We pay our respects to Elders past and present, and their descendants.

Message from the Mayor

The Town of Bassendean is proud to present the Disability Access & Inclusion Plan (DAIP) 2024-2028 as we have an ongoing commitment to ensuring Bassendean is an accessible and inclusive community.

When Council adopted its new Council Plan 2023 – 2033, a key element of the Town’s vision, is that the Town of Bassendean would be known as a safe, healthy and inclusive community.

To achieve this, over the next 4 years, the Town will undertake to build on the achievements of previous Plans and implement the goals and actions n to address specific access and inclusion needs and opportunities raised through community consultation.

Whilst responsibility for implementing the plan rests primarily with Town staff supported by Council, an opportunity exists for key stakeholders, community groups, sporting clubs, residents and the wider community to also be involved.

Given that disability access and inclusion impact all aspects of community life, the Town remains committed to listening and responding to local community priorities and gladly welcomes ongoing feedback regarding the Plan.

With a commitment to work in collaboration with Community, the Town looks forward to completing the actions outlined in the Plan and raising awareness of the benefits of an accessible and inclusive community for all. To our valued community, we sincerely thank you for your input and we look forward to sharing with you the Town’s achievements over the next four years.

Introduction

Building on the success of previous initiatives the Town of Bassendean has developed this DAIP as part of its ongoing commitment to ensuring the Town is an accessible and inclusive community that provides equitable access to its facilities, services and community life.

It is a multi-year guiding document that aims to actively address barriers experienced by people with a disability when accessing the Town's facilities, services, and activities. The Plan proposes solutions through a set of strategic priority actions.

The plan will be reviewed regularly to ensure people with disability, their families and carers within the Town of Bassendean can achieve their desired quality of life and have access to the same facilities, functions, events and services offered to the wider community.

What do the terms Disability, Access and Inclusion Mean

Disability

Disability is the experience of any condition that makes it difficult for a person to do certain activities or have equitable access with a given society. Disabilities may be cognitive, developmental, intellectual, mental, physical, sensory or a combination of multiple factors.

Access

Access refers to the ability or right to enter, exit, communicate with, or make use of. It also refers to the removal or reduction of barriers (physical and attitudinal) to participate in the activities and functions of a community.

Inclusion

Inclusion is the process whereby every person (irrespective of age, disability, gender, religion, sexual orientation or nationality) can access and participate fully in all aspects of an activity or service in the same way as any other member of the community.

Legislation

The Disability Services Act 1993 (amended 2004) and the Disability Services Regulations 2004 (amended 2015) requires all local governments to have and implement a Disability Access and Inclusion Plan (DAIP), which must be reviewed at least every five years.

This DAIP is informed by the following legislation:

- Commonwealth Disability Discrimination Act 1992;
- Western Australian Disability Services Act 1993 (amended 2004);
- Western Australian Equal Opportunity Act 1984 (amended 1988); and
- Disability (Access to Premises – Buildings) Standards 2010.

Strategic Alignment

As outlined in the Town's Council Plan 2023-2033, the Town's vision is to be a safe, healthy, and inclusive community, that respects and celebrates cultural heritage and diversity; a home by the Swan for everyone to enjoy.

The new DAIP seeks to achieve this vision by ensuring that community access and inclusion needs are supported and implemented through the Council Plan and the subsequent plans, including the 2024 – 2028 Disability Access and Inclusion Plan.

In relation to the strategic priorities of the Council Plan that align to the outcomes of the DAIP 2024-2028, the Town will focus on the following:

Strategic Priority: People

Outcome 1 – A connected community with a strong sense of identity and belonging.

Outcome 2 – A safe, inclusive and healthy community, with the specific actions of establishing an access and inclusion steering group to assist in and developing a new Access and Inclusion Plan.

Strategic Priority: Place

Outcome 6 – Attractive and welcoming places.

Outcome 7 – A town that is easy to get around safely and sustainably.

Strategic Priority: Performance

Outcome 10 – A well informed and engaged community.

In developing this Plan, the Town has addressed the State mandated outcomes as outlined below.

DAIP Outcomes

It is a requirement under the Western Australian Disability Services Act that local government authorities develop and implement a Disability Access and Inclusion Plan, working to achieve the following seven legislated outcomes:

1. People with disability have the same opportunities as other people to access the services of, and any events organised by the Town.
2. People with disability have the same opportunities as other people to access the buildings and other facilities of the Town.
3. People with disability receive information from the Town in a format that will enable them to access the information as readily as other people are able to access it.
4. People with disability receive the same level and quality of service from the staff of the Town as other people receive from the staff of the Town.
5. People with disability have the same opportunities as other people to make complaints to the Town.
6. People with disability have the same opportunities as other people to participate in any public consultation by the Town.
7. People with disability have the same opportunities as other people to obtain and maintain employment with the Town.

Accessibility and Inclusion Needs

Australia

Disability

- 5.5 million (21.4%) of Australians live with a disability, up from 17.7% in 2018.
- 15.0% of people aged 0-64 years had disability, compared with 52.3% of people aged 65 years and over.
- Disability prevalence was similar for males (21.0%) and females (21.8%)
- 7.9% of all Australians had a profound or severe disability.

Older people

- 17.1% of Australians were aged 65 years and over (up from 15.9% in 2018).
- 95.9% of older Australians were living in households, while 4.1% lived in cared accommodation.
- 52.3% of older Australians had disability, and 86.6% had one or more long term health conditions.
- 39.8% of older Australians living at home needed some assistance with everyday activities.

Carers

- There were 3.0 million carers, representing 11.9% of all Australians living in households (up from 10.8% in 2018).
- 12.8% of all females were carers, compared with 11.1% of all males.
- There were 391,300 young carers (under the age of 25), up from 235,300 in 2018.
- There were 1.2 million primary carers in Australia, and of these, 43.8% had disability themselves.

Western Australia

- 411,500 (16.4%) of people reported living with a disability; 15.6% male, 17.2% female.
- 4.7% of people in WA have a profound disability (117,000 people)
- Living arrangements, 21.6% people in households alone and 3.8% in cared accommodation. People with severe and profound disability in households with others (12.6% people in households alone and 23.2% in cared accommodation).
- 16.5% of people living with disability aged 15 years and over had a Bachelor degree or above.
- 49.2% of people living with disability aged 15-64 years main source of income was government pension or allowance.
- 59%, aged 15 years and over work in the labour force with 27.9% aged 15 years and over with severe and profound disability work in the labour force.

Town of Bassendean

- 15,932 people called the Town of Bassendean home at the time of the 2021 Census.
- An estimated 2,600 residents live with disability, which represents 16% of the Town's population which is comparable to WA's 16.4% living with a disability but under the national average of 21.4%.
- An estimated 730 residents need assistance with core activities which represents 5% of the Town's population.
- 6.3% of Bassendean residents are living with profound or severe core activity limitation which is higher than the WA average of 4.5%
- In 2021, 1,351 residents reported as living with arthritis.

* Data from Disability, Ageing and Carers, Australia: Summary of Findings

Achievements

A review of the Town's DAIP 2019-2024, identified the following highlights:

Outcome 1 – Access to Services

- Accessible furniture and equipment for the Bassendean Memorial Library was purchased e.g., adjustable tables, illuminated magnifying glasses, large print books, audiocassettes, large print screens, e-books etc.
- Wheelchairs and trolleys made available for people with disability on request in the library.
- Participation in the Socially Inclusive Communities WA program (Department of Communities and Inclusion Solutions) in 2019.

Outcome 2 – Access to Buildings and Other Facilities

- Ongoing program to ensure Council used buildings are fitted with disabled toilets, double doors, entrance ramps and disabled parking in accordance with the planning and building requirements.
- Implemented a new Verge Permit system associated with new development to ensure the thoroughfare is trafficable and safe at all times during development.
- The street lighting within the Eden Hill Underground Power project area was upgraded to LED streetlighting and installed in accordance with AS 1158 Lighting Standards for Roads and Public Spaces.
- A footpath was constructed linking the RA McDonald stand and cantilever stand to the accessible toilets within Steel Blue Oval.
- Construction of an improved path on Brook Street, Bassendean in close vicinity to physiotherapy services providing greater accessibility for residents with disability.

Outcome 3 – Access to Information

- Implemented a system whereby the website is reviewed for accessibility with the Town's website now containing documents in formats that are user friendly for people with vision impairments and contain relevant information for people with disability.
- Council election candidate information was provided in various formats to be accessible by people with disability; and
- Installation of low counter and room to manoeuvre wheelchairs and personal mobility devices at the Administration Customer Service centre.
- Council members and volunteers were provided the opportunity to attend disability awareness training.
- Recognition event for International Day of People with Disability staged in partnership with local social enterprise Westcare.

Outcome 4 – Level and Quality of Services

- Through the Town's participation in the Socially Inclusive Communities WA Program (2019), Inclusion Solutions delivered training sessions to Town Staff to raise awareness in communicating and providing accessible information to people with disability.

Outcome 5 – Complaints Handling

- The Town's complaints handling process was reviewed and a new process adopted that has specific reference to access and inclusion.

Outcome 6 – Participation in Community Consultation

- The Town participated in projects such as 'You're Welcome' to provide accurate information to people with disability about the accessibility of council facilities, local businesses and services.
- Supported people with disability to be included in their community through the Count Me In Grant (social inclusion);
- Council meetings start times reviewed, live streamed and uploaded to the Town's website to increase accessibility for people with disability.

Outcome 7 – Employment

- The Town ensured equal employment principles were upheld and reflected in all workforce development activities.

Consultation

The Town of Bassendean engaged the community in a range of ways to encourage input into the review of the Town's DAIP.

Consultation methods included:

- Face-to-face interviews
- Online and written submissions
- Town Facebook page
- Staff internal working groups
- Community survey link through the Town's website and PDF hard copy available at Customer Service and Library

The Town also engaged directly with a range of external stakeholders across the Town's community. Stakeholders included the following:

- TADWA
- Westcare
- Amana Living
- Crosslinks
- AEGIS
- Rocky Bay (3 x lodging houses within the Town of Bassendean)
- Foundation housing

The Town also engaged with the following local organisations and groups:

- Bassendean 55 Plus Assoc.
- Bassendean Melody Club
- Wider Vision
- Bassendean Men's Shed
- Returned Services League (RSL Bassendean)
- Swan Districts Football Club

Consultation with staff was also conducted to identify priority DAIP outcomes for the Town. Staff with responsibilities that impact on the public such as customer service staff, building and planning staff, staff who develop or provide information to the public, ranger services and human resources personnel were particularly targeted.

This level of engagement allowed the Town to gather feedback on relevant areas of interest, gaps, needs and goals in relation to access and inclusion across the Town.

From the community survey conducted, the Town received 42 completed surveys which identified the following:

- 66% of respondents were unaware the Town had a DAIP.
- 7% of respondents had previously referred to the Towns DAIP, and
- 35% of respondents identified as living with a disability.

For most community survey questions, respondents were asked to rate the Town's performance as Very Good, Good, Average, Poor or Very Poor.

Overall, in reviewing the community survey results, the Town performed *good to very good* in a majority of the seven (7) outcomes of the previous DAIP. Equally, survey results also indicated that more can be done for people living with disability in the Town of Bassendean in the following areas:

- Accessibility of information, particularly in print
- Infrastructure improvements for people with a disability including pedestrian access, disabled parking, seating provision, signage and lighting
- Inclusive events for seniors
- Staff training in communicating with people with a disability.

Priorities

In reviewing community feedback and cross referencing with the Town's Council Plan and other strategy documents, the following items have been identified as priorities for the DAIP 2024-2028 to improve access and inclusion for people living with disability and the broader community.

These initiatives will sit alongside existing programs and services that continue to support disability access and inclusion in the Town of Bassendean:

- Reviewing the Town's active ageing policy in response to the community survey and identifying external opportunities to enhance services offered to this demographic in the community
- Expanding our provision of services to people with a disability by partnering with service providers, neighbouring councils and others to provide a greater range of programs for people with a disability
- Exploring adaptive technologies to provide additional support for people with a disability at civic and community events, including council meetings
- Auditing the Town's assets to develop and prioritise a schedule of works to improve universal access which is also a commitment in the Town's Council Plan
- Development of a promotional campaign to people with a disability to ensure greater awareness of the Town's disability services, facilities and events
- Providing training in disability awareness and statutory obligations for Town staff
- Establishing an internal disability access and inclusion working group and external community working group to guide and provide input regarding the implementation of the DAIP.

Actions have been grouped under each outcome of the DAIP and the Town will use an implementation plan to document each action required to achieve the goals outlined to deliver disability, access and inclusion outcomes.

All projects will be tracked and reported on a quarterly and annual basis.

Acknowledgement and thanks

The Town of Bassendean would like to acknowledge everyone who provided feedback during the review of the previous plan. Your collective contributions have assisted in the development of the 2024 -2028 Disability Access and Inclusion Plan.

Actions

Outcome 1 – Access to Services

People with disability have the same opportunity as other people to access the services or, any events organised by the Town.

New Actions

Task		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
1.1	Review the Town's Active Ageing Policy to build capacity of seniors and identify external opportunities to enhance services offered to this demographic in our community.	Community Development	X			
1.2	Facilitate and support workshops that connects people in the community with information regarding NDIS and the supports available to assist people with a disability.	Community Development Library Services	X			
1.3	Engage an external agency to develop and introduce a disability art program to engage and support people with disabilities.	Community Development	X			
1.4	Develop and introduce an inclusive children's program (e.g. low sensory hours story time, Auslan lessons) to engage and support young people with disabilities.	Community Development Library Services	X	X	X	X
1.5	Facilitate a disability awareness event to promote available services and disability	Community Development		X		

Task		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
	services within the Town (e.g. All Abilities Expo in partnership with neighbouring councils).					
1.6	Explore assistive technology options to provide additional support for hearing and visually impaired residents at civic and community events such as hearing loops, text to speech technology and assistive listening/sound augmentation devices (e.g. Front Row Juno).	Community Development IT Services	X	X	X	
1.7	Engage Auslan Interpreters at major Town civic and commemorative events (e.g. Birak).	Community Development		X	X	X
1.8	Explore external grant opportunities to support DAIP objectives.	Community Development	X	X	X	X
1.9	Review the Disability Access and Inclusion Policy to ensure the integration of access and inclusion principles into the ongoing work of the Town guiding development of an Access and Inclusion Plan (AIP).	Community Development	X			
1.10	Review the Volunteer Transport Service following completion of the 12-month trial.	Community Development	X			

Task		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
1.11	Provide training to forward facing staff on invisible or hidden disabilities and the identification of the Hidden Disabilities Sunflower	Community Development Human Resources	X	X	X	X

Ongoing Actions

Task		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
1.12	Support staff, volunteers and contractors conduct their business in accordance with the Town's DAIP and other relevant legislation through relevant procedures, guidelines and checklists.	Human Resources Contract Officers All	X	X	X	X
1.13	Provide concession fees for WA Companion Card holders to Town events (where applicable).	Community Development	X	X	X	X
1.14	Provide the compassionate waste service to eligible people.	Sustainability and Environment	X	X	X	X

Task		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
1.15	Ensure that events organised by the Town are considerate of, and accessible to, people with disability (even planning guidelines).	Community Development Children's Services Sustainability and Environment	X	X	X	X

Outcome 2 – Access to Buildings and Other Facilities

People with disability have the same opportunities as other people to access the buildings and other facilities of the Town.

New Actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
2.1	Audit of Town's assets and prioritise a schedule of works subject to budget availability to improve universal access in the Town of Bassendean's facilities and public open space (e.g. Jubilee and Ashfield Reserve) include, but not limited to, footpaths and outdoor furniture.	Engineering and Assets Operations and Works		X		
2.2	Audit of the Town's controlled ACROD parking bays to inform the development of an ACROD improvement plan for budget consideration in the Long-Term Financial Plan and the Town's Asset Management Plans.	Engineering and Assets Operations and Works Ranger Services		X		
2.3	Improve provision of lighting, and park benches at BIC Reserve.	Engineering and Assets	X	X		
2.4	Incorporate universally accessible principles into the playground's renewal program (including seniors).	Engineering and Assets		X		

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
2.5	Audit of the Town's clubroom facilities to improve accessibility and determine a program of works for the Long-Term Financial Plan (e.g. Stan Moses Pavilion).	Engineering and Assets	X	X	X	X
2.6	Provide a map of accessible community facilities and transport routes.	IT and GIS Services			X	
2.7	Ensure Town master plans and precinct structure plans take into consideration accessibility needs of the community.	Planning and Regulation	X	X	X	X
2.8	To lobby/advocate State Government to audit and upgrade state owned assets that are located within the Town of Bassendean.	Community Development Engineering and Assets	X	X	X	X

Ongoing actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
2.8	Consider disability, access and inclusion planning in all project scoping undertaken by the Town.	All	X	X	X	X

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
2.9	Assessment of all Town works to ensure (where possible) to maintain universal access where practicable.	All	X	X	X	X

Outcome 3 - Access to Information

People with disability receive information from the Town in a format that will enable them to access the information as readily as other people are able to access it.

New Actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
3.1	Develop and implement a promotional campaign to raise awareness of the Town's disability services, facilities and events.	Community Development Communications	X		X	
3.2	Develop internal digital and print accessibility guidelines to meet the State Government Access Guidelines for information, services and facilities.	Community Development Communications	X			

Ongoing Actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
3.3	As part of the Town's ongoing website monitoring and improvements, review and update documentation available through the website to align with disability standards and guidelines, including the international recognised Web Content Accessibility Guidelines 2.1.	Communications	X	X	X	X

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
3.4	Provide documents in alternative formats, including larger print, upon request for people with a disability and promote this service.	Communications	X	X	X	X
3.5	Review accessibility of Thrive publication for community (print, distribution – e.g. add to Home Delivery Service deliveries).	Communications	X			

Outcome 4 – Level and Quality of Services

People with disability receive the same level and quality of service from the staff of the Town as other people receive from the staff of the Town.

New Actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
4.1	Review the Town's Customer Service Charter for opportunities to further improve the experience of people with a disability.	Community Development Customer Services	X			

Ongoing Actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
4.2	Provide disability awareness and skills training for staff and volunteers to encourage inclusive and accessible service delivery. For example, training in neurodiversity to customer focussed roles (Library Services, Customer Services and Rangers).	Human Resources	X		X	

Outcome 5 – Complaints Handling

People with disability have the same opportunities as other people to make complaints to the Town.

New Actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
5.1	Review internal systems for tracking and reporting on customer feedback (including customer satisfaction surveys) relating to disability access and inclusion.	Customer Services Library Services Governance Communications		X		

Ongoing Actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
5.2	Review any complaints and feedback received relating to disability access and inclusion and report implemented improvements as part of the annual reporting process to the Department of Communities.	Community Development Governance	X	X	X	X

Outcome 6 – Participation in Community Consultation

People with disability have the same opportunities as other people to participate in any public consultation by the Town.

New Actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
6.1	Undertake a review and implement actions to improve the accessibility of council meetings and associated documentation.	Community Development Governance	X			
6.2	Establish and maintain a Disability Access and Inclusion Internal Working Group to assist in the implementation of the 2024 – 2028 DAIP.	Community Development Governance	X			
6.3	Introduce a consultative Disability Access and Inclusion Working Group, inclusive of community representatives, to assist in the monitoring and review of the DAIP by the community.	Community Development Governance	X			
6.4	Undertake a consultation process to broaden the DAIP so it becomes an Access and Inclusion Plan (AIP) and includes all people experiencing exclusion and disadvantage.	Community Development	X	X		

Ongoing actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
6.5	Develop community consultation activities that allow for participation/representation by people with a disability.	All	X	X	X	X

Outcome 7 – Employment

People with disability have the same opportunities as other people to obtain and maintain employment with the Town.

New actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
7.1	Review recruitment and retention strategies to encourage applicants with diverse abilities to obtain and maintain employment at the Town.	Human Resources			X	
7.2	Develop an Equal Employment Opportunity (EEO) Management Plan to enhance opportunities for people with a disability to gain and maintain employment with the Town.	Human Resources	X			

Ongoing Actions

Tasks		Responsible Business Unit/s	Timeframe			
			2024-25	2025-26	2026-27	2027-28
7.3	Build and maintain relationships with Disability Employment Service providers to enhance access to employment at the Town by people with a disability.	Human Resources All	X	X	X	X
7.4	Provide work experience opportunities for students with special needs.	Human Resources Library Services	X	X	X	X



TOWN OF
Bassendean

**LIST OF PAYMENTS
FOR THE MONTH
ENDED 31 OCTOBER 2024**

*Any questions relating to the List of Payments, please raise with Paul White,
Director Corporate Services, prior to Briefing Session.*

SUMMARY OF SCHEDULE OF ACCOUNTS

FUND	VOUCHERS	AMOUNT \$
MUNICIPAL		
EFT, Direct Debits and Payroll 01-31 October	53276-53602	3,679,394.26
Cheques		
Commonwealth 6100-1015-9128	N/A	937.85
Credit Card Payments		13,541.11
		<hr/>
		\$3,693,873.22
		<hr/> <hr/>

This list of payments, covering vouchers as above has been checked and is fully supported by vouchers and invoices, which have been duly certified as to the receipt of goods and the rendition of services and as to prices, computations, and costings, and the amounts shown have been paid.

TOWN OF BASSENDEAN
OCTOBER 2024 PAYMENTS (01/10/2024 - 31/10/2024)

Date	Name	Description	Amount
10/10/2024	(EBG) EFFECTIVE BUILDING GROUP PTY LTD	Building condition report - R A McDonald and Bill Walker Stands	-\$1,760.00
08/10/2024	CARE SUPER	Superannuation contributions	-\$863.01
22/10/2024	CARE SUPER	Superannuation contributions	-\$863.01
03/10/2024	A. M BOLTS & NUTS	Bolts and nuts supplies	-\$59.91
10/10/2024	A. M BOLTS & NUTS	Bolts and nuts supplies	-\$132.00
03/10/2024	ACTIVE AIR CONDITIONING & REFRIGERATION PTY LTD	Hire of 4 heaters from 20 to 30 Aug 24	-\$484.00
23/10/2024	ACTIVE AIR CONDITIONING & REFRIGERATION PTY LTD	Hire of 4 heaters from 31 Aug to 11 Sep 24	-\$528.00
23/10/2024	ALLMARK & ASSOCIATES PTY LTD	Office supplies	-\$92.95
01/10/2024	ALLSPORTS LINEMARKING	Line Marking - Bassendean Oval	-\$110.00
03/10/2024	ALLSPORTS LINEMARKING	Line Marking - Bassendean Oval	-\$330.00
23/10/2024	ALLSPORTS LINEMARKING	Line Marking - Bassendean Oval	-\$110.00
03/10/2024	ALSCO LINEN SERVICES PTY LTD	Hygiene services - Multiple locations - Aug 24	-\$4,444.81
10/10/2024	ALSCO LINEN SERVICES PTY LTD	Hygiene services - Multiple locations - Sep 24	-\$4,444.81
23/10/2024	ALSCO LINEN SERVICES PTY LTD	Weekly linen services - Administration	-\$540.89
03/10/2024	AMAZING BRICK PAVING	Pick up and relay paving - waste to depot - various locations	-\$4,662.90
10/10/2024	AMAZING BRICK PAVING	Pick up and relay paving - waste to depot - various locations	-\$5,628.70
08/10/2024	AMP FLEXIBLE SUPER - SUPER	Superannuation contributions	-\$303.29
22/10/2024	AMP FLEXIBLE SUPER - SUPER	Superannuation contributions	-\$299.84
01/10/2024	A KALKA	Refund - Sanitary rebate	-\$157.50
08/10/2024	ANZ SMART CHOICE SUPER	Superannuation contributions	-\$659.66
22/10/2024	ANZ SMART CHOICE SUPER	Superannuation contributions	-\$639.89
01/10/2024	ASHFIELD COMMUNITY ACTION NETWORK INC	Donation to Ashfield Community Action Network - new website hosting	-\$250.00

Date	Name	Description	Amount
03/10/2024	ASPHALTECH PTY LTD	Asphalt supplies	-\$770.80
10/10/2024	ASPHALTECH PTY LTD	MMR Project - Iolanthe Street - Anzac Tce to Walter Road East - Asphalt supplies and equipment, traffic management, variable message board	-\$290,598.17
03/10/2024	ASSET INFRASTRUCTURE MANAGEMENT	Assist development - Parks Place service levels	-\$3,960.00
10/10/2024	ASSET INFRASTRUCTURE MANAGEMENT	Asset management services - various dates	-\$6,051.38
23/10/2024	ASSET INFRASTRUCTURE MANAGEMENT	Annual subscription to the AIM works planning tool	-\$1,100.00
03/10/2024	AUSTRALIA POST	Postal charges	-\$218.92
10/10/2024	AUSTRALIAN AIRCONDITIONING SERVICES PTY LTD (AAS)	Supply and install 2 aircon units - HRV unit and depot stores office	-\$8,126.80
23/10/2024	AUSTRALIAN AIRCONDITIONING SERVICES PTY LTD (AAS)	Quarterly air-conditioning inspections - Library	-\$2,664.75
08/10/2024	AUSTRALIAN ETHICAL SUPER	Superannuation contributions	-\$634.81
22/10/2024	AUSTRALIAN ETHICAL SUPER	Superannuation contributions	-\$634.81
03/10/2024	AUSTRALIAN RED CROSS	CPR refresher - depot	-\$1,706.40
08/10/2024	AUSTRALIAN RETIREMENT TRUST	Superannuation contributions	-\$1,139.95
22/10/2024	AUSTRALIAN RETIREMENT TRUST	Superannuation contributions	-\$842.40
10/10/2024	AUSTRALIAN SERVICES UNION	Payroll deductions	-\$185.50
24/10/2024	AUSTRALIAN SERVICES UNION	Payroll deductions	-\$159.00
10/10/2024	AUSTRALIAN TAX OFFICE (PAYG)	Payroll deductions	-\$94,253.00
24/10/2024	AUSTRALIAN TAX OFFICE (PAYG)	Payroll deductions	-\$82,827.00
08/10/2024	AUSTRALIAN/WESTSCHEME SUPER	Superannuation contributions	-\$7,954.41
22/10/2024	AUSTRALIAN/WESTSCHEME SUPER	Superannuation contributions	-\$8,259.57
08/10/2024	AWARE SUPERANNUATION	Superannuation contributions	-\$34,639.28
22/10/2024	AWARE SUPERANNUATION	Superannuation contributions	-\$34,361.61
01/10/2024	A MACKENZIE	Reimbursement - Snap printing DAIP consultation posters	-\$99.74
15/10/2024	BASSENDAN CRICKET CLUB	Management of the turf cricket facilities - Jubilee Reserve	-\$22,235.00
01/10/2024	BASSENDAN NEWSAGENCY	Selected periodical titles Aug 24 - Library	-\$68.46
23/10/2024	BASSENDAN NEWSAGENCY	Selected periodical titles Sep 24 - Library	-\$90.65

Date	Name	Description	Amount
03/10/2024	BASSENDAN OPEN STUDIOS	Community Grants Program - An open studio event across many venues in the TOB	-\$2,000.00
11/10/2024	BASSENDAN SES	ESL Operating Grant 2024/25 1st Quarter	-\$11,486.75
03/10/2024	BASSENDAN TENNIS CLUB	Grass Court maintenance 2023-24	-\$2,291.30
10/10/2024	BCA CONSULTANTS (WA) PTY LTD	Library & Admin air-conditioning - Design and documentation	-\$12,540.00
01/10/2024	BCITF	BCITF - Aug 2024	-\$3,199.31
03/10/2024	BCITF	BCITF - Sep 2024	-\$4,602.09
03/10/2024	BEAVER TREE SERVICES	Remove large failed limb and hangers - various locations	-\$8,937.50
10/10/2024	BEAVER TREE SERVICES	Removal of dead trees, pruning, stump grinding, root chase and air spading - various sites	-\$6,924.50
23/10/2024	BEAVER TREE SERVICES	Removal of dead trees, pruning, stump grinding, root chase and air spading - various sites	-\$28,841.82
01/10/2024	BENARA NURSERIES	Plant supplies	-\$1,259.50
03/10/2024	BING TECHNOLOGIES PTY LTD	Electronic postal charges	-\$713.99
03/10/2024	BOC LIMITED	Dry Ice Mosquito Trapping - 2024/25 Season	-\$27.60
10/10/2024	BOC LIMITED	Dry Ice Mosquito Trapping - 2024/25 Season	-\$12.38
03/10/2024	BRICKS 4 KIDZ GOSNELLS (RENUI VENTURES PTY LTD)	Extension activity - Brik 4 Kids Stem - Junior robotics program - Aug - Nov 24 (4 sessions)	-\$495.00
10/10/2024	BRIGHT BYTES - MICHAEL STEVENSON	Deep cleaning - Library	-\$330.00
23/10/2024	BUDGET PEST CONTROL	Termite treatments - various sites	-\$550.00
23/10/2024	BULLCOW ENTERPRISES PTY LTD	Fibre Testing - ITC	-\$528.00
01/10/2024	BUNNINGS GROUP LIMITED	Hardware supplies	-\$92.44
03/10/2024	BUNNINGS GROUP LIMITED	Hardware supplies	-\$1,365.99
10/10/2024	BUNNINGS GROUP LIMITED	Hardware supplies	-\$2,096.01
23/10/2024	BUNNINGS GROUP LIMITED	Hardware supplies	-\$178.52
23/10/2024	CAI FENCES	Remove dispose of existing fence & replace chainmesh fencing to dugouts area - Caledonian Soccer Club	-\$17,578.00
01/10/2024	C M KENNEDY	Refund - CCTV Rebate scheme	-\$134.00

Date	Name	Description	Amount
23/10/2024	CASA MIA MONTESSORI COMMUNITY SCHOOL INC	Community Grant Sponsorship - Casa Mia - 25th Anniversary Fund Day - free public event at BIC Reserve	-\$2,200.00
03/10/2024	CASA SECURITY PTY LTD	Monthly security guard call-outs	-\$1,783.65
10/10/2024	CASA SECURITY PTY LTD	Locking Ashfield Reserve Toilets - as from 5 Aug 24	-\$3,083.51
10/10/2024	CASCADA GROUP	Supply cover wave grates	-\$7,383.20
03/10/2024	CENTRECARE INC	Community Grants Program - Traffic management for 2 street parties to engage children and their experiences of road safety	-\$2,200.00
10/10/2024	CHIVERS ASPHALT PTY LTD	Asphalt repairs - Ashfield Soccer Club car park. Asphalt crossover and path repairs - Wicks Street	-\$16,500.00
23/10/2024	CHIVERS ASPHALT PTY LTD	Asphalt repairs - Morley Drive	-\$11,137.50
03/10/2024	CITY OF BELMONT	Chemical Supplies	-\$3,080.88
23/10/2024	CITY OF BELMONT	Reimbursement of LSL paid out on termination	-\$393.71
01/10/2024	CITY OF SOUTH PERTH	Impound Fees - Jul 24	-\$1,207.36
03/10/2024	CITY OF SOUTH PERTH	Impound Fees - Aug 2024	-\$1,488.55
23/10/2024	CITY OF SOUTH PERTH	Impound Fees - Sep 2024	-\$1,523.06
01/10/2024	CLEAR HEALTH PARTNERS PTY LTD	Employee Assistance Provider	-\$231.00
03/10/2024	CLEAR HEALTH PARTNERS PTY LTD	Employee Assistance Provider	-\$693.00
10/10/2024	CLEAR HEALTH PARTNERS PTY LTD	Employee Assistance Provider	-\$231.00
23/10/2024	CLEAR HEALTH PARTNERS PTY LTD	Employee Assistance Provider	-\$462.00
01/10/2024	COLES SUPERMARKETS AUSTRALIA	Groceries supplies - WIW	-\$409.34
03/10/2024	COLES SUPERMARKETS AUSTRALIA	Groceries supplies - WIW	-\$1,668.61
10/10/2024	COLES SUPERMARKETS AUSTRALIA	Groceries supplies - WIW	-\$2,811.67
23/10/2024	COLES SUPERMARKETS AUSTRALIA	Groceries supplies - WIW	-\$740.13
08/10/2024	COLONIAL FIRST STATE	Superannuation contributions	-\$1,594.82
22/10/2024	COLONIAL FIRST STATE	Superannuation contributions	-\$1,527.41
10/10/2024	COMMISSIONER OF POLICE	National Police checks	-\$18.00
03/10/2024	COMPLETE APPROVALS	Refund - Planning Application	-\$147.00
23/10/2024	COMPLETE APPROVALS	Refund - Planning Application	-\$294.00
03/10/2024	COMPLETE CORPORATE HEALTH - ASCOT	Pre Employment Medical check	-\$569.36

Date	Name	Description	Amount
23/10/2024	COMPLETE CORPORATE HEALTH - ASCOT	Pre Employment Medical check	-\$1,531.31
23/10/2024	COMPLETE OFFICE SUPPLIES PTY LTD - COS	Office supplies	-\$193.22
01/10/2024	CONNECT VICTORIA PARK INCORPORATED	Management Fees for HRV - Jul 24	-\$3,412.20
03/10/2024	CONNECT VICTORIA PARK INCORPORATED	Management Fees for HRV - Aug 24	-\$2,907.55
03/10/2024	CORSIGN WA PTY LTD	4 x Duck Signs	-\$228.80
03/10/2024	CTI RISK MANAGEMENT	Customer Service banking collections	-\$418.28
10/10/2024	CTI RISK MANAGEMENT	Customer Service banking collections - Sep 24	-\$289.58
23/10/2024	DATA DOCUMENTS	Printing - Bassendean Oval Advocacy Brochure - Sep 24	-\$332.20
03/10/2024	DEPARTMENT OF BIODIVERSITY CONSERVATION AND ATTRACTIONS	Reel it in contribution - 2024/25	-\$2,200.00
23/10/2024	DEPARTMENT OF FIRE & EMERGENCY SERVICES	Emergency Services Levy	-\$25,575.95
24/10/2024	DEPARTMENT OF FIRE & EMERGENCY SERVICES	ESL 1st quarter contribution	-\$837,814.36
03/10/2024	DEPARTMENT OF MINES, INDUSTRY REGULATION & SAFETY	BSL - Aug 24	-\$6,342.51
23/10/2024	DEPARTMENT OF MINES, INDUSTRY REGULATION & SAFETY	BSL - Sep 24	-\$3,433.65
23/10/2024	DI CANDILO & SONS	Hardware supplies	-\$880.00
01/10/2024	DIAL A NAPPY (BUSICLEAN)	Cleaning and laundry supplies - WIW	-\$36.00
10/10/2024	DIAL A NAPPY (BUSICLEAN)	Cleaning and laundry supplies - WIW	-\$808.10
01/10/2024	D C SUNLEY	Refund - Rates	-\$130.65
03/10/2024	DOMUS NURSERY	Plant supplies	-\$1,517.45
10/10/2024	DOMUS NURSERY	Plant supplies	-\$923.78
10/10/2024	DORMAKABA AUSTRALIA PTY LTD	Repair of fault - Main auto doors at 48 Old Perth Road	-\$1,008.04
03/10/2024	DOWSING GROUP PTY LTD	Supply and install pedestrian kerb ramps - North Road. Install concrete footpath - Walter Road	-\$13,988.27
10/10/2024	DOWSING GROUP PTY LTD	Concrete repairs - Gary Blanch Reserve	-\$46,599.45
03/10/2024	DS WORKWEAR & SAFETY	Safety clothing	-\$204.95

Date	Name	Description	Amount
10/10/2024	DS WORKWEAR & SAFETY	Safety clothing	-\$459.90
10/10/2024	DWC STUDIO PTY LTD	Town of Bassendean DRP Sep 24	-\$467.50
03/10/2024	E FIRE & SAFETY (WA)	Monthly testing of fire detection system - Sep 24 - Library	-\$126.50
23/10/2024	E FIRE & SAFETY (WA)	Monthly testing of fire detection system - Oct 24 - Library	-\$126.50
10/10/2024	EASIFLEET	Payroll deductions	-\$273.03
24/10/2024	EASIFLEET	Payroll deductions	-\$277.03
03/10/2024	EASTERN METROPOLITAN REGIONAL COUNCIL - EMRC	Processing of kerbside waste - domestic, FOGO, tip pass - mixed, green waste and mattress - Aug 24	-\$97,214.00
10/10/2024	EASTERN METROPOLITAN REGIONAL COUNCIL - EMRC	Processing of kerbside waste - domestic, FOGO, tip pass - mixed, green waste and mattress - Sep 24	-\$67,093.66
23/10/2024	EASTERN METROPOLITAN REGIONAL COUNCIL - EMRC	Processing of kerbside waste - domestic, FOGO, tip pass - mixed, green waste and mattress Oct 24	-\$66,403.30
10/10/2024	EDGE TRANSPORT SOLUTIONS PTY LTD	Provide and conduct a road safety audit - Success Road and Lord Street	-\$1,320.00
01/10/2024	ELITE COMPLIANCE PTY LTD	Refund - Building Permit	-\$110.00
10/10/2024	ELLIOTTS IRRIGATIONS	BIC iron filter service - Aug 24	-\$324.50
23/10/2024	ENVIRONMENTAL INDUSTRIES PTY LTD	Supply of top dressing sand - Jubilee Reserve	-\$11,025.85
03/10/2024	ENVIROPATH PTY LTD	Aug 24 street sweeping - various sites	-\$5,509.90
10/10/2024	ENVIROPATH PTY LTD	Sep 24 street sweeping - various sites	-\$3,948.12
03/10/2024	ESRI AUSTRALIA PTY LTD	ArcGIS Online Creator and ArcGIS Online Mobile Worker - Annual Subscriptions	-\$5,670.50
23/10/2024	EVSE AUSTRALIA	Explore software subscription fee - 2 ports (Year 2)	-\$1,188.00
10/10/2024	FARMARAMA PTY LTD	Fertiliser supplies	-\$11,049.50
01/10/2024	F E MACFARLANE-BARROW	Refund - Waterwise Verge Rebate	-\$500.00
03/10/2024	FLEXISTAFF	Contract staff expenses Aug - Sep 24	-\$8,953.56
10/10/2024	FLEXISTAFF	Contract staff expenses - Sep 24	-\$11,928.27
23/10/2024	FLEXISTAFF	Contract staff expenses - Oct 24	-\$8,953.56

Date	Name	Description	Amount
10/10/2024	FOCUS CONSULTING WA PTY LTD	Prepare design documentation for the building main switchboard at 48 Old Perth Road	-\$968.00
23/10/2024	FUJI XEROX AUSTRALIA PTY LTD	Lease photocopier/printer	-\$1,708.58
08/10/2024	FUJI XEROX AUSTRALIA PTY LTD	Lease photocopier/printer	-\$546.70
15/10/2024	FUJI XEROX AUSTRALIA PTY LTD	Lease photocopier/printer	-\$216.70
22/10/2024	FUJI XEROX AUSTRALIA PTY LTD	Lease photocopier/printer	-\$793.10
03/10/2024	GARPEN	Hardware supplies	-\$86.00
01/10/2024	G R MIERNIK	Refund - Waterwise Verge Rebate	-\$160.00
03/10/2024	GFG TEMP ASSIST	Contract staff expenses - Aug 24	-\$3,954.50
10/10/2024	GFG TEMP ASSIST	Contract staff expenses - Sep 24	-\$8,479.08
23/10/2024	GFG TEMP ASSIST	Contract staff expenses - Oct 24	-\$2,505.53
10/10/2024	GLADIATOR SPORTS	Supply and install H/D Basketball Ring to existing tower - Pickering Park	-\$275.00
10/10/2024	GREENACRES TURF GROUP	Turf supplies	-\$1,752.59
23/10/2024	GRONBEK SECURITY	Cutting of BPA Restricted Key - Infant Health Centre	-\$80.70
10/10/2024	HARE & FORBES MACHINERY HOUSE PTY LTD	Hardware supplies	-\$388.00
03/10/2024	HARVEY NORMAN AVIT SUPERSTORE MIDLAND	Westinghouse freestanding oven - Youth Services	-\$1,895.00
10/10/2024	HARVEY NORMAN AVIT SUPERSTORE MIDLAND	Chef freestanding electric cooker - HRV	-\$599.00
23/10/2024	HATCHET PTY LTD	Website development for RYDE program	-\$528.00
10/10/2024	HEATLEY SALES PTY LTD	Safety supplies	-\$538.00
23/10/2024	HEATLEY SALES PTY LTD	Safety clothing	-\$395.54
08/10/2024	HESTA SUPER FUND	Superannuation contributions	-\$1,696.26
22/10/2024	HESTA SUPER FUND	Superannuation contributions	-\$1,673.17
23/10/2024	HOFMANN ENGINEERING PTY LTD	Refund - Building Permit	-\$540.00
08/10/2024	HOST PLUS	Superannuation contributions	-\$6,337.79
22/10/2024	HOST PLUS	Superannuation contributions	-\$6,285.40
03/10/2024	ILLION AUSTRALIA PTY LTD	D&B financial health checks	-\$338.58
10/10/2024	ILLION AUSTRALIA PTY LTD	D&B financial health checks	-\$169.29
01/10/2024	INLOGIK PTY LIMITED	Promaster - Monthly Hosting Fee - Aug 24	-\$481.66
10/10/2024	INLOGIK PTY LIMITED	Promaster - Monthly Hosting Fee - Sep 24	-\$481.66

Date	Name	Description	Amount
10/10/2024	INSIGHT URBANISM PTY LTD	Third design review - Sep 24 - proposed child care centre - West Road Bassendean	-\$467.50
23/10/2024	INSTANT WINDSCREENS	Windscreen replacement and recalibration	-\$985.00
03/10/2024	INTELIFE GROUP LIMITED	Cleaning services - Aug 24	-\$16,114.32
10/10/2024	INTELIFE GROUP LIMITED	Cleaning services - Sep 24	-\$15,534.84
23/10/2024	IPRINT PLUS	Printing - Thrive Oct/Nov 24	-\$909.70
03/10/2024	IT VISION SOFTWARE PTY LTD	Amend the 2024-25 Rates Notice template	-\$554.40
23/10/2024	JIM'S LAUNDRY SERVICES - BRABHAM	Laundry services	-\$123.00
01/10/2024	JTAGZ PTY LTD	Dog & Cat registration tags	-\$881.38
23/10/2024	J C KLUVER	Dudley Robinson Youth Grant	-\$250.00
03/10/2024	K C BINITA	Cleaning services	-\$3,000.00
03/10/2024	K E MACKIE	Refund - CCTV Rebate Scheme	-\$200.00
10/10/2024	K L SURACE	Refund - Waterwise Verge Rebate	-\$325.00
10/10/2024	K MCDONALD	Refund - Cross Over Bond	-\$2,805.00
03/10/2024	KLEENIT PTY LTD	Graffiti removal - various sites	-\$2,000.58
10/10/2024	KLEENIT PTY LTD	Graffiti removal and re-line marking - various sites	-\$7,130.81
10/10/2024	KM BASSENDEAN PTY LTD	Refund - Infrastructure Security Bond	-\$3,500.00
23/10/2024	LANDGATE	Refund - Rates	-\$364.54
03/10/2024	LG BEST PRACTICES	Consultancy - Payroll	-\$2,948.00
23/10/2024	LGC TRAFFIC MANAGEMENT	Traffic management services	-\$4,495.70
23/10/2024	LGIS WA	Insurance coverage for the Town, second instalment for 2024/25	-\$299,522.30
10/10/2024	LGRCEU	Payroll deductions	-\$110.00
24/10/2024	LGRCEU	Payroll deductions	-\$110.00
01/10/2024	LINDA GRADISEN	Refund - Waterwise Verge Rebate	-\$500.00
03/10/2024	M P ROGERS & ASSOCIATES PTY LTD	PT Reserve Foreshore - site survey and updates	-\$2,025.10
03/10/2024	MACKIE PLUMBING AND GAS PTY LTD	Plumbing services - call outs various sites	-\$397.90
10/10/2024	MACKIE PLUMBING AND GAS PTY LTD	Plumbing services - Jubilee Reserve, Library and HRV	-\$5,693.71
23/10/2024	MACKIE PLUMBING AND GAS PTY LTD	Plumbing services - Depot and Community Hall	-\$3,015.20
08/10/2024	MACQUARIE SUPER ACCUMULATOR	Superannuation contributions	-\$1,291.10

Date	Name	Description	Amount
22/10/2024	MACQUARIE SUPER ACCUMULATOR	Superannuation contributions	-\$1,291.10
16/10/2024	MACRI PARTNERS	Audit - Annual acquittals	-\$4,620.00
01/10/2024	MAGICORP	On hold message charges	-\$138.80
23/10/2024	MAIN EVENT HIRE	Marquee and chair hire - Memorial Park Gardens (BIC Reserve)	-\$905.00
01/10/2024	MANDALA HOLISTIC THERAPIES	Extension Activity - Women's Circle - 03 Sep 24	-\$500.00
03/10/2024	MANDALA HOLISTIC THERAPIES	Extension Activity - Women's Circle - 17 Sep 24	-\$500.00
08/10/2024	MANIC SUPERANNUATION SUPER FUND	Superannuation contributions	-\$1,106.70
22/10/2024	MANIC SUPERANNUATION SUPER FUND	Superannuation contributions	-\$984.01
23/10/2024	MATT BIOCICH PHOTOGRAPHY	Citizenship Ceremony Photography - 11 Oct 24	-\$596.75
08/10/2024	MERCER SUPER TRUST	Superannuation contributions	-\$108.91
03/10/2024	MIDLAND MINICRETE	Supply and delivery of premixed concrete for footpath repairs - various sites	-\$1,846.90
10/10/2024	MIDLAND MINICRETE	Supply and delivery of premixed concrete for footpath repairs - Culworth Road	-\$910.80
23/10/2024	MIDLAND MINICRETE	Supply and delivery of premixed concrete for footpath repairs - North Road	-\$860.20
08/10/2024	MLC MASTERKEY SUPER FUNDAMENTALS	Superannuation contributions	-\$299.84
22/10/2024	MLC MASTERKEY SUPER FUNDAMENTALS	Superannuation contributions	-\$311.57
08/10/2024	MLC SUPER FUND	Superannuation contributions	-\$118.90
22/10/2024	MLC SUPER FUND	Superannuation contributions	-\$118.90
03/10/2024	MOORE AUSTRALIA (WA) PTY LTD	2024 Nuts and Bolts Workshop	-\$1,320.00
03/10/2024	MULTILEC ENGINEERING PTY LTD	4 monthly inspections and service of lift - Library	-\$605.00
23/10/2024	MULTILEC ENGINEERING PTY LTD	Emergency phone retrofit to lift - Library	-\$4,705.50
03/10/2024	MYXPLORE	Xplore Childcare & Education software - WIW	-\$1,973.40
01/10/2024	N & N J HAEUSLER	Newspaper supplies 17 Aug - 13 Sep - Library	-\$117.20
23/10/2024	N & N J HAEUSLER	Newspaper supplies 14 Sep - 11 Oct - Library	-\$117.20
03/10/2024	NAMEPLATE ENGRAVERS	Name badge supplies	-\$467.50
10/10/2024	NAPA	Hardware supplies	-\$553.09
23/10/2024	NAPA	Hardware supplies	-\$5,556.13
03/10/2024	NATURAL AREA HOLDINGS PTY LTD	Caltrop Control Program	-\$1,185.18

Date	Name	Description	Amount
23/10/2024	NATURAL AREA HOLDINGS PTY LTD	July 24 weed control - Broadway Reserve	-\$41,312.36
01/10/2024	NGALA BOODJA - ABORIGINAL LAND CARE	Weed control- Seventh Avenue	-\$1,212.75
03/10/2024	NGALA BOODJA - ABORIGINAL LAND CARE	Hand weeding - various sites	-\$3,164.70
23/10/2024	NGALA BOODJA - ABORIGINAL LAND CARE	Morning Glory hand removal - Success Hill Reserve	-\$929.01
08/10/2024	NGS SUPER	Superannuation contributions	-\$497.83
22/10/2024	NGS SUPER	Superannuation contributions	-\$505.36
01/10/2024	NIKKI DENNERLEY (HAPPY FEET FITNESS)	Happy Feet Fitness Class	-\$250.00
10/10/2024	NOMA PTY LTD	Attendance at Town of Bassendean Design Review Panel	-\$495.00
10/10/2024	NORTH COAST DRAFTING SERVICES PTY LTD	Refund - Development application	-\$147.00
03/10/2024	NUTRIEN AG SOLUTIONS LIMITED (LANDMARK)	Chemical Supplies	-\$160.56
23/10/2024	NUTRIEN AG SOLUTIONS LIMITED (LANDMARK)	Chemical Supplies	-\$237.11
03/10/2024	NUTRIEN WATER	Reticulation supplies	-\$486.80
10/10/2024	NUTRIEN WATER	Reticulation supplies	-\$2,685.35
23/10/2024	NUTRIEN WATER	Reticulation supplies	-\$1,051.63
01/10/2024	OFFICEWORKS SUPERSTORES PTY LTD	Office stationery supplies	-\$342.77
10/10/2024	OFFICEWORKS SUPERSTORES PTY LTD	Office stationery supplies	-\$769.00
23/10/2024	OFFICEWORKS SUPERSTORES PTY LTD	Office stationery supplies	-\$103.67
03/10/2024	OMNICOM MEDIA GROUP (OMG) AUSTRALIA PTY LTD	Advertisement in newspaper - Local Government Tenders	-\$1,159.82
10/10/2024	P&M AUTOMOTIVE	Service Hoist Workshop	-\$619.26
08/10/2024	PANORAMA SUPER	Superannuation contributions	-\$468.83
22/10/2024	PANORAMA SUPER	Superannuation contributions	-\$468.83
03/10/2024	PARAMOUNT ELECTRICAL SERVICES	Electrical Services - various sites	-\$1,815.36
10/10/2024	PARAMOUNT ELECTRICAL SERVICES	Electrical Services - various sites - Sep 24	-\$4,262.69
01/10/2024	PAXON GROUP	Procurement Audit	-\$10,560.00
10/10/2024	PAY@BILITY PTY LTD	Payroll deductions	-\$1,160.09
24/10/2024	PAY@BILITY PTY LTD	Payroll deductions	-\$1,156.09

Date	Name	Description	Amount
10/10/2024	PERTH MATERIALS BLOWING PTY LTD	Supply, deliver and installation of Softfall chips - Ashfield Community Centre	-\$2,904.00
03/10/2024	PERTH TRAFFIC TRAINING	Traffic Management Plan Suitability Review	-\$132.00
10/10/2024	PIPELINE RETICULATION	Supply 1 x SD36 volt power supply - Jubilee Reserve	-\$250.47
23/10/2024	PRESTIGE PROPERTY MAINTENANCE	Broadleaf spraying of various reserves	-\$4,890.60
10/10/2024	PRODUCT RECOVERY INDUSTRIES PTY LTD	Disposal combination waste - bricks, sand, concrete rubble	-\$539.00
10/10/2024	PROFESSIONALS THE WRIGHT TEAM	Refund - Rates	-\$641.02
23/10/2024	PROFESSIONALS WELLSTEAD TEAM	Refund - Rates	-\$1,427.40
01/10/2024	PROGRAMMED SKILLED WORKFORCE PTY LTD	Contract staff expenses - Aug 24	-\$2,080.55
03/10/2024	PROGRAMMED SKILLED WORKFORCE PTY LTD	Contract staff expenses - Aug 24	-\$1,159.16
01/10/2024	REITSEMA PACKAGING PTY LTD	Compostable liners - Waste - Apr 24	-\$4,942.08
23/10/2024	REITSEMA PACKAGING PTY LTD	Compostable liners - Waste - Aug 24	-\$4,942.08
08/10/2024	REST SUPERANNUATION	Superannuation contributions	-\$2,510.83
22/10/2024	REST SUPERANNUATION	Superannuation contributions	-\$2,433.88
03/10/2024	REVIVE RESOURCES PTY LTD	Disposal and processing of drainage pit educting and cleaning waste - Depot	-\$1,188.00
23/10/2024	REVIVE RESOURCES PTY LTD	Disposal and processing of drainage pit educting and cleaning waste - Depot - Sep 24	-\$1,188.00
28/10/2024	RINGCENTRAL AUSTRALIA PTY LTD	RingCentral Implementation	-\$26,587.02
10/10/2024	R STONE	Refund - Sustainable Products Rebate	-\$140.00
10/10/2024	SAFEPATH PTY LTD	Path Grinding - West Road	-\$2,090.00
10/10/2024	SCOUTS ASSOCIATION OF AUSTRALIA - SCOUTS WA	WAFL home games clean up	-\$4,800.00
03/10/2024	SEEK LIMITED	Job advertisement Sep 24	-\$2,255.00
10/10/2024	SEEK LIMITED	Job advertisement - Sep 24	-\$687.50
23/10/2024	SEEK LIMITED	Seek agreement 12 months - Job advertisements	-\$8,250.00
28/10/2024	SG FLEET AUSTRALIA PTY LTD	SG Fleet - lease rental - Sep 24	-\$8,362.13

Date	Name	Description	Amount
17/10/2024	SHERIFFS OFFICE	Lodgement fee for registering - Unpaid infringements	-\$1,462.00
01/10/2024	SIFTING SANDS	Sand pit cleaning - Mary Crescent Reserve	-\$6,230.95
01/10/2024	SIGNING HANDS	Signing hands classes - WIW - Aug - Sep 24	-\$2,079.00
10/10/2024	SIGNING HANDS	Signing hands classes - WIW - Oct 24	-\$1,485.00
03/10/2024	S L WILKINSON	Refund - Infrastructure Security Bond	-\$3,500.00
23/10/2024	SIMPLY UNIFORMS	Uniform supplies	-\$118.36
03/10/2024	SJR CIVIL CONSULTING PTY LTD	Create 3 x line marking drawings for MRWA	-\$3,388.00
23/10/2024	SLATER GARTRELL SPORTS	Remove and dispose of old synthetic turf - Jubilee Reserve	-\$11,653.40
08/10/2024	SPACESHIP	Superannuation contributions	-\$290.43
22/10/2024	SPACESHIP	Superannuation contributions	-\$290.43
23/10/2024	STARLET NAPERY	Safety supplies	-\$667.80
10/10/2024	STATEWIDE CLEANING SUPPLIES PTY LTD	Cleaning supplies	-\$207.80
03/10/2024	STIHL SHOP MALAGA	Equipment and parts supplies	-\$1,573.50
23/10/2024	STIHL SHOP MALAGA	Equipment and parts supplies	-\$828.00
01/10/2024	STRATAGREEN	600 x hard wood tree stakes for new trees	-\$3,363.36
10/10/2024	STRATAGREEN	Heavy duty push fertilizer spreader	-\$542.60
10/10/2024	STYLUS DESIGN	Thrive Oct/Nov 24 graphic design	-\$968.00
23/10/2024	STYLUS DESIGN	Design of Bassendean Oval Advocacy brochure 24	-\$990.00
03/10/2024	SUPERLOOP (OPERATIONS) PTY LTD	Internet services	-\$1,067.00
10/10/2024	SUPREME SHADES	Replacement of shade sail - Youth Services Skate Park	-\$1,705.00
23/10/2024	SUPREME SHADES	Maintenance package for removal & storage including reinstallation of 14 shade sails WIW	-\$3,575.00
01/10/2024	SYNERGY	Power charges for various sites	-\$3,620.38
03/10/2024	SYNERGY	Power charges for various sites Aug 24	-\$31,701.21
10/10/2024	SYNERGY	Power charges for various sites	-\$7,200.17
23/10/2024	SYNERGY	Power charges for various sites Aug - Sep 24	-\$46,096.52
10/10/2024	TECHWORKS ELECTRICAL PTY LTD	Remove asbestos electrical pit - Admin Building	-\$679.18
23/10/2024	TELSTRA	Telephone charges	-\$2,164.89

Date	Name	Description	Amount
03/10/2024	THE BATTERY SHOP	Battery supplies	-\$451.00
03/10/2024	T VADALA	Refund - CCTV Rebate Scheme	-\$200.00
10/10/2024	TOTAL TOOLS MIDLAND	Hardware supplies	-\$1,681.22
23/10/2024	TOTAL TOOLS MIDLAND	Hardware supplies	-\$160.33
01/10/2024	TOTALLY WORKWEAR MIDLAND (TWW)	Safety Clothing	-\$179.92
10/10/2024	TOTALLY WORKWEAR MIDLAND (TWW)	Safety Clothing	-\$143.90
10/10/2024	TOWN OF BASSENDEAN PAYROLL DEDUCTIONS	Payroll deductions	-\$230.00
24/10/2024	TOWN OF BASSENDEAN PAYROLL DEDUCTIONS	Payroll deductions	-\$230.00
03/10/2024	TPG NETWORK PTY LTD	Telephone charges - Aug 24	-\$1,715.50
23/10/2024	TPG NETWORK PTY LTD	Telephone charges - Sep 24	-\$194.22
23/10/2024	T-QUIP	Equipment and parts supplies	-\$1,982.07
03/10/2024	TRAINING MOMENTUM PTY LTD	5 Day - HSR training	-\$890.00
23/10/2024	TRAUMA CLEAN	Specialised clean - HRV	-\$3,657.50
23/10/2024	TUCKER BUSH AUSTRALIA PTY LTD	Tucker Bush Schools Program - Aboriginal Cultural Session and Tucker Bush garden planning with 20 plants	-\$1,320.00
03/10/2024	UMESH THAPA	Deep clean and deodorise office carpet - Youth Services	-\$200.00
10/10/2024	UMESH THAPA	Cleaning services	-\$1,125.00
08/10/2024	UNISUPER	Superannuation contributions	-\$310.98
22/10/2024	UNISUPER	Superannuation contributions	-\$199.91
01/10/2024	VAL HUMPHREY	Refund - Rates	-\$622.74
23/10/2024	VAUGHN MCGUIRE	Welcome to Country - Citizenship Ceremony - 11 Oct 24	-\$605.00
01/10/2024	VEOLIA ENVIRONMENTAL SERVICES (AUST) PTY LTD	Weekly collection - skip bin ALF Faulkner Hall and Swan District Football Club event bin	-\$372.46
03/10/2024	VEOLIA ENVIRONMENTAL SERVICES (AUST) PTY LTD	Bulk waste, on demand, FOGO, general, recycling collections - Aug 24	-\$38,891.45

Date	Name	Description	Amount
10/10/2024	VEOLIA ENVIRONMENTAL SERVICES (AUST) PTY LTD	Bulk waste, on demand, FOGO, general, recycling collections - Sep 24	-\$127,873.70
23/10/2024	VEOLIA ENVIRONMENTAL SERVICES (AUST) PTY LTD	Event bin - Swan Districts Football Club, green and bulk waste, FOGO, fridges/freezers and lounge suites collections	-\$646.19
03/10/2024	WATER CORPORATION	Water charges - various locations	-\$207.52
03/10/2024	WATER CORPORATION	Refund - Infrastructure Security Bond	-\$3,500.00
03/10/2024	WATER CORPORATION	Water charges - various locations	-\$2,371.53
10/10/2024	WATER CORPORATION	Water charges - various locations	-\$22,106.93
10/10/2024	WATER2WATER PTY LTD	Repairs to filtration system at WIW Ashfield Kitchen	-\$2,486.40
03/10/2024	WATTS WESTERN RUBBER CO	Tyres and repairs	-\$578.00
10/10/2024	WATTS WESTERN RUBBER CO	Tyres and repairs	-\$578.00
23/10/2024	WESKERB PTY LTD	Kerb repairs - various locations	-\$2,057.00
03/10/2024	WEST TIP WASTE CONTROL PTY LTD	Depot - Empty and replace general waste skin bin - Aug 24	-\$1,320.00
10/10/2024	WEST TIP WASTE CONTROL PTY LTD	Depot - Empty and replace general waste skin bin - Sep 24	-\$3,432.00
03/10/2024	WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION-WALGA	WALGA Conference Registration 8-10 Oct 2024	-\$1,295.80
10/10/2024	WESTERN POWER	Vegetation encroachment - River Street	-\$4,789.81
23/10/2024	WESTERN POWER	Vegetation encroachment - May Road	-\$5,271.36
03/10/2024	WESTON ROAD SYSTEMS	Linemark spotting after resurfacing - First Avenue	-\$1,540.00
10/10/2024	WESTRAC PTY LTD	Supply and install quarter window left hand side - Depot	-\$765.47
23/10/2024	WESTWORKS GROUP PTY LTD	Tree assessment report including pruning plan - First Ave	-\$660.00
10/10/2024	WOODLANDS DISTRIBUTORS & AGENCIES PTY LTD	Compostable dog waste bags	-\$3,297.80
10/10/2024	WORKPOWER INC	Ashfield Parade Reserve - planting	-\$5,318.50
23/10/2024	ZIPFORM PTY LTD	Printing - Rates Instalment and Final Notices	-\$4,743.07
01/10/2024	ZIRCODATA PTY LTD	Document storage expenses - Aug 24	-\$49.59

Date	Name	Description	Amount
10/10/2024	ZIRCODATA PTY LTD	Document storage expenses - Sep 24	-\$37.64
909/10/2024	FORTNIGHTLY PAYROLL - SALARIES AND WAGES	Staff Salaries and Wages	-\$327,225.93
23/10/2024	FORTNIGHTLY PAYROLL - SALARIES AND WAGES	Staff Salaries and Wages	-\$298,850.24
TOTAL MUNICIPAL EFT PAYMENTS			-\$3,679,394.26
09/10/2024	ALINTA	Gas Supplies	-\$791.65
23/10/2024	ALINTA	Gas Supplies	-\$146.20
TOTAL MUNICIPAL CHEQUES			-\$937.85
GRAND TOTAL			-\$3,680,332.11

September Credit Card Expenditure 2024
Statement Period 04/09/2024 to 02/10/2024

Statement Date	Merchant Name	Line Description	Amount
20/09/2024	HATCHET	Keen on Halloween Website Hosting	\$ 198.00
24/09/2024	WEX AUSTRALIA PTY LTD	Fuel for RYDE Vehicle	\$ 74.61
2/10/2024	HATCHET	Keen on Halloween Website	\$ 55.99
4/09/2024	WOOLWORTHS	Milk and Coffee Order 4/9/24	\$ 69.05
4/09/2024	WOOLWORTHS	Consumables Council Kitchen	\$ 9.00
11/09/2024	COLES ONLINE	Council Admin Catering supplies	\$ 40.92
11/09/2024	COLES ONLINE	Council Admin Catering supplies	\$ 113.52
11/09/2024	STANLEE HOSPITALITY SU	Council Linens (tablecloths & tea towels)	\$ 266.88
12/09/2024	WOOLWORTHS	Council Admin Catering Supplies	\$ 45.87
12/09/2024	WOOLWORTHS	Council Admin Catering Supplies	\$ 122.23
18/09/2024	SMP Spice N Chutney	Catering Council Meeting 17/9/24	\$ 241.26
18/09/2024	COLES	Coffee for 48 Old Perth Road	\$ 49.00
18/09/2024	BIGW ONLINE	Laundry Hamper for Council Linens	\$ 27.00
18/09/2024	QUALITY PICKED PRODUCE	Catering Council Meeting	\$ 19.99
25/09/2024	UBER EATS	Milk for 48 Old Perth Road	\$ 3.96
25/09/2024	UBER EATS	Milk for 48 Old Perth Road	\$ 27.23
25/09/2024	THE 5 FOUR STORE	Catering Ordinary Council Meeting 24/9/24	\$ 180.00
4/09/2024	COLES	Dog Food - Animal Control - Rangers	\$ 28.12
5/09/2024	PETBARN	Supplies pound kennel	\$ 86.97
16/09/2024	JAKES CONTINENTAL BUTC	Catering - DCP & MPR	\$ 54.95
20/09/2024	COLES	Dog Treats - Animal Control - Rangers	\$ 48.00
30/09/2024	SAFE4-AUST.COM.AU	Pound Cleaner - Antibacterial spray	\$ 229.35
1/10/2024	BUNNINGS	Pound Cleaning Products	\$ 62.46
2/10/2024	CHEWPROOF.COM.AU	Supplies pound kennel	\$ 347.00
9/09/2024	BUNNINGS	Gaffa Tape for Bin marking - Various colours	\$ 23.68
9/09/2024	OFFICEWORKS	Coloured Gaffa Tape and Markers	\$ 85.58
27/09/2024	TOTALLY WORKWEAR	Safety clothing	\$ 224.60
30/09/2024	SQ *NATURAL AREA HOLDI	Delivery of plant stock to contractor	\$ 308.40
23/09/2024	iStock.com	iStock Subscription For Stock Photography	\$ 31.90
16/09/2024	IDA STREET SUPERMARK	Milk - Depot	\$ 13.63
18/09/2024	BUNNINGS	Tree Wells	\$ 420.70
10/09/2024	Crazy Bazaar BAS	RUOK? Day supplies	\$ 15.94
10/09/2024	COLES	RUOK? Day supplies	\$ 56.98
10/09/2024	COLES	RUOK? Day supplies	\$ 60.02

Statement Date	Merchant Name	Line Description	Amount
17/09/2024	CHARLIES FRESH CAFE	Safety Training - lunch	\$ 65.00
19/09/2024	KINATICO LTD	National Police Clearance	\$ 64.80
20/09/2024	KINATICO LTD	National Police Clearance	\$ 129.60
1/10/2024	DR LEIGH-ANNE RANDALL	Medical check new staff	\$ 110.00
25/09/2024	BUNNINGS	Hose - Depot	\$ 28.90
26/09/2024	BUNNINGS	Supplies - Depot	\$ 35.32
26/09/2024	BUNNINGS	Supplies - Library	\$ 39.32
4/09/2024	LARRIKIN HOUSE PTY LTD	Children's books - Wind in the Willows	\$ 54.00
6/09/2024	OFFICEWORKS	Stationary - Wind in the Willows	\$ 156.10
9/09/2024	KMART	Various supplies - Wind in the Willows	\$ 93.00
13/09/2024	WOOLWORTHS	Groceries - Wind in the Willows	\$ 214.91
20/09/2024	VITAL LINE CNC ROUTI	Office door name badges - Wind in the Willows	\$ 44.00
23/09/2024	BUNNINGS	Anti fatigue matting Wind in the Willows	\$ 81.96
23/09/2024	HOUSE IN MIDLAND	Kitchen Items - Wind in the Willows	\$ 29.99
27/09/2024	COLES	Flower arrangement	\$ 30.00
30/09/2024	OFFICEWORKS	Stationary - Wind in the Willows	\$ 190.88
30/09/2024	SP BULURRU SHOP	Various supplies - Wind in the Willows	\$ 281.50
1/10/2024	SPOTLIGHT 058	Photo frames Wind in the Willows	\$ 51.50
1/10/2024	STOCKFEED WEST	Animal Feed Wind in the Willowss	\$ 96.00
9/09/2024	TRANSMITSMS.COM	IT SMS Monitoring	\$ 51.00
25/09/2024	ADOBE	Adobe subscriptions	\$ 751.83
30/09/2024	ZOHO-MANAGEENGINE SER	Helpdesk subscription	\$ 867.01
2/10/2024	IINET	NBN Wind in the Willowss	\$ 69.99
12/09/2024	COLES	Odour elimination - air disinfecting products	\$ 19.47
12/09/2024	COLES	Odour elimination - air disinfecting products	\$ 4.03
4/09/2024	BUNNINGS	CEO Office equipment	\$ 64.59
9/09/2024	WANEWSDTI	The West Australian Newspaper subscription - Library	\$ 108.00
19/09/2024	LE BON BAKEHOUSE WA	Various supplies - Wind in the Willows	\$ 90.00
20/09/2024	DOLCE AND SALATO MOR	CEO Staff Meeting Catering 19 Sep 2024	\$ 45.00
20/09/2024	7 DAYS FRESH MARKET	CEO Staff Meeting Catering 19 Sep 2024	\$ 8.99
23/09/2024	JJB*JIBJAB ECARDS	CEO Function Application 2024	\$ 39.16
23/09/2024	INTNL TRANSACTION FEE	International transaction fee CEO Function Application 2024	\$ 0.98
2/10/2024	OFFICEWORKS	Toner for CEO Office	\$ 148.00
24/09/2024	KMART	Kmart transaction credited	\$ 115.50
24/09/2024	KMART	Kmart transaction credited	\$ 115.50
24/09/2024	KMART	Kmart transaction credited	-\$ 115.50
24/09/2024	KMART	Kmart transaction credited	-\$ 115.50
25/09/2024	KMART	Credit for Kmart transaction pending in September	-\$ 115.50

Statement Date	Merchant Name	Line Description	Amount
25/09/2024	KMART	Credit for Kmart transaction pending in September	-\$ 115.50
12/09/2024	SPOTLIGHT 058	Linen and Photo frame Wind in the Willows	\$ 146.00
24/09/2024	Tickets Early Chill	Early Childhood Learning and Development Conference Wind in the Willows	\$ 890.20
24/09/2024	Tickets Early Chill	Early Childhood Learning and Development Conference Wind in the Willows	\$ 593.45
1/10/2024	BUNNINGS	Bush Tucker Garden Supplies Wind in the Willows	\$ 112.11
4/09/2024	BUNNINGS	Supplies - HRV	\$ 23.87
4/09/2024	OFFICEWORKS	Stationary - Depot	\$ 107.67
5/09/2024	COLES	Coffee - Depot	\$ 76.00
6/09/2024	J AND K HOPKINS	Office furniture Asset Services	\$ 717.00
9/09/2024	IDA STREET SUPERMARK	Milk - Depot	\$ 13.63
11/09/2024	COLES	Coffee - Depot	\$ 30.00
11/09/2024	COLES	Office supplies - Depot	\$ 10.20
18/09/2024	GRANTS CARSTEREO PTY	Axis radio for Engineering truck PW7011	\$ 199.00
19/09/2024	BUNNINGS	Supplies - Depot	\$ 13.26
1/10/2024	IDA STREET SUPERMARK	Milk - Depot	\$ 13.63
4/09/2024	WANEWSDTI	Newspaper Subscription - Library	\$ 48.01
4/09/2024	WANEWSDTI	Newspaper Subscription - Admin	\$ 48.00
5/09/2024	OFFICEWORKS	Stationery - Library	\$ 222.41
5/09/2024	ALL PRINTERS AND CARTR	Stationery - Library	\$ 189.75
16/09/2024	BUNNINGS	Batteries - Library	\$ 16.98
16/09/2024	SoundCloud	Local History Audio Recording on Webpage - Library	\$ 145.00
17/09/2024	COLES	Coffee beans - Library	\$ 27.00
26/09/2024	THE REJECT SHOP 6622	Assorted Stationery for Junior Membership bags - Library	\$ 19.00
2/10/2024	WESTNET	Public Internet - Library	\$ 109.99
5/09/2024	WEST COAST OFFICE EQUI	Toner for printer Volunteer Centre	\$ 345.39
20/09/2024	ST JOHN AMBULANCE AUST	Volunteer training	\$ 170.00
20/09/2024	ST JOHN AMBULANCE AUST	Volunteer training	\$ 170.00
20/09/2024	ASHFIELD IGA	Supplies - Wind in the Willows	\$ 18.45
11/09/2024	TOWN OF BASSENDEAN	Test Infringement Payment	\$ 5.00
18/09/2024	HEADSET ERA PTY LTD	Wireless Headset	\$ 573.87
25/09/2024	SIMPLY HEADSETS	USB Phone Headsets x 4	\$ 655.00
27/09/2024	TOTAL GREEN RECYCLING	e-Waste Services	\$ 354.62
	TOTAL:		\$ 13,541.11



MONTHLY FINANCIAL REPORT

FOR THE PERIOD ENDED

31 October 2024

TOWN OF BASSENDEAN

MONTHLY FINANCIAL REPORT (Containing the Statement of Financial Activity) for the period ended 31 October 2024

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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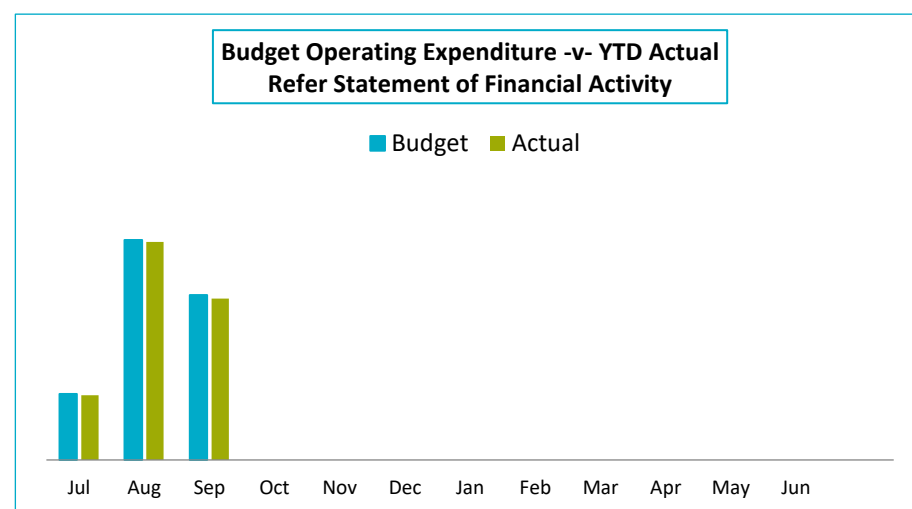
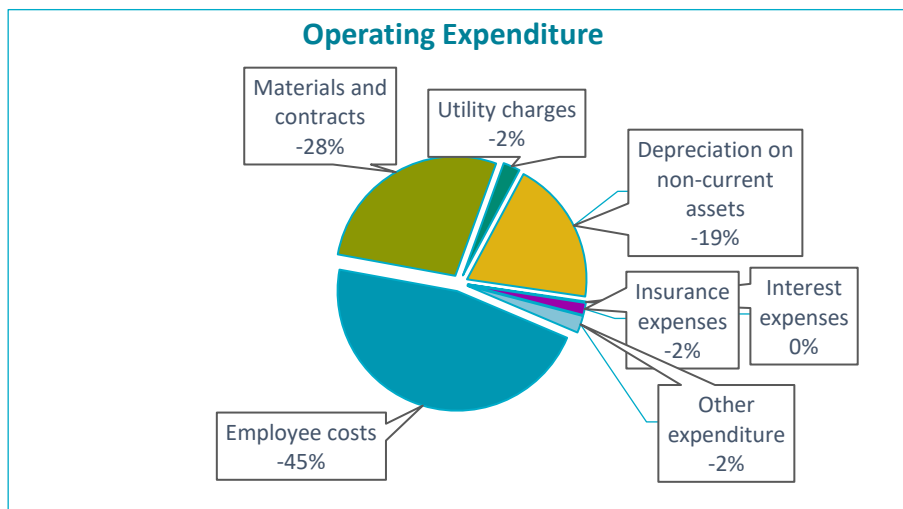
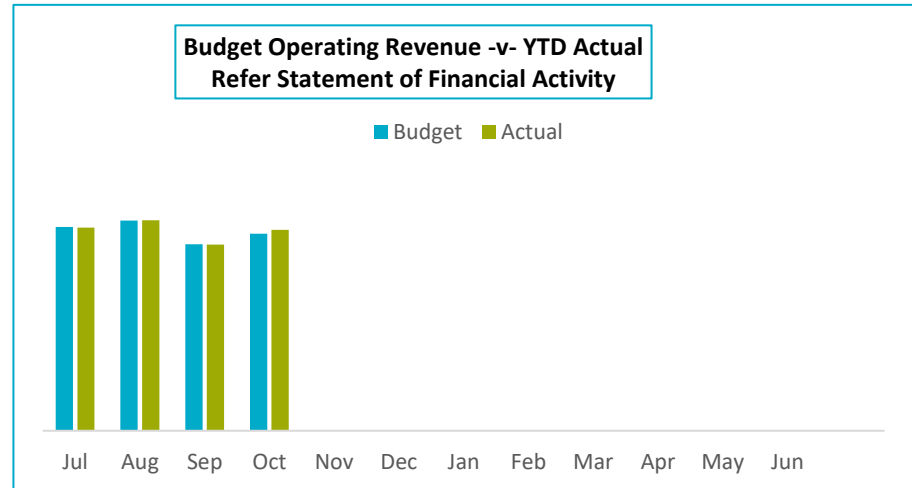
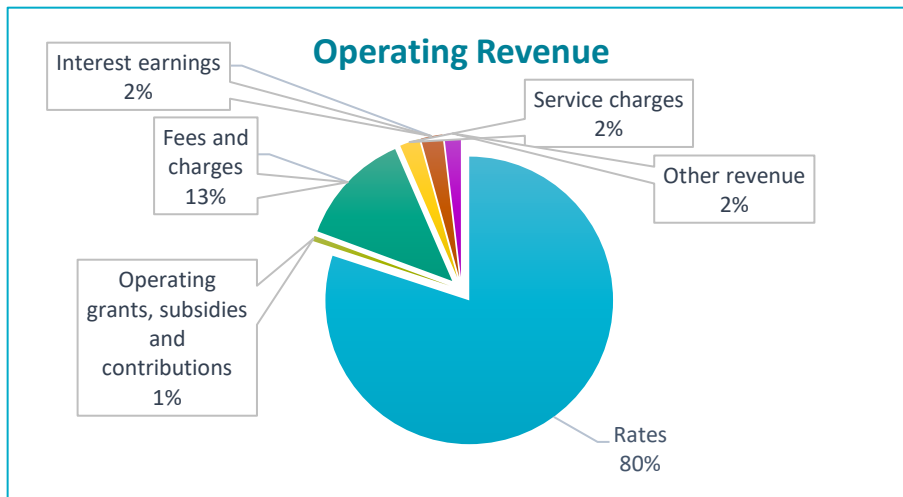
TOWN OF BASSENDEAN
STATEMENT OF COMPREHENSIVE INCOME
for the period ended 31 October 2024

	2024/25 Current Budget \$	2024/25 YTD Budget (a) \$	2024/25 YTD Actual (b) \$	Var. \$ (b)-(a) \$	Var. % (b)-(a)/(a) \$
Revenue					
Rates	16,305,035	16,247,946	16,314,137	66,191	0%
Operating grants, subsidies and contributions	428,003	109,633	120,809	11,176	10%
Fees and charges	7,216,894	2,633,866	2,624,956	(8,910)	(0%)
Service charges	505,423	505,423	449,453	(55,970)	(11%)
Interest earnings	508,135	481,934	496,300	14,366	3%
Other revenue	230,493	20,811	379,754	358,943	1725%
	25,193,984	19,999,614	20,385,410	385,796	2%
Expenses					
Employee costs	(12,884,674)	(4,039,053)	(4,009,293)	29,760	(1%)
Materials and contracts	(8,248,438)	(2,463,481)	(2,386,155)	77,326	(3%)
Utility charges	(778,845)	(222,206)	(198,158)	24,048	(11%)
Depreciation on non-current assets	(4,885,152)	(1,646,476)	(1,678,288)	(31,812)	2%
Interest expenses	(31,557)	(2,541)	(11,329)	(8,788)	346%
Insurance expenses	(342,400)	(138,093)	(141,202)	(3,109)	2%
Other expenditure	(606,185)	(188,098)	(199,923)	(11,825)	6%
	(27,777,250)	(8,699,948)	(8,624,348)	75,601	(1%)
Subtotal	(2,583,267)	11,299,666	11,761,062	461,397	4%
Non-operating grants, subsidies and	3,980,876	500,000	490,063	(9,937)	(2%)
Profit on asset disposals	0	0	0	0	
Loss on asset disposals	0	0	(12,376)	(12,376)	
	3,980,876	500,000	477,687	(22,313)	(4%)
	0				
Net result	1,397,609	11,799,666	12,238,749	439,084	4%
Other comprehensive income					
Changes on revaluation of non-current assets	0	0	0	0	0%
Total other comprehensive income	0	0	0	0	0%
Total comprehensive income	1,397,609	11,799,666	12,238,749	439,084	4%

TOWN OF BASSENDEAN
STATEMENT OF FINANCIAL ACTIVITY
for the period ended 31 October 2024

	2024/25 Current Budget \$	2024/25 YTD Budget (a)	2024/25 YTD Actual (b) \$	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)
OPERATING ACTIVITIES					
Net current assets at start of financial year - surplus/(deficit)	1,068,816	1,068,816	1,690,483	621,667	58%
Revenue from operating activities (excluding rates)	1,068,816	1,068,816	1,690,483	621,667	58%
Operating grants, subsidies and contributions	428,003	109,633	120,809	11,176	10%
Fees and charges	7,216,894	2,633,866	2,624,956	(8,910)	(0%)
Service charges	505,423	505,423	449,453	(55,970)	(11%)
Interest earnings	508,135	481,934	496,300	14,366	3%
Other revenue	230,493	20,811	379,754	358,943	1725%
Profit on asset disposals	-	-	-	-	
	8,888,948	3,751,668	4,071,273	319,605	9%
Expenditure from operating activities					
Employee costs	(12,884,674)	(4,039,053)	(4,009,293)	29,760	(1%)
Materials and contracts	(8,248,438)	(2,463,481)	(2,386,155)	77,326	(3%)
Utility charges	(778,845)	(222,206)	(198,158)	24,048	(11%)
Depreciation on non-current assets	(4,885,152)	(1,646,476)	(1,678,288)	(31,812)	2%
Interest expenses	(31,557)	(2,541)	(11,329)	(8,788)	346%
Insurance expenses	(342,400)	(138,093)	(141,202)	(3,109)	2%
Other expenditure	(606,185)	(188,098)	(199,923)	(11,825)	6%
Loss on asset disposals	0	0	(12,376)	(12,376)	
	(27,777,250)	(8,699,948)	(8,636,724)	63,224	(1%)
Non-cash amounts excluded from operating activities	5,092,405	1,646,476	1,690,664	44,188	3%
Amount attributable to operating activities	(12,727,081)	(2,232,988)	(1,184,304)	1,048,684	(47%)
INVESTING ACTIVITIES					
Non-operating grants, subsidies and contributions	3,980,876	500,000	490,063	(9,937)	(2%)
Payments for property, plant and equipment	(1,334,500)	(470,532)	(226,705)	243,827	(52%)
Payments for construction of infrastructure	(6,856,918)	(722,245)	(447,916)	274,329	(38%)
Proceeds from disposal of assets	0	-	-	-	
Proceeds from self-supporting loans	24,535	-	-	-	
Amount attributable to investing activities	(4,186,007)	(692,777)	(184,559)	508,218	(73%)
FINANCING ACTIVITIES					
Repayment of borrowings	(231,017)	0	0	-	
Principal elements of finance lease payments	(84,925)	0	0	-	
Proceeds from new borrowings	0	0	0	-	
Transfers to cash backed reserves (restricted assets)	(1,185,122)	0	0	-	
Transfers from cash backed reserves (restricted assets)	2,034,063	0	0	-	
Amount attributable to financing activities	532,999	0	0	0	
Budgeted deficiency before general rates	(16,380,089)	(2,925,765)	(1,368,863)	1,556,903	(53%)
Estimated amount to be raised from general rates	16,305,035	16,247,946	16,314,137	66,191	0%
Net current assets at end of financial year - surplus/(deficit)	(75,054)	13,322,181	14,945,274	1,623,093	12%

Town of Bassendean Information Summary For the Period Ended 31 October 2024



TOWN OF BASSENDEAN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
for the period ended 31 October 2024

Note 1: Explanation of Material Variances

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date budget, whichever is higher than \$15,000 or 10%.

☺ **More Revenue OR Less Expenditure**

☹ **Less Revenue OR More Expenditure**

Reporting Program	Var. \$	Var. %	Var.	Timing/ Permanent	Explanation of Variance
OPERATING ACTIVITIES					
Net current assets at start of financial year - surplus/(deficit)	621,667	58%	☺		Early receipt of Financial Assistance Grant 1st quarter payment for 2024/25 \$624K
Revenue from operating activities (excluding rates)					
Operating grants, subsidies and contributions	11,176	10%	☺	Timing	Within the reporting threshold
Fees and charges	(8,910)	(0%)	☹	Timing	Within the reporting threshold
Interest earnings	14,366	3%	☺	Timing	Within the reporting threshold
Other revenue	358,943	1725%	☺	Timing	EMRC Dividend received in October
Profit on asset disposals	0				
	319,605	9%	☺		
Expenditure from operating activities					
Employee costs	29,760	(1%)	☺	Timing	Aggregate result of minor variances in several business units
Materials and contracts	77,326	(3%)	☺	Timing	Timing of Infrastructure assets maintenance
Utility charges	24,048	(11%)	☺	Timing	Timing of receipt of invoices for reserve utility expenses
Depreciation on non-current assets	(31,812)	2%	☹		
Interest expenses	(8,788)	346%	☹	Timing	Within the reporting threshold
Insurance expenses	(3,109)	2%	☹	Timing	Within the reporting threshold
Other expenditure	(11,825)	6%	☹	Timing	Within the reporting threshold
Loss on asset disposals	(12,376)		☹		
	63,224	(1%)	☺		
Non-cash amounts excluded from operating activities	44,188	3%	☺		
Amount attributable to operating activities	1,048,684	(47%)	☺		
INVESTING ACTIVITIES					
Non-operating grants, subsidies and contributions	(9,937)	(2%)	☹	Timing	Within the reporting threshold
Payments for property, plant and equipment	243,827	(52%)	☺	Timing	Plant and equipment under budget by \$145k - pending delivery of the water truck
Payments for construction of infrastructure	274,329	(38%)	☺	Timing	Iolanthe Street - Anzac Terrace to Walter Road East Road project \$65k
Proceeds from disposal of assets	0				
Proceeds from self-supporting loans	0				
Amount attributable to investing activities	508,218	(73%)	☺		
FINANCING ACTIVITIES					
Repayment of borrowings	0				
Transfers to cash backed reserves (restricted assets)	0				
Transfers from cash backed reserves (restricted assets)	0				
Amount attributable to financing activities	0				
Budgeted deficiency before general rates	1,556,903	(53%)	☺		
Estimated amount to be raised from general rates	66,191	0%	☺		
Net current assets at end of financial year - surplus/(deficit)	1,623,093	12%	☺		

TOWN OF BASSENDEAN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
for the period ended 31 October 2024

Note 2: Net Current Funding Position

Positive=Surplus (Negative=Deficit)

	Last Years Actual Closing 30 June 2024	Current 31 October 2024
	\$	\$
Current Assets		
Cash - Other	5,986,396	16,428,283
Cash Restricted - Reserves	11,385,930	10,542,965
Restricted Cash -Other	8,443	8,443
Rates Outstanding	232,609	6,206,037
Sundry Debtors	173,624	188,179
GST Receivable	193,110	115,963
Accrued Interest	280,211	181,991
Other receivables	175,117	131,869
Prepayments	231,759	556,070
Inventories	23,787	21,380
	18,690,987	34,381,180
Less: Current Liabilities		
Sundry Creditors	(1,844,849)	(3,064,528)
Payroll Creditors	(429)	(591)
Accrued Interest on Borrowings	(1,548)	(10,336)
Accrued Salaries and Wages	(444,176)	
Income in Advance	-	(2,281,033)
Current Loan Liability	(231,091)	(213,639)
Hyde Retirement Village Bonds	(30,000)	(30,000)
Bonds and Other Deposits	(1,839,577)	(1,872,019)
Current Lease Liabilities	(64,336)	(64,336)
Contract liabilities	(95,022)	(30,630)
Deferred Revenue		
Current Employee Provisions	(2,537,280)	(2,530,652)
	(7,088,310)	(10,097,765)
Net Current Assets	11,602,677	24,283,415
Less: Cash Reserves	(11,385,930)	(10,542,965)
Less: SSL Borrowings Repayments	-	
Loan Liability - Current	231,091	213,639
Lease Liability - Current	64,336	64,336
Plus : Liabilities funded by Cash		
Backed Reserves	926,849	926,849
Net Current Funding Position	1,439,024	14,945,274

Town of Bassendean
Monthly Investment Report
As at 31 October 2024

Note 3 : CASH INVESTMENTS

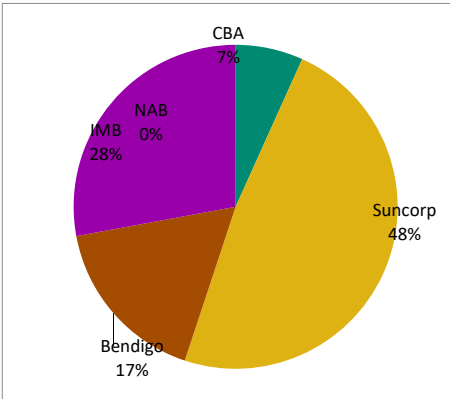
Deposit Ref	Deposit Date	Maturity Date	S & P Rating	Institution	Term (Days)	Rate of Interest		Amount Invested (Days)				Total	Expected Interest	
								Up to 30	30-59	60-89	90-120+			
Municipal														
13156679	1/09/2024	1/10/2024	A1	CBA	30	4.35%		1,873,345.28				1,873,345.28	6,697.84	
4208698	2/09/2024	7/01/2025	A1	Suncorp	127	4.90%					2,000,000.00	2,000,000.00	34,098.63	
4208642	22/08/2024	20/11/2024	A1	Suncorp	90	4.82%					4,000,000.00	4,000,000.00	47,539.73	
4208662	28/08/2024	26/11/2024	A1	Suncorp	90	4.92%					3,000,000.00	3,000,000.00	36,394.52	
57314	29/08/2024	28/11/2024	A2	IMB	91	4.80%					2,000,000.00	2,000,000.00	23,934.25	

							1,873,345.28	-	-	11,000,000.00	12,873,345.28	148,664.96
Restricted - Bonds and Deposits:												
57500	25/10/2024	24/01/2025	A2	IMB	91	4.85%				1,172,884.49	1,172,884.49	14,182.26
							-	-	-	1,172,884.49	1,172,884.49	14,182.26
							1,873,345.28	-	-	12,172,884.49	14,046,229.77	162,847.23
Restricted - Contract Liabilities/Deferred Revenue (Grants)												
Reserve												
57485	18/10/2024	16/01/2025	A2	IMB	90	4.90%				1,600,000.00	1,600,000.00	19,331.51
	21/10/2024	21/01/2025	A2	IMB	92	4.85%				2,000,000.00	2,000,000.00	24,449.32
4208641	22/08/2024	18/02/2025	A1	Suncorp	180	4.93%				2,000,000.00	2,000,000.00	48,624.66
4858023	12/08/2024	12/12/2024	A2	Bendigo	122	4.90%				2,629,455.48	2,629,455.48	43,065.44
4208620	13/08/2024	12/12/2024	A1	Suncorp	121	4.82%				950,692.69	950,692.69	15,190.77
13156679	1/09/2024	1/10/2024	A1	CBA	30	4.35%	- 214,856.62			- 214,856.62	- 214,856.62	- 768.19
4858032	12/08/2024	12/12/2024	A2	Bendigo	122	4.90%				1,577,673.29	1,577,673.29	25,839.26
							- 214,856.62	-	-	10,757,821.46	10,542,964.84	175,732.76
75-536-5673	30/05/2024	26/11/2024	A1	NAB	180	5.15%				8,442.78	8,442.78	214.42
57486	18/10/2024	16/01/2025	A2	IMB	90	4.90%				123,414.35	123,414.35	1,491.12
							- 214,856.62	-	-	10,889,678.59	10,674,821.97	177,438.30
Total							1,658,488.66	-	-	23,062,563.08	24,721,051.74	340,285.53

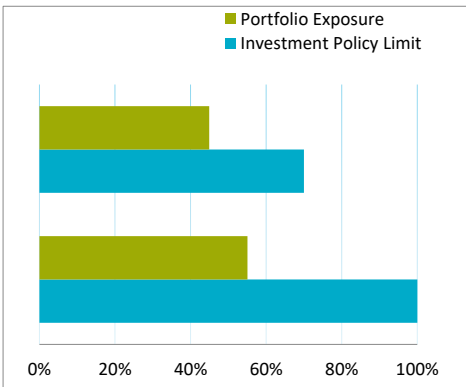
ENVIRONMENTAL COMMITMENT

Depositing Institution	Value Invested
Fossil Fuel Lending ADI	
NAB	8,442.78
CBA	1,658,488.66
	1,666,931.44
Non Fossil Fuel Lending ADI	
Suncorp	11,950,692.69
Bendigo	4,207,128.77
IMB	6,896,298.84
	23,054,120.30
Total Funds	24,721,051.74

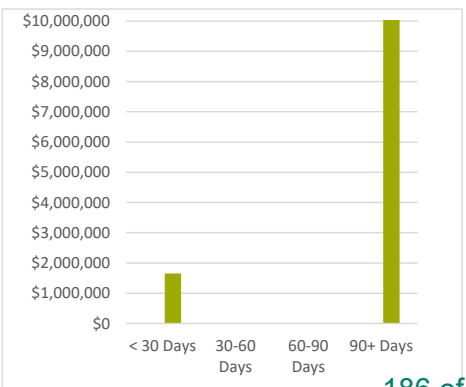
INDIVIDUAL INSTITUTION EXPOSURE



TOTAL CREDIT EXPOSURE



TERM TO MATURITIES

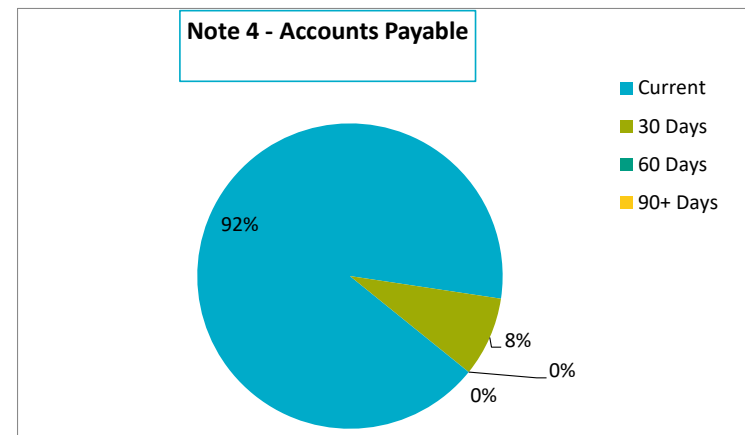
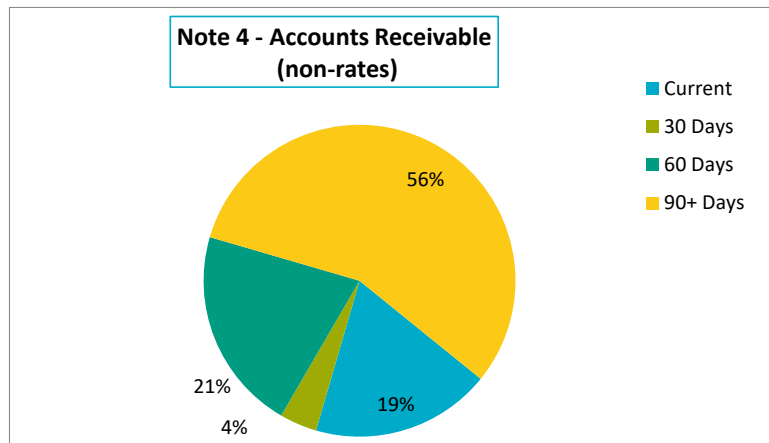


TOWN OF BASSENDEAN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2024

Note 4: Receivables and Payables

Receivables - General	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$
Receivables - General	14,418	2,996	16,324	43,500	77,238

Payables - General	Current	30 Days	60 Days	90+ Days	Total
	\$	\$	\$	\$	\$
Payables - General	204,144	18,815	61	0	223,020



Comments/Notes - Receivables General

The above amounts include GST where applicable.

TOWN OF BASSENDEAN
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2024

Note 5 - Capital Works Projects

CAPITAL PROJECTS									
for the period ended 31 October 2024									
Project Number	2024/25 Original Budget	Budget Amendments	2024/25 Current Budget	2024/25 YTD Budget	YTD Actual	Purchase Orders	Total Inc Purchase Orders	Budget Remaining	% Budget Remaining to Annual Budget
Property, Plant and Equipment									
LAND	\$100,000	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	100.0%
BUILDINGS	\$504,000	\$89,500	\$593,500	\$269,532	\$169,900	\$47,605	\$217,505	\$375,995	63.4%
FURNITURE & EQUIPMENT	\$70,000	\$35,000	\$105,000	\$0	\$0	\$0	\$0	\$105,000	100.0%
PLANT AND EQUIPMENT	\$499,000	\$37,000	\$536,000	\$201,000	\$56,805	\$150,624	\$207,429	\$328,571	61.3%
<i>Sub-total</i>	<i>\$1,173,000</i>	<i>\$161,500</i>	<i>\$1,334,500</i>	<i>\$470,532</i>	<i>\$226,705</i>	<i>\$198,228</i>	<i>\$424,934</i>	<i>\$909,566</i>	<i>68.2%</i>
Infrastructure							\$0	\$0	
ROADS	\$2,149,067	\$0	\$2,149,067	\$525,607	\$409,263	\$351,609	\$760,872	\$1,388,195	64.6%
FOOTPATHS	\$0	\$9,890	\$9,890	\$9,890	\$0	\$10,226	\$10,226	-\$336	-3.4%
DRAINAGE	\$147,000	\$150,000	\$297,000	\$0	\$0	\$0	\$0	\$297,000	100.0%
INFRASTRUCTURE ASSETS - PARKS & OVALS	\$3,969,913	\$431,048	\$4,400,961	\$186,748	\$38,653	\$1,062,338	\$1,100,991	\$3,299,970	75.0%
<i>Sub-total</i>	<i>\$6,265,980</i>	<i>\$590,938</i>	<i>\$6,856,918</i>	<i>\$722,245</i>	<i>\$447,916</i>	<i>\$1,424,172</i>	<i>\$1,872,088</i>	<i>\$4,984,830</i>	<i>72.7%</i>
TOTAL	\$7,438,980	\$752,438	\$8,191,418	\$1,192,777	\$674,622	\$1,622,400	\$2,297,022	\$5,894,396	72.0%

(ITEM XX – to be entered by DAP Secretariat) – LOT 85 (No. 94) WEST ROAD, BASSENDEAN- PROPOSED CLID CARE PREMISES

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	Town of Bassendean
Applicant:	Briscola Pty Ltd
Owner:	Briscola Pty Ltd
Value of Development:	\$2.1 million
Responsible Authority:	Town of Bassendean
Authorising Officer:	Alex Snadden – Manager Planning and Regulation
LG Reference:	DA 2024-066
DAP File No:	DAP/24/02721
Application Received Date:	17 June 2024
Report Due Date:	18 November 2024
Application Statutory Process Timeframe:	90 Days
Attachment(s):	<ol style="list-style-type: none"> 1. Location Plan 2. Development Plans 3. Schedule of Submissions 4. Council Minutes (extract only) 5. Design Review Panel Advice 6. Town Planning Statement 7. Operational Management Plan 8. Transport Impact Statement (including addendums) 9. Independent Review of Transport Impact Statement (including addendums) relating to Site Access 10. Acoustic Assessment 11. Environmentally Sustainable Design Report 12. Arboricultural Report

Responsible Authority Recommendation

****Resolution of Council to be inserted in the event Council's resolution differs from the Officer Recommendation below.*

Reasons for Responsible Authority Recommendation

****Reasons for Council's resolution to be inserted in the event it differs from the Officer Recommendation below. Reason/s must include a brief summary of key issues and clear, succinct reasons for the recommendation.*

Details:

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Town of Bassendean Local Planning Scheme No. 11 (LPS11)
Local Planning Scheme - Zone/Reserve	Residential (R20)
Use Class and permissibility:	Child Care Premises - 'A'
Lot Size:	1,258sqm
Existing Land Use:	Vacant land
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

This report relates to a proposed 'Child Care Premises' at Lot 85 (No. 94) West Road, Bassendean. The proposal involves:

- A Child Care Premises capable of accommodating up to 80 children (aged 0 to 5 years old) and 14 staff.
- Child care services to be provided between 7.15am and 6.30pm; Monday to Friday (excluding public holidays).



Above: proposed Child Care Premises

Background:

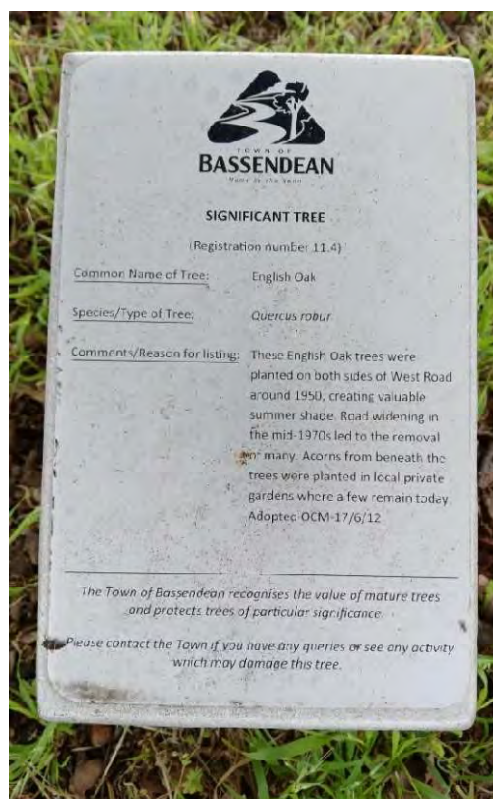
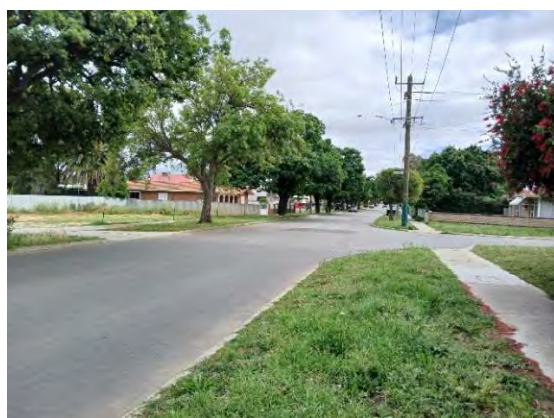
An application has been made to develop a purpose-built Child Care Premises at Lot 85 (No. 94) West Road, Bassendean. The applicant has opted for the application to be determined by the Metro Inner Development Assessment Panel (DAP).

Site context

The subject site is located at the corner of West Road and Bridson Street, Bassendean; approximately 600m south-east of the Bassendean Town Centre. The 1,258sqm site is vacant, regular in shape and relatively flat. The land is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'Residential' (R20) under the Town of Bassendean Local Planning Scheme No. 11 (LPS11). Surrounding properties are zoned 'Residential' and comprise low-density housing. The site has several attributes considered desirable for child care premises, including its location at the corner of two local distributor roads, being free from identified risk of flood or bushfire, and its proximity to Bassendean Primary School, located 150m north of the site.

Streetscape Character

Built form within proximity to the site comprises a mix of federation, inter-war and post war housing set amongst later infill housing styles. West Road, in proximity to the site, is lined by street trees predominantly comprising mature English Oaks planted circa 1950. Collectively, the trees represent a pattern of planting that make a significant contribution to the streetscape character and aesthetics of West Road. The verge abutting the eastern boundary of the site contains four street trees, including three English Oaks. All of the street trees can be retained as part of the development, subject to modifications to the access arrangements as discussed in detail below.



Above: English Oaks within the West Road verge abutting the site.

Legislation and Policy:

Legislation

- Planning and Development Act 2005
- Planning and Development (Local Planning Scheme) Regulations 2015
- Planning and Development (Development Assessment Panels) Regulations 2011
- Metropolitan Region Scheme
- Town of Bassendean Local Planning Scheme No. 11

State Government Policies

- State Planning Policy 7.0 – Design of the Built Environment

Local Planning Policies

- Local Planning Policy No. 8 - Car Parking and End of Trip Facilities
- Local Planning Policy No. 9 - Design Review Panel
- Local Planning Policy No. 12 – Residential Development and Fences
- Local Planning Policy No. 14 - Stormwater
- Local Planning Policy No. 15 - Public art
- Local Planning Policy No. 16 - Advertising and signage

Strategic Planning Framework

- Town of Bassendean Local Planning Strategy

Other

- Draft Position Statement – Child Care Premises (WAPC)
- AS/NZS 2890.1:2004 Parking facilities – Off-street car parking

Consultation:

Public Consultation

The application was advertised for 14 days (between 21 June and 5 July 2024). Consultation involved:

- Notification letters sent to owners and occupiers of properties within 100m of the site and with frontage to West Road, Bridson Street and/ or Hyland Street;
- Signs displayed onsite
- Notification on the Town's website and social media platforms
- Hard copies made available for inspection at the Town's customer service office and library.

64 written submissions were received during the consultation period, including:

- 61 objections (including 1 petition); and

- 3 submissions in support

A schedule of submissions is included as **Attachment 3** to this report.

Revised plans and additional information were lodged following the close of the advertising period. Further consultation was not carried out.

Key issues raised in submissions are as follows:

Issue Raised	Officer comments
Land use	Land use is discussed in the planning assessment section below.
Traffic	Traffic is discussed in the planning assessment section below.
Parking	2 additional parking bays have been included since the application was advertised. Parking is discussed in the planning assessment section below.
Access	Access is discussed in the planning assessment section below.
Built form	Built form is discussed in the planning assessment section below.
Waste management	Waste management is discussed in the planning assessment section below.
Supply and demand for child care services	Of those submissions that made reference to the availability of local child care services, both an undersupply and oversupply was noted. As per the WAPC Draft Position Statement – Child Care Premises, a proponent is not required to demonstrate sufficient demand exists for a child care facility.
There are other, more suitable locations	The suitability of alternative sites is not a relevant planning consideration. This application is required to be determined on its own merit.
Alternative uses of the site are preferred (ie. residential)	The preference of an alternative use is not a relevant planning consideration. This application is required to be determined on its own merit.
Site safety and security	The proposal is not considered to present a safety risk to the community.
Impact on property values	Impact on property values is not a relevant planning consideration.

Referrals/consultation with Government/Service Agencies

The application was referred to the Water Corporation, who own property within proximity to the site. Comments received confirm the site is adequately serviced by reticulated water and sewage services.

Design Review Panel Advice

The proposal was reviewed by the Town's Design Review Panel (DRP) on 4 occasions. Following each review, the applicant made changes in response to the Panel's recommendations. On 8/11/2024, the DRP Chair confirmed the Panel supports the proposal against all 10 principles of good design as outlined in State Planning Policy No. 7 – Design of the Built Environment; subject to the inclusion of a heat pump

and onsite rainwater storage, which are recommended in accordance with a condition of approval.

Meeting minutes of each Design Review are included as **Attachment 5** to this report. A summary of the DRP and Chair's evaluation of the proposal at each review is provided in **Table 1** below.

Table 1: Summary of DRP Advice

	DR1 9/2/24	DR2 12/7/24	DR3 25/9/24	DR4 8/11/24
P1 – Context and character				
P2 – Landscape quality				
P3 – Built form and scale				
P4 – Functionality and build quality				
P5 – Sustainability				
P6 – Amenity				
P7 – Legibility				
P8 – Safety				
P9 – Community				
P10 - Aesthetics				

Planning Assessment:

The proposal has been assessed against relevant legislative requirements as outlined above. Matters identified as key considerations for the determination of the application are discussed in detail below.

Land use

The subject site is zoned 'Urban' under the MRS, and 'Residential' (R20) under LPS11. 'Child Care Premises' is an 'A' use in the zone, which means the use is not permitted unless the local government (or in this instance the Metro Inner DAP) has exercised discretion by granting development approval following advertising.

In considering whether a 'Child Care Premises' is an appropriate use of the site, the following objectives of the 'Residential' zone as outlined in LPS11 are relevant:

- a) *To provide for a range of housing and a choice of residential densities to meet the needs of the community.*
- b) *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*
- c) *To provide for a range of non-residential uses, which are compatible with and complimentary to residential development.*

As per the LPS11 zoning table and zone objectives, non-residential land uses may be considered within the residential zone where such developments demonstrate high quality design and built form outcomes; the ongoing use will not adversely impact on the residential character of the locality; and reasonable expectations of residential amenity are maintained. The Western Australian Planning Commission's 'Draft Position Statement: Child Care Premises' ('WAPC Draft Position Statement') provides

guidance to decision-makers in this regard; identifying impacts of noise, traffic, parking and pedestrian safety as key considerations. These matters are discussed below.

Design quality

The applicant has engaged with the Town's DRP on 4 separate occasions. Following each review, revised plans and additional information have been submitted to address the Panel's recommendations. The proposal, as presented for determination, includes significant improvements to the initial submission, including improved architectural treatments to the street facing building facades, redesigned elements to reduce building bulk as viewed from adjoining residences, confirmed sustainability commitments, improved universal access and landscape screening to the car park. The proposal, as presented for determination, is supported by the Town's DRP against all 10 principles of good design as outlined in State Planning Policy 7.0 – Design of the Built Environment, subject to the inclusion of onsite rainwater storage and a heat pump hot water system to reflect the sustainability initiatives detailed in the Environmentally Sustainable Design (ESD) Report (prepared by Thermarate, dated 31/10/2024) and included as **Attachment 11** to this report.

Built form

In order to ensure non-residential development in the residential zone is consistent with the expectations of the size, scale and siting of development in a residential area, clause 32 (1) of LPS11 stipulates that new non-residential development within the zone is to comply with the provisions of the Residential Design Codes Volume 1 Part B (R-Codes) with respect to building setbacks, height and open space. Compliance with the R-Codes may be demonstrated by:

- adherence to prescribed 'deemed-to-comply' development controls, or
- a merit-based assessment of a proposal met against relevant 'design principles'.

The following elements of the proposed development require a merit-based assessment against the design principles of the R-Codes:

a) Primary street setback

Buildings are generally required to be setback 3m from primary street boundaries. The gatehouse is proposed with a nil setback to the primary street boundary (West Road).

Design Principles	Comment
P2.1 Buildings set back from street boundaries an appropriate distance to ensure they: <ul style="list-style-type: none"> • contribute to, and are consistent with, an established streetscape; • provide adequate privacy and open space for dwellings; • accommodate site planning requirements such as parking, landscape and utilities; and 	The gate house is a small, open sided structure that presents as a feature of the overall design. The gatehouse positively contributes to the overall aesthetics of the development without detracting from the established character of the streetscape. The structure does impact on privacy, reduce the provision of open space, or landscaping onsite and therefore, can

<ul style="list-style-type: none"> • allow safety clearances for easements for essential service corridors. <p>P2.2 Buildings mass and form that:</p> <ul style="list-style-type: none"> • uses design features to affect the size and scale of the building; • uses appropriate minor projections that do not detract from the character of the streetscape; • minimises the proportion of the façade at ground level taken up by building services, vehicle entries and parking supply, blank walls, servicing infrastructure access and meters and the like; and • positively contributes to the prevailing or future development context and streetscape as outlined in the local planning framework. 	<p>be supported against the design principles.</p>
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b) Secondary street setback

The Town of Bassendean Local Planning Policy No. 12 – Residential Development and Fences, provides an alternative ‘deemed-to-comply’ development standard to allow verandahs with a nil setback to a secondary street, subject to eaves, gutters and roofs being setback at least 450mm from the lot boundary. The verandah proposed adjacent to the Bridson Street lot boundary (including the eaves, gutter and roof) has a nil setback to the secondary street.

Design Principle	Comment
<p>P2.1 Buildings set back from street boundaries an appropriate distance to ensure they:</p> <ul style="list-style-type: none"> • contribute to, and are consistent with, an established streetscape; • provide adequate privacy and open space for dwellings; • accommodate site planning requirements such as parking, landscape and utilities; and • allow safety clearances for easements for essential service corridors. <p>P2.2 Buildings mass and form that:</p> <ul style="list-style-type: none"> • uses design features to affect the size and scale of the building; • uses appropriate minor projections that do not detract from the character of the streetscape; • minimises the proportion of the façade at ground level taken up by building services, vehicle entries and parking supply, blank walls, servicing 	<p>Setting off the verandah eaves, gutter and roof to comply with the policy will detract from the overall aesthetics of the development and its contribution to the streetscape. The verandah is unenclosed and does not detract from the Bridson Street streetscape and therefore, can be supported against the design principles of the R-Codes.</p>

<p>infrastructure access and meters and the like; and</p> <ul style="list-style-type: none"> • positively contributes to the prevailing or future development context and streetscape as outlined in the local planning framework. 	
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c) Boundary wall height

Boundary walls with a maximum height of 3.5m are generally permitted. The boundary wall abutting the western lot boundary has maximum height of 3.6m.

Design Principle	Comment
<p>P3.2 Buildings built up to boundaries (other than the street boundary) where this:</p> <ul style="list-style-type: none"> • makes more effective use of space for enhanced privacy for the occupant/s or outdoor living areas; • does not compromise the design principle contained in clause 5.1.3 P3.1; • does not have any adverse impact on the amenity of the adjoining property; • ensures sunlight to major openings to habitable rooms and outdoor living areas for adjoining properties is not restricted; and • positively contributes to the prevailing or future development context and streetscape as outlined in the local planning framework. 	<p>The boundary wall is proposed adjacent to the outdoor living area of the house on the adjoining property (4 Bridson Street). Building to the boundary promotes privacy of this space and assists in mitigating impacts of noise associated with the child care premises.</p> <p>The wall length is consistent with what is to be expected in a low density (R20) residential area; and the 0.1m excess wall height is minor, and can be supported against the relevant design principles of the R-Codes noting the orientation of the subject and adjoining site does not result in an overshadowing concern, and the fact the wall is not visible from the street.</p>

d) Building height

The proposal complies with the maximum wall and roof height prescribed for residential development, with the exception of the patio to the upper-level play deck, which has a wall height of 7.6m, in lieu of the 7.0m permitted.

Design Principle	Comment
<p>P6 Building height that creates no adverse impact on the amenity of adjoining properties or the streetscape, including road reserves and public open space reserves; and where appropriate maintains:</p> <ul style="list-style-type: none"> • adequate access to sunlight into buildings and appurtenant open spaces; • adequate daylight to major openings into habitable rooms; and • access to views of significance. 	<p>The patio is set back from lot boundaries so as not to impact the amenity of adjoining properties or restrict access to sunlight to buildings and appurtenant open spaces.</p> <p>Although the wall height of the patio is the same as the remainder of the upper floor, it technically represents a variation to the deemed-to-comply provisions of the R-Codes, noting the patio is to be constructed over a portion of the site that naturally lies lower than the remainder.</p>

	The design of the patio has been guided by the DRP to simplify and balance the overall design of the development to improve the aesthetic appeal of the overall development as viewed from the street and can be supported against the relevant design principles of the R-Codes.
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Noise

The impact of noise on nearby residential uses is a key consideration in determining whether the proposed Child Care Premises is compatible with surrounding residential development; and therefore an appropriate use within the residential zone. An Acoustic Assessment prepared by ND Engineering (Revision 7; dated 7/11/2024) included at **Attachment 10** to this report, provides details of expected noise levels associated with children playing outside, the use of the car park and the operation of mechanical plant and equipment. The assessment recommends a range of physical and operational management measures to ensure the Child Care Premises will not adversely impact the amenity of residence by virtue of excessive noise. Those relevant to the application under consideration are as follows:

Physical noise barriers

- 2.1m high fencing to western lot boundary, comprising a standard 1.8m high colorbond fence below a 0.3m clear polycarbonate topper
- 2.1m high colorbond fencing to northern lot boundary, plus crank wall extending 1.5m within the lot boundary
- 2.1m high fence to upper floor play deck, inclusive of a clear polycarbonate backing to infill panels with a surface density of 15kg/sqm
- 1.8m high perimeter fencing to West Road and Bridson Street lot boundaries, inclusive of a clear polycarbonate backing to infill panels with a surface density of 15kg/sqm
- Air conditioning units being located in accordance with the recommendation of an acoustic assessment submitted in conjunction with a building permit application
- Signage being displayed within carpark to requesting staff/parents not to slam car doors or play loud music

Operational management measures

- Hours of operation being limited to between 7.00am and 7.00pm; Monday to Friday (excluding public holidays), with staff arrivals/ departures also being limited to between 7.00am and 7.00pm only;
- Management of play areas, limiting 'free play' of older children to the upper level play deck only.

As outlined in the Operational Management Plan (included as **Attachment 7**), it is proposed the Child Care Premises will operate between 7.15am and 6.30pm, allowing staff arriving at 7.00am to open the centre prior to the arrival of children. Adherence to the Operational Management Plan is recommended as a condition of approval.

It is noted that it is the obligation of the centre operator to ensure noise emissions from the Child Care Premises, as received at nearby sensitive receivers, do not exceed those recommended by the *Environmental Protection (Noise) Regulations 1997*. The Town is satisfied, based on the information provided, that the Child Care Premises can comply with assigned noise levels and therefore, will not unreasonably impact on the residential character of the locality, or amenity of adjoining residential uses subject to the implementation of physical and operational noise management measures being put in place.

Traffic

The site is located on the corner of West Road and Bridson Street, both of which are designed and designation as 'local distributor' roads designed to carry up to 6,000 vehicles per day. The Child Care Premises is expected to generate up to 348 vehicle movements per day. The Town is satisfied the local road network has the capacity to accommodate the expected increase in local traffic, noting recent traffic counts provided in the addendum to the Transport Impact Statement (TIS) prepared by KCTT (Revision C dated 7/6/2024), included as **Attachment 8**.

Parking

The proposal involves 18 onsite parking bays, including 14 tandem bays and 1 ACROD bay. The onsite parking provision complies with the car parking rates recommended by the WAPC Draft Position Statement, however represents a 4-bay parking shortfall when considered against the requirements of the Town of Bassendean Local Planning Policy No. 8 – Parking and End of Trip Facilities.

Provision	Requirement	Proposal
Town of Bassendean Local Planning Policy No. 8 – Parking and End of Trip Facilities	22 parking bays	18 parking bays (4 bay shortfall)
WAPC Draft Position Statement – Child Care Premises	16 onsite car parking bays	18 parking bays (2 bay surplus)

The Transport Impact Statement prepared by KKCT (Revision D; dated 31/10/2024) provides details of expected demand for onsite parking facilities during peak pickup and drop off periods based on data collected from operational centers. The Statement supports the provision and functionality of the parking facilities proposed, subject management of the car park as outlined in the Operational Management Plan included as **Attachment 7** to this report. Based on this, it is considered that both the provision, and layout of the car parking bays proposed is sufficient to accommodate peak demand of the centre. It is recommended some of the parking bays be marked 'staff only', noting the tandem arrangement is not functional for parent drop-off/ pick-up.

The development also provides 4 secure bicycle parking facilities and access to shower and change room facilities for those staff members who choose to cycle to the centre.

Vehicle access

Vehicular access to the site is proposed via a 6m wide crossover to West Road. The following are relevant in considering appropriate access arrangement for this site:

- Desire to retain street trees within the West Road verge
- Obstructions to sightlines of drivers entering West Road
- The proximity of the vehicular access point to the West Road/ Hyland Street intersection and the recommended 'restricted area' as outlined in Australian Standard AS2890.01- Parking Facilities Part 1: Off-street car parking (AS2890.01)

Street tree retention

The applicant has submitted an Arboriculture Report (prepared by ArborCulture Australia Pty Ltd; dated 24/6/2024) in support of the application. The report is included as **Attachment 12** to this report and includes a construction impact assessment which demonstrates the mature English Oak tree within proximity to the proposed access point to the site can be retained, subject the implementation of measures outlined in the tree protection plan (also provided within the report). Town staff are satisfied that subject to the implementation of the tree protection plan, the access arrangement proposed will not adversely impact on the long-term health of the tree.

Obstruction to driver sightlines

Sightlines at the vehicular access point are non-compliant with the minimum sightline distances recommended by AS2890.01, as two of the four street trees within the West Road verge will obstruct driver sightlines when exiting the site. In a letter dated 30/9/2024 (included in **Attachment 8**), the applicant's traffic consultant described driver's exit from the site as follows:

"the driver will slowly exit and will check the road for on-coming traffic as they are crossing the property line... as the driver approaches the carriageway, and prepares to execute turning maneuver, they will be able to check the road again as the sightline is uninterrupted".

The applicant's traffic consultant concludes the 'rolling approach' described above will allow drivers to easily spot oncoming traffic and therefore, are highly unlikely to be exposed to any undue safety risks.

The Town commissioned an independent review of the transport impact statement and subsequent advice by the applicant's traffic consultant. The independent traffic consultant's advice, included at **Attachment 9**, confirms they disagree with the conclusion that the obstructions to sightlines do not present a safety concern. In order to retain the trees, while also maintaining adequate driver sightlines, the consultant recommends nibs be installed on West Road within proximity to the site,

narrowing the carriageway by 1.5m to 2m. This will ensure drivers exiting the sight will have a clear line of sight in both directions without necessitating the removal of street trees. Town staff agree with the recommendation of the independent traffic consultant as outlined in **Attachment 9**, and recommend nibs be installed within the West Road carriageway, and any associated road line-marking be carried out. All works are to be completed at the developers cost and to the specifications of the Town.

Proximity to West Road/ Hyland Street intersection

AS2890.01 recommends crossovers not be located within close proximity to intersections. Specifically, the standard prescribes a 'restricted area', whereby vehicle access points are not recommended within 6m of the tangent point of an intersection. The access arrangement proposed does not comply with this Australian Standard.

The applicant's traffic consultant, noting the non-compliance with the Australian Standard, provided an assessment of the proposed access location using a 'Safe Systems Framework', included in **Attachment 8** to this report. The safety implications of the non-compliance were considered in the context of alternative (compliant) options for vehicle access to the site. The findings suggest that despite the non-compliance, the access arrangement proposed meets the 'Safe System' principles and would not result in a situation that is less safe than alternative, compliant options for vehicular access to the site.

The independent traffic consultant highlighted that due to obstructions to sightlines described above, the access arrangement proposed does not represent a safe option; however subject to the installation of nibs within the West Road carriageway to allow exiting vehicles to pull further forward and achieve adequate sight distance, the crossover location is considered safe and can be supported (refer to **Attachment 9**).

Waste Management

A private waste collection is intended to service the Child Care Premises. The onsite waste storage facilities proposed are suitable to accommodate the amount of waste expected to be generated onsite and fully enclosed, provided with a hose-cock and floor waste to manage/contain odour.

Signage

Signage complies with the Town's Local Planning Policy No. 16 – Advertising and Signage, subject to signs being flush mounted or painted onto the fence. This is recommended as a condition of approval.

Public Art

In accordance with the Town of Bassendean Local Planning Policy No. 15 – Public Art, a developer is required to make a public art equivalent to 1% of the estimated cost of development. The public art liability may be made in the form of provision of art on the development site, or a cash contribution. The applicant has not yet advised of the intended method of satisfying the policy requirements. A condition of approval is recommended to ensure the public art liability is met.

Conclusion:

Child Care services provide an essential service to the community and convenient access to quality child care services is crucial in meeting the needs of children and their families. Child care premises are commonly found in both commercial and residential zones. In considering whether a child care premises is appropriate in a residential zone, the impact on the streetscape, and residential character and amenity of the locality are key considerations.

As discussed in the report, the expected impacts of the Child Care Premises on surrounding residential land uses have been demonstrated, and where necessary, appropriate measures have been identified to ensure the operation of the Child Care Premises does not have an unreasonable adverse impact on residential character and amenity. It is therefore recommended the application be approved, subject to conditions.

Officer Recommendation

It is recommended that the Metro Inner Development Assessment Panel resolves to:

1. **Approve** DAP Application reference DAP/24/027201 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the Town of Bassendean Local Planning Scheme No. 11, subject to the following conditions:

Conditions:

General:

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
2. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. This approval is for a 'Child Care Premises' as defined by the Town of Bassendean Local Planning Scheme No. 11.

Operational:

4. The Child Care Centre shall operate in accordance with the Operational Management Plan, prepared by Lateral Planning – Revision 1 (dated 4/11/2024), at all times.
5. The 'Child Care Premises' shall accommodate a maximum of 80 children at any one time.
6. No more than 14 staff are permitted to be present on site at any one time.

7. The Child Care Premises is permitted to operate between 7.15am and 6.30pm, Monday to Friday only. The Child Care Premises is not permitted to operate on Public Holidays.
8. Staff are not permitted to arrive onsite prior to 7.00am; and must vacate the site prior to 7.00pm.

Noise:

9. Prior to the initial occupation or use, noise barriers and acoustic treatments shall be installed in accordance with Figures 5.2a; 5.2b and 5.2c of the Acoustic Assessment prepared by ND Engineering – Revision 7 (dated 7/11/2024). Noise barriers and acoustic treatments must be maintained onsite for the life of the development and to the satisfaction of the Town of Bassendean. Details of noise barriers and acoustic treatments shall be depicted on plans submitted with an application for a building permit.
10. Air conditioning units shall be located in accordance with the recommendations of an acoustic assessment submitted to, and approved by, the Town of Bassendean prior to the submission of an application for a building permit application.

Built form:

11. The external finish of the boundary wall must match/ compliment the remainder of the external appearance of the development to the satisfaction of the Town of Bassendean.
12. All works, including earthworks and footings, are to be contained within the boundaries of the subject lot.

Engineering:

13. Stormwater must be contained and disposed of onsite. If ground conditions are deemed unsuitable for onsite disposal via infiltration (as verified by a geotechnical investigation), a combination of utilising the Town's stormwater drainage system and containment on site will be permitted at the landowners/ developers cost. Prior to the submission of an application for a building permit, a stormwater management plan providing details and calculations must be submitted for approval by the Town of Bassendean.

Parking and access

14. Prior to the initial occupation or use, 18 car parking bays must be provided onsite in accordance with the approved plans. Car parking bays and manoeuvring spaces must comply with Australian Standard AS/NZ 2890.1: 2004 Parking facilities – Off-street car parking. Accessible parking bay/s must comply with AS/NZ 2890.6: 2009 Parking facilities – Off-street parking for people with disabilities and be maintained onsite for the life of the development.
15. Prior to the initial occupation or use, 4 bicycle parking bays must be provided onsite in accordance with the approved plans. Bicycle parking facilities shall comply with AS/NZ 2890.3:2015 – Parking Facilities Part 3: Bicycle Parking and be maintained onsite for the life of the development.

16. Prior to the initial occupation or use, vehicle parking, access and circulation areas must be sealed, kerbed, drained and line marked in accordance with the approved plans to the satisfaction of the Town of Bassendean.
17. Prior to the initial occupation or use, parking bays depicted as bay 2, 4, 6, 8 and 9 to 14 on approved plans shall be marked as 'staff-only' bays and remain that way for the life of the development.
18. Prior to the submission of an application for a building permit, engineering drawings must be submitted to, and approved by the Town of Bassendean, detailing the construction of "solid nibs" and line marking within the 'West Road' road reserve and in proximity to the subject site to ensure entering sight distances are compliant with Australian Standard AS2890.01 Parking facilities Part 1: Off-street car parking standards. Detailed engineering drawings are to be accompanied by an Arborist report detailing the impact the works are likely to have on trees within the 'West Road' verge and any measures recommended to ensure the trees are not damaged as the result of works.
19. Prior to the initial occupation or use of the development the applicant/landowner must construct solid nibs and complete line marking within the 'West Road' road reserve in accordance with the approved engineering drawings and recommendations of an Arborist Report. All works are to be completed at the applicant/ landowner's cost and to the satisfaction of the Town of Bassendean.
20. Prior to initial occupation or use, redundant crossovers shall be removed and kerbing, verge, and the footpath reinstated with grass or landscaping to the satisfaction of the Town of Bassendean.
21. The crossover shall be constructed in accordance with the approved plans and Town of Bassendean's Crossover Policy Specifications.

Landscaping

22. No wall, fence or landscaping greater than 0.75m in height (measured from the natural ground level at the street boundary), shall be constructed or installed within 1.5m of a vehicular accessway (including vehicular accessways to adjoining sites).
23. Prior to the commencement of use landscaping is to be installed in accordance with the approved landscaping plan and thereafter maintained for the life of the development to the satisfaction of the Town of Bassendean.
24. The Construction Impact Mitigation Methods (Section 5.1) and Tree Protection Plan (Section 6) detailed in the Preliminary Arboriculture Report prepared by ArborCulture Australia Pty Ltd (Revision 1 dated 24/6/2024) shall be implemented at all times, to the satisfaction of the Town of Bassendean.
25. In the event a street tree within the West Road verge abutting the site is damaged, removed or suffers irreversible effects to its health as a result of the development, and within the first three years after completion of the development, the applicant/ owner will be liable to pay the Town of Bassendean for the value of the tree (based on the Burnley Method of Amenity Tree Evaluation - Moore, 2006), plus the cost of the removal of the tree.

Miscellaneous:

26. In accordance with the Environmentally Sustainable Design (ESD) Report (prepared by Thermanate; Version 4; dated 31/10/2024), onsite rainwater storage and a heat pump hot water systems are to be installed onsite prior to the commencement of use. Details of onsite rainwater storage and a heat pump hot water systems are to be depicted on plans submitted in association with an application for a building permit.
27. Prior to the initial occupation or use, all of the sustainability initiatives outlined on the approved development plans, Environmentally Sustainable Design (ESD) Report (prepared by Thermanate; Version 4; dated 31/10/2024) and as required in accordance with conditions of this approval, must be implemented onsite. Certification confirming that sustainability initiatives have been completed shall be submitted to the Town of Bassendean prior to the commencement of use.
28. Prior to the submission of an application for a building permit, the applicant/owner is to comply with the Town of Bassendean Local Planning Policy No. 15 – Public Art, through the contribution of a sum of 1% of the estimated cost of the development towards public art, being either:
 - a. Payment to the Town of Bassendean the value of 1% of the construction value; or
 - b. The provision of public art of site to the minimum value of 1% of the construction value to the satisfaction of the Town of Bassendean. The approved public art concept shall be implemented prior to the occupation of the development and maintained for the life of the development to the satisfaction of the Town of Bassendean.
29. Prior to the submission of an application for a Building Permit, a lighting plan demonstrating compliance with Australian Standard AS4282-1997 Control of the obtrusive effects of outdoor lighting shall be submitted to, and approved by the Town of Bassendean. The lighting plan must be prepared by a suitably qualified person, implemented prior to the commencement of use to the satisfaction of the Town of Bassendean.
30. A Construction Management Plan shall be submitted to, and approved by the Town of Bassendean prior to commencement of works. The Construction Management Plan shall address dust, noise, waste management, storage of materials, traffic management, site access, safety/security and protection of public assets. The Construction Management Plan is to be complied with for the duration of the construction of the development.



Advice Notes

- a) Nil.

Reasons for Officer Recommendation

****Reasons to be inserted by Officer in the event Council's resolution differs from the Officer Recommendation.*



 <p>Town of Bassendean 35 Old Perth Road Bassendean WA 6054 Phone: 9377 8000 Fax: 9279 4257 Email: mail@bassendean.wa.gov.au</p>	<p>Disclaimer: The Town Of Bassendean accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image. This map is based on information provided by and with the permission of the Western Australian Land Information Authority.</p>	<p>Location 1 - Lot 85 (No. 94) West Road, Bassendean</p>	<p>12/11/2024</p>	
			<p>Scale: 1:4000</p>	

Briscola PTY LTD
Address: Lot 85 (#94) West Road, Bassendean
Childcare Centre
Job Number: 23019

Drawing No	Description
01	Cover Page
02	3D
03	Existing Site Survey
04	Site Plan
05	Context Plan
06	Aerial Map
07	Ground Floor Plan
08	First Floor Plan
09	Roof Plan
10	Elevations





19.00	Changes	28.10.24
18.00	Changes	18.10.24
17.00	Changes	10.10.24
16.00	Changes	04.09.24
15.00	Changes	30.08.24
14.00	Changes	31.07.24
13.00	Changes	29.05.24
12.00	Changes	09.05.24
11.00	Changes	26.04.24
Revision	Description	19.01.24



Client
Briscola PTY LTD

Project Name
Childcare Centre

Project Address
Lot 85 (#94) West Road, Bassendean

Drawing Title:

3D

Scale:	Sheet Size:	A1
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Project No:	Revision Number:
00010	10 00

23019	19.00
Drawing No.:	

02 of 10

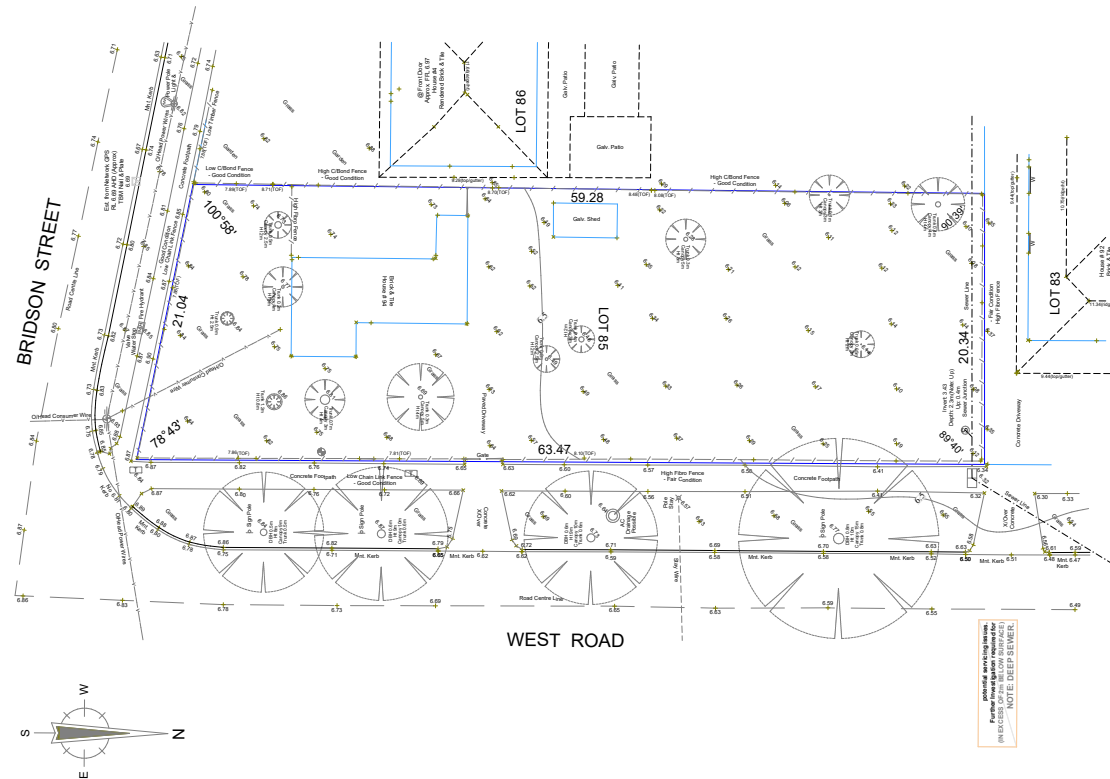


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Attachment 12.8.3

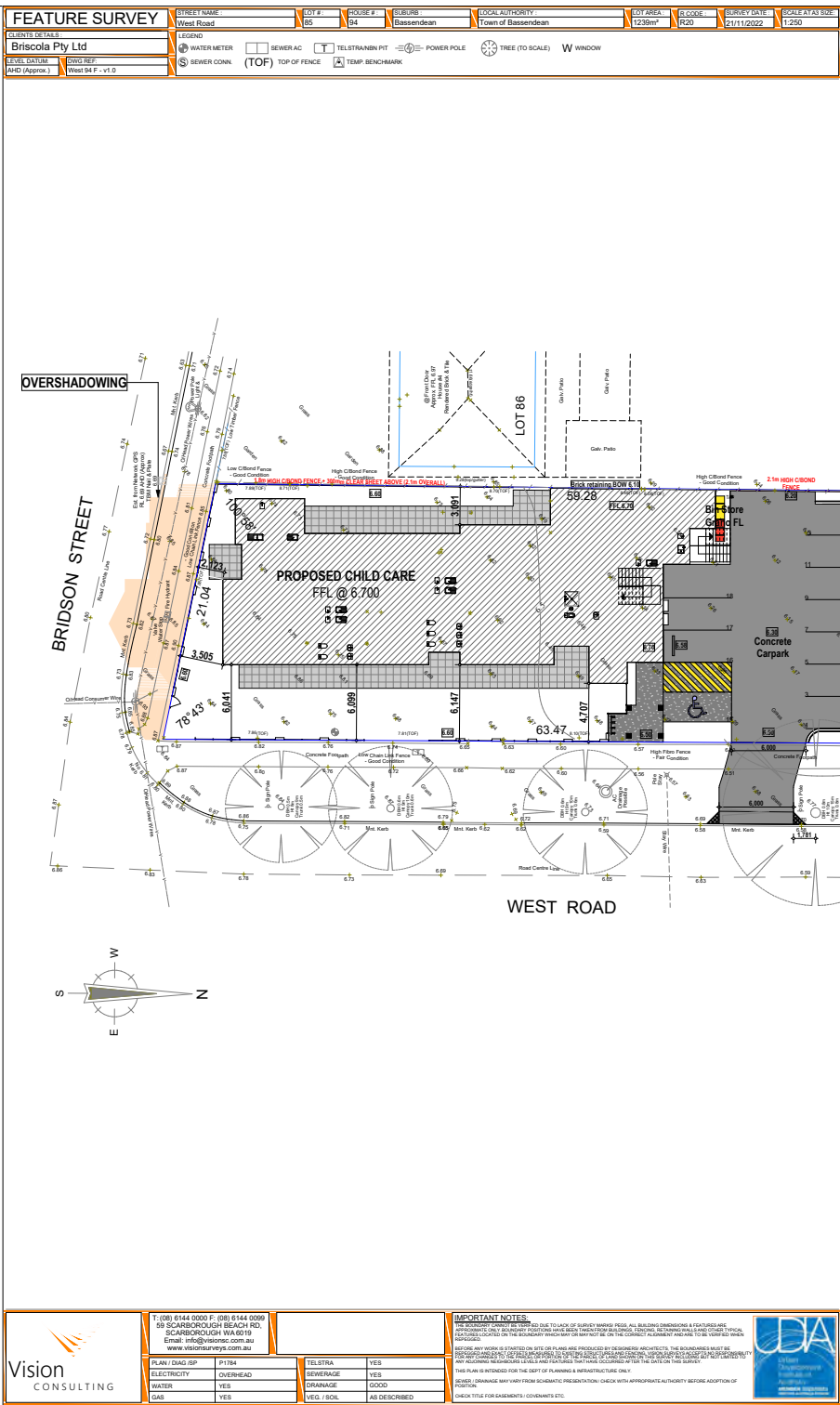
FEATURE SURVEY		STREET NAME West Road	LOT # 85	HOUSE # 84	SUBURB Bassendean	LOCAL AUTHORITY Town of Bassendean	LOT AREA 1239m ²	EG CODE R20	SURVEY DATE 21/11/2022	SCALE AND SIZE 1:250
CLIENTS DETAILS Briscola Pty Ltd		LEGEND								
LEVEL DATUM WGS 84		<input type="checkbox"/> WATER METER <input type="checkbox"/> SEWER AC <input type="checkbox"/> TELSTRAN PIN <input type="checkbox"/> POWER POLE <input type="checkbox"/> TREE (TO SCALE) <input type="checkbox"/> WINDOW <input type="checkbox"/> SEWER CONN. (TOP) TOP OF FENCE <input type="checkbox"/> TEMP. BENCHMARK								
MND (Applicable) Final SA F - v1.0										



13.00	Changes	26.10.24
16.00	Changes	16.10.24
17.00	Changes	10.10.24
16.00	Changes	04.00.24
15.00	Changes	30.08.24
14.00	Changes	31.07.24
13.00	Changes	29.05.24
12.00	Changes	09.05.24
11.00	Changes	26.06.24
	Revision	
	Description	10.01.24



Attachment 12.8.3



Asset	Area	Points
Stone Pit	4.22	8,500
Gravel	0.45	11,300
Feed Floor	116.61	52,365
Children Centre	466.77	122,789
	562.22 m²	155,754
Zoning:	Residential R20	
Policy	Residential	
Heritage	No	
Buildline	No	
Aesthetic	TBA	
Sewer	Inside North	
Power	Overhead	
Gravel	No	
Water	Meter on Site	
Wind Rating	No	
15-20	Changes	26.14 m ²
20-25	Changes	15.12 m ²
25-30	Changes	10.19 m ²
30-35	Changes	14.58 m ²
35-40	Changes	20.19 m ²
40-45	Changes	21.02 m ²
45-50	Changes	19.19 m ²
50-55	Changes	25.19 m ²
55-60	Changes	25.94 m ²
60-65	Changes	15.14 m ²
Revised Description		



Client Briscola PTY LTD	
Project Name Childcare Centre	
Project Address Lot 85 (#94) West Road, Bassendean	
Drawing Title: Site Plan	
Scale: 1:200	Sheet Size: A1
Project No: 23019	Revision Number: 19.00
Drawing No.: 04 of 10	





Hawaiian Bassendean

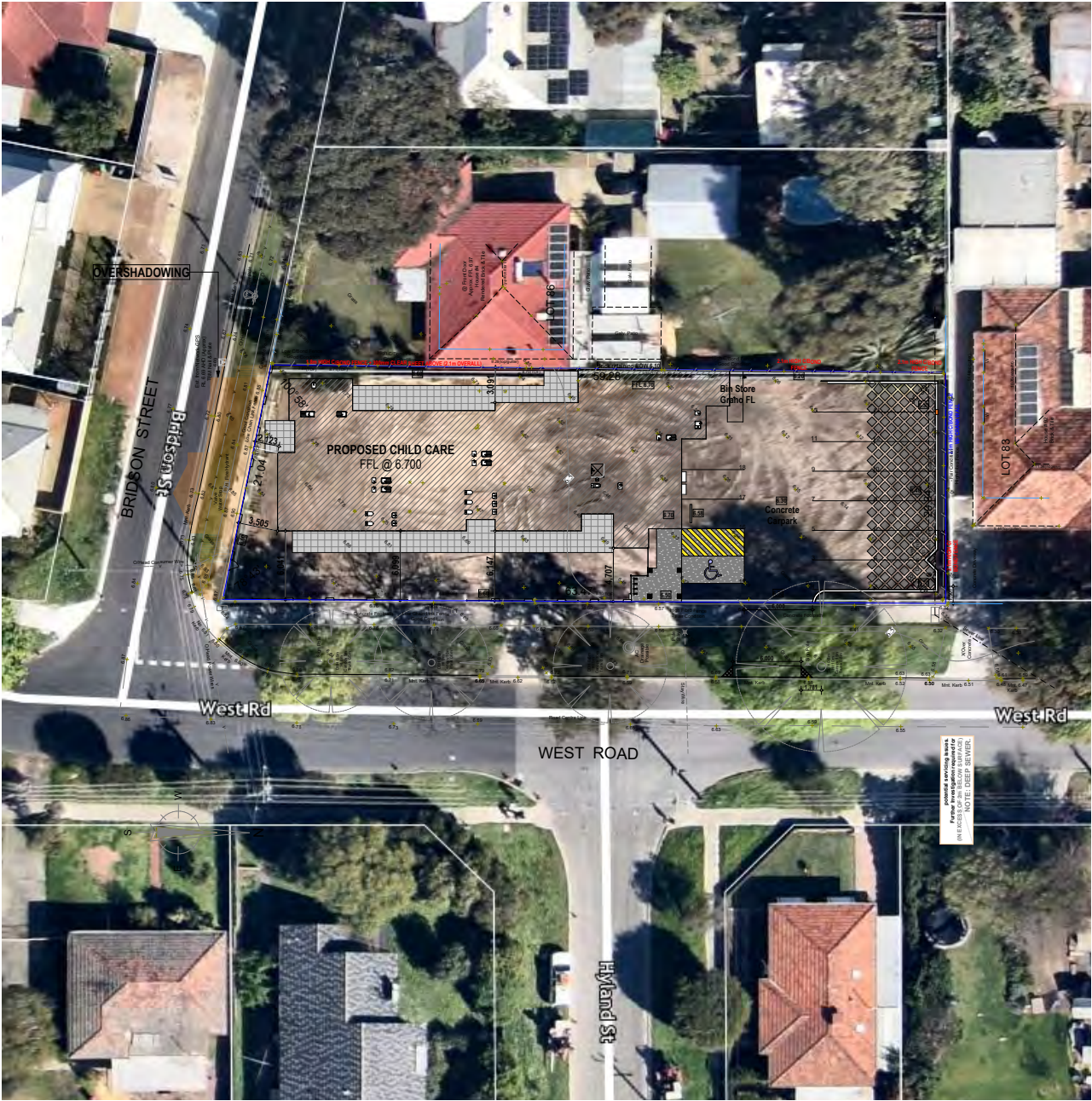


Commerical Development



Bassendean Primary School

10/10	Change	18/10/24
11/10	Change	18/10/24
12/10	Change	18/10/24
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14/10	Change	18/10/24
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98/10	Change	18/10/24
99/10	Change	18/10/24
100/10	Change	18/10/24



10.00	Change	28.03.24
11.00	Change	18.03.24
12.00	Change	13.03.24
13.00	Change	09.03.24
14.00	Change	05.03.24
15.00	Change	01.03.24
16.00	Change	27.02.24
17.00	Change	23.02.24
18.00	Change	19.02.24
19.00	Change	15.02.24
20.00	Change	11.02.24

Revision	Description	Date
1	Initial Design	11.02.24

Project Name:
Briscola PTY LTD

Project Name:
Childcare Centre

Project Address:
Lot 85 (954) West Road, Bassendean

Drawing Title:
Aerial Map

Scale:
1:200

Project No:
23019

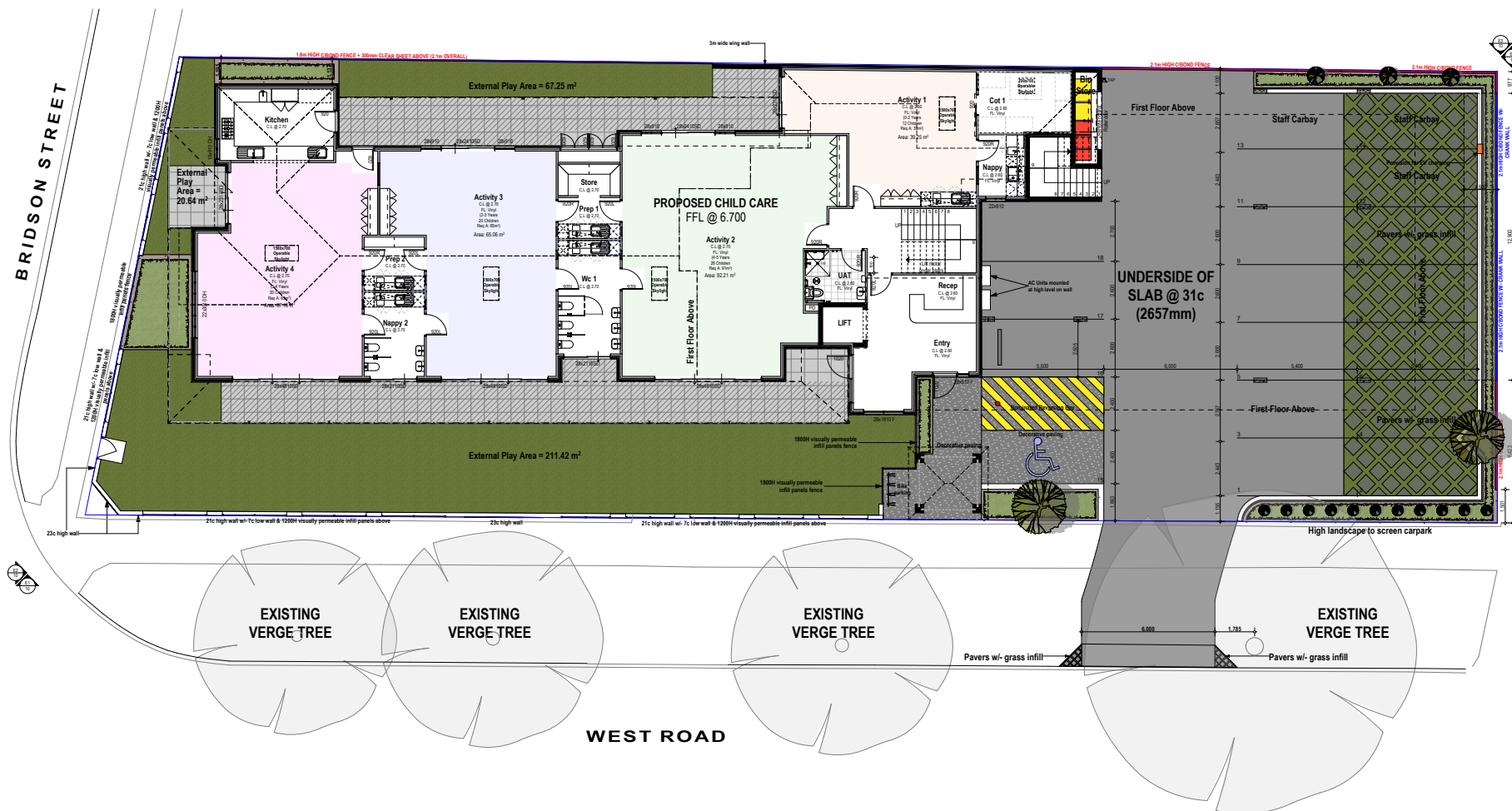
Revision Number:
19.00

Drawing No:
06 of 10



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Child / Room Calculations				
Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	0-2	12	39.25m ²	3
Activity 2	4-5	28	92.21m ²	3
Activity 3	2-3	20	65.06m ²	4
Activity 4	3-4	20	67.16m ²	2
Total Internal =		80	263.68m ²	14
(Min 3.25m ² per child)			(Min 260m ² req)	
Total External Play Area =		80	560.56m ²	
(Min 7m ² per child)			(Min 560m ² req)	
Parking Calculations				
(As per local planning policy)		Required		
Description		Required		
1 bay per employee		14		
1 bay per 10 child		8		
Required =		22		
Provided =		18		



Area	Area	Perim
Site Area	4.22	8.80
Site Area	5.02	11.70
Site Area	11.61	22.80
Site Area	48.77	122.80
Site Area	482.22	185.74

Site Calculations	1.25m ²
Building Footprint	48.7m ²
Site Coverage	35.3%
Allowable Site Coverage	50%

Site Calculations	1.25m ²
Building Footprint	48.7m ²
Site Coverage	35.3%
Allowable Site Coverage	50%

Site Calculations	1.25m ²
Building Footprint	48.7m ²
Site Coverage	35.3%
Allowable Site Coverage	50%

Site Calculations	1.25m ²
Building Footprint	48.7m ²
Site Coverage	35.3%
Allowable Site Coverage	50%



Client
Briscola PTY LTD

Project Name
Childcare Centre

Project Address
Lot 55 (R54) West Road, Bassendean

Drawing Title
Ground Floor Plan

Scale
1:100

Sheet Size
A1

Project No
23019

Revision Number
19.00

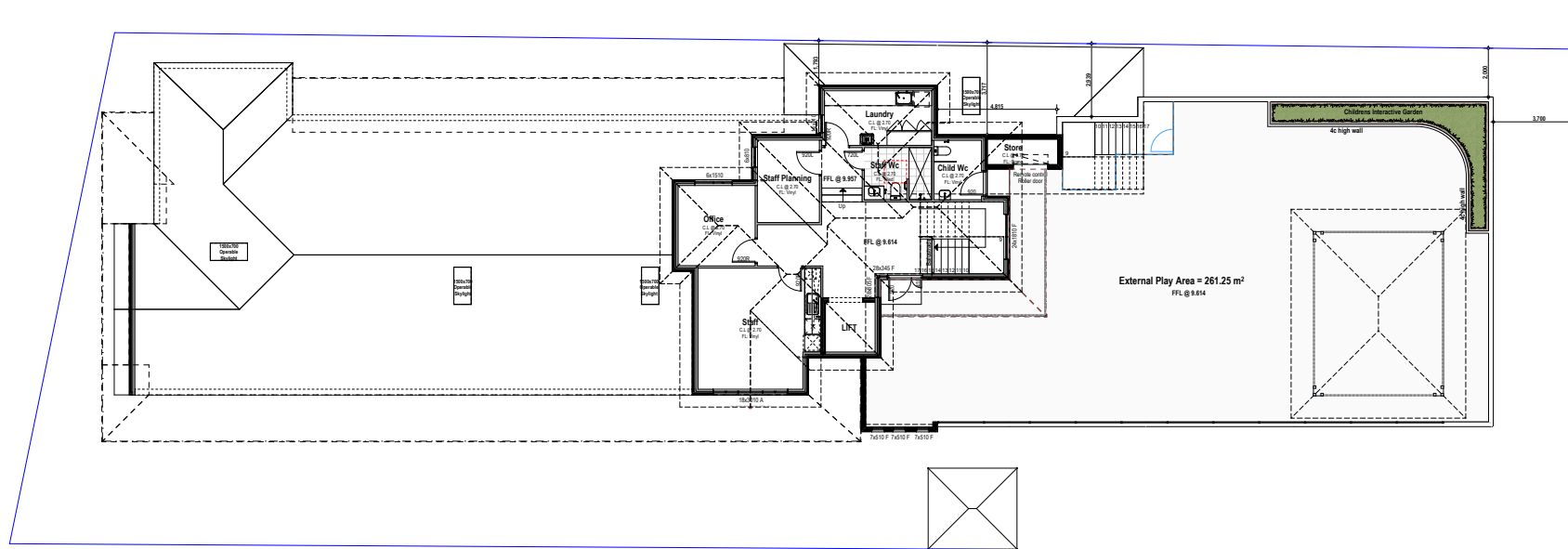
Drawing No.
07 of 10

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M 9407 727 798

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Child / Room Calculations				
Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	0-2	12	39.25m ²	3
Activity 2	4-5	28	92.21m ²	3
Activity 3	2-3	20	65.06m ²	4
Activity 4	3-4	20	67.16m ²	2
Total Internal =		80	263.68m ²	14
(Min 3.25m ² per child)			(Min 250m ² req)	
Total External Play Area =		80	560.56m ²	
(Min 7m ² per child)			(Min 560m ² req)	
Parking Calculations				
(As per local planning policy)				
Description	Required			
1 bay per employee	14			
1 bay per 10 childs	8			
Required =	22			
Provided =	18			



Zone	Area	Perch
Zone 11	4.22	8.87
Site	5.62	11.75
Pool	111.81	22.36
Children Centre	440.77	122.78
	562.22 m ²	125.74 m ²
zoning	Residential R20	
Policies	Residential	
Policy		
Heritage	No	
Builtform	No	
BAL	No	
Access/SEA	TBA	
Sewer	Inside North	
Power	Overhead	
Control	No	
Water	Meter on Site	
Wind Rating	No	
10 m/s	Change	18.10.24
15 m/s	Change	18.10.24
20 m/s	Change	18.10.24
25 m/s	Change	18.10.24
30 m/s	Change	18.10.24
35 m/s	Change	18.10.24
40 m/s	Change	18.10.24
45 m/s	Change	18.10.24
50 m/s	Change	18.10.24
55 m/s	Change	18.10.24
60 m/s	Change	18.10.24
65 m/s	Change	18.10.24
70 m/s	Change	18.10.24
75 m/s	Change	18.10.24
80 m/s	Change	18.10.24
85 m/s	Change	18.10.24
90 m/s	Change	18.10.24
95 m/s	Change	18.10.24
100 m/s	Change	18.10.24

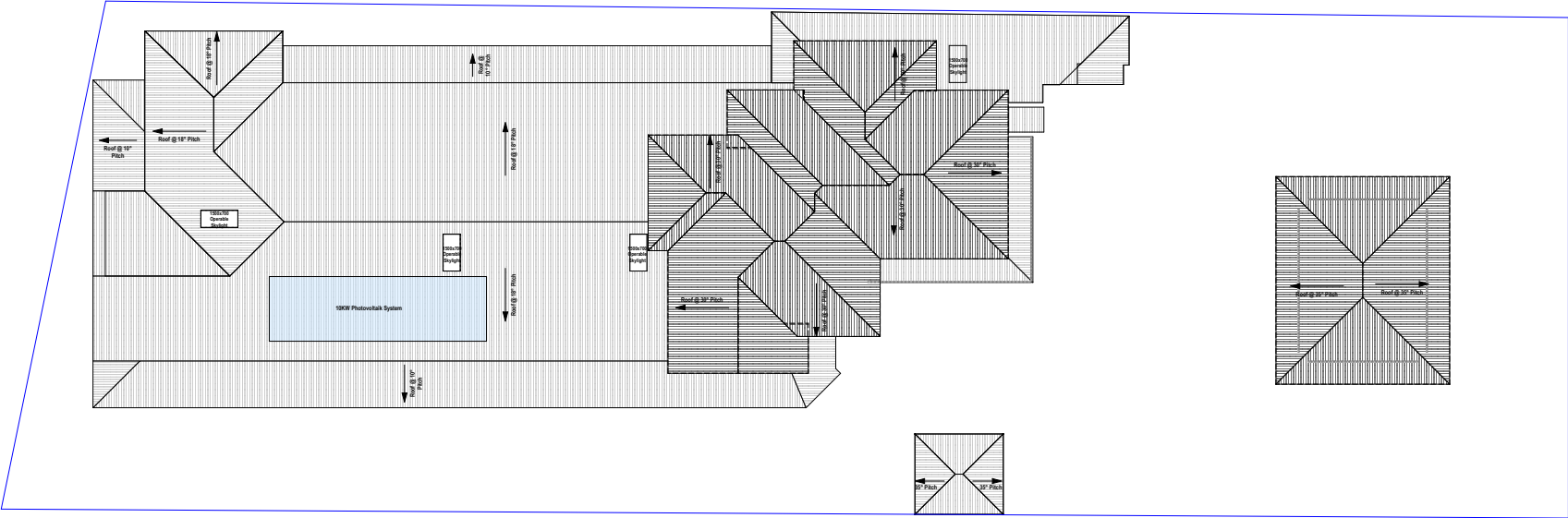
Project North:	
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Briscola PTY LTD	
Project Name	
Childcare Centre	
Project Address	
Lot 55 (954) West Road, Bassendean	
Drawing Title	
First Floor Plan	
Scale:	Sheet Size:
1:100	A1
Project No:	Revision Number:
23019	19.00
Drawing No:	
08 of 10	

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 M: 0407 727 788

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10/24	Change	10/24
11/24	Change	11/24
12/24	Change	12/24
13/24	Change	13/24
14/24	Change	14/24
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16/24	Change	16/24
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Client
Briscola PTY LTD
Project Name
Childcare Centre
Project Address
Lot 55 (954) West Road, Bassendean
Drawing Title
Roof Plan

Scale:	Sheet Size:
1:100	A1
Project No:	Version Number:
23019	19.00

Drawing No:
09 of 10



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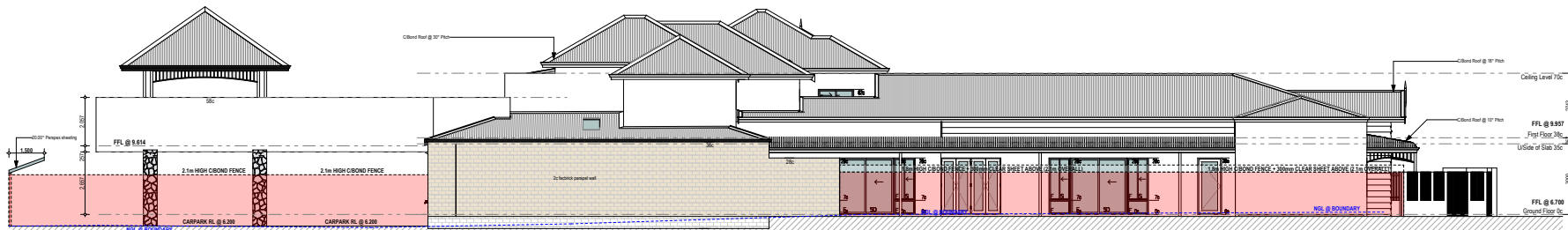
E1 East Elevation
1:100



E2 South Elevation
1:100



E4 North Elevation
1:100



E3 West Elevation
1:100

Attachment 12.8.3

Revisi	Revisi
1	Change
2	Change
3	Change
4	Change
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100	Change



Project Name
Briscola PTY LTD
Childcare Centre
Project Address
Lot 55 (954) West Road, Bassendean
Drawing Title
Elevations

Scale	Sheet Size
1:100	A1
23019	19.00

10 of 10



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PLANT SCHEDULE				
	SPECIES	SPACINGS	SIZE	QTS
TREES				
Pca	PYRUS CALLERYANA	AS SHOWN	90 L	7
Jmi	JACARANDA MIMOSIFOLIA	AS SHOWN	90 L	1
SHRUBS				
Hsc	HIBBERTIA SCANDENS	AS SHOWN	140 MM	18
Lof	LAVANDULA OFFICINALIS	AS SHOWN	140 MM	7
Rof	ROSEMARY OFFICINALIS	AS SHOWN	140 MM	6
Eni	EREMOPHILA NIVIA	AS SHOWN	140 MM	10
Cca	CONOSTYLIS CANDICANS	AS SHOWN	140 MM	10
Dre	DIANELLA REVOLUTA	AS SHOWN	140 MM	29
Cun	CHAMELAUCIUM UNCINATUM	AS SHOWN	140 MM	25

TREES:



PYRUS CALLERYANA



JACARANDA MIMOSIFOLIA

SHRUBS:



DIANELLA REVOLUTA



HIBBERTIA SCANDENS



CHAMELAUCIUM UNCINATUM



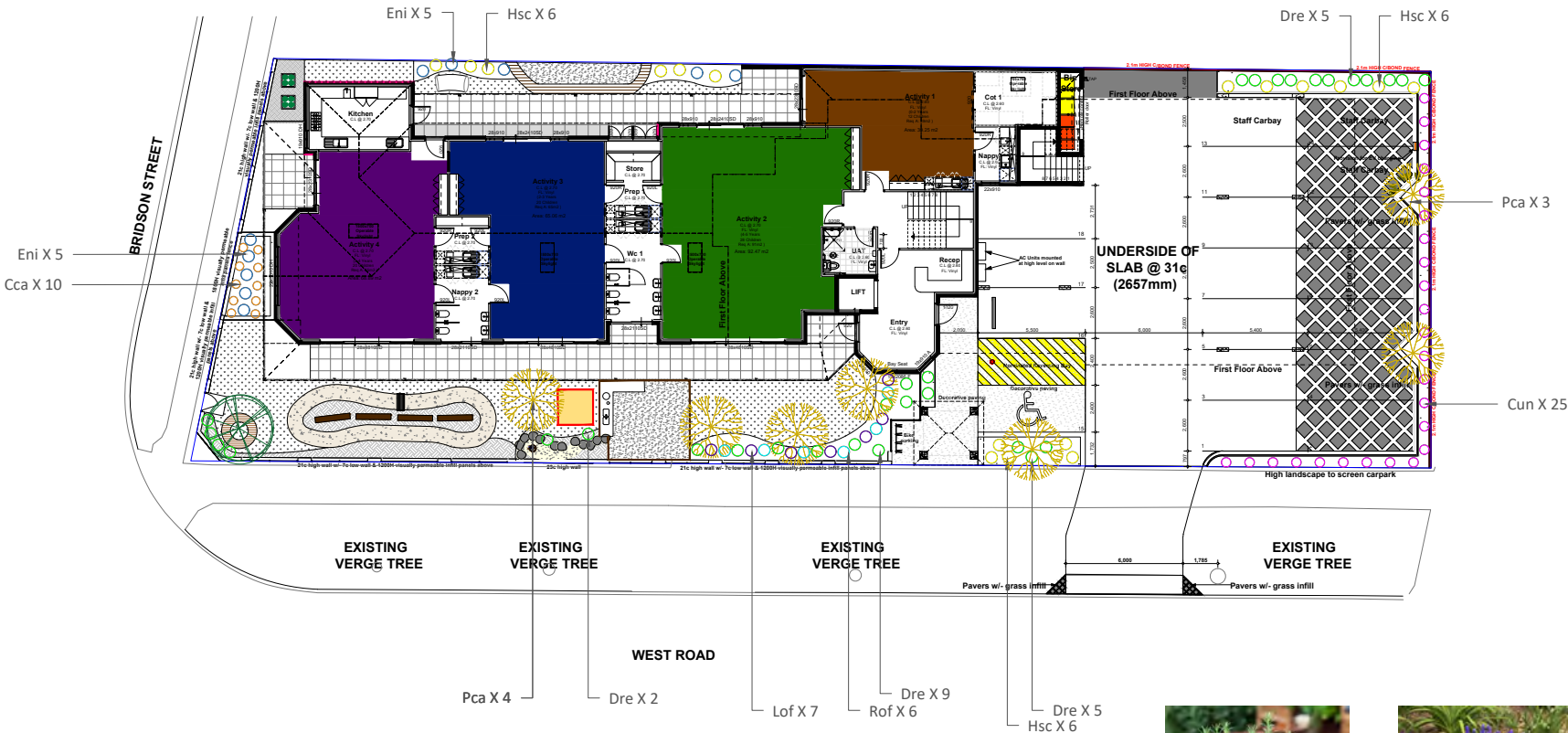
EREMOPHILA NIVIA



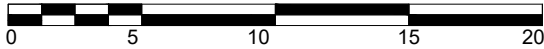
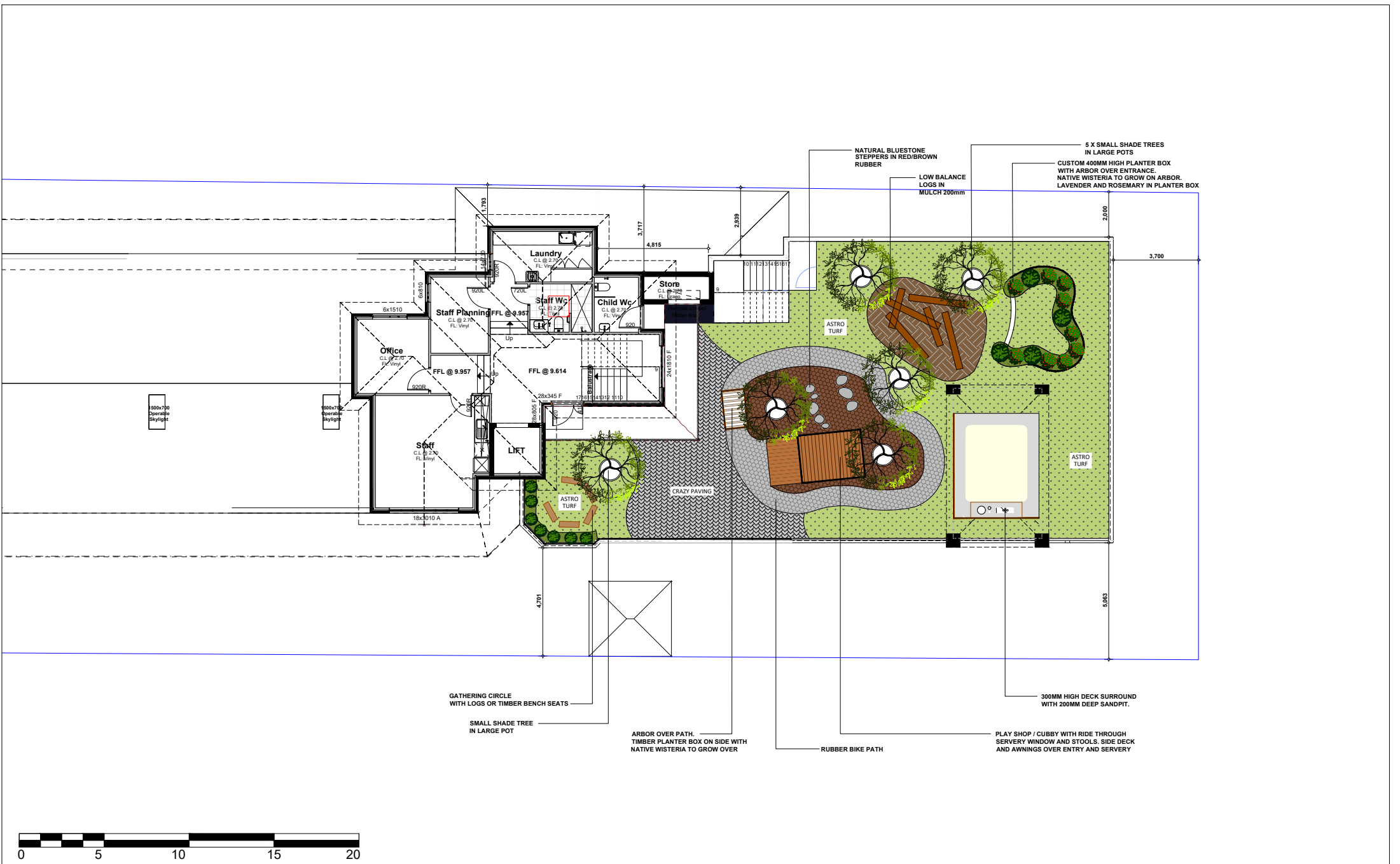
ROSEMARY OFFICINALIS



LAVANDULA OFFICINALIS



PROJECT		DRAWING				ISSUE			REVISIONS			
BASSENDEAN		PLANTING PLAN				ISSUED FOR FEEDBACK			No	DATE	DRAWN	DETAILS
CLIENT -		DRAWING NO L-02	SCALE 1:125	SHEET A1	REVISION 5	DRAWN NK	DATE 16/09/24		0	24/01/24	NK	PLANTING- ISSUED FOR FEEDBACK
									1	01/04/24	NK	PLANTING- ISSUED FOR FEEDBACK
									2	06/06/24	NK	PLANTING- ISSUED FOR FEEDBACK
									3	07/06/24	NK	PLANTING- ISSUED FOR FEEDBACK
									4	13/09/24	NK	PLANTING- ISSUED FOR FEEDBACK
									5	16/09/24	NK	PLANTING- ISSUED FOR FEEDBACK
217 of 495												



P.O. Box 774
e-mail: admin@childscapes.com.au
www.childscapes.com.au

Attachment 12.8.3

PROJECT	BASSENDEAN upper floor				DRAWING				ISSUE			REVISIONS			
	OVERALL CONCEPT PLAN				ISSUED FOR FEEDBACK			No	DATE	DRAWN	DETAILS				
CLIENT -	DRAWING NO L-03	SCALE 1:75	SHEET A1	REVISION 3	DRAWN NK	DATE 10/09/24		0	10/06/24	NK	CONCEPT- ISSUED FOR FEEDBACK				
								1	06/09/24	NK	CONCEPT- ISSUED FOR FEEDBACK				
								2	09/09/24	NK	CONCEPT- ISSUED FOR FEEDBACK				
								3	10/09/24	NK	CONCEPT- ISSUED FOR FEEDBACK				
												219 of 495			

Product Code	4379
Application	Synthetic Lawns/Landscaping
Pile Height (mm)	30mm
Colours Available	Field Green/Olive Green with multi tone sub-pile
Total Product Weight	1780g/m ²
Available Width	3.71m
Standard Roll Length	20m
Line Systems	N/A
Stabilising Infill	Fine grained silica sand (12kg/sqm)
Performance Infill	N/A
Warranty	15-Year Limited Warranty
Machine Gauge	12.7mm
Stitch Rate	17 per 100mm
Yarn Weight	1,000g/m ²
No. of Tufts (m²)	13,386
Perforated	Yes
Yarn Construction	IR-reflective CoolPlus, Two Tone Polyethylene Monofilament Texturised Monofilament Sub-pile (Straw/Green)
Linear Density	600 Tex/490 Tex
Environment	Environmentally friendly yarns, which are heavy metal free
UV Stability	The yarn is protected against UV degradation to the highest level, as specified in the yarn manufacturer's warranty terms and conditions.
Construction	Multilayer/Polypropylene/Polyester
Primary Layers	Black
Compound Base	Hybrid Emulsion
Tuft Anchorage	40 Newtons (minimum)
Antioxidising Agent	Present
Yarn Origin	Australia
Country of Manufacturer	Australia



SUMMER COOL 30

- Summer Cool 30 is one of All Seasons Synthetic Turf's residential lawns.
- It's versatile & suitable for front and rear lawns, play areas, balconies & commercial areas.
- It has 30mm pile height and is made with the latest COOLPlus Yarn Technology.
- It has a natural look and feel, is 100% Australian made and comes with a 15-year warranty.

What makes the Summer Cool 30 perfect for residential and commercial areas?

- The Summer Cool 30 is totally safe with no contaminants.
- Approved by Australian Fire Safety Standards.
- Perfect for premium spaces at an affordable price.

1300 931 443

info@asst.net.au

No	Submission	Themes	Officer Response
1	<p>I am writing to formally express my opposition to the proposed development of a two-storey childcare centre on West Rd. As a resident of this street, I have significant concerns regarding the impact this development will have on our community.</p> <p>Firstly, West Road is already a very busy street with existing parking issues. The proposal includes only 16 parking bays, which I believe is grossly inadequate for a facility of this nature. The insufficient parking provision will inevitably lead to increased congestion and further exacerbate the parking problems for local residents.</p> <p>Moreover, the introduction of a two-storey childcare centre will result in a loss of amenities for the surrounding neighbours. The increase in noise levels and traffic will disrupt the quiet enjoyment of our homes. The scale and nature of the proposed development are not in keeping with the residential character of our street, making it an inappropriate development for this area.</p> <p>In conclusion, the proposed location and scale of this development are not suitable for West Road. I urge you to reconsider the approval of this project to preserve the quality of life for the existing residents.</p>	<ul style="list-style-type: none"> • Parking adequacy • Noise • Traffic • Scale and character of built form 	<p>2 additional parking bays have been included since the application was advertised. Parking adequacy, noise, traffic and built form are discussed in the report</p>
2	<p>As a resident of Town of Bassendean (south side of Guildford Road), community member and a parent who sends their child to Bassendean Primary School, I do not support the development of the Child Care Centre on West Road</p> <p>Concerns and issues:</p> <ul style="list-style-type: none"> • significant increase in traffic - people using the facility are likely doing so in order to work which would mean dropping children off in a car • It doesn't align to 8 out of 10 design principles • Noise for community • there's not enough parking according to Bassendean's own standards (requires 21 - it is 5 short) • I'm not sure how the education standard is to have 8 cars for 13 staff (at minimum) <p>I support the town planning & revitalising Old Perth Road. I support the development of A childcare centre West road is a community street and we should keep it as such.</p>	<ul style="list-style-type: none"> • Traffic • Deign standard (does not meet SPP 7.0) • Noise • Parking 	<p>2 additional parking bays have been included since the application was advertised. Up to date traffic counts for the surrounding street network have also been provided to demonstrate the network has capacity to accommodate increased traffic.</p> <p>Parking, noise, traffic and compliance with State Planning Policy 7.0 – Design of the Built Environment are discussed in the report</p>
3	<ul style="list-style-type: none"> • Refer to attachment (submission of owner of adjoining property) 	<ul style="list-style-type: none"> • Scale of built form (R-Code variations, lack of provision for services, overshadowing, boundary wall height) suggests the lot is too small and massing and height of the development is inappropriate. • Noise • Inappropriate use of a residential zoned property • Insufficient demand for child care services in the area • Access • Parking (tandem arrangement, manoeuvring, provision) • Inefficient solar panels due to orientation • Impact on street tree • Fails to meet SPP 7.0 as noted by DRP • Finished levels are to be confirmed • The site would be better used for residential purposes • Suggests intentions of alternative use (i.e. office space ect) similar to other centre operated by the applicant 	<p>The suitability of the use, built form, including height, scale and setbacks, are discussed in the report. Noise, the outcome of the design review process, demand for child care services, protection of street trees, access, parking and traffic area also addressed.</p> <p>The design has been modified since advertised. Variations to the deemed-to-comply provisions of the R-Codes that remain are detailed in the report and considered against the relevant design principles. Finished site levels have also been confirmed and an arborist report has been prepared outlining tree protection measures necessary to retain street trees. The car park has been modified to include 2 additional car parking bays. The car park design and manoeuvring comply with the Australian Standards. Noise modelling has been updated and adheres with best practice acoustic modelling. The Transport Impact Statement has also undergone review of an independent traffic consultant as discussed in the report.</p> <p>There is nothing to suggest an office, or alternative use is to be included in the centre. If this were to be proposed, further approval would be required.</p> <p>Contemplating alternative, preferred uses for the site, or the fact that there may be alternative sites suitable to accommodate a child care premises in the area are not relevant considerations. The DAP is required to consider the proposal on its merits.</p>

4	<p>I am an owner occupier on Devon Road, Bassendean. Please see comments regarding the above mentioned development.</p> <p>No recent publicly available traffic counts - Bassendean Primary School and The Last Crumb will be high traffic numbers at the same time as the daycare. The area is already struggling with the amount of cars parked along the road. During peak times, which the daycare will add to, it is not possible to reach 50km. I would estimate 30km at the most.</p> <p>Car bays - the number listed doesn't cover enough for all staff and parents, therefore, street parking will be required. There isn't enough room for street parking on either road. Bridson Street is a popular street from West Road to Guildford Road. Traffic issues will be at peak times and busier during the day. All of these issues with children around will no doubt decrease the speed even more.</p> <p>Street parking will increase foot traffic and young children foot traffic. Street parking will spill over into surrounding streets.</p> <p>I do not believe public transport will be used by families and/or staff.</p> <p>Acoustic issues - will affect surrounding streets with increased traffic. The neighbouring properties will have to deal with 80 children ranging from babies to young children.</p> <p>The statement proposing that 'some staff can cycle or catch public transport' is unpredictable.</p> <p>Childcare peak times are very similar to Primary school peak times.</p> <p>Daycares in Bassendean are currently full, therefore, I believe that the proposed Daycare will be at capacity.</p> <p>Traffic volumes listed are too old. The Last Crumb has added a lot to all the adjoining roads and street parking.</p> <p>Proposed 80 children require more than 13 staff.</p> <p>Vehicular crash information - I don't believe this can be presented as this is a residential corner and the proposed is a childcare with at least 93 cars visiting per day.</p> <p>On a personal note, as I am planning to grow my family in the near future, I would love a daycare walking distance to my house. However, I do not believe the size and location of this daycare is desirable.</p>	<ul style="list-style-type: none"> Traffic (peak drop off times will be similar to school, out of date traffic data) Parking – insufficient provision onsite. The proposal will add to an existing on street parking issue. On-street parking is unsafe and undesirable in this location Noise impact on adjoining residence Noise impacts of increased traffic Insufficient information – traffic counts, unreasonable to expect staff/ parents to walk, cycle or use public transport, inaccurate staffing numbers 	<p>Updated traffic counts and confirmation of expected staff numbers were provided post-advertising and are referenced in the report. 2 additional parking bays were included post-advertising.</p> <p>Traffic, parking and noise are discussed in the report.</p>
5	<p>I live at -- Whitfield St, Bassendean. Very close to the corner on West Rd and Bridson St, lot 85 where a proposal for a child care centre has been submitted. This is not an appropriate use of this site, right in the middle of a residential area which has a school and extremely busy cafe close by. Parking is already a nightmare on Whitfield and West road at peak times and this would add greatly to the chaos, congestion on those streets and not to mention safety for children.</p> <p>My child, as well as a few others have already had near misses crossing Bridson street on the supposed 'safe active street' on their way to school. There is no signage/crossing here for the dozens of children who cross each day and if there is a child care centre on the near by corner the traffic along Bridson (and similar story on West Rd) will increase greatly.</p> <p>West Rd, around the school and last crumb is a total nightmare. Worse at peak times and continuous congestion all day due to the cafe. This has put many residents off side already. So many people parallel parking on streets that mean residents can't even park at their own property (my parents live in Harcourt and this is the case most days) A child care CTR on West Rd will mean people will be pulling up and stopping all along Bridson/West and neighbouring Street and would be a nightmare. You have to consider the safety of children walking across these streets adjacent to proposed centre and the fact you have no traffic plan in place. Cars and drivers drive like they own the road, it will only be a matter of time before there is a serious incident.</p> <p>Not to mention that this lot is smack bang in the middle of a residential area. Keep it residential, use a better location for child care CTR like the old Organi Kids site/hardware store/car sales lot on old Perth road. Surely these are more suitable.</p>	<p>Parking – existing parking issue CCC should be in commercial area/ town centre Increase in traffic</p>	<p>Traffic and parking are discussed in the report. The suitability of the child care centre on land zoned 'residential' is also discussed.</p>
6	<p>I live on the corner of Shackleton Street and Eileen Street.</p> <p>Decisions to block off Fisher, Chapman, and Old Perth Road from Guildford Road have seriously eroded my quality of life as Council continues to approve developments that funnel more and more traffic down my street. The creation of the playground at Sandy Beach is another poorly thought through proposal with no consideration given to the amount of increased traffic funnelled down Shackleton St. The unexpected success of the Last Crumb is another factor that increases traffic going down Shackleton St. The renovated Bassendean Hotel has again, significantly added to the amount of traffic that goes down Shackleton St to and from the venue.</p> <p>This proposed development would again increase traffic and no regard is given for how this decision will further increase traffic going past my door.</p> <p>I have protested for years about Council decisions that increase traffic flow down Shackleton St. I see the significant traffic slowing infrastructure in Whitfield St and in Grey St and want similar consideration given to improve my quality of life which is increasingly eroded by Council decisions.</p> <p>Any decisions to approve further development that would increase the traffic down Shackleton St must be accompanied by consideration of the traffic impact of these developments. There is a serious need for holistic, intelligent planning decisions that enhances the quality of life of those of us who used to live on a quiet suburban street.</p> <p>I am not against infill housing, but traffic calming, like that in Whitfield and Grey Streets, is essential in order to restore some of the quality of life that we used to enjoy.</p>	<p>Object to increase traffic in the broader area</p>	<p>Traffic is discussed in the report.</p>
7	<p>I am writing in relation to planning submission DA-2024-066 concerning the proposed development of a Child Care Premises at Lot 85 (No. 94) West Road, Bassendean (corner of West Road and Bridson Street). My family and I wish to formally express strong objections due to several significant concerns:</p> <p>The proposed location on West Road, already known for heavy traffic, raises serious safety concerns given the presence of young children at a daycare centre.</p> <p>Insufficient parking facilities on West Road, compounded by existing congestion from Bassendean Primary School and the Last Crumb Cake Shop, may lead to cars parking on the road itself, potentially endangering children.</p> <p>Personal experiences include witnessing near-miss incidents at the intersection and an unfortunate incident involving a neighbour's dog on Bridson Street.</p> <p>Considering the predominantly residential nature of the area, the introduction of a daycare centre would disrupt the established residential character of the neighbourhood.</p> <p>These concerns primarily stem from safety issues that directly impact our community, especially as residents in close proximity to this intersection.</p>	<p>Traffic Insufficient on-street parking in the area Impact of commercial use on residential amenity/ character</p>	<p>The applicant has demonstrated parking demand can be accommodated onsite.</p> <p>Traffic, parking and the likely impact on residential amenity is discussed in the report.</p>

8	<p>I wish to oppose this development as I believe it is inappropriate for the residential location in which it is planned. My reasons are listed below;</p> <p><input type="checkbox"/> Increased Traffic and Congestion: Parking and traffic is already an issue in this area and this would exacerbate the problem on what is already a very busy corner/street. Childcare centres typically result in a significant increase in traffic during drop-off and pick-up times. This will lead to congestion, particularly on the corner of 2 busy streets as per the proposal.</p> <p><input type="checkbox"/> Insufficient Parking: There is not enough provision for parking for the centre, as 16 bays is only enough for the staff. There is already limited parking on the street, plus the cars from the local school and The Last Crumb Cafe are parked in this area during their hours of operation. The childcare centre will exacerbate this problem. The 16 parking bays proposed for the centre is inadequate, and will lead to parking overflow into surrounding streets and increased competition for parking spaces among residents. There is clearly insufficient space on the site for more parking.</p> <p><input type="checkbox"/> Noise Pollution: Childcare centres generate considerable noise from children playing and carers shouting, which will be disruptive to the tranquility of our residential street. This will negatively impact the quality of life for residents who value a quiet environment, particularly those who live next door or close by.</p> <p><input type="checkbox"/> Safety Concerns: Increased traffic and congestion will raise safety issues, especially for young children who live in the area. The higher volume of vehicles will make it more dangerous for children to play outside or for residents to walk or cycle in the neighbourhood. This is a very walkable neighbourhood, particularly with children from the school, the increased traffic on this corner will clearly pose safety risks for them.</p> <p><input type="checkbox"/> Loss of Residential Character: A large, two-storey childcare centre will be out of character with the existing residential buildings. This will affect the aesthetic and communal feel of the street, potentially impacting property values and the overall atmosphere of the neighbourhood. We bought in a quiet part of a residential street, we don't want incompatible (or indeed any) businesses being built next to our homes.</p> <p>There are currently around 23 childcare facilities in Bassendean, including one on the same block as this proposed childcare, this is an unnecessary development which will adversely affect the current residents for the above reasons listed.</p>	<ul style="list-style-type: none"> • Increase in traffic/ safety • Insufficient parking onsite • Noise impacts on neighbours • Built form inconsistent with residential character • Adverse impacts on property values • Incompatible use in residential area 	<p>Additional parking bays were included post-advertising. An acoustic assessment demonstrates the proposal can comply with the Environmental Protection (Noise) Regulations 1997, subject to management measures as outlined in the report and recommended conditions of approval. Traffic, parking, built form and noise are discussed in the report. Town staff agree that sufficient demand exists in the area for child care services.</p>
9	<p>I would like to comment on the proposed child care premises at West Road Bassendean (DA-2024-066). I strongly disagree with the proposal.</p> <p>Firstly while I understand there may be a need for child care in the Bassendean area, to me there seem to be so many more places for a proposed commercial child care centre to go than on a residential housing lot.</p> <p>West Road / Bridson Street is a busy intersection. Buses travel through it along West Road all day. Cars use it to bypass busy Guildford Road. Speed dampening humps have been added to slow the speed of the vehicles as it also adjoins the Whitfield Active Street (which is a great Town of Bassendean initiative).</p> <p>More vehicles accessing not only the West Road / Bridson Street intersection but the West Road / Hyland Street intersection (of which I found no data for in the road use assessment), will make access to the day care tricky during the typical drop off and pick up times. Plus only having available a small number of car parking bays will mean these two intersections will now have cars parked on roads and verges causing more havoc.</p> <p>I live one road over from Bridson Street. I do not wish to hear the noise from the day care centre. I did not purchase land and build a house where I did have to listen to this extra noise, and potentially have increased road traffic as people may be attempting to avoid the West Road / Bridson Street intersection. I purchased where I did for the serenity, the trees, the birds. I purchased as I wished to live near other residents, not commercial businesses. I feel this is an insult to have a commercial business thrown at us, especially the people who will be joining fences and living across the road.</p> <p>I hope common sense prevails and the commercial business is encouraged to acquire land along Old Perth Road somewhere which is in dire need of rejuvenation. More people dropping off and picking up children along Old Perth Road will hopefully mean the struggling small businesses along the strip will get a jolt of customers and be able to stay servicing the people of Bassendean.</p>	<p>Insufficient onsite parking increase on street parking in proximity to intersections (safety) noise increase traffic on local streets commercial development not appropriate in residential areas</p>	<p>Additional parking bays were included post-advertising. Traffic, noise and parking are discussed in the report. The suitability of the child care centre on land zoned 'residential' is discussed in the report.</p>
10	<p>Comments regarding development of an early learning centre at this location are:</p> <ul style="list-style-type: none"> - Majority of the elevation design is in keeping with the town and looks very promising. However the car park and elevated slab is not and looks like a shopping centre! - The car parking and flow is not sufficient. Verge parking or road side drop off will be expected and will create a traffic nightmare at peak times. - The assumption of local residents along kids to the centre is sound, the assumption of parking at Bassendean Primary or on Whitfield is erroneous. On street or verge parking on Hyland would be the highly likely behaviour (insert parking behaviour of Last Crumb patrons or Bassendean Primary parents here). - While now at a reduced frequency (30min intervals) the bus 45 movements at Hyland / West will create impact on traffic flow; especially considering the turning arc required by buses leaving Hyland onto West and ad hoc parking (see above). - The traffic assessment references bus 55 which is no longer correct (see above). - Parking availability assessment at West Rd and Whitfield St in September 2023 reflects a poor representative sample (expected to be 16 days of the month prior to the start of Term 3 holidays on 23 Sept). - There does not appear to be any reference to security measures or site access limitations (i.e. closed car park) at times outside of operating hours. <p>Definitely not against the idea of a centre, it's just the vehicle aspect that needs further thinking.</p>	<p>In principle support – however traffic and parking needs to be addressed</p> <ul style="list-style-type: none"> - Carpark and elevated outdoor play area is inappropriate/ too commercial - Inappropriate carpark layout and flow will lead to onstreet parking, which is already at capacity - Adhoc parkhigh will cause issues for bus access at Hyland/West Rd intersection - Traffic modelling is not sufficient (noting school holidays) 	<p>The street elevation has been updated since advertising and in response to advice of the DRP.</p> <p>Built form and parking are discussed in the report.</p>
11	<p>As a resident only a block away, and someone who uses Bridson/ West Rd daily waking to and from Bassendean Primary School, I am highly concerned about the increased traffic and parking at this proposed site. This area is already highly congested at most times of the day, with cars but also children walking to and from school. The parking along West Rd is pushed to capacity due to the success of Last Crumb. There will be increased traffic entering and exiting West Rd at the exact times the road is already at its peak for both school drop off/ pick up/ cafe service. It creates an unnecessary risk to pedestrians and will force further congestion and traffic chaos with more people opting to drive in. As a parent, I wouldn't feel comfortable with my child riding a bike past a large driveway, with vehicles entering and exiting at that time of day. You will have eliminated a safe way for parents and children to walk/ ride to school safely, causing further pressure on verges and residents surrounding the school.</p> <p>The use of the site is not appropriate for a two story childcare service. If you need proof for this, you should stand on Wilson St for the hour before school drop off/ pick up times and see the increased traffic. That site is absolutely appropriate as there no other main service along that road that it impacts.</p> <p>As a local resident I voice my concern with the issue, predominantly the type of service being suggested and the scale of the size. Your proposal advert also shows a single story building, when the proposal is clearly for a two story building. Please choose a site more appropriate, such as the excellent Wind in the Willows site, which is close in proximity to the school, but not so close it becomes another traffic problem for residents in the area.</p>	<p>Parking Traffic Reduced incentive for children to walk or ride to school Size and scale is inappropriate in this location Too close to school – traffic issues</p>	<p>Traffic and parking are discussed in the report.</p> <p>The suitability of the child care centre on land zoned 'residential' is discussed in the report.</p>

12	<p>I have added to my submission below the required reference No and included that the council and the department of Planning reject this proposal on West rd. I have done this to ensure the Dept of Planning accept my submission,</p> <p>While it looks like from what you're saying in your email that the Town has placed signage on the fence of the property in question and notified residents with in 100 meters of the proposed site, one just wonders how many of the Users of West rd can get a opportunity to read what on display on the fence because of the closed section on West rd and Bidson st due to Water Corp sewage replacement pipes thats been taking place, I fully appreciate that the Town has no control of that situation,</p> <p>It is a real concern that a developer can by pass the Town of Bassendean and go straight to the Department of Planning which really restricts proper process and proper community consultation , that I find is limiting community involvement process is disappointing</p> <p>I see there is a community consultation regarding the proposed Child care centre on the corner West rd and Bridson street, it appears the town are wanting to consult just only the people in close vicinity being to able to participate in the community consultation. this I find really not satisfactory as the town staff thought it was ok just to consult people in Parker Street and Watson street from Old Perth rd to Palmerston street regarding the consultation on the Bassendean Hotel re development ,when in fact the whole community used the pub and wanted to participate in the consultation one could have now the same applies to with this proposed child care location, one can say the community at large who live in Bassendean use West rd for a whole heap of reasons , including going down to Sandy Beach and accessing Ashfield by driving up Reid street . considering the amount of traffic that use West rd every day warrants a wider community consultation is my view ..</p> <p>I would like to submit my concerns below regarding the prosed child care centre at lot 85 - No 97 West rd see my submission below</p> <p>The fact that a Child Care centre which is a business being considered in a residential area really should not accepted by council. Currently West rd has traffic and parking issues because of the Last Crumb bakery which locals now describe as a night mare . the traffic at the corner of Bidson and West rd is already where drivers need to be cautious when entering West rd , just having a Child Care centre at that location will compound the situation even more for drivers wishing to enter West rd. all safety aspect needs to be considered .</p> <p>The amount of traffic currently using West rd has substantially increased and is busy already and its impacting on residents living on West rd experiencing with school drop off and pick ups at Bassendean Primary where 266 children attend that school just for starters , then people going to the very popular Last Crumb for their cakes and pies making West rd a very busy place iwth on street parking being premium during opening hours and school hours,</p> <p>The prospect of having a Child care centre just down the road a bit would just compound the problem even more with staff and parents accessing the child care centre on a very busy corned on Bidson st and West rd adding more traffic to this residential area is looking like a possible disaster could made because of bad planning decisions made by the Department of Planning .</p>	<ul style="list-style-type: none"> - Inappropriate (commercial)use in a residential zone - Increased traffic presents a safety concern 	Traffic, and the suitability of a child care centre on land zoned 'residential' is discussed in the report.
13	<p>Regarding the planning submission DA-2024-066 for the development of a Child Care Premises at Lot 85 (No. 94) West Road, Bassendean (corner of West Road and Bridson Street), my family and I wish to express strong objections due to several concerns:</p> <ol style="list-style-type: none"> 1. The location on West Road, which is already heavily trafficked, poses significant safety risks with a daycare centre accommodating young children. 2. Insufficient parking on West Road, exacerbated by existing congestion from Bassendean Primary and the Last Crumb Cake Shop, will likely lead to cars parking on the road, potentially endangering children. 3. Personal observations include near-miss incidents at the corner and an unfortunate incident involving a neighbour's dog on Bridson Street, highlighting existing safety issues. 4. Given that the area is primarily residential, a daycare centre would appear incongruous and disrupt the neighbourhood's residential character. <p>These concerns are rooted in safety issues that directly affect our community, particularly as someone living in close proximity to this intersection.</p>	<ul style="list-style-type: none"> - Increased traffic will impact safety - Insufficient on street parking - Unsafe intersection (West/ Bridson) - Daycare use inconsistent with residential character 	Additional parking bays have been included post-advertising. Traffic, parking and the suitability of the child care centre on land zoned 'residential' is discussed in the report.
14	<p>I write to you with regard to the above town planning application. I live on Watson Street - just around the corner from the proposed child care site.</p> <p>Whilst I support opportunities for new business in the town I do not support the location of this service. Currently West Rd is heavily congested at school times during the week and on weekends due to the proximity to the last crumb cafe and during the football season. When the cafe is recieving deliveries during the week there is often large trucks further congesting west road making it dangerous for oncoming traffic.</p> <p>We often have to deviate around North Road/Old Bassendean Pde to avoid the single lane of traffic that West Road becomes. I am also concerned about the safety of children on bikes crossing Bridson street and using West road to get to school, lets add in the poor rubbish trucks and the postman into the mix and it's a recipe for disaster.</p>	<p>Inappropriate location</p> <p>Increased traffic is a safety issue</p>	The suitability of the location and traffic are discussed in the report.
15	G'day, I live 4 doors down from where the proposed childcare centre will be built. I think it's a wonderful idea for the area, and I really hope it goes ahead.	Support noted	Noted
16	<p>I write in reference to this proposal stating the following objections:</p> <p>Bridson Street is already a distributary road carrying a large amount of traffic servicing Bassendean Primary School and is a main thoroughfare for trucks wishing to access West Rd, North Road and Bassendean village centre, avoiding traffic lights at Collier Rd, Old Perth Road and Lord Street. This despite being one of the narrowest roads in Bassendean with little set back from the road to the homes on Bridson St. This development can only add to the heavy traffic load already experienced by the residents.</p> <p>Parking on West is already a nightmare on due to the popularity of Last Crumb and the location of the school so Bridson Street would then become a car parking zone to accommodate the extra traffic generated by this development. The proposed 15 parking bays is insufficient given that at most are likely to be taken up by staff. Given that lack of parking was sited as the reason for turning down the application for redevelopment as a microbrewery on the corner of Old Perth Road and Hamilton Street on an already commercial site and in a commercial area, because of the impact on local residents I don't see how this new proposal can even be considered.</p> <p>There appears to ample child care facilities in the locality, namely Mercy Care Child Care (Early Learning Centre) Kathleen St, Wind in the Willows on Wilson Street, Casa Mia (Montessori) child care (Early Learning) Whitfield Street and Camp Australia West Road. We don't have that many families living in this part of Bassendean, so where will the clientele come from?</p> <p>I sincerely ask that you consider the detrimental impact on our enjoyment of living in Bassendean and our day to day lives if this development goes ahead.</p>	<ul style="list-style-type: none"> - Increased traffic on Bridson Street - Insufficient on street parking - Lack of parking onsite will lead to reliance on on-street parking - Sufficient child care services exist in the area for the community 	<p>Additional parking bays were provided post-advertising.</p> <p>Each application must be determined based on its individual merits.</p> <p>Traffic, parking and the demand for child care services is discussed in the report.</p>

17	<p>I am writing to formally object to the proposed establishment of a childcare facility at Lot 85, No 94 West Road, Bassendean. My objections are as follows:</p> <ol style="list-style-type: none"> The land was originally designated for residential use, and any commercial development may have implications for property values that were assessed under residential zoning. Bridson Street is classified as a distributor within the town and is already heavily congested with traffic, including heavy trucks avoiding Guildford Road traffic lights at intersections such as West Road, Old Perth, and Collier Road. Bridson Street is notably one of the narrowest streets in this historic part of Bassendean, with minimal verge width, which exacerbates traffic flow and pedestrian safety concerns. This street serves as a primary route for accessing Bassendean Primary School and is frequently used by trucks heading towards West Road, North Road, and the Bassendean village center to circumvent traffic lights at intersections like Collier Road, Old Perth Road, and Lord Street. It is important to note that traffic often exceeds the designated 50 km/h speed limit. Despite being one of the narrowest roads in Bassendean, Bridson Street lacks sufficient setback from residences, intensifying concerns related to traffic safety and noise levels. Existing parking challenges on West Road, exacerbated by popular local establishments like Last Crumb and the proximity of Bassendean Primary School, make it likely that Bridson Street would experience increased parking congestion if this childcare facility is approved. The proposed provision of 15 parking bays appears insufficient, especially considering that most spaces are likely to be utilized by staff. There are significant concerns regarding where clients and visitors will park. The recent decision to reject a microbrewery redevelopment application on Old Perth Road and Hamilton Street, based partly on parking availability and its impact on local residents, sets a precedent that should be considered in evaluating this childcare proposal. Local childcare needs are adequately served by existing facilities such as Mercy Care Child Care (Early Learning Centre) on Kathleen Street, Wind in the Willows on Wilson Street, and Casa Mia (Montessori) on Whitfield Street. Given the relatively low population of families in this specific area of Bassendean, questions arise regarding the source of clientele for an additional childcare center. As a long-term resident and ratepayer of Bridson Street, I am particularly concerned about the safety implications of introducing additional vehicular traffic to an already hazardous street, particularly concerning ingress, egress, and maintenance of the street's verge. A significant portion of our neighbourhood comprises elderly residents who spend considerable time at home. The anticipated increase in noise levels from dawn to dusk due to this development could significantly disrupt their quality of life. <p>I urge you to consider the adverse impact this proposed childcare facility would have on our community's quality of life and daily routines.</p>	<ul style="list-style-type: none"> - Impact of commercial development on residential property values - Bridson has existing traffic congestion, narrow width - Traffic safety and noise - Will result/ increase parking issues associated with primary school and the Last Crumb - Insufficient parking bays onsite - Sufficient child care services exist in the area - Safety implications of additional traffic/ on street parking - Noise 	Traffic, parking, noise, demand for child care services and impacts on property values are discussed in the report.
18	<p>I am writing as a concerned resident of 90 West Road to formally object to the proposed child care centre at 94 West Road. The reasons for my objection are detailed below.</p> <p>Firstly, the current infrastructure of West Road is not suitable for the increased traffic that a child care centre would generate. As a resident, I have observed the significant congestion that already occurs, particularly during school hours. The addition of a child care centre catering to 80 children will only exacerbate this issue, creating a dangerous and chaotic environment for both residents and visitors. The proposed 15 car parking bays are grossly inadequate to accommodate the volume of cars during peak drop-off and pick-up times. This will inevitably lead to parking overflow onto the street, causing further congestion and safety hazards.</p> <p>Secondly, West Road has traditionally been a residential area. The introduction of a commercial entity such as a child care centre disrupts the character of our neighborhood. This transformation from a quiet residential street to a commercial one is concerning and sets a precedent that could lead to further commercial developments in the future. There are already designated commercial spaces nearby that are better suited for such facilities. For instance, the child care centre on Palmerston Street is situated on a wider road and is nearly adjacent to commercial areas, thereby minimizing disruption to residential life.</p> <p>Additionally, the close proximity of another school in the area already contributes to significant traffic. Adding another high-traffic establishment on West Road will only compound the issue, making it increasingly difficult for residents to navigate their own street and potentially putting children at greater risk.</p> <p>In light of these points, I strongly urge the Bassendean Council to reconsider the approval of the child care centre at 94 West Road. I recommend that alternative locations be explored, particularly in areas that are better equipped to handle the associated traffic and parking requirements.</p> <p>Thank you for considering my concerns. I trust that the council will take into account the significant impact this development will have on the residents of West Road and make a decision that prioritizes the safety and well-being of our community.</p>	<ul style="list-style-type: none"> - Road network cannot cater for increased traffic - Inadequate parking provided on site - Commercial development is inconsistent with residential character - Too close to school – compounded traffic issues 	Traffic, parking and the suitability of the child care centre on land zoned 'residential' is discussed in the report.
19	<p>Haven't read anything of the supporting documents. Just let them build it, we need more childcare here. Waiting lists are getting out of control.</p>	<ul style="list-style-type: none"> - There is a need for additional child care services in the area 	Noted.
20	<p>Subject Matter: To NOT allow the site at 94 West Road, Bassendean to be developed into an Early Learning Centre (DA-2024-066). The site is zoned Residential R20 under the Town of Bassendean's local planning scheme 11 and a commercial development should NOT be approved by the DAP.</p> <p>We, the undersigned, are strongly against the proposed development of 94 West Road Bassendean into an Early Learning Centre and do not believe the zoning should allow for this development. This is a residential area, and we strongly believe it should remain residential.</p> <p>The proposed commercial development will impact our right to quiet enjoyment of our properties and cause undesirable traffic issues. The location of 94 West Road is on the corner of Bridson Street, which is used as a main artery to/from Guildford Road and is busy during peak times. Further, Hyland Street intersection is directly opposite 94 West Road, together with increased traffic from the busy Coffee Sop - Last Crumb and the Bassendean Primary School it will create absolute traffic and parking chaos furthermore, the development does not cater for the required number of parking bays.</p> <p>Fundamentally a commercial development of this nature needs to be in the appropriately zoned precinct and allow the appropriate number of car bays which this development application does not and as such should be rejected.</p>	<ul style="list-style-type: none"> - Commercial development should not be approved on residential land - Noise - Traffic - Insufficient parking 	Traffic, parking, noise and the suitability of the child care centre on land zoned 'residential' is discussed in the report.
21	<p>I write on behalf of my husband, ____, and myself. We have lived 100m from the proposed childcare centre for twelve years.</p> <p>We OPPOSE the Proposed Childcare Centre on 94 West Road, on the corner of Bridson & Hyland Streets.</p> <ul style="list-style-type: none"> • This site is zoned residential and has been bought by a Commercial venture. • West Road is a busy Neighbourhood Connector and traffic is already at capacity servicing the local community, Primary School, bus route and busy café. • The corner location does not support drop off and picking up of small children. There is no further capacity for street parking. • There are several childcare centres in Bassendean - we need more residential housing. • There are other, more suitable sites in Bassendean for childcare services. • The Development Application has been made to the DAP, bypassing the community. <p>We received a letter from Briscoll Properties hand delivered in our letterbox on Tuesday 25th June (although I was at home) and received a letter from Town of Bassendean</p>	<ul style="list-style-type: none"> - Commercial development is inappropriate in the residential zone and should be located in the Town Centre - Traffic - No capacity for on street parking - Residential development is preferred due to housing shortage - There are more suitable sites for a child care centre in the area 	<p>Contemplating alternative, preferred uses for the site, or the fact that there may be alternative sites suitable to accommodate a child care premises in the area are not relevant considerations. The DAP is required to consider this proposal on its merits.</p> <p>Traffic, parking, and the suitability of the child care centre on land zoned 'residential' is discussed in the report.</p>

<p>by post yesterday Wednesday 26th June. Written submissions were supposed to be received by 5:00pm Friday 5th July, although the advertising period for DAP should be 14 days which would be the following Friday 12th. The advertising near the site is currently obscured by the very imposing sewer roadworks on the intersection of Bridson, West and Hyland Streets. 14 days isn't sufficient time to digest the amount of documentation about this proposal. Given that the RDAP report apparently said that this project rates high for "Community" and in their report they say that their projects are informed by communities, not imposing generic developments upon, communities. As such we were surprised to learn about this commercial proposal in a residential area, through the Bassendean telegraph.</p> <p>Quiet Enjoyment In Western Australia, tenants have the right to quiet enjoyment of their premises, owned or rented, without disruption. This means that the third parties cannot to do anything or allow anything to happen that may interfere with the tenant's reasonable peace, comfort, or privacy. The location of a childcare centre, on a busy intersection, in a residential area will cause significant disruption to the quiet enjoyment of all surrounding residents, and we are the ones that will have to live with the consequences of this poor decision, in perpetuity. It is unfair that the residents should have to suffer the consequences of a poor business decision by parties that do not live in this community. And it is unfair that the application goes directly to the Development Approval Panel, circumventing genuine Community Consultation and that the onus is put on the community to defend our quiet enjoyment.</p> <p>Residential Land Use West Road is a Neighbourhood Connector within a residential area, connecting the activity centre of Old Perth Road at the northern end to Sandy Beach Reserve at the southern end. Town of Bassendean have recently undertaken urban design visioning process of "Bassendream" and a rigorous review of the Local Planning Policy No.11. BOTH concurred that West Road is residential connector within a Residential precinct. There are many areas within the Town where Childcare services would be more appropriate. It is a pity that the developers did not</p> <p>a) consult the community, or b) do their Due Diligence.</p> <p>Both would have revealed that this site is not appropriate and they would have discovered there are another two sites that would be ideal, and mutually beneficial to the developer and the community.</p> <p>Bassendream Housing - supported:</p> <ul style="list-style-type: none">• better quality residential infill• developing more mixed use precincts (e.g. apartments on top of shops)• higher density close to train stations and train stations <p>Activity Centres – supported:</p> <ul style="list-style-type: none">• mixed use on Old Perth Road and within walking distance of the train stations:• diversity of landuses within town centres.• integrating community services and facilities with commercial places• more people living in Bassendean town centre <p>Bassendream Your Town Your Centre Your Street Apartments and mixed-uses near the Bassendean train station and on Old Perth Rd</p> <ul style="list-style-type: none">• Higher density development in centres and along transport corridors• Reduced density further from town centres and train stations• Prioritisation of active and public transport• Combination of commercial, community and residential uses• A balance between increased development and retained character <p>□ Tree and open space maximisation</p> <ul style="list-style-type: none">• Sustainability initiatives• Moderate density increases• Communal/shared space• Build higher to minimise building footprint and maximise open space <p>All of these points support locating a childcare centre closer to the town centre, where there is mixed use and higher density residential.</p> <p>"Childcare Desert" According to the mapping, the majority of the Perth Metro area is "Childcare Desert", including National Parks that are shaded red... because they lack childcare... There are childcare centres within the town and also closer to the work of the parents, as often it is preferred to seek childcare closer to the workplace to reduce time needed to commute outside work hours, i.e reducing the time required for childcare before and after work, and the time allowance to get to pick up after leaving work. That is to say, not all parents that live in Bassendean would prefer childcare closer to home. Many parents expressed their concern at the location of the proposed childcare centre. We are not averse to childcare centres within the Town, but this is objectively a terrible location. It is unfortunate that the developers proceeded so far with the proposal without seeking consultation with the surrounding community and without doing their Due Diligence. However, it is not the fault of the community that they have invested without investigating thoroughly.</p> <p>Housing Affordability As per Perth and Peel 2034, Bassendean is required to provide more residential dwelling units. This residential block had one house owned by an elderly lady. The developers bought this block that is zoned Residential at a cheaper price than had they bought a block zoned commercial. Several local residents were interested in the block and had been watching the block, but it sold as soon as it came to market at a higher than residential price. This effects the cost of residential land, and therefore housing affordability, when the block value is bumped up by a commercial business. It also removes one residential dwelling unit that could potentially be 3 townhouse dwelling units, having a nett gain for housing stock in Bassendean.</p> <p>Potential Childcare Sites It is not as though this is the only location for a childcare centre in Bassendean. In fact, there are at least two other sites that are far more suitable for childcare. The first is on the corner of Old Perth Road and Hamilton St, Bassendean The frontage onto Old Perth Road, with substantial area for parking at the rear. It is located 50m from Palmerston Park. The neighbour on Old Perth Road is a wine bar that operates at different hours so there could be reciprocal rights of parking. It is located adjacent to St Michael's School, and near to aged care. There is plenty of space on Hamilton street for Pick Ups & Drop Offs and potential shopfront for supporting business space for supplementary cashflow, and convenient childcare for surrounding businesses. Old Hardware Store, corner Old Perth Road & Hamilton St Old Hardware Store - parking The other potential site is the existing Child Health centre at the end of James St, Bassendean. The site is nestled between St Michael's School and BIC reserve, and walking distance to Bassendean Train Station for parents commuting to the City for work. The site is owned by the Town. The Town had agreed to relocate the Child Health Centre but does not have the funds. This would be potentially a mutually beneficial colocation of Child Health Service and Child Care Facilities. The Child Health centre could be run from the vacant old Post Office on the corner of Old Perth Road and Wilson St. This site has excellent parking and universal access.</p> <p>The bottom line is that 94 West Road is zoned residential and it is not the only potential site for childcare in Bassendean. The other sites are far more appropriate for the business and for the surrounding areas.</p> <p>It is unfortunate, but the onus of the company that they have invested in a site that is not appropriate for use.</p> <p>Transport 94 West Road is at the intersection of West Road, Bridson Street and Hyland Street. West Road is a 'Neighbourhood Connector, connecting the shopping centre, Old Perth Road precinct and Steel Blue oval to the north, to the residential area south of Guildford Road. West Road also connects the suburbs north of the train line, Eden Hill,</p>		
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	<p>Success Hill to the southside. Guildford Road arcs in a north easterly direction, as such both West Road and Bridson Street/Strickland Street both carry the residents of Bassendean to and from Guildford Road, intersecting at the proposed childcare centre on the corner of Bridson St & West Road. Residents east of West Road travel along Hyland St, then zig zag across West Road onto Bridson St to get to Guildford Road.</p> <p>Parking Requirements The Last Crumb & Co café and bakery is 220m from the site, and Bassendean Primary School is 300m from the site. Bassendean Primary School generates traffic mainly around drop off and pick up times each day, which are the same times as drop off and pick up for Childcare Centres. The primary school is especially busy on Fridays when there is school assembly, or when there are events at the school such as school carnivals.</p> <p>Parking on West Road – Sunday 30/06/2024 11am The Last Crumb & Co café /bakery generates an enormous amount of traffic and parking throughout the week. The parking spills over on to surrounding residential streets. The last Crumb & Co. generate an extreme amount of traffic and parking, especially around school drop off time. This parking has spread to surrounding residential streets as well as both sides of West Road, causing traffic issues as it effectively becomes one lane. The clientele park over 150m in each direction from the café, within 100m from the site.</p> <p>Community Consultation This development has been sent directly to DAP, bypassing Community Consultation. In fact, we did not receive the notification letter from Council until Wednesday 26th June, shortening out 14 days to respond. The signs at the site have been obscured by substantial sewer works by Water Corp, meaning that there is not access to the signs by pedestrians or daily traffic. It is also currently school holidays when there is less incidental traffic, although that is superseded by the temporary fencing corral – therefore many members of the community were not aware of the intended Development Application. I hope that this extremely rocky start to community consultation isn't an indication that this development is considered a fete accompli. The onus has been put on the neighbours to defend this change of use, when we are the ones that will have to live with the effects on a daily basis, affecting our quiet enjoyment of our homes, the most substantial investments of our lives. The closure for submissions should have been postponed by at least a week or two due to the delayed delivery of the letters notifying residents. We are not opposed to childcare services in Bassendean, but we are STRONGLY OPPOSED to the development of a Childcare Centre "in this location" and ask that this Development Application be refused and considered in a more appropriate location.</p> <p>We hope that future proposed community developments involve genuine community consultation, not go straight to DAP. This process puts residents on the back foot, puts the onus on us to defend our basic rights to quiet enjoyment and gives developers the upperhand in appealing decisions, as we have to raise funds to defend our basic rights.</p>		
22	<p>I am writing to express my deep concerns regarding the proposed daycare center at Lot 85 No. 94 West Road, Bassendean, which is of great interest and importance to our community.</p> <p>One of the primary concerns I have is the potential increase in traffic on West Road, which already serves as a major bus route. With the addition of drop-offs and pick-ups associated with the daycare center, the volume and frequency of vehicle movements could significantly increase traffic issues. This poses not only inconvenience but also safety risks, particularly for children and pedestrians crossing the street. The daycare center's location at a busy T-junction further exacerbates safety concerns. The combination of increased traffic from drop-offs and pick-ups, alongside existing bus and pedestrian traffic, poses additional risks.</p> <p>Moreover, I am deeply concerned about the parking situation. The fact that the entry to the daycare center's parking lot is on the same street as the bus route raises serious safety concerns. This arrangement could lead to conflicts between vehicles entering and exiting the daycare premises and buses or other traffic using the same route. Additionally, the limited number of onsite parking bays—only 15—are insufficient to accommodate the needs of both staff and parents during drop-off and pick-up times. With 13 staff members utilizing parking spaces, only 2 bays remain for parents to safely manage the drop-off and pick-up of approximately 80 children.</p> <p>Furthermore, the issue of waste management is crucial. Proper disposal of garbage and diapers is essential to prevent any potential odors or hygiene concerns that could adversely affect nearby residential properties.</p> <p>Another significant concern is the fact that the land is zoned residential; the introduction of an establishment which is non-residential would impact significantly on the privacy and tranquility of surrounding houses, particularly with the proposed double-storey structure. This could potentially compromise the privacy and living conditions of neighboring residents.</p> <p>In conclusion, while I recognize the importance of providing childcare services within our community, it is imperative that these services are implemented in a manner that respects and accommodates the existing residents.</p> <p>Thank you for your attention to these important matters.</p>	<ul style="list-style-type: none"> - Traffic - Access - Parking - Waste management (odour management) - Privacy (2 storey development) - Non-residential use in the residential zone 	<p>Additional parking bays were included post-advertising. Traffic, access, parking, waste management and the suitability of a child care centre on land zoned 'residential' is discussed in the report.</p> <p>Upper floor windows are located to avoid overlooking of adjoining residential properties</p>
23	<p>As discussed below, there are several areas in which believe the proposed childcare is deficient and consequently should be rejected by the relevant competent authorities. In this submission I discuss:</p> <ul style="list-style-type: none"> • The claimed need for childcare facilities at this location; • The overall suitability of the proposal; • The provision of parking on the site in the proposal; • Effect on local vehicular traffic; • Safety of the proposed parking area. <p>Issues Need for Childcare Facilities at This Location The covering letter makes some claims about the need for a childcare facility at this location. These should be examined and considered with care.</p> <p>The claim of a "childcare desert" firstly should be noted as somewhat dated. There are currently at least 7 childcare centres in the Bassendean-Ashfield-Eden Hill area. The map provided shows that this area is far from a high priority area in terms of provision of childcare places in the Perth metropolitan area and does not take account of recently opened centres. The map does also show that in the adjacent area of Guildford there is a very high rate of provision of childcare places – all of which are accessible to the people of Bassendean-Ashfield-Eden Hill.</p> <p>Furthermore, the report does not take into account the structure of work and transport in the Perth metropolitan area. In fact, many parents like to be able to take their young children to childcare places closer to the centre of Perth where they work. In that way they are able to spend longer with their offspring each day. In other words, access to childcare should not be assessed only on "local" places.</p> <p>In summary, a claim that this is a good location in terms of serving the needs of the people of Perth or specifically the Town of Bassendean, does not withstand close</p>	<p>Lack of demand for child care services in the area Parking - Internal layout, provision, design and functionality Insufficient on street bays to cater for overflow parking Insufficient parking on site will lead to congestion at access point Delivery vehicles manoeuvres have not been shown</p>	<p>Parking, access and traffic are discussed in the report. The applicant is not required to demonstrate demand for the service as part of their application.</p> <p>The design of the car park has been updated post-advertising. Manoeuvring areas and parking bays meet the relevant Australian Standard</p> <p>The proposal has undergone further review by the DRP, and is supported against all 10 principles of good design outlined in SPP 7.0.</p>

<p>scrutiny. This is without consideration of the location and design specific issues addressed below.</p> <p>Overall Assessment by DRP</p> <p>Apparently the proposal was assessed by a Design Review Panel (DRP) in February of 2024. Judging by the assessment summary provided in the proponent’s submission (reproduced below) the DRP did not rate it highly. As can be seen in the table, only two of the 10 Design Principles were given the “green light” while the other 8 were rated in the “orange light” (apparently meaning unsatisfactory but not the worst possible). It is claimed that the proposed development has been amended in response, but I was unable to find what those amendments are.</p> <p>In the comments I will touch on some of the matters apparently covered by these design principles. Most alarming is the vehicle parking arrangement in the proposal. This is a severe safety issue for the users – particularly young children – of the proposed centre. These are exacerbated, however, by the location and consequent road traffic difficulties.</p> <p>Parking Provision on Site</p> <p>The report <i>Transport Impact Statement</i> by KCTT (KC Traffic and Transport Pty Ltd), paid consultants to the proponents of the childcare centre proposal, purports to analyse parking requirements and assess proposed parking arrangements and local traffic implications.</p> <p>There are, however, several aspects of these matters that have not been addressed or only partially addressed. I note that the report has apparently used for assessment the old LPS 10 rather than the current LPS 11 (refer page 5 of report). It also wrongly refers to Transperth bus route number 55 rather than the current 45 (pages 6 and 18). It further fails to note on page 6 that the on-street parking near the Bassendean Primary School is highly contested throughout the morning by the patrons of the extremely popular The Last Crumb bakery and café, essentially rendering these parking places unavailable to users of a childcare centre at the site proposed.</p> <p>On page 9 of the KCTT report the first point suggests that the proposed centre can place an extra burden on parking near the Bassendean Primary School. However, the cited reason can also work in the other direction. That is, a parent having secured a parking spot at the childcare centre and unloaded one child there may be more than a little inclined to walk with their other child or children to the primary school and not take the risk of being unable to get a convenient parking spot at the PS, not to mention go through the drill of having to get the primary school child back into the car, buckled up, etc. Similar consideration hold at pick up time as well. Clearly the suggestion that the proximity to the primary school might lessen the need for parking at the childcare centre should be discounted.</p> <p>The consultants seem to have missed the point that the LPS parking space requirements already take into account that some local people might walk to the proposed centre, so that should not be counted as a double discount to required number of parking spaces.</p> <p>It is also noted that as stated there 4 bicycle parking spaces – for staff. So that does not lessen the requirement for patron, customer or supplier spaces.</p> <p>Much (but thankfully, not all) of the report’s estimates and assumptions are based on averages (e.g. page 10, average dwell time). These are not appropriate because systems are not undone by averages. It is the extremes that cause chaos and major problems. It is therefore more appropriate to use assumptions based on more atypical parameters such as 85th percentiles. [To be fair to the report, this has been done in some places.]</p> <p>In regards to use of AS2890 (2004) as the basis for assessments of adequacy of parking areas, it should be recognized firstly that this non-compulsory standard was formulated more than two decades ago and that secondly, it represents minimum acceptable standards (as envisaged at that time) rather than optimum or desirable standards. Something that should be recognised is that the Australian vehicle fleet has increased in average, typical and 85th percentile vehicle width and (especially) length. Nowhere in Australia is this more likely to be true than in the suburbs of Western Australia.</p> <p>For this reason professionals in the design of car parks now recommend larger (wider and longer) vehicle parking spaces in public car parks. For example, see current information on trafficparking.com.au.</p> <p>Report (2023) by Traffic and Parking Systems Pty Ltd concluded that vehicles using car parks have got longer or wider since AS/NZ 2890.1 (2004) was written and that in answer to the question “Do we need to change our car park design standards?” the TPS investigations give support to at least considering the following changes to car parking design having regard to the need to minimise consequences for land, structure and other construction costs.</p> <p>a. Maintain the length of bays at 5.40m across all categories of user, providing the following minimum aisle and bay dimensions are implemented.</p> <p>b. Increase minimum bay widths to 2.60m across all categories of user, excepting increase widths to 2.70m for short term convenience parking where parking is specifically intended for the loading/unloading of goods and passengers (eg. childcare centres etc.), [my emphasis added]</p> <p>c. Increase minimum aisle dimensions across all categories of user to 6.20m, excepting increase to 6.50m for short term convenience parking (eg. 15 minutes duration), [my emphasis added]</p> <p>d. Increase the width of Disabled Parking Bays to 2.6m together with a minimum adjacent loading zone of no less than 2.0m</p> <p>I include here a quote from “Car Park Layout Consultancy & Design Standards Australia” (trafficparking.com.au)</p> <p>In Australia, car park design standards mandate that disabled parking spaces be significantly wider and longer than other spaces. This is to allow for enough space for a wheelchair to maneuver on and off the ramp or hoist. These designated spaces should be clearly marked so that they are easily identifiable.</p> <p>Disabled parking spaces need to be wider and longer than other spaces in a car park, with an area of at least 1.2 m × 1.2 m beside or to the rear of the vehicle, as well as another 1.2 m × 1.2 space beyond that for wheelchair maneuvering.</p> <p>The proposal does not meet these standards and should not be accepted especially in view of the discussion of safety below in this submission.</p> <p>Effect on Local Vehicular Traffic</p> <p>The KCTT report also contains discussion of effects on local vehicular traffic (it is after all titled “Transport Impact Statement”). It includes some data on anticipated trips generated from and attracted to the proposed childcare centre. These show significant additional trips to the north and south of the proposed centre along West Road. As part of this it shows (average only) number of anticipated entries and exits from the car parking area.</p> <p>However, since these data are not linked to and interpreted in view of the complexity of entry to, exit from and turning within the parking area and consequent waiting times from executing these maneuvers, they are rather meaningless. The rather alarming complexity of these factors, with a particular focus on safety, are discussed below.</p> <p>I note also that the comment on page 21 of the report about Bridson Street providing a “Good Riding Environment”, must have been provided by someone on a different Bridson Street or was thinking only about the smoothness of the road surface.</p> <p>The fact is that the entry to the parking area, in particular, has great potential to cause major difficulties and hold ups to users of West Road. This is because of the small number of parking spaces (compared to potential users) and the elaborate maneuvers that will prevent simple entry to and egress from the parking area. Those wishing to enter the parking area will be forced to wait on West Road until those inside have completed their maneuvers and are out of the way and that additionally there is a parking space free.</p> <p>Safety of Parking Area</p> <p>Tied with the effects of traffic movements on West Road is the matter of safety within and adjacent to the parking area. The KCTT report includes as Appendix 3 some vehicle turning plans – the last 5 diagrams of the Appendix. These are based on maneuvers to be executed by a 5.2 m long vehicle (think Toyota Camry with tow bar). What they reveal might well be regarded as a safety nightmare and a vehicle repairer’s picnic.</p> <p>For example, one of the diagrams shows the 5.2 m long vehicle entering the western most vehicle bay. It shows that the vehicle needs to go unrealistically (i.e., very close) to other parked vehicles and sweeping the pedestrian area at the bottom the stairs</p> <p>The report does not include anything resembling a Vehicle Movement Safety Analysis and Assessment (VMSAA).</p> <p>In my view (to mention just a few of the issues raised by the diagrams):</p> <p>The movements should have been correctly interpreted in the report. For example, they show no allowance for space around vehicles in executing turns.</p> <p>The potential movement of young children in the car parking area should have been considered.</p> <p>There are far too few maneuvers examined (which in the case of the KCTT report just means diagrams generated).</p> <p>The selected vehicle size is inadequate to capture the danger and complexity of vehicle movements for entry to parking spaces, exit from parking spaces and turning within</p>		
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	<p>the parking area. For example, what would be required of a driver of a Ford Ranger, currently Australia's biggest selling vehicle and not uncommonly used by parents to transport their children. Delivery vehicle maneuvers should have been considered.</p> <p>I believe that on safety grounds alone, the childcare proposal should be rejected.</p>		
24	<p>My office has been contacted by a large number of concerned residents regarding the plans to develop the 2 storey childcare premises, which plans to cater for up to 80 children and 13 staff. The hours of operation are intended to be between 7:00am and 6:30pm.</p> <p>My constituents have expressed strongly held views against the development on various grounds. Residents are opposed to a large scale commercial development in an area zoned Residential R20. West Road and the adjoining streets are part of a quiet residential area. The proposed development is contrary to the current zoning. To approve the development would make a mockery of the whole planning process.</p> <p>The existence of a school on West Road and a bakery does not change the residential character of the street. Both the school and the shop have been in that location for decades and are permitted under the planning scheme. The Childcare centre is not permitted under the planning scheme and was not envisaged by existing or new residents in the area.</p> <p>Another issue that has been raised relates to the increase in traffic which will occur because of the development. The Childcare centre will require up to 80 pickups and 80 drop-offs per day plus staff movements. In the narrow street already congested by school traffic the potential for traffic chaos is obvious. It is unwelcome and unsafe for the young children who we are encouraging to walk to school.</p> <p>There 16 car parks proposed for a commercial provider consisting of 13 staff and care providers for up to 80 children. It is most unlikely offsite parking could be utilised as already there is a lack of parking spaces available due to the location of the Bassendean Primary School and the very popular and busy Last Crumb Coffee shop. The potential for additional noise and movement of cars into and out of the area is unwelcome.</p> <p>Some residents are also concerned about the early and late opening times proposed by the developer.</p> <p>My last comment relates to the minimal period of time open for the community to respond. For a development of this scale, I would anticipate that residents would be entitled to a consultation period equivalent to proposals co-ordinated by the Town of Bassendean. I am told that as little as 41 houses were sent a letter regarding the proposed development.</p> <p>Residents have also told me the A3 sign at the site has been missed given its minimal size and because the sign is obscured due to Bridson Street and the footpath being currently closed due to work being undertaken by the Water Corporation.</p> <p>For these reasons I do not support this DAP application.</p>	<ul style="list-style-type: none"> - Commercial development in residential zone - Traffic - Parking 	<p>Additional parking bays have been provided post-advertising. Operating hours have also been revised, with the operator agreeing not to open prior to 7.15am to limit noise impacts on neighbours.</p> <p>Scale, traffic, parking, and the suitability of the child care centre on land zoned 'residential' is discussed in the report.</p> <p>The application was advertised as prescribed under the Planning and Development (Local Planning Scheme) Regulations 2015.</p>
25	<p>The developer's application for a Day Care centre in Bassendean is inaccurate and lacks integrity. There has been a deliberate minimisation of facility amenities and deflection of effects on surrounding residents in order to have this proposal get through on desired budget without full respect of the highly predictable outcomes. This does not give confidence in the integrity of this proposal.</p> <ul style="list-style-type: none"> - They have used an uncertified Day Care internet search engine as their validation. It lists 23 day care facilities listed for Bassendean, the developer indicates from this resource that there are no vacancies available, when it clearly shows 16 daycare centres have vacancies. - The proposed day care centre is surrounded within residential area. *See Map. It is not adjacent to a school, as the school is 300 metres away with several houses between the school and the proposed development. This stretch is one of the safest walking routes to Bassendean Primary school as it does not have any existing commercial enterprises. <p>Existing residents right to peace & quiet</p> <p>In residential area, not in commercial. Residents have bought their properties based on what is existing.</p> <p>Parking</p> <p>Minimum of 13 staff – where do the other 5 cars park. Also, these parks are back to back, causing issues when people need to leave. Staff will park on roads or verges for convenience. There is no quick drop location.</p> <p>Developers justify the parking reduction by distributing peak and non peak times. However peak times will require a full staff of plus 13 at the same time 80 families will be needing parking. Cars will park on road constricting passing traffic to single lane, whilst also close to two street corners restricting visible access to traffic. Most families will drive there as part of their ongoing route to work. Safety of young pedestrians walking to school will be of concern with all the additional driveway movements.</p> <p>Allowance for delivery vans and tradespeople, how has this been factored in.</p> <p>Parents are more likely to drop off younger children first at daycare, followed by siblings to school.</p> <p>Land Size</p> <p>The small land allotment directly next door to residents, will destroy their right to peace and quiet. With an additional upper storey playground required the noise will echo out.</p> <p>Roads</p> <p>Intersecting roads are only 8 metres wide. This already creates difficulty passing when vehicles are parked on the side roads. Major bus route, with bus stop opposite road about 20 metres away. These roads are already quite busy which will be exacerbated by approx. 190 plus extra car movements per day. Major route to school. This stretch from Bridson to Palmerston is the longest area of footpath without a road.</p> <p>Please see attached map showing safety hazards and areas of concern with this location. I am not objecting to extra daycare facilities in Bassendean, just the proposed location. It should be in a more commercial area with wider roads and better access in and out.</p>	<p>Application contains misinformation Insufficient demand for child care service in the area Insufficient parking Traffic and capacity of the road network Commercial use is unsuitable in residential area Noise Impact on residential character and amenity Insufficient road network/ capacity</p>	<p>The tandem car park arrangement is not unique in a child care setting, noting short-term (parent) and long term (staff) parking needs differ.</p> <p>Traffic, noise, parking, and the suitability of the child care centre on land zoned 'residential' is discussed in the report.</p>
26	<p>I am a resident and the owner occupier... across the road to the proposed development site. I have been a resident of Bassendean for 25 years – 13 years. I am strongly against the development of Lot 85 (No. 94) West Road, Bassendean ("the site") into a childcare centre.</p> <p>My views, objections and concerns are listed below.</p>	<p>Suggestion the proposal involves a parent works space and other services similar to other centres Suggests misinformation on staff numbers as no mention is made of catering or reception staff Use is inconsistent with residential character of the area</p>	<p>Additional parking bays were included post-advertising. The applicant has demonstrated parking demand can be accommodated onsite. Designated staff bays are detailed in the operational management plan.</p> <p>Parking, built form, access (including street tree retention), suitability of the child care centre on land zoned 'residential' and noise are discussed in the report.</p>

	<p>visitors will park on the surrounding roads and verges directly outside the childcare centre, on West Rd and Bridson Street. This is grossly unfair to local residents to have excessive overflow parking and crowding outside of their properties along West Rd, Hyland Street and Bridson Street, and it creates Traffic and safety issues.</p> <p>There is a pedestrian access gate on the Bridson Street corner which will further promote the use of off site road/ verge and surrounding property parking. This will also pose further risk to residents with the traffic safety issues the T junction already has.</p> <p>The Parking and traffic issues discussed in this section are incredibly important for the surrounding residents right to peaceful enjoyment of their property in a residential area.</p> <p>Secondary Street Setback</p> <p>Please refer to Architectural drawing 07 of 10 Ground Floor Plan. The plan shows the verandah and supporting structure built to the boundary. The verandah exceeds 10m in length and the eaves, gutters and roofs are NOT setback 450mm from the boundary. As a neighboring property I object to the deviation from the RD Codes.</p> <p>Noise and Disruption</p> <p>This amount of noise and chaos that the childcare will generate is grossly unfair, impacts my right to peaceful enjoyment of my property and is significantly inconsistent with the residential area. If the property was developed with residences, the above would not be an issue.</p> <p>Crime prevention through environmental design</p> <p>Please refer to the carpark plan above.</p> <p>There is no site security documented to the carpark. The open to street plan will provide concealed isolated areas causing risk to the neighboring residences with antisocial and undesirable behaviour. If the carpark is lit at night to mitigate this, it will impact the adjoining properties causing discomfort and affecting rights to peaceful enjoyment of residences. If a carpark fence and gate are designed, it will impact the streetscape by having continuous 1.8m high fencing to the entire site which is a poor design outcome. Refer to The Operational Management plan page 8 point 7 states: <i>the carpark security gate will remain open throughout the day</i>. The developer should confirm the gate design and provide detailed elevations of the streetscape.</p> <p>There is direct access to the first floor playground via the carpark stairs on the west wall. There seems to be a gate documented at the top of the stair however this creates a zone for unauthorized access and impacts adjoining properties.</p> <p>Waste management</p> <p>Please see the following bin store layout and refer to the Operational management plan and the sustainability Statement.</p> <p>The acoustic report stated the AC units are to be mounted at a high level inside the bin store. Bin store walls are at 1.8m high so the units will be visible from the street and compromise the bin store use.</p> <p>The Operational Management Plan states <i>A separate FOGO waste collection service is not proposed. All FOGO waste will be included in the General Waste collection service</i>. This does not align with the Town of Bassendean's waste management policy. The proposed waste management strategy contradicts the Sustainability Statement 'Garden to Plate' program and 'Recycling and repurposing' philosophy.</p> <p>Any development MUST at a minimum adhere to the Towns waste management policy and have sufficient area to accommodate the bins. If the developer took the sustainability statement seriously, they would incorporate separate storage for comingled recycling, cardboard and soft plastic.</p> <ul style="list-style-type: none">• Arborist report for the significant tree adjacent to the crossover <p>The crossover design is a deviation to the council standard detail. It directs 2 way traffic over a public pedestrian access way causing further safety concerns to local children walking to the Primary school. The significant tree location has been blamed for the use of tandem parking in the carpark. The developer should provide an arborists report confirming a tree protection zone and to further confirm the crossover construction and potential vehicle movement will NOT impact the trees health and wellbeing.</p> <p>In conclusion, and in reference to all points and matters listed above, I strongly disagree with the development of 94 West Road Bassendean into a childcare centre. I do not believe it is an appropriate location and the site should remain residential. Given the housing shortage WA is facing, the site would be better suited as a residential development.</p> <p>Majority of the surrounding residents and community do not support this proposed development as indicated by the number of signatures on the petition that has been provided to the Town of Bassendean and The Hon. David Kelly's office.</p>		
27	<p>We strongly oppose this development for the below reasons:</p> <ul style="list-style-type: none">• Purely on the basis of traffic management problems• 367 students attend the primary school and 42 teachers and staff are at the school. Some growth is expected in the coming years• The school has no local intake area, students are likely to be enrolled from both within and without the area• The school only has 2 street frontages, the primary one being West Road• There is limited on-street parking on West Road, but can only be used by vehicles travelling north• Parking on-site is limited to about 22 bays and are reserved for teachers and staff• The idea that there are no traffic issues around the school is nonsense as noted in the report. The fact that parents will drop off their kids at the school and just toddle off down the road to the ELC, is rubbish• The report makes no mention of Last Crumb that generates a LOT of traffic in both directions• The ELC is expected to have 80 kids with 13 staff and 16 car bays, 5 below the 21 required. So there is hardly enough bays for staff and if parents are dropping off in the car park cars will backing up and possibly into the street• There is no on-street parking on the side road to the ELC and the road is narrow• The elevated play area may generate excess noise	Traffic Parking Noise	Traffic, parking and noise are discussed in the report

	<ul style="list-style-type: none"> It's a bit ridiculous thinking the ELC staff will mostly be dropped off or ride bikes. There is already existing congestion on West Road and this development will only compound it. <p>We have previously shared, with the council, parking issues on our street from Last Crumb - this would make it even worse. We hope that the developer reconsiders this as chatting with our neighbours, we all agree that this is not the right block or area of the Town for a childcare centre.</p>		
28	<p>Please accept my objection to this:</p> <p>Already too much traffic there. Is a great spot to build houses. We surely need more houses in this housing crises. There are much better spots in Bassendean to put a child care centre</p>	<p>Traffic Other uses are preferred on this site More suitable sites exist for a child care centre</p>	<p>Traffic is discussed in the report</p> <p>Contemplating alternative, preferred uses for the site, or fact that there may be alternative sites suitable to accommodate a child care premises in the area are not relevant considerations. The DAP is required to consider the proposal on its merits.</p>
29	<p>As a homeowner / rate payer living within fifty metres of the proposed development. I submit my objection to the proposal for the concerns summarised below.</p> <p>Increased Traffic: The intersection of Bridson St , West Rd and Hyland St is already busy. This has recently been increased by the growing popularity of the Last Crumb Bakery (approximately 170m away) creating traffic congestion on most days. The Bassendean Primary School (approximately 200m away) with its 300 students and staff is busy at drop off and pick up times. This a bus route, Buses pass the proposed carpark entry regularly, running along both West Rd and Hyland St (Route 45) West road is narrow (approximately 7.9m wide) and if vehicles are parked along the kerb there is only passing room for one vehicle. This causes drivers distraction and to take risks.</p> <p>Pedestrian Safety: In addition to the increased traffic concerns above there will be an increase of hazards for local pedestrians. The proposal indicates carpark entry off the West Rd side, with the proposed number of Children and staff, I would expect 150 to 200 traffic movements per day across a suburban footpath crossover. The footpath is a regularly used by children walking to and from school, often without adult supervision. The footpath is used by residents as a popular walking route into the Old Perth Road Shopping area. The potential for pedestrian / vehicle collision, does not align with the Town desire to be pedestrian friendly. The lack of onsite parking in the proposed design will create traffic congestion. There are 15 bays for 13 staff, which leaves 2 spare bays. Where will the 80 parents be able to park and drop off , food deliveries etc.?</p> <p>Increased Noise Levels: The proposal indicates that potentially over ninety individuals could be present at the facility during operating hours. The lot size is 1239m2 , the play area is on the first storey , well above Street level and open air. Considering the number of people in a relatively small and elevated area the noise levels would likely exceed those acceptable for a residential area.</p> <p>Childrens safety: The raised first floor play area presents a hazard for the children with a potential fall from height. There is also a potential risk for items to be dropped to ground level, creating a struck by hazard.</p> <p>Better suited development locations: There are likely more suitable locations in the Town of Bassendean for the Proposed development. Old Perth Road and Guildford Road are closer to Shopping and Transit hubs; these areas are already considered to be preferred areas for higher density developments.</p> <p>Better use of residential land: This lot may be better suited to a residential development for family homes, given the current housing shortage in the Greater Perth area.</p> <p>I am not opposed to the Town of Bassendean increasing and improving facilities available to residents, I simply feel this location is not a suitable location for the development proposed.</p>	<p>Traffic Pedestrian safety at access point Insufficient parking Noise Safety associated with multi-level facility (children falling, throwing items from heights) Better suited locations, better use of the subject site</p>	<p>Children's safety can reasonably be addressed via appropriate management of the centre.</p> <p>Contemplating alternative, preferred uses for the site, or fact that there may be alternative sites suitable to accommodate a child care premises in the area are not relevant considerations. The DAP is required to consider the proposal on its merits.</p> <p>Deliveries will be made outside of peak drop-off/pick-up hours and be accommodated within the carpark</p> <p>Traffic, access, parking and noise are discussed in the report</p>
30	<p>I am writing to express my strong opposition to the proposed child care facility on West Road, which I believe would significantly impact the residential nature and livability of our neighborhood.</p> <p>As a long-term resident of West Road for over 17 years+, I have witnessed significant changes in the area, particularly with respect to traffic and parking challenges. When I first moved in, there was already an established school, and I accepted the associated traffic and parking issues as part of living in close proximity to it. Despite the inconvenience of my verge being used for school and other parking and the constant destruction of sprinklers, I have never once complained, even when the installation of the safe street on Whitfield Street exacerbated the parking issues on West Road.</p> <p>Additionally, the increase in activity at the local bakery on West Rd, The Last Crumb, has also contributed to the congestion. This bakery is open everyday and is frequented by people all over Perth, parking is a constant issue. While I commend their success (and again I purchased knowing there was already a deli there) the resultant increase in traffic and demand for parking has added to the already strained situation. Added further by their recent win for Perths best bakery.</p> <p>However, the proposal to convert a residential block into a child care facility is a step too far. The intersection where the development is proposed is already busy and problematic. Introducing a child care centre will only compound the existing traffic and parking issues, making it difficult for residents and their families to find parking and navigate the streets safely.</p> <p>While I understand the need for child care facilities, I firmly believe this location is not suitable due to the existing conditions. There are undoubtedly more appropriate areas within our community where such a facility would not disrupt the residential character and already burdened infrastructure of the neighborhood.</p> <p>Furthermore, it is concerning that the developers can't adequately inform the neighbors about this proposed change. The signage alerting residents to the development has been placed at a time when the road is blocked off and inaccessible to cars or pedestrians. This lack of transparency and consideration for the community is unacceptable and only adds to the residents' frustrations.</p> <p>For these reasons, I vehemently oppose the development of a child care centre on West Road and urge the developers to consider alternative locations that would better serve the community's needs without compromising the quality of life for existing residents.</p>	<p>Traffic Parking</p>	<p>Traffic and parking are discussed in the report.</p>
31	<p>I am strongly against the proposed development of a childcare centre on 94 West road Bassendean. This residential address is on an intersection with high traffic volume all the time as well as along the bus route. It will cause more traffic congestion and car accidents if a childcare centre is being built there. Traffic on west road is bad enough with existing vehicles being parked around the Bassendean Primary school and The Last Crumb bakery during the day. We don't need a childcare centre on this proposed address mentioned above. Please advise the developer to build a childcare centre elsewhere.</p>	<p>Traffic Parking</p>	<p>Traffic and parking are discussed in the report</p>

32	<p>I wish to express my objection to the proposed child care premises at Lot 85 West Road Bassendean.</p> <p>The reasons I would not like to see a two storey facility accommodating up to 80 children with 13 staff are as follows :-</p> <p>Parking - the proposed 15 bay on site parking is in my opinion far too inadequate. It would not accommodate a safe drop off and pick up zone for parents. West Road is a busy road and in particular at that site so close to a busy cafe would make it quite congested at peak times.</p> <p>Noise - as this is primarily a residential area, to introduce a commercial entity as large as this with 80 young children I would think the noise so close to residential properties would not be pleasant for those residents. I am assuming there would be an outside play area for the children to play in.</p> <p>The amount of time given to the residents to consider this proposal is in my opinion inadequate. The letter is dated 21st June 2024 and submissions are due in by 5th July 2024. 14 days is simply not enough time.</p> <p>Despite my objections to this particular proposal I believe we do require more child care premises in the Bassendean area.</p>	<p>Inadequate parking Noise</p>	<p>Additional parking bays were included post advertising. Parking and noise are discussed in the report</p>
33	<p>We are writing to outline our objection to the proposal to build this centre on the corner of Bridson St & West Road. This intersection is already one of the busiest in the town as both streets are main thoroughfares into and out of the town, so we are of the belief that this centre will only add to further traffic flow in the immediate vicinity.</p> <p>There is already congestion on West Rd around the school and the Last Crumb Cafe most days of the week, and to my mind adding further traffic into the mix will only exacerbate this. During busy periods, it is often unsafe to be travelling more than 20 km per hour due to the number of people crossing the road and the limited car parking space around the Last Crumb, with many people driving further south along West Rd before trying to do U-Turns which often holds up traffic, adding to the congestion.</p> <p>We are also concerned about business premises encroaching on the residential part of the town, and if this application is successful it would set a precedent for subsequent applications and further expansion of business ventures into the residential precinct.</p> <p>Another issue of concern is the impact of noise on neighbouring properties. The noise of children playing during break times at the school is clearly audible in our part of Bridson Street - at times it is quite loud depending on the wind direction. We don't think it is reasonable to have up to a further 80 children playing outdoors 2 doors from our property, as the attendant noise levels would be at a greater volume due to the proximity of the centre. There are many older residents in the neighbourhood who spend the majority of the day at home, so the extra noise throughout the day would be unwelcome.</p> <p>In short, we believe this proposal would have an overall negative impact on the immediate neighbourhood, so we are strongly opposed to it being approved on the basis of the reasons outlined above.</p>	<p>Traffic Approval of commercial uses in residential zone Noise</p>	<p>The suitability of the child care centre on land zoned 'residential', traffic and noise are discussed in the report.</p>
34	<p>As a local resident of Bassendean with young children I would usually be very happy to hear that new child care centre has been proposed (DA-2024-066).</p> <p>However after reading it seems the facility will only congest the already busy area around West Rd, cause more traffic issues at the same time of day the school will be busy as well as the last crumb cafe. It seems poorly planned.</p> <p>I'd also like to note that the public was informed that the brewery in central Bassendean was rejected due to parking issues. It seems disingenuous to now have a proposal which will very clearly not provide effective parking, when another proposal was rejected for that exact reason.</p> <p>I believe an alternative location for the childcare centre would be ideal and would like to note my disagreement with the proposal.</p>	<p>Traffic Parking</p>	<p>Traffic and parking are discussed in the report</p>
35	<p>I am writing to voice my OBJECTION to the proposal DA-2024-056 on the following grounds;</p> <ul style="list-style-type: none"> • The site is zoned residential, not commercial and DA-2024-056 is not a permitted use of the site • There is already inadequate parking in the area and this development would exacerbate that • A business of this type will reduce amenity for all nearby residents due to traffic congestion, noise and reduced road safety • The plans do not correctly depict the proposal - for example the West Rd Elevation does not even show the existing street trees • There is a shortage of HOUSING in WA, meanwhile Bassendean already has several day care centres. This site should be used for housing, which is why it is zoned residential. <p>Also I would like to state that it is a complete sham of a consultation for it to held over a 2 week period, during which the site in question is subject to a road closure for sewer replacement works, and any on-site signage pertaining to the DA would not been visible by people who normally use or drive by this part of Town.</p>	<p>Permissibility of the use in the zone Parking Traffic Noise The site should be developed for housing</p>	<p>The permissibility of a child care premises on land zoned 'residential', noise, parking and traffic are discussed in the report.</p> <p>Contemplating alternative, preferred uses for the site, is not a relevant consideration. The DAP is required to consider the proposal on its merits.</p>
36	<p>The proposed application for a child care facility on West Rd in Bassendean is one that will put our local community at risk, due to a few safety concerns.</p> <p>The proposed location is only 200 metres down the road from the local Bassendean Primary school and a highly popular local bakery Last Crumb. West Rd is already very busy with the Bus routes of no 45 and local traffic accessing the bakery and drop off and pick up for the school.</p> <p>The site is zoned as a residential site, to place a 2 storey child care centre along with staff will add significant traffic congestion to a small road that was not intended to cope with that volume of traffic. Even with significant urban infill of subdivisions in the area the roads are already too congested.</p> <p>Many residents walk their children to school and the added traffic make it another stress that local parents need to navigate. Daily I witness impatient drivers rushing around trying to drop or pick up their kids from school and another facility that allows quick drop offs and pick up's in the area makes it very worrying for local residents.</p> <p>I feel that there would be better sites available to cater for this facility and would not cause the same traffic concerns if built elsewhere. No 94 West Rd should only be used for families to build their home and live in Bassendean, enjoy the tree's, the river and all that our beautiful suburb has to offer.</p>	<p>Traffic</p>	<p>Contemplating alternative, preferred uses for the site, or fact that there may be alternative sites suitable to accommodate a child care premises in the area are not relevant considerations. The DAP is required to consider the proposal on its merits.</p> <p>Traffic is discussed in the report</p>
37	<p>I am writing to express my concern with the development of a child care centre at No. 94 West Rd. This area is zoned residential and does not have the traffic infrastructure to support its proposed use. The same road already has many traffic issues due to the school and the Last Crumb Bakery, and the addition of a child care centre on a corner block will cause significant traffic problems, and potential safety issues in the residential area.</p> <p>For the above reason I disagree with the proposal.</p>	<p>Traffic</p>	<p>Traffic is discussed in the report</p>
38	<p>I am writing to express my opposition to the planned childcare centre on West Road. My primary concern is around the increased traffic. This area of West Road is already very busy due to Bassendean Primary School and Last Crumb Bakery. Last Crumb Bakery was recently awarded the title of 'Best Bakery in Perth' and ever since, there have been lines of people and cars up and down the street. I will note that this was commonplace before their win.</p>	<p>Traffic Parking</p>	<p>Additional parking bays were included post advertising. Parking and traffic are discussed in the report</p>

	<p>In my view West Road will simply be unable to accommodate the increased traffic from the parents of up to 80 children dropping their children to daycare, particularly when the majority of the available parking spots will be taken by staff. I note that the proposal assumes parents will predominantly walk or catch public transport to take their children to daycare. With respect - this is an assumption only possible by someone who has never tried to get a child to daycare.</p> <p>West Road is approximately 15 minutes walk from the nearest train station - significantly more with a toddler who refuses to sit in the pram and gets distracted in shiny objects. There are few nearby bus routes, and carting a child and all their required accessories on a bus is a special kind of hell. This does not even take into account days when it is too hot or wet to walk/catch public transport with a young child. It is fanciful to suggest that the majority of parents would not be driving to the proposed day care centre.</p>		
39	<p>I am writing to express my comments on the proposed Child Care Premises at Lot 85 (No. 94) West Road, Bassendean. I am writing as both a concerned resident and as an Early Childhood Educator with 14 years in the sector and as a service director with the knowledge and internal operations knowledge to speak on the issues at hand.</p> <p>I am against this proposal in its current state.</p> <p>The proposal holds no merit in the stated employees vs child occupancy. The parking is not adequate for the use of the site to which would cause congestion to surrounding roads and undue risk to the local community including pedestrians and road users.</p> <p>At an occupancy/licensing of 80 children of that age cohort, you are looking at around 20 staff on premises per day if not more and this doesn't include families and visitors needing to use bays as well. The proposal states 13 staff but this would be the main educators on the floor with the children, this wouldn't include lunch cover educators, the cook, administrators/managers and if required inclusion support educators. It is negligent of the developer to omit this integral information from the proposal.</p> <p>15 car bays is not sufficient. As a comparison Nido Bassendean is licensed for 83 children and have 31 car bays. This is also way too close to residential properties, have you ever heard 80 children playing outside....it's chaotic and loud and unfair on neighbouring properties.</p> <p>It also is not necessary for the community to have an additional childcare centre as there are already 8 in the area and only 2 of these services have waitlists, the other services are not at capacity and hold ample vacancies for the community to utilise. The area also will not see the residential growth to warrant the need for this in the foreseeable future. There is also an extreme workforce shortage of Educators to staff even the services that are existing/established. If this proposal was to go ahead it would make it even harder for other local services to maintain their staffing for the children who are enrolled. This would leave families having to move their settled children to new environments.</p> <p>The zoning should be and is for residential housing. Selling residential blocks to commercial entities makes housing less affordable and less accessible within the community.</p> <p>This doesn't directly affect me in any way but I am still very much against it for the reasons stated above.</p> <p>If it is to go ahead, then the occupancy needs to be reduced and the parking increased at a minimum.</p>	<p>Incorrect staffing numbers are noted</p> <p>Parking</p> <p>Noise</p> <p>Oversupply of child care services in the area</p>	<p>Staffing numbers have been updated post advertising (from 13 to 14 staff). Staff numbers noted meet the ratio required under the relevant regulations.</p> <p>Additional parking bays have also been included post advertising.</p> <p>Parking and noise are discussed in the report.</p> <p>The applicant is not required to demonstrate demand for services.</p>
40	<p>I am writing this as a concerned resident in relation to the proposed childcare development at Lot 85 (No. 94) West Road Bassendean, Reference Number DA-2024-066. I don't believe this property is suitable for the proposed development for a number of reasons.</p> <p>Traffic on West Road is currently congested at certain times of the day due to Bassendean Primary School and The Last Crumb business.</p> <p>Other than the allocated parking bays already in place at the front of Bassendean Primary, I believe that there should be no parking on West Road whatsoever as it is a main arterial road within Bassendean with heavy traffic flow at certain times of the day.</p> <p>The proposed development to me also falls short in terms of parking bays as the majority of children are 'dropped off' and 'picked up' at the same time. 80 children and 16 car bays, including staff and accord is nowhere near enough which will result in vehicles parking on Bridson Street, Hyland Street, Watson Street and West Road for sustained periods as well as on verges as they already do on West Road. This will have a flow on effect which will then push other people wanting to park in the area, for reasons other than the childcare, to other streets such as Whitfield Street and Devon Road (these being customers of The Last Crumb mainly) as it has already happened. The Last Crumb is a classic example of what inferior planning creates as it is just ridiculous currently with the vehicle chaos.</p> <p>Another issue is the lack of setback of the development and the property being situated on a corner which will block vision to and from West Road which again creates a dangerous environment.</p> <p>The zoning of the property is R20 and the 'A' classification for this use on that particular property is there for a reason as this proposal is just not suitable.</p> <p>A childcare centre in Bassendean in the correct location with the correct zoning and the basic requirements along with the policing of traffic and the increased number of vehicles not impacting the Town in anyway is fine. Lot 85 West Road Bassendean falls short in every aspect.</p> <p>This property is part of a residential zoning that should have only residential properties so immediate land users are not impacted in such a negative way.</p> <p>The best way to sum this up is that approving a childcare development on this site is just a recipe for disaster and after seeing what I have seen in that immediate area already, the increased traffic flow along with a substantial building with minimal setback, will only lead to unsafe environment, regardless of any other factors.</p> <p>I currently own two properties in Bassendean and have lived in the area since 1970. I am all for progression but done in a manner that does not impact the safety of our residents.</p>	<p>Insufficient parking</p> <p>The building encroaches sightlines at West/ Bridson</p> <p>Traffic</p>	<p>Parking, traffic and discussed in the report</p> <p>The development does not impact sightlines at the West Road/ Bridson Street intersection.</p> <p>The suitability of a child care premises in a residential zone is discussed in the report.</p>
41	<p>I am writing to express my opposition to the planned childcare centre on West Road. My primary concern is around the increased traffic. This area of West Road is already very busy due to Bassendean Primary School and Last Crumb Bakery. Last Crumb Bakery was recently awarded the title of 'Best Bakery in Perth' and ever since, there have been lines of people and cars up and down the street. I will note that this was commonplace before their win.</p> <p>In my view West Road will simply be unable to accommodate the increased traffic from the parents of up to 80 children dropping their children to daycare, particularly when the majority of the available parking spots will be taken by staff. I note that the proposal assumes parents will predominantly walk or catch public transport to take their children to daycare. With respect - this is an assumption only possible by someone who has never tried to get a child to daycare.</p> <p>West Road is approximately 15 minutes walk from the nearest train station - significantly more with a toddler who refuses to sit in the pram and gets distracted in shiny objects. There are few nearby bus routes, and carting a child and all their required accessories on a bus is a special kind of hell. This does not even take into account days when it is too hot or wet to walk/catch public transport with a young child. It is fanciful to suggest that the majority of parents would not be driving to the proposed day care centre.</p> <p>Please don't hesitate to contact me if you would like to discuss further.</p>	<p>Traffic</p> <p>Parking</p>	<p>Traffic and parking are discussed in the report</p>
42	<p>As a neighbouring property home owner (81b West road) I wish to pass comment on the proposed childcare centre at Lot 85 (no. 94) West Road in Bassendean (DA-2024-066).</p> <p>Whilst I do not have any concerns with the proposed use, I do have concerns regarding traffic and the shortfall in parking. West road has had a large increase in the number of vehicles in recent years with the upgrade to Sandy Beach play space and popularity of Last Crumb contributing. Housing Density has also increased with the road often being filled with parked vehicles on the side of the road from both residents and visitors. The proposal to offset the parking shortfall by using street parking by the school is impractical as this is already in short supply and peak times will likely be the same.</p> <p>15 parking bays for 13 staff is quite insufficient and reliance that parents will walk is out of their operational control. There are currently no official street parking bays directly</p>	<p>Parking</p> <p>Traffic</p>	<p>Additional parking bays have been included post advertising. Traffic and parking are discussed in the report</p>

	<p>adjacent, most likely due to the proximity of intersections and bus routes, increasing the likelihood of verge parking. As the drop off is likely to be undertaken with young children, verge parking will be inevitable. Having had daycare drop offs as a parent for a number of years with multiple children, proximity is key. No sane busy parent will park across a busy street or down the road when they can simply stop on the street by the front door.</p> <p>Childcare is a critical service and I am supportive of this use. Proximity to the school is also of benefit however unless traffic and parking mitigation measures are put in place (provision of parking not prevention) along this section of road I do not believe it is a suitable location.</p>		
43	<p>I provide the following concerns and objections regarding the proposed development of a Child Care Premises at Lot 85 (No. 94) West Road, Bassendean (corner of West Road and Bridson Street) - DA-2024-066.</p> <p>I strongly oppose the development of Lot 85 (No. 94) West Road, Bassendean into a childcare centre.</p> <p>Firstly, the location of the proposed development is in an area that it is all residential. Allowing a commercial development in a residential area causes a negative impact on the surrounding properties on West Rd, Bridson St and Hyland St. It impacts the tranquil nature of this part of the suburb and the privacy of residents. The large childcare development is not consistent with the area and it extremely unfair on nearby residents.</p> <p>The location of the proposed development also causes significant traffic and parking concerns. The entry to the Childcare premises on West Rd is opposite Hyland St, which is part of a bus route, causing safety and traffic flow issues with cars needing to enter into and out of the childcare, as well as busses traveling along West Rd, and traffic using Hyland St and Bridson Street as route to Guildford Road will cause traffic chaos and significant safety issues for pedestrians and vehicles.</p> <p>There are a large number of children that use West Rd to walk and ride to school, especially during Peak times, and having a large number of cars coming in and out of the childcare entry on West Rd is a serious safety issue. Not to mention the number of other pedestrians that use this route to walk pets or to walk to the town centre, it is not the right place to have cars pulling in and out.</p> <p>I am also very concerned regarding the lack of parking onsite and the overflow parking that will occur on West Rd, Hyland St and Bridson Rd. Not having the adequate number of bays as required by local planning will mean vehicles will park on the side of the road and verge, causing further safety issues and impact traffic flow. Further it is unfair for residents in a residential area such as this, to put up with cars parked on the side of the road and the increased noise, disruption and traffic from a large childcare centre. Having cars parked on the side of the road, will also impact the ability of cars pulling in and out of the childcare car park having clear sight of vision – further impacting the safety of pedestrians and other vehicles.</p> <p>Given the traffic from the primary school and the increased traffic as a result of the popular Last Crumb Coffee shop, this development will put even more pressure on traffic flow and parking congestion for nearby residents.</p> <p>The location should remain residential, and the childcare development should not be approved.</p>	<p>Inappropriate use in a residential area</p> <p>Privacy</p> <p>Traffic</p> <p>Parking</p> <p>Access</p> <p>Noise</p>	<p>The suitability of the child care centre on land zoned 'residential', traffic, parking, access and noise are discussed in the report.</p> <p>The proposal does not result in overlooking of adjoining properties.</p>
44	<p>I strongly object to the proposed development of a Childcare facility at 94 West Rd Bassendean.</p> <p>The site is a prime multi unit residential zoned site that would better serve our community if the residential zoning is maintained & developed into multi housing units during the housing crisis we are currently experiencing.</p> <p>Council has been talking about redeveloping the Wilson St carpark site. A childcare facility of 80 children capacity could be part of this redevelopment. The Wilson St carpark site has public open space closeby so the children can run & play in the fresh air & not have their play restricted to an enclosed building as would be the case in the 94 West Rd site.</p> <p>I live in West Rd & use West Rd for my daily commute. It is already difficult to navigate the West Rd Primary School area with parents parking wherever they can find a spot during peak school drop off & pickup.</p> <p>I cannot even begin to imagine adding another 80 children to the mix & the danger the site poses to young infants/toddlers who move like the wind. I have a beautiful 2 yo Granddaughter who in her excitement to get to the car after daycare has provided me with some heart stopping moments. The number of onsite parking bays provided by the proposed Childcare Facility is woefully inadequate. It only provides sufficient car bay for the staff but where do the parents of the 80 children proposed will visit the facility daily, park their car for drop off & pickup?</p> <p>Please use this prime Residential zoned site to provide urgently needed multi unit housing.</p>	<p>The site would be better used for multi residential purposes.</p> <p>Alternative, preferred sites exist for a childcare centre.</p> <p>Parking</p> <p>Traffic</p>	<p>Contemplating alternative, preferred uses for the site, or fact that there may be alternative sites suitable to accommodate a child care premises in the area are not relevant considerations. The DAP is required to consider the proposal on its merits.</p> <p>Traffic and parking are discussed in the report.</p>
45	<p>My family and I have lived on West Road for almost twenty years. Our home is located on the opposite side of West Road and three doors up from the planned day care centre. Over the time we have lived here, pedestrian movement and traffic volume (inclusive of heavier construction vehicles) has increased due to housing density and population, the <i>Last Crumb</i> becoming hugely popular (with people moving across the road as if it was a footpath), the children's playground at Sandy Beach and the increase in numbers at Bassendean Primary School (almost 20% since 2020).</p> <p>The planned day care adds to that load – a concentration of vehicular and pedestrian activity, particularly at peak times. There is little in the way of infrastructure at the day care or strategy to manage the increase or minimise risk to residents, pedestrians and road users. This increased 'load' and less than required parking is not wanted and increases risk and disruption to local people.</p> <p>I understand the <i>Development Assessment Panel</i> relies on the technical documents outlined <i>Application for Development Approval</i>. It does not account for what Bassendean is to people, and fails to respect the essence of the Town of Bassendean consultations and community voice embedded in what we want for our local area. The <i>Technical Findings</i> in the <i>Traffic Impact Statement</i> is based on a number of generic assumptions undermining, but not limited to, the above. This includes:</p> <ul style="list-style-type: none"> - Little care for the impact on our area citing there will be a <i>moderate traffic impact</i> to the surrounding road network. We don't want any further impact. - The limited parking at the day care centre is justified by the findings of the <i>Traffic Impact Statement</i> are based on a formulaic calculation about how long parking bays would be utilised by clients of the centre. - The '<i>Customer Parking</i>' calculation is reliant on each person adhering to a designated time within peak periods (in an orderly one after the other style) and a 'magical average' that declares there will be no problem with congestion. - Increased congestion is inevitable. The movement will have '<i>an adverse impact on the amenity of the locality</i>.' - The assumption does not adequately account for times, hard to settle children and the potential 45% of client movement within a peak time, ie people will not wait for their 'ten-minute spot'. - The '<i>shared parking principle</i>' calculation is flawed. Shared areas are already chaotic at peak times (due to the before-mentioned changes in the area). - The <i>Traffic Impact Statement</i> also states there have not been any accidents within the vicinity of the day care. That is false. In the past two years, there has been two collisions outside my house alone. Thankfully no one was injured, perhaps accounting for the error in the report. A survey of local residents may well reveal many more vehicle collisions (albeit without human injury...yet). - People will be travelling in and out of the car park with the cross over within metres of two T-junction intersection (Bridson Street and Hyland Street). Visibility is already compromised at these intersections and increased traffic and verge parking will make it more dangerous. The following is from an RAC media release in October 2020 – published prior to the increase in numbers at our local primary school and before the <i>Last Crumb</i> became the Mecca it is today. <i>Between 2015 and 2019, 214 pedestrians under the age of 18 were killed or seriously injured on WA roads. Around 50 per cent were hit by vehicles while crossing the road, and nearly one in five occurred between the hours of 3pm and 4pm.</i> " <p>"Young pedestrians are extremely vulnerable road users and it only takes a split-second for a tragedy to occur." Tragically, 179 people were killed or seriously injured on WA roads last October – 17 were under the age of 18. We are not in South Perth or Stirling – nor do we aspire to be (two of the areas cited and mentioned to me in my</p>	<p>Traffic</p> <p>Parking</p> <p>Access</p> <p>Sightlines</p> <p>Inappropriate use outside of the town centre</p>	<p>The suitability of a child care premises on land zoned 'residential', traffic, parking, access and sightlines are discussed in the report.</p>

	<p>inquiries in defence of the day care location). We live in Bassendean. We participated in the <i>Bassendream consultation</i> with a view to ensuring the ‘... <i>relaxed and quiet village</i>...’ and the utility of safe walkways is maintained (yes – even if you live on West Road!). The country-style and feel as one drives down West Road, contributes to the Bassendean feel. It doesn’t need to be eroded any further.</p> <p>The agreement and understanding for Bassendean (and Eden Hill and Ashfield) is that developments be concentrated on the central hubs. More suitable locations for a day care would be close to or incorporated into the Wilson Street/Park Lane development, vacancies on Old Perth Road – closer to public transport and close to St Michael’s school.</p> <p>I’m also concerned about how many more <i>A Use</i> classes within the R20 zone close to where I live will emerge and whether this <i>A Use</i> would set a precedent for the travesty set by the Development Assessment Panel to again not communicate or consult with the local community.</p> <p>In addition to my comments and concerns I am interested in what the Town of Bassendean can impact (if anything) to address the concerns of local people.</p>		
46	<p>I provide the following views and objections to be presented to the Metro Inner Development Assessment Panel (DAP) in considering the proposed development of a Child Care Premises at Lot 85 (No. 94) West Road, Bassendean (corner of West Road and Bridson Street) - DA-2024-066. I am a resident and owner occupier of 92 West Road Bassendean (next door to the proposed development site) and have been a resident of Bassendean (and in this location) for over 50 years. I am strongly against the development of Lot 85 (No. 94) West Road, Bassendean (“the site”) into a childcare centre. My views, objections and concerns are listed below.</p> <p>Zoning</p> <p>The site is currently zoned Residential R20 under the Town of Bassendean’s Local Planning Scheme 11 and the surrounding area of the site is characterised by low density housing all of which are R20 or R25. The Town of Bassendean has worked continuously to ensure low density residential is maintained within the area and undoubtedly this is what residents of this area want. Developing the site into a commercial premises, being a large-scale childcare centre, in the middle of residential homes certainly is not appropriate nor consistent with the existing area. Allowing a commercial development on a residential zoned block will set a precedent for similar approvals on other streets of Bassendean which should be discouraged because the Town of Bassendean has spent years growing a quiet neighbourhood with low density housing, being one of the most desirable facets of Bassendean. This site should remain residential as the low-density zoning is embedded in this part of Bassendean and heavily contributes to the value and desirability of the properties in the area. Having a large childcare centre developed right next door to my property, grossly devalues my property, as well as the surrounding properties. The value and charm of Bassendean, and particularly this part of the community, will be severely impacted and goes against all the Town of Bassendean has done to support the wishes of the majority of residents in the area and maintained the low-density residential zoning of the area.</p> <p>Parking and Traffic Issues</p> <p>According to the development application, the site has 16 parking spaces, 1 of which is ACROD at all times, 8 of which are designated ‘Staff Only’, leaving 7 Bays to be used for additional staff and visitors. This is a site with the potential to have daily traffic generation of 346 (in accordance with the Transport Impact Statement included as part of the development application) and only 16 car bays to accommodate for this. The minimum required car bays for a childcare in accordance with Local Planning Policy 8 (“LPP8”) is 21. I re-enforce that 21 is the minimum in accordance with LPP8. As a comparison, Nido Early School on Railway Pde Bassendean, which has a similar number of approved places as the proposed development, has 31 parking bays. The offsite parking facilities on West Rd referred to in the application are located in front of Bassendean Primary School and the very busy Last Crumb Coffee Shop. These bays should not be considered as appropriate offsite bays for the proposed childcare. The Town of Bassendean is well aware of the parking and traffic issues as a result of the popularity of The Last Crumb, and these bays are rarely “free” to be used as overflow for the proposed childcare, especially during morning peak time (7:30am-9:30am in accordance with page 11 of the Transport Impact Statement). I have attached some images below of the full parking on West Road outside Bassendean Primary and The Last Crumb to highlight the lack of available on street parking. These images were taken on Monday 1 July 2024 – It is school holidays, therefore even without the school drop off traffic, there are no free bays available.</p> <p>I also draw your attention the image above where a vehicle has parked blocking access to a resident’s driveway, further highlighting issues that will occur due to inconsiderate behaviour that cannot be controlled when there is a commercial operation in a residential area. Furthermore, Page 9 of the Transport Impact Statement states that the results of an on-street parking survey for West Rd and Whitfield St just before 8am and around 4:30pm in September 2023 showed “an abundance” of on street parking. A number of important factors need to be addressed, as follows: 8am is generally before school drop off. The peak times for the childcare drop off is between 7:30am and 9:30am. The survey only considered the availability “just before 8am” and did not take into account this total peak timeframe. As such this is not a true reflection of the available street parking bays. The survey was taken in September 2023. There was a School Holiday period during September. Was the survey taken during school term or school holidays – as again this significantly impacts the amount of available parking. The operators of the childcare centre will also be unlikely to “police” where staff and visitors are parking. If there are no vacancies in the onsite parking, it is most likely that visitors will park on the surrounding roads directly outside the childcare centre, including on West Rd in front of my and adjacent properties and on the verges.</p> <p>Not only is it grossly unfair for the local residents to have excessive overflow parking and crowding outside of their properties along West Rd, Hyland Street and Bridson Street, but it creates Traffic and safety issues. There are safety concerns for children coming out of cars when being dropped off if the cars are parked on the side of the road or the verge because of the insufficient parking provided. During the peak time of 7:30am and 9:30am according to the Transport Impact Statement, approximately 60 children will be dropped off. It is clear the safety issues that this presents with this number of children. This safety issue extends further due to the site being at the intersection of West Rd/Bridson St and West Rd/Hyland St. West Road can be busy as a bus route and with cars coming along West Road in both directions, and also coming in and out of the two intersections of Bridson St and Hyland St. Bridson St is used as a direct route to/from Guildford Rd, therefore can have significant traffic flow. I know from personal experience from living in the vicinity the traffic in the area, especially when leaving my driveway I often have to wait quite a while for a clear way to proceed. I can’t image what traffic disaster this childcare will cause, with 346 vehicles needing to enter and leave the childcare during the day and the overflow car parking on the road because there is inadequate parking onsite. There will also be significant safety risks for pedestrians who use the foot path on West Rd in front of the proposed childcare, including children who walk and ride to school.</p> <p>With the number of cars coming in and out of the proposed childcare, and with overflow cars parked on the side of the road or verge blocking a clear view of the footpath, it certainly is extremely concerning that a serious incident could occur. When cars have been parked on West Road due to overflow from Bassendean Primary School and Last Crumb it is extremely dangerous to pull out of my driveway as it significantly impairs the ability to see traffic. Parking on the side of the road will also cause traffic congestions and safety issues as cars need to weave between parked cars to be able to travel along West Rd (at 50km/h). I also draw your attention to the parking on Wilson St outside Wind in the Willows daycare centre to further highlight the importance of the parking issue. Cars are parked on both sides of the street due to the daycare, especially during peak drop off and pick up times and staff also are parking on the street. Wilson St is a much quieter ‘back street’ than West Road, without the added traffic from Bassendean Primary School and The Last Crumb being 800 meters away. The Transport Impact Statement includes traffic volumes of the area at page 7. It should be noted The West Rd traffic volumes are from 2021/2022, before the increased popularity of The Last Crumb and it appears the readings are from a location outside the Bassendean Shopping Centre and Oval – therefore not near the proposed development. These figures cannot be relied upon as an indication of the traffic in and around Bassendean Primary/The Last Crumb and the proposed site.</p> <p>The Parking and traffic issues are incredibly important for a residents right to peaceful enjoyment of their property, which is in an area of mainly residential properties. The residents in the vicinity of the proposed development are already dealing with the increased traffic and parking issues from the popular coffee shop, which flows through to the weekend. This proposed childcare development will add more pressure to this traffic and parking problem on a week daily basis, giving little respite to the residents and causing further chaos and traffic safety concerns.</p>	<p>Scale of the development is inconsistent with the low density residential nature of the area</p> <p>Potential for approval to set a precedent for similar developments</p> <p>Adverse impacts on property values</p> <p>Parking</p> <p>Traffic</p> <p>Noise</p> <p>Lack of demand for additional child care service in the area</p>	<p>The suitability of a child care premises on land zoned ‘residential’, including considerations of appropriate scale, are discussed in the report.</p> <p>Each application is to be considered based on its merits. Approval of the subject proposed would not set a precedence for rezoning of the land or additional commercial development in the residential zone.</p> <p>Property values, parking, traffic, noise, and demand for child care services are discussed in the report.</p>

	<p>Noise and Disruption According to applicants planning statement, there will be 68 total places for children aged 3-5years. These children (unlike the smaller children (0-2years), will have play time outside. The external play area is directly adjacent to my main living areas and my windows are approximately 3.4meters from the boundary. The large number of children playing during the day will cause an unfair amount of noise and disruption. I have attached images from my window to highlight the issues this causes. Furthermore, the car park is located right against my boundary, with cars arriving from 6:30am and leaving at 7pm, Monday to Friday.</p> <p>According to page 17 of the Transport Impact Statement included as part of the application, the proposed childcare centre will generate 346 vehicular trips per day. This is potentially 346 vehicles coming in and out 3.4meters away from my living area windows. The noise and pollution this generates is unacceptable and completely inconsistent with the surrounding area that is all low density residential. Albeit there are noise control measures contained in the Acoustic Assessment, they do not fully mitigate the noise and disruption of a large number of children playing outside (according to Acoustic report - normally 20 to 40 and occasionally as many as 70), or the number of vehicles coming in and out. I am home during the day so this will cause great disturbance. This amount of noise and chaos that the childcare will generate is grossly unfair, impacts my right to peaceful enjoyment of my property and is significantly inconsistent with the residential area. If the property was developed with residences, the above would not be an issue.</p> <p>Advertising to Public for Comment</p> <p>It must be noted, that although a statutory advertising period of 2 weeks to submit feedback was provided, the timing and advertising of the proposed development could have been given more thought. Most of my direct surrounding neighbours were not even aware of the development proposal until I raised it with them. Although, a sign was placed on the proposed development site it was placed in a position that is very unclear and hidden away. The footpath on West Rd in front of the site is currently closed, as are the roads surrounding the property (both West and Bridson) due to the current wastewater pipeline upgrade works being completed.</p> <p>It does not give residents the opportunity to provide feedback if the advertising is not clear to ensure residents are made aware. Childcare as the proposed Development The cover letter provided by the applicant in relation to the proposed development refers to a study undertaken by The Mitchell Institute for Education and Health Policy stating that Bassendean is termed a 'childcare desert' in support of its application to develop the site into a childcare. The research only focused on one type of childcare, centre-based day care and did not take into account other type childcare services, such as small home-based day cares. Furthermore, it should be noted most of Australia is classed as a childcare desert, not to mention the majority of the Perth metro area. I have attached an excerpt below from the report. The Bassendean area is in no more need of a childcare centre than any other surrounding area.</p> <p>There are several childcare centres all within a 4km radius of the proposed site, I have listed these below with the number of approved places (in accordance with www.acecqa.gov.au), as well as the proximity to the proposed development. – Buttercups Childcare and Early Learning Centre – 147 Walter Rd Bassendean. Approved for 49 Places (3.5kms from the proposed site) Mercy Care Early Learning Centre – 159 Guildford Rd Bassendean Approved for 55 Places (1.2kms) Nido Early School – 72 Railway Pde Bassendean. Approved for 83 Places 31 car bays (1.9kms) -Wind in the Willows – 28 Wilson St Bassendean. Approved for 55 Places (850Meters) - Wind in the Willows – 2 Colstoun Rd Ashfield. Approved for 35 Places (2.3kms)</p> <p>I make the following comments: With regards to Wind in the Willows Bassendean, it is located within a residential area however the following important and significant points should be noted: It is approved for 55 Places, being a much smaller day care facility. - Entry is from a quiet back street, Wilson St. - The parking on Wilson Street is outrageous and chaotic, with cars parked on both sides of the street, especially during peak drop off and pick up times and staff also parking on the street. The childcare centre contributes greatly to this parking congestion, and it is a much smaller daycare than the proposed development</p> <p>With regards to Nido Early School, which has a similar number of approved places as the proposed development, it has 31 parking bays – which is double the amount in the proposed development and it is also located in a commercial space, not a residential area as the proposed development.</p> <p>The cover letter also states that according to Care for Kids (www.careforkids.com.au) Wind in the Willows Daycare does not have any vacancies. Upon review of the Care for Kids site, vacancies were available in 9 daycares in the Bassendean/Lockridge/Eden Hill area, including Nido Early School and Mercy Care Early Learning Centre which are both within 2Km's of the proposed site (as at June 2024).</p> <p>Conclusion In conclusion, and in reference to all points and matters listed above, I strongly oppose the development of 94 West Road Bassendean into a childcare centre. I do not believe it is an appropriate location and the site should remain residential. Given the housing shortage WA is facing, the site would be better suited as a residential development. The majority of the surrounding residents and community also do not support this proposed development as indicated by the significant number of signatures on a petition that was generated, a copy of which has been provided to the Town of Bassendean and The Hon. David Kelly's office.</p>		
47	As a Bassendean local home owner I would like to register my opposition to the childcare centre being built on this residential zoned block. The traffic on the surrounding streets is already too excessive and this block would be much better suited to residential rather than commercial.	Traffic	Traffic is discussed in the report
48	I am in favour; I don't think Bassendean needs to be turned into a giant car park. Perth needs to join the ranks of other cities and become sustainable to accommodate humans, not cars. I believe that limiting the amount of space dedicated to cars is a good use of spatial resources. It will also encourage public transport use, and walking. I'd rather build a community than a car park.	Support	Noted
49	<p>I am vehemently opposed to the application to develop a Child Care Premises at Lot 85 (No. 94) West Road, Bassendean (corner of West Road and Bridson Street).</p> <p>The site is zoned 'Residential' (R20) and should be developed for housing only.</p> <p>There is a nationwide housing shortage. Individuals who try to circumvent local planning scheme to build anything other than housing in an area zoned for housing should be opposed using all means available.</p> <p>This is purely being done for profit as there are sufficient childcare facilities throughout Bassendean and surrounding areas.</p> <p>Notwithstanding the above, if the local council rejected the planning application for the brewery on Old Perth Road next door to Berties on the grounds of insufficient parking, why should this application not be rejected for the same reason?</p>	<p>Residential development on the site is preferred to address housing crisis</p> <p>Lack of demand for additional childcare services in the locality</p> <p>Parking</p>	<p>Contemplating alternative, preferred uses for the site is not a relevant consideration. The DAP is required to consider the proposal on its merits.</p> <p>Demand for child care services and parking are discussed in the report.</p>
50	<p>The site is zoned 'Residential' (R20). Under the Town's Local Planning Scheme No. 11, 'Child Care Premises' is an 'A' use in the Residential Zone; and is not permitted. This activity belongs in the District Centre. We have just undertaken years of work to finalise Local Planning Scheme 11 to the satisfaction of the WAPC. There will be a great deal of respect earned within our community if the DAP uses our shiny new Scheme to guide its decision and to maintain the intent and permitted uses of that document.</p> <p>In considering whether to use its discretion to contravene the Local Planning Scheme the Panel should consider:</p>	<p>Land use permissibility</p> <p>The use should be located in the Town Centre</p> <p>Access</p> <p>Parking provision and layout</p> <p>Limited options exist for safe onstreet parking</p>	<p>The number of bays and design of parking spaces has been revised post advertising and now complies with the Australian Standards.</p> <p>The fact that there may be an alternative site suitable to accommodate a child care premises in the area is not relevant considerations. The DAP is required to consider the proposal on its merits.</p>

	<p>Parking and access - see Architects Plan p.4, 6 & 7:</p> <ul style="list-style-type: none"> · The design of the 15-bay parking area to accommodate staff and allow for the comings and goings of up to 80 client drop-offs and pick-ups looks to be an unusually awkward and unworkable design for a public facility - inadequate at best and unsafe in terms of the single point of entry and exit onto West Rd, near the zig-zag intersections of Bridson St and Hyland St. · Street drop-off/pick-up at this location is inadequate given the proximity of the intersections, and the access point to the car park, which is likely to largely occupied by staff anyway. · An option, not shown on this application, but likely to be pursued by the applicant if approval is granted, would be to allow parallel parking on the verge which will be <ul style="list-style-type: none"> o Limited due to the proximity of the Bridson St intersection o An unacceptable threat to the existing treasured Significant Oak trees on the verge and o Narrowing the verge outside the facility would increase risk to children walking to and from Bassendean Primary School to the north. Parallel parking exists outside the school but it does not encroach onto the verge. · Transperth bus 45 turns in and out of Hyland St directly opposite the carpark entry. Not clearly indicated on the drawings. · The angle that Bridson St enters West Rd, not being 90 degrees, further increases the awkwardness of the traffic flow at this point.. <p>I drive this route daily and know well how congested it is already at the beginning and end of every school day, compounded by the high traffic volume and parking demands created by the Last Crumb patrons. I hope you can make the DAP see that this is indeed an unsuitable location for a high use public facility,</p>	Impact of uncontrolled parking on street trees Traffic	Land use permissibility, access, parking and traffic are discussed in the report
51	<p>I would like to register my opposition to the application for a childcare centre at 94 west road.</p> <p>I live on Watson street and the traffic already on west road is dismal with the school and last crumb vying for parking spots. To drive up and down west road is already a hazard before you add in a childcare centre with drop off / pick up.</p> <p>We need residential housing in a residential area in an already tight housing market .</p> <p>I believe there are more suitable options for this centre and not 94 west road.</p>	Traffic Residential development is preferred	Contemplating alternative, preferred uses for the site, or the fact that there may be alternative sites suitable to accommodate a child care premises in the area are not relevant considerations. The DAP is required to consider the proposal on its merits. Traffic is discussed in the report
52	<p>I would like to object to a daycare of this size being built in this location. Parking will be a massive issue. The end of Bridson street is a busy thoroughfare at start and end of work and school days and parking sounds extremely inadequate to cater for staff / and families. The impact on neighbours will be huge and I can only assume it will reduce the value of and resale potential for adjoining properties. I would support family daycare but not a daycare of this size which will impact west road and Bridson Street residential properties and create issues with traffic congestion and flow</p>	Parking Traffic Impact on property values Inappropriate scale for residential area	The suitability of the land use, parking, traffic and impact on property values are discussed in the report.
53	<p>We are writing to raise our concerns about the application to develop a Child Care Premises at Lot 85 (No. 94) West Road, Bassendean (corner of West Road and Bridson Street).</p> <p>We reside a 400m walk to the location of the proposed development location at 39 Harcourt Street Bassendean.</p> <p>We note the key points to the application</p> <ul style="list-style-type: none"> • A 2-storey, purpose-built Child Care Premises capable of accommodating up to 80 children (0 to 5 years old) and 13 staff; • Childcare services to be provided Monday to Friday between 7.00am and 6.30pm; • 15 onsite car parking bays, accessed via West Road. <p>During the week, we leave the house to walk to/from the station to commute to the city to work or drop off/pick up our son at Bassendean Primary which is located between out house and 94 West Road. This is at times which are peak drop off/pick up times for the proposed childcare centre.</p> <p>The key concerns we have about the application to develop are as follows:</p> <ul style="list-style-type: none"> • Additional traffic stopping, parking and reversing on West Road and nearby streets in an already very busy residential area due to Bassendean Primary and The Last Crumb café. • The key risks additional traffic causes to children in the vicinity (both being dropped off/walking to school) and with their parents at the café. • The key risks additional traffic causes to pedestrians in the vicinity. Visiting cars have more often than not blocked off the one footpath between our house and the school which means we need to walk on the verge/road with increased traffic and is risky with a 5 year old whom we are trying to instil good road rules to. • The key risks additional traffic causes to local traffic in the immediate vicinity. On the occasions we need to drive our car out from our house during peak times – it is a nightmare. This would only increase with a childcare centre in close proximity. <p>We have seen firsthand how much impact during operating hours, and especially at peak times the Last Crumb has had on additional traffic in an area which is residential.</p> <ul style="list-style-type: none"> • With another busy venture within 300 meters of the café and school – We are not convinced the location is suitable for this. • It is not so much the traffic driving up and down West Road – but more so the parking of cars, getting kids out of the cars/going to the cafe, coming back to the car, and reversing out into an already congested street which is our main concern. • We don't drive out at peak time often as we choose to use public transport to get to work – but if we need to leave at peak time in the car – there has been several occasions where we have nearly been hit in our car due to cars manoeuvring (usually in an illegal manner) at the top end of our street. This is a vast difference to pre the Last crumb gaining immense popularity – when these incidents never occurred. <p>We are not against change, and very much support and welcome the activation of Old Perth Road, and the increase of density to the designated area that the town has mapped out. We fully support the need for additional housing and businesses to support the activation of Old Perth Road. But, this proposed development is outside that area of proposed increase in density, and puts additional pressure in an area which is not well suited to more traffic (from on ongoing issues generated by two busy places i.e. the Last Crumb and Bassendean Primary, in which this proposed site will impact on this negatively once more).</p>	Traffic Parking	A reversing space is provided onsite to allow vehicles to exit in a forward gear Traffic and parking are discussed in the report

54	<p>I wish to express my strong objection to the above development proposed for West Road, Bassendean.</p> <p>The proposed child care centre will be in close proximity to both the primary school and the very popular cafe. These establishments already cause significant traffic congestion in that part of West Road. Adding another business to that part of the road will make traffic completely unmanageable. The proposed child care centre plans to service up to 80 children and consequently up to 80 parents will be parking for several minutes, twice a day. I cannot see how this can be accommodated by 15 car park bays when there will be 13 staff. The intersections at Hyland and Bridson are already very busy intersections as drivers come from North Road to other parts of Bassendean and Ashfield. I also wish to object to the misleading illustration of the child care centre. It does not show any of the surrounding area and also does not show a high fence which will need to surround the centre in order to keep the children safe. Allowing the children to have any access to West Road or Bridson Street will place them in very obvious danger.</p> <p>I would be grateful if you would forward my objection to the DAP.</p>	Traffic Parking	Traffic and parking are discussed in the report. Fencing is shown on updated plans.
55	<p>Roads were closed and school holidays occurs during advertising period</p> <p>View of the site during advertising was obstructed</p> <p>Traffic</p> <p>No consideration for drop off and pick up of children</p> <p>A more suitable site should be selected</p>	Traffic	Traffic is discussed in the report
56	<p>We are writing to express our concerns and objections regarding the proposed development of a childcare premises at Lot 85 (No. 94) West Road, Bassendean, as detailed in the DAP application. Our primary concerns are as follows:</p> <p>Zoning and Land Use</p> <p>The site is zoned for residential use under the Local Planning Scheme No. 11 (LPS11). Introducing a commercial facility such as a childcare centre in a residential zone is inconsistent with the current zoning regulations and undermines the residential character of the neighbourhood.</p> <p>Increased Traffic</p> <p>The development will increase traffic in the area, particularly during peak drop-off and pick-up times. The Traffic Impact Statement acknowledges a potential rise in traffic, but the mitigation measures suggested are insufficient.</p> <p>West Road and Bridson Street are local distributor roads with existing high traffic volumes, especially during school hours due to the proximity of Bassendean Primary School. Additional traffic from the proposed childcare centre will exacerbate congestion and pose safety risks to residents and school children.</p> <p>Noise Pollution</p> <p>The Acoustic Assessment provided by the developer does not adequately address the potential noise impact on neighbouring properties. The proposed operating hours from 7:00 AM to 6:30 PM, including outdoor play from 7:00 AM to 6:00 PM, will result in noise disturbance.</p> <p>Noise from children playing outdoors, staff movements, and increased vehicle activity will disrupt the quiet residential environment.</p> <p>Pedestrian Safety</p> <p>The increased traffic will heighten the risk of vehicle-pedestrian interactions in an area already frequented by school children and residents. The Traffic and Parking Management plan does not sufficiently mitigate these risks.</p> <p>The proposed entry and exit points for the car park will add to the already busy pedestrian pathways, further endangering the safety of pedestrians.</p> <p>Parking</p> <p>The development provides 16 car parking bays, which is a shortfall compared to the required 21 bays based on the car parking standards for such a facility. This deficit will likely lead to on-street parking, causing inconvenience and potential hazards for residents.</p> <p>Considering these concerns, we urge the Town of Bassendean and the Metro Inner Development Assessment Panel (DAP) to reject the development application. The proposal is not aligned with the current residential zoning, and the anticipated negative impacts on traffic, noise, and pedestrian safety are significant.</p> <p>We recommend exploring alternative sites more suited to accommodating a childcare centre without compromising the residential nature and safety of the local community.</p> <p>Thank you for considering our submission.</p>	The use is inconsistent with residential zoning and character Traffic Noise Access Parking	Additional parking bays have been included post advertising. The permissibility of the land use, traffic, noise access and parking are discussed in the report.
57	<p>I am writing to express my objection to the proposed development application for a child care centre on West Road. As a nearby resident (88A West Road, Bassendean), I have significant concerns regarding the impact of this development on our community.</p> <p>One of the main concerns is the issue of traffic congestion. West Road is a main thoroughfare and already experiences heavy traffic due to the close proximity of Bassendean Primary School and Last Crumb Co, and adding a child care centre without adequate parking facilities will exacerbate this problem. The safety of pedestrians and residents, especially children, could be compromised due to increased vehicular movement in an already congested area.</p> <p>Furthermore, the proposed site lacks sufficient parking spaces to accommodate the number of staff and parents who would be dropping off and picking up children on a daily basis. This shortfall is likely to result in cars parking on residential verges on West Road and surrounding streets, further congesting the area and potentially causing traffic hazards.</p> <p>I believe that a thorough traffic impact assessment and a comprehensive parking plan are essential before considering any approval for this development. West Road is currently closed due to sewerage works and at this time does not truly reflect the level of traffic which we usually experience on our street. It is crucial to ensure that the proposed child care centre does not further contribute to the traffic issues we already experience or compromise the safety and convenience of residents in the neighbourhood.</p> <p>As a concerned resident, I urge the Metro Inner Development Assessment Panel (DAP) to reconsider this application and to prioritise the wellbeing, safety and wishes of the community. I respectfully request that my objections be taken into account during the decision making process.</p>	Traffic Parking	Traffic and parking are discussed in the report
58	<p>I am writing to express my concern regarding the proposed childcare centre being located on West Road.</p> <p>West Road has had a significant increase in traffic over recent years and putting a childcare centre there will further increase the traffic. I am concerned that there is not sufficient infrastructure (including parking) for the proposed childcare centre at this location and suggest an alternative location be identified.</p> <p>I would add my signature to the circulating petition, however I am unable to do so in the required timeframe. Please consider this email as the addition of my name to the petition.</p>	Traffic Parking	Traffic and parking are discussed in the report
59	<p>We are writing to express our strong opposition and concern to the proposed childcare centre development on the corner of Bridson Street and West Road, Lot 85 (No. 94) West Road, Bassendean - reference number DA-2024-066. As a resident of this neighbourhood (Bridson Street), we are deeply concerned about the potential negative impact this project could have on our community.</p> <p>The location of the proposed childcare centre, situated on the corner of two busy local distributor roads, and 500 metres from our home, raises significant concerns regarding increased traffic congestion in a residential area and associated safety risks. The introduction of additional vehicles, particularly during peak hours, is likely to exacerbate existing traffic problems and create delays for both residents and commuters alike.</p> <p>This will cause undue stress to local residents and families who live on the streets which will become heavily utilised thoroughfares. Currently it's difficult during peak times to turn onto or from Guildford Road from Shackleton Street/Bridson Street, with this proposal further contributing to increased volumes entering and exiting, presenting a serious safety and congestion concern. Residents of Bridson Street since 2020, daily we witness high volumes of vehicles travelling on our street, with many speeding well</p>	Traffic Scale of the development is not appropriate in a residential area Noise Parking	<p>Updated traffic counts and additional onsite parking bays were provided post advertising.</p> <p>The suitability of the use (including the scale) in a residential area, traffic, noise and parking are discussed in the report.</p>

	<p>in excess of the 50kph speed limit (despite multiple speed bumps), making entering and exiting our home and having small children present a safety challenge each day. The daily traffic movements of "346" additional vehicle trips as a direct impact of this development, of which majority will occur on Bridson Street and West Road, is not ideal.</p> <p>Lot 85 (No. 94) West Road is currently and appropriately zoned as 'Residential' (R20) – as it should remain. The Traffic Impact Statement for the proposal sites traffic count data for the main areas of impact from only 21/22 ('2,673 vehicles per day' for our street - Bridson), this therefore is conservative and is not reflective of the growth in the area and change in the Perth housing market with more occupants (and their cars) occupying dwellings due to rental and housing shortage crisis. Adequate monitoring of the impacted roads and more recent data obtained with further analysis completed should be a bare minimum prerequisite of submitting such a proposal.</p> <p>Moreover, the anticipated influx of vehicles navigating to and from the childcare centre poses a serious safety hazard, especially for pedestrians and cyclists who already contend with heavy traffic flow along this inner suburb route. The potential for accidents and disruptions to the flow of traffic is a legitimate concern that must be addressed before any development proceeds.</p> <p>The Traffic Impact Statement also makes claims of other surrounding roads absorbing "significantly less traffic than West Road; moreover, the traffic would be dispersed, so the impact can be considered negligible." - this claim is not true of the likely impact to our street Bridson street. The same report specifies the road network increase is considered 'moderate traffic impact' - which is not negligible (definition of negligible being 'so small or unimportant as to be not worth considering; insignificant'. Claiming to purport negligible impact is simply an unfair claim as it is not factual nor does the business making this proposal live locally so their primary concern is purely commercial in nature with little regard to local impact.</p> <p>A proposal of this category is better suited to a more appropriate location i.e. closer to the main busy roads of the town centre of Bassendean (Old Perth Road). The scale (and noise generation) of the 2-story proposal (catering to 80 children) feels out of environmental context in proximity to the surrounding residential homes and feel this will have adverse quality of life impacts on immediate surrounding residents which we think will outweigh benefits of this specific proposal. Furthermore, the number of parking bays feels insufficient – currently dangerous with two intersections (Hyland and Bridson) and sometimes poor visibility from residents parking. Overflow parking and traffic are highly likely to negatively impact the flow of traffic on West Road and presenting pedestrian safety concerns (we walk past the proposed driveway and drop off point on foot every day) - particularly for children going to the nearby school.</p> <p>In light of these considerations, we urge you to reconsider the suitability of this location for a childcare centre. We acknowledge the synergy of having the Bassendean Primary School nearby, however the on-street parking referenced to support the development is already used to capacity by the Last Crumb Cake Co café customers and the Bassendean Primary School. This will further congest and increase danger of an already heavily utilised (pedestrians and cars) road and area. Alternative nearby sites that do not compromise the safety and convenience of local residents should be explored to ensure a balanced approach to community development whilst also addressing Bassendean's growing needs for Childcare and supporting local working families.</p> <p>Please note, we haven't considered this proposal flippantly or lightly, being a couple who require daycare. Thank you for considering our views on this matter. We trust that you will take into account the concerns of residents like us who are directly impacted and have to encounter the long-lasting impacts of a once off development approval for a non-resident seeking to capitalise.</p>		
60	<p>I would like to state that myself and my family oppose the proposed childcare centre on the Cnr of West Rd and Bridson St in Bassendean for the following reasons:</p> <p>15 car bays are no where near enough and when they mention 13 staff that is a gross understatement for up to 80 children. The 13 staff are probably the fully qualified staff but there would surely be others working there so there goes the 15 parking bays. Where would the other staff park and where would parents park for dropping off and picking up their children. You must know that West Road is already a very busy road as is Bridson Street and parking along there is always taken up with the Last Crumb customers and the parents of school children morning and afternoons. It would be ludicrous to add another business to become more congested and even more dangerous.</p> <p>According to google there are 23 childcare centres in Bassendean and 16 of them have vacancies so why would we need another one and this block is currently zoned R20 residential. If there is a need for another centre then it needs to go in a much safer and less busy place to ensure complete safety for all.</p>	<p>Parking Lack of demand for child care services</p>	<p>The applicant confirmed up to 14 staff will be onsite at any one time. Parking and demand for child care services are discussed in the report.</p>
61	<p>I am writing as a rate payer living at 125 Whitfield Street, Bassendean.</p> <p>As parents of small children, my husband and I are supportive of the proposed childcare centre. We don't have enough childcare options in Bassendean and it's difficult to get the care you need in the area.</p> <p>We would be interested in potentially enrolling our children as it would be within walking distance for us. We are not concerned about parking as we currently have only 3 drop off bays at our daycare and there are no issues. We also would walk to the centre anyways.</p> <p>We love the continued progression in the area including the park upgrades at sandy beach and love having a vibrant cafe like last crumb so close by!</p> <p>Please let us know if you require any additional information.</p>	<p>Support Additional child care services are required in the area</p>	<p>Demand for child care services is discussed in the report.</p>
62	<p>I provide the following concerns and objections regarding the proposed development of a Child Care Premises at Lot 85 (No. 94) West Road, Bassendean (corner of West Road and Bridson Street) - DA-2024-066.</p> <p>I strongly oppose the development of Lot 85 (No. 94) West Road, Bassendean into a childcare centre. Firstly, the location of the proposed development is in an area that it is all residential. Allowing a commercial development in a residential area causes a negative impact on the surrounding properties on West Rd, Bridson St and Hyland St. It impacts the tranquil nature of this part of the suburb and the privacy of residents. The large childcare development is not consistent with the area and it extremely unfair on nearby residents.</p> <p>The location of the proposed development also causes significant traffic and parking concerns. The entry to the Childcare premises on West Rd is opposite Hyland St, which is part of a bus route, causing safety and traffic flow issues with cars needing to enter into and out of the childcare, as well as busses traveling along West Rd, and traffic using Hyland St and Bridson Street as route to Guildford Road will cause traffic chaos and significant safety issues for pedestrians and vehicles.</p> <p>There are a large number of children that use West Rd to walk and ride to school, especially during Peak times, and having a large number of cars coming in and out of the childcare entry on West Rd is a serious safety issue. Not to mention the number of other pedestrians that use this route to walk pets or to walk to the town centre, it is not the right place to have cars pulling in and out.</p> <p>I am also very concerned regarding the lack of parking onsite and the overflow parking that will occur on West Rd, Hyland St and Bridson Rd. Not having the adequate number of bays as required by local planning will mean vehicles will park on the side of the road and verge, causing further safety issues and impact traffic flow. Further it is unfair for residents in a residential area such as this, to put up with cars parked on the side of the road and the increased noise, disruption and traffic from a large childcare centre. Having cars parked on the side of the road, will also impact the ability of cars pulling in and out of the childcare car park having clear sight of vision – further impacting the safety of pedestrians and other vehicles.</p> <p>Given the traffic from the primary school and the increased traffic as a result of the popular Last Crumb Coffee shop, this development will put even more pressure on traffic flow and parking congestion for nearby residents. The location should remain residential, and the childcare development should not be approved</p>	<p>Inappropriate commercial use in residential area Privacy Traffic Parking Access Sightlines Noise</p>	<p>Additional parking bays were included following advertising. The permissibility of a child care premises on land zoned 'residential', traffic, parking, access, sightlines and noise a are discussed in the report.</p> <p>The proposal does not result in overlooking of any adjoining property.</p>
63	<p>I apologise for contacting you on a different matter, as I realise you are a very busy man. I have only recently heard about the Child Care Centre being proposed for the block at the corner of West Road and Bridson Street Bassendean. I am led to believe that the applicants have bypassed the Town of Bassendean and gone direct to Planning, which I am assuming they are entitled to do.</p> <p>I am strongly opposed the location of the Child Care Centre, not only for the poor neighbours who are going to have to put up with a lot more traffic and noise in their</p>	<p>Traffic Noise Access</p>	<p>Traffic, noise and access are discussed in the report</p>

	<p>residential street, but also for the safety of the children and public using these roads. I am not against progress, as we have some amazing examples in Bassendean, but West Road in Particular was never designed for the ever increasing traffic. The roads are not wide enough to accommodate the traffic. The Last Crumb has created a icon for Bassendean. However, the parking on West Road is an accident waiting to happen. So close to a school and children being children I am amazed someone hasn't been seriously injured or worse. The women attending there seem to have "baby Brain", a known condition. They leave the car doors open into traffic. They pull out into traffic. Anyway not my business now, but I can't say the same of the Child Care Centre. My concerns are:</p> <ol style="list-style-type: none"> 1. Proximity to neighbours and lack of their quiet enjoyment. 2. Buses travelling down West Road to turn at Hyland Street, which they have always done. 3. Children using West Road and Bridson Street to walk to school. 4. Lack of safe entry and exit onto busy streets. 5. A child is going to be killed on West Road. <p>I have told my neighbours that I am going to make a placard and chain myself to the fencing at the block. Naked. Not a good look and it may very well scar someone for life, butt that is how strongly I feel. My neighbours have laughed. (I wouldn't do that, but I wish I did). Could you imagine the media coverage it would get as I am no pretty, petite filly.</p> <p>Would you be kind enough to tell me your opinion of the project and what I can do to try and draw attention to it.</p>		
64	<p>We, the underside, are strongly against the proposed development of 94 West Road, Bassendean into an Early Learning Centre and do not believe the zoning should allow for this development. This is a residential area, and we strongly believe it should remain residential. The proposed commercial development will impact our right to quiet enjoyment of our properties and cause undesirable traffic issues. The location of 94 West Road is on the corner of Bridson Street, which is used as a main artery to/ from Guildford Road and is busy during peak times. Further, Hyland Street intersection is directly opposite 94 West Road, together with increased traffic from the busy coffee shop – Land Crumb and the Bassendean Primary School it will create absolute chaos furthermore, the development does not cater for the required number of parking bays.</p>	<p>Use Noise Traffic Parking</p>	<p>Suitability of the use, noise, traffic and parking are discussed in the report.</p>
	<p>Water Corporation: Reticulated water is currently available to the subject area. The applicant will be responsible for funding any costs of a water connection (meter) and make payment of the appropriate fees and charges and Standard Infrastructure Contributions attributed to the nominated size and flow rate of the connection/s required. The requirement for a new and/or additional fire service connection (meter) will incur additional costs, attributed to the nominated size of the connection/s required. These connections will also be subject to an agreement at the time of application. A water connection may result in the installation of a backflow protection device. The applicant must consult a suitably qualified licensed plumbing contractor or hydraulic consultant to assess the developments requirements. The cost of the installation and ongoing testing and maintenance is the responsibility of the lot owner.</p> <p>Wastewater Reticulated sewerage is currently available to the subject area. All sewer main extensions, if required for the development site, should be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice. It should be noted that existing sewerage mains are located within the subject land. Any portion of the proposed building which is within the zone of influence to sewer main may require suitable footings in accordance with our technical guidelines. Please refer to our website: www.watercorporation.com.au/Developing-and-building/Working-near-assets.</p> <p>Approval for works Any works carried out in proximity to our Assets must receive prior approval by applying for an Asset Protection Risk Assessment (APRA). To assess whether the proposed development will require an APRA, details of the Prescribed Proximities are available on our website: www.watercorporation.com.au/Developing-and-building/Working-near-assets/Approval-for-works.</p> <p>Building Approval Application The applicant is required to submit a Non Residential Application by using our online portal, BuilderNet: login-buildernet.watercorporation.com.au. Attachments required for approval will include: <ul style="list-style-type: none"> □ Final construction site & architectural floor plans □ Engineer certified piling detail plans (if required) □ Hydraulic Plans – Water & Wastewater □ Trade Waste Application Form - www.watercorporation.com.au/Help-and-advice/Tradewaste/Apply/Apply-to-discharge-trade-waste/Application-forms □ Trade Waste Supplement Form (Food Preparation) The information provided above is subject to review and may change. If the proposal changes, please contact us to confirm that this information is still valid. Please provide the above comments to the landowner, developer and/or their representative. Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact our Enquiries Officer.</p>	<p>The site has access to water and sewerage services</p>	<p>Availability of services is noted</p>

Development Application

DA-2024-066

Early Learning Centre

94 West Rd

Review

Adjacent Neighbour to the West

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Developer Covering Letter Comments

1. (Page 1) 94 West Rd and purported advantageous features.

- a. *The lot size of 1,239m²* – the lot appears small for the proposed 80 children and 14 staff. This is demonstrated by:
 - i. Building out to the southern boundary (yes, 0m setback for the veranda roof) to achieve the required footprint. This may be the secondary setback, however Bridson St is a residential street and building to the boundary detracts from the visual amenity of the street.
 - ii. The need to build right to the western boundary, with activity rooms and outdoor play areas at ground level, right on the boundary, as well as the car park also extending to the boundary.
 - iii. The northern extent of the car park is only 0.5m from the northern boundary (allowance for a sewerage easement), again demonstrating the need to occupy as much of the land as possible.
 - iv. Even the primary street setback (east boundary) has been proposed as a variation to the Deemed-to-comply requirements, to squeeze more m² out of the built form.
 - v. The need for over 112m² of top storey indoor space and an enormous 260m² + external play area, which the adjacent and nearby owners are very concerned about from a noise perspective.
 - vi. Upon review, it seems the lot size is not ideal, but in fact small for the intended purpose particularly as it is in a residential area, surrounded by single storey residences.
- b. *The location being the closest and largest lot to the primary school.*
 - i. Firstly, the proximity is exaggerated. It is 150m between the closest boundaries, but more realistically it is actually 250m from the proposed nearest entry of the childcare centre to the nearest entry of the primary school.
 - ii. There are a number of other primary schools in Basendean and one of them is on Old Perth Rd, with larger more appropriately zoned parcels of land available, arguably closer than what 94 West Rd is to Bassendean Primary School.
 - iii. What 94 West Rd isn't is currently zoned for the Use intended. Is this not a key consideration?
- c. *The Early Learning Centre is a complementary land use, with a café across from the school (commercial activity), and within close proximity to the town centre (approximately 620m), and train station (1.3km).*
 - i. Again, proximity is exaggerated. 620m to the Old Perth Rd roundabout, if you call that the Town Centre. And 1.3km to Guildford Rd / Old Perth Rd intersection if you call that the train station.
 - ii. There is no disputing it is a complementary land use to the primary school, however the proposed Use is not approved. There are sites that are also complementary land uses in the Town Centre and they are also in close

proximity to cafes, chemists, takeaway food, a large shopping centre, a primary school and a library to name a few.


- d. *We highlight the comments from the Design Review Panel report which stated “The Panel commended the applicants on their vision for the use of the site as a childcare centre, and the contributions this use will bring in respect to economic and social benefits to the community.”*
 - i. It is likely the Design Review Panel would have commended any site in the Bassendean Town Centre for use as a childcare centre, perhaps even more so that this one which requires approval of a new Use and is also very conspicuous amongst a group of single storey residential homes.
- e. An advantageous feature that wasn’t named by the developer?
 - i. The site was purchased in competition with residential developers, who can’t pay as much. This is a common issue in WA as reported in the West Australian on 3 July 2024 in an article titled “How kids are driving up the cost of land – they may look cute, but they’re behind some of WA’s steep price hikes”. If the Town of Bassendean (ToB) supports this project, then it is also saying no to residential developers wanting to carry out infill development.



2. (Page 1) Childcare needs

- a. *“...over 88% of Bassendean / Eden Hills / Ashfield area is classified as child care desert...”*
 - i. The alarming image over the page, with shading from green through to red, also points out that the Perth Airport is a childcare desert! A visit to the website the image was snipped from will reveal that Bassendean / Eden Hill are in fact similarly placed to outer suburbs in Perth – see below. To be

[illegible]

- 

25 To 36 Months

Long Day Care

\$123.00

/ full day

Estimated Fee after Subsidy

Update Profile

Vacancy

Yes

3. (Page 3) “Synergy with the adjacent primary school and the importance of early childhood education.”

- 6

- c. *“A number of Local Councils...highlight their preference for childcare centres to be located adjacent to educational facilities in their childcare policies.”*
 - i. As noted above, it is actually 250m from the proposed nearest entry of the childcare centre to the nearest entry of the primary school. To put this into context, the furthest parking bay away from an entry to the Bassendean Shopping centre is 50m. 250m is not adjacent.

4. (Page 3) “Local WA family-owned centre”

- a. *“The proposal is appropriate in terms of height, bulk and scale; and sympathetic to the streetscape and residential context and character of the area.”*
 - i. The massing and height is clearly inappropriate as it is surrounded by single storey residential homes and does not negotiate between existing built form and the intended future character of the local area.
 - ii. As the adjacent neighbour to the west I am very concerned about the height:
 - 1. Walls on my boundary (including allowance for required retaining walls of 0.45m) will range from 3.65m to 5.15m high and this is not even the tallest part of the structure. The roof will extent to over 10m over my natural ground level. How are those descriptions possibly able to be described as *appropriate in terms of height, bulk and scale?*

Feature Survey / Stormwater Concept Plan Comments

1. Differential levels between the proposed development and the adjacent lot to the west (the writer's home) are ~0.45m as calculated by comparing the feature survey background superimposed over the Stormwater Concept Plan provided – see immediately below. Note that all wall heights as measured from the property immediately to the west will be increased by 0.45m.



Architectural Drawings Comments

1. 05 of 10

- a. It is noted that the images of developments in the Bassendean Town Centre are well to the north of the Bassendean Primary School and the proposed childcare centre is to the south. This further demonstrates the appropriateness of a childcare centre in the Bassendean Town Centre and not in a purely residential area.

2. 07 of 10

- a. Driveway too close to the oak verge tree - see canopy overlay. Risk of killing the tree – refer to the writer's Landscape Plan response for further detail.
- b. Parking is very restricted, with tandem parking requiring significantly more manoeuvring to get in and out of the bays, hence the requirement for a reversing bay. This is dealt with in greater detail in the writer's Traffic Impact Statement response. The parking area is too small.
- c. There are insufficient parking bays for the use – 80 children and 13 staff will require a minimum of 21 bays in accordance with LPP 8.
- d. The pedestrian gate on Bridson St is an invitation to enter from Bridson St and hence an invitation to park on Bridson St. Bridson St is not capable of dealing with additional parking from the childcare centre.

3. 09 of 10

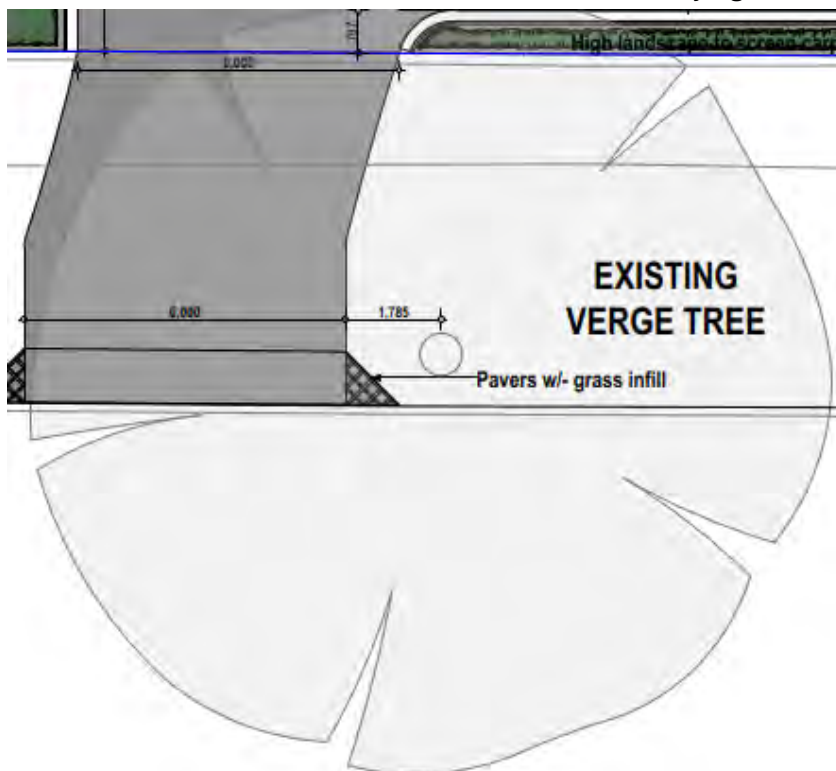
- a. The solar system is shown facing east. This will be highly inefficient.

Landscape Plan Comments

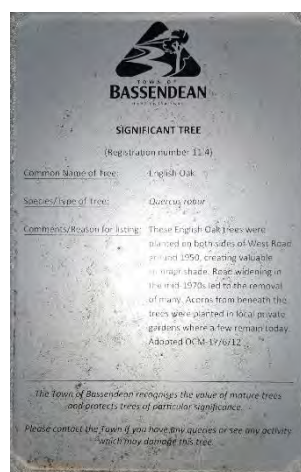
- The hardstand driveway is doglegged to gain entry to the carpark, and yet it is still too close to the existing oak, verge tree. LPP 13 Tree Retention and Provision at clause 6.2 Subdivision and Development states: “The trunks of all new and retained tree(s) are to be located in their own Tree Growth Zone that is free of development, structures and hardstand and meets the follows parameters:

Requirement	Large Tree	Medium Tree
Minimum horizontal area	64m ²	36m ²
Minimum horizontal dimension	6m	3m
Minimum depth (if on structure)	1,200mm	800mm

This requirement is clearly not met – see excerpt below from Architectural plan 07. The tree referred below has a diameter of ~12m, classifying it as a Large Tree.



- Significant tree registration plaque.



Town Planning Statement Comments

1. (Page 5) 2.1 Overview.

- a. Existing Land Use is noted as “*Vacant site*”. This is misleading as there was an existing brick and tile residential property on the site when it was purchased by Briscola. This was subsequently demolished by Briscola, presumably in preparation for rezoning as a Child Care Centre.

2. (Page 5) 2.2 Context.

- a. “*Bassendean Primary School is 100m to the north...*” The proximity is exaggerated. It is 150m between the closest boundaries, but more realistically it is actually 250m from the proposed nearest entry of the childcare centre to the nearest entry of the primary school.
- b. “*On-street parking bays are provided to the north of the site...*”
 - i. This is misleading, the inference being that some bays could be available to the childcare users. The reality is that during peak (when the on-street parking would be required) patrons of both the primary school and the Last Crumb café vie for these hard-to-get parking bays.



- ii. The nearest on-street parking bay is approximately 150m away. To put this into context, the furthest parking bay away from an entry to the Bassendean Shopping centre is 50m.
- c. “*The site is serviced by public transport (bus services) with Bus No.45 running in a north-south direction along West Road and in an east-west direction along Hyland Street*”
 - i. This is a traffic hazard as the childcare car park entry is directly opposite Hyland St and the bus swings on and off West Rd, interacting with childcare patrons trying to exit the car park.
 - ii. The 45 bus is very irregular. The morning peak from Bassendean Station to West Rd is every 12 mins. The return to Bassendean Station is every 36 mins. This is reversed in the afternoon peak. Use of bus transport will be very limited due to the lack of regularity of service.

3. (Page 7) 2.3 Characteristics.

- a. *“The dwelling was demolished in early 2024 to make way for the proposed development. That is presumptuous. The development is yet to be approved.*

4. (Page 8) 3.0 Description of Proposed Development.

- a. *“Total External Play Area”* has been over measured at 561m². This area includes footpaths and entry porches.
- b. A total of 16 car bays to cater for 80 child places and 13 staff is insufficient. As has been noted there is neither availability of verge parking, or a possibility of off-street parking as both West Rd and Bridson St are single lane local distributor roads and heavily trafficked including by buses. Regardless, 80 children and 13 staff will require a minimum of 21 bays in accordance with LPP 8.
- c. *“Trees Removed - Site”* have been incorrectly measured as Google maps will show that a minimum of 4 trees were removed by the developer when the existing residential premises were demolished, prior to approval of the proposed childcare centre. The replanting ratio is only 1, not 5 as currently shown.

5. (Page 9) 4.2.1 State Planning Policy 7.0 – Design of the Built Environment.

- a. *“The proposed development was considered by the ToB’s Design Review Panel (‘DRP’) on 9 February 2024 to ensure the design responds appropriately to the Design Principles of SPP7.0.”*
 - i. Why haven’t the full recommendations been disclosed to the community in the Advertising period? The writer has written to the ToB a number of times requesting a copy of the full recommendations, but the request was refused. A viewing at the ToB offices was permitted, however the writer was not permitted to take any notes.
- b. *“Table 4: Design Review Panel Assessment (9 February 2024).”* The table is contradictory.
 - i. Principle 1 – Context and Character – green (Supported). The summary provided is *“The proposal is appropriate in terms of height, bulk and scale; and sympathetic to the streetscape and residential context and character of the area”*. Yet in Principle 3 - Built form and scale it was considered amber (defined as “Pending further attention”). According to the DPLH’s Design Review Guide, Principle 3 is *“Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.”* How can this be reconciled? The massing and height is clearly inappropriate as it is surrounded by single storey residential homes and does not negotiate between existing built form and the intended future character of the local area.
 - ii. Overall, the Design Review Panel Assessment scores as a clear fail in that 80% of the design quality evaluations, the proposal required further

attention before it was either “Supported” or Not supported”. On balance, this cannot be seen as a positive outcome for the proponent in delivering the key objective of SPP 7.0 Design Principles, which is “good design”.

6. (Page 10) 4.3.2 Land Use

– “*The proposed use is therefore capable of being approved at the discretion of the decisionmaker, after advertising and having regard to all relevant planning considerations.*” The ToB has received a petition objecting to the proposed development signed by over 180 residents, mostly from the immediate surrounds. This alone presents good grounds for the ToB to exercise its discretion to reject the development approval.

7. (Page 11) 4.3.4 Development Requirements

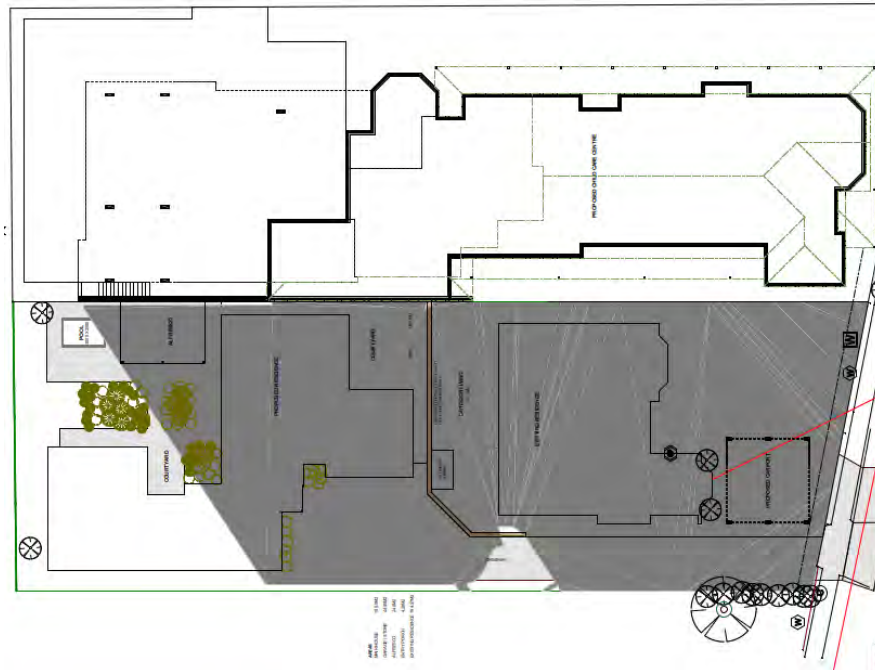
- a. The Primary Street Setback does not comply and the developer states it “...*will not detract from the established streetscape character of the locality.*” The developer must be referring to established commercial streetscapes further afield because there are certainly no residential streetscapes with structures on the boundary, as intended by the developer and this will be very out of place.
- b. The Secondary Street Setback is not in keeping with Bridson St as the visual aspect it delivers is that of the front entrance to the development, albeit that it isn’t. Appearing as the front of the building, the setback is out of keeping and far too close to the street with no setback at ground (yes, the verandah has 0 metres setback at the boundary) and down to 1.1 metres at the first floor. This is totally out of keeping with the residential established streetscape on Bridson St and will be an eyesore.
- c. The Side (west) Boundary Setback

Important Note: All heights quoted below will increase 0.45m from the architectural elevations as the proposed development lot carpark level (as designed to comply with stormwater requirements) is 0.45m higher than the adjacent property i.e. the overall building height, as viewed from the adjacent property to west will be 0.45m higher. This height is shown (in brackets and underlined). Refer to the Feature Survey / Stormwater Concept Plan notes above for full details.

- i. This is of paramount importance to the writer as I live immediately to the west. All four Activity Rooms, with a total of 80 children have direct access to the western External Play Area (ground floor), noted on the drawings as 72.86m². This is directly adjacent the existing house / outdoor living area and noted as having a colorbond boundary wall as separation. The noise will without doubt exceed minimum requirements at the boundary and my wife and I have a strong objection to this.
- ii. The developer wishes to encroach on the minimum requirements at both ground and 1st floor levels. Any encroachment will be vehemently objected to by my wife and I.
- iii. “*The boundary wall will not have an excessive bulk when viewed from the adjacent property.*” That is preposterous. For a length of over 14m, it

stands at over 3.2m (3.65m) high. At its peak, it reaches to over 4.7m (5.15m) high and with only a 1.2m setback continues at 4.7m (5.15m) high for a length of almost 18m. The top of the building roof reaches 9.6m (10.05m) high. It is without doubt an excessive bulk and imposing.

- iv. I have been discussing my proposed rear lot subdivision planned as a residential single storey, single house, passive solar designed home with ToB, and have provided drawings of the same as far back as 10 January 2024. I have on at least 2 occasions since then queried the ToB on what is proposed on the West Rd lot only to be told there is nothing yet planned. To date I have spent over \$13,000 on the design of my house. I will not be building my new home if the adjacent development proceeds as it will overshadow my proposed home – see below.



- v. *“The setback variation to the External Play Area will not result in any loss of privacy, daylight or ventilation for the adjoining property to the west.”* As can be seen from the image above and as described in item iv. above this is a complete falsity. If the developer had conducted a simple shading study of the impacts on the existing house alone this would have been apparent.

8. (Page 14) 4.3.5.1 Local Planning Policy 8 – Car Parking and End of Trip Facilities

- a. *“Variations will only be supported where it will not adversely affect access arrangements the safety of pedestrians or persons in vehicles, open bay, street trees or service infrastructure and the number of car parking bays to be provided will be adequate for the demands of the development, having regard to the likely use of the car parking bays, the availability of off-site parking facilities and the likely use of alternative means of transport.”*

- i. Appendix 3 of the Traffic Impact Statement shows the turning movements of vehicles entering and leaving. With tandem parking, the movements involve significant reversing and associated blind spots. This is a childcare centre with 80 children being dropped and picked up every day. Additional complications arise when consideration is given to the significant traffic movements on West Rd. Bridson St and Hyland Rd. Further still, the 45 bus turns off and onto West Rd and Hyland St, only metres from the entry car park. Overall, this is a very complicated arrangement.
 - ii. The registered significant street tree is less than 1m from the proposed entry driveway. This is not compliant with LPP 13.
 - iii. As has already been demonstrated there is no availability of *off-site parking* as it is already fiercely contested by patrons of the primary school and the Last Crumb café.
 - iv. The only reasonable alternative transport is *public transport* – the 45 bus. This bus is very irregular. The morning peak from Bassendean Station to West Rd is every 12 mins. The return to Bassendean Station is every 36 mins. This is reversed in the afternoon peak. Use of bus transport will be very limited due to the lack of regularity of service.
 - v. There are many reasons for a Variation not to be supported.
- b. (Page 15) *Customer Parking*
- i. *“With each customer car bay accommodating 6 separate drop-offs per hour, the provision of 7 dedicated customer bays is sufficient to meet anticipated demand during the peak hours.”*
 - 1. If this was a normal car park it may work. However, with tandem bays and very tight turning and reversing bays, and parking time and shuffling time added as multiple cars are coming in and out at the same time (refer to Appendix 3 to see how tight it is - 3 point turns required to get in and out of some bays) it will never work. It is recommended the traffic consultant talk to the resident of the property directly to the north on West Rd and ask her how long she queues in her car to exit onto West Rd during morning school / Last Crumb peak. She waits minutes. Add this to the tetris style car parking you are proposing and the 45 bus turning on and off West Rd almost directly in front of the driveway and it will not work. Besides this, how safe is it to have children walking through this, from their cars to the front door? Is this really a good idea?
 - ii. *“...the site’s proximity to Bassendean Primary School will further reduce the number of individual car trips, as parents with children at both the primary school and child care premises will likely only make one trip to the locality (i.e. they may park at or near the school and walk the short distance to / from the child care premises)”*. Why wouldn’t the parents park at the childcare centre and walk to the school to drop their children?
 - iii. *“The Operational Management Plan accompanying the Application demonstrates how the car parking bays on the site will be allocated to meet the different peak parking demand times of each user group.”*

2. An operational management plant is insufficient to manage the issues with this car park. Refer to 8b.i.1 above.
- iv. *“While Clause 6.3.1 applies to the reciprocal use of parking facilities by land uses on different properties in a locality, the shared parking principle contemplated by Clause 6.3.1 is relevant to the proposed development and can be applied in a similar way through implementation of the Operational Management Plan.”*
 1. The intent of the provisions of Clause 6.3 is to deal with 2 different sites that may have different peaks or varying issues to deal with, but can share a site. It is not intended to be used to minimise the number of bays required for a single site. This intended application is illogical.
- v. *“The site’s proximity to public transport, together with the provision of bike parking and end-of-trip facilities, will further reduce private car usage and encourage alternative modes of transport.”*
 - A. The site is > 1.3km from the nearest train station and the 45 bus is infrequent. Public transport usage will be minimal. There is no Bicycle Parking Provision and Design that accords with the requirements of clause 6.4 of LPP 8 i.e. in accordance with AS 2890.3-2015 - Parking facilities Part 3 - Bicycle parking facilities. Neither are there any end of trip facilities shown on the drawings. There is clearly no encouragement for the use of alternate modes of transport.
- c. (Page 18) *Part 9A of Deemed Provisions*
 - i. *“With respect to Sub-Clause (a) of Deemed Provision 77D (2)”*
 1. *“All reasonable efforts have been made to comply with the on-site parking requirement without adversely affecting access, safety, open space, verge trees and infrastructure.”*
 - a. The main attempt has been to apply tandem parking because there simply is a lack of space for parking. The proponent either needs to reduce the building size to find more space for parking, or reduce the number of children in the centre.
 - b. Access and safety are an issue. Refer to 8b.i.1 above.
 - c. Verge trees are also currently impacted. The driveway needs to be relocated. Refer to the Landscape Plan commentary above and the issue with the registered tree.
 2. *“No verge trees or infrastructure are affected by the proposed development. The car park is designed to ensure the retention of the established verge trees in West Road.”*
 - a. This is incorrect. The location of the driveway is not compliant with LPP 13.
 3. *“A separate pedestrian path will provide a safe means of access to the premises.”*

- a. Only for those arriving on foot. For those arriving by car they will need to negotiate reversing cars, cars doing 3 point turns to be able to exit and cars entering.
- 4. *"The design allows all vehicles using the car parking bays to enter and exit in forward gear."*
 - a. Yes, but not without significant manoeuvring to get in and out of a single reversing bay. It will be tight.
- ii. *With respect to Sub-Clause (b) of Deemed Provision 77D (2)*
 - 1. *"The proposed number of car bays is adequate to meet demand from customers, staff and other visitors throughout the day, as set out in the Operational Management Plan; • The Traffic Impact Statement concludes that sufficient car parking is provided on-site to meet anticipated demand. The Traffic Impact Statement estimates the peak parking demand of the child care centre will occur between 7.30am and 8.30am when 40.55% of attendees (32) are expected to arrive, and between 4.30pm and 5.30pm when 45.21% of attendees (36) will depart, equating to a peak parking demand of 6 customer car bays."*
 - a. If this was a normal car park it may work. However, with tandem bays and very tight turning and reversing bays, and parking time and shuffling time added as multiple cars are coming in and out at the same time (refer to Appendix 3 of the Traffic Impact Study to see how tight it is - 3 point turns required to get in and out of some bays) it will never work. It is recommended the traffic consultant talk to the resident of the property directly to the north on West Rd and ask her how long she queues in her car to exit onto West Rd during morning school / Last Crumb peak. She waits minutes. Add this to the tetris style car parking you are proposing and the 45 bus turning on and off West Rd almost directly in front of the driveway and it will not work.
 - 2. *"The provision of bike bays and end-of-trip facilities..."*
 - a. There is no Bicycle Parking Provision and Design that accords with the requirements of clause 6.4 of LPP 8 i.e. in accordance with AS 2890.3-2015 - Parking facilities Part 3 - Bicycle parking facilities. Neither are there any end of trip facilities shown on the drawings. No reduced demand for car parking.
 - 3. *"...the availability of a bus service..."*
 - a. The 45 bus is very irregular. The morning peak from Bassendean Station to West Rd is every 12 mins. The return to Bassendean Station is every 36 mins. This is reversed in the afternoon peak. Use of bus transport will be very limited due to the lack of regularity of service. No reduced demand for car parking.

4. *“...the site’s proximity to Bassendean Primary School...”*
 - a. Why wouldn’t the parents park at the childcare centre and walk to the school to drop their children? No reduced demand for car parking.
5. *“...on-street parking in West Road...”*
 - a. The reality is that during peak (when the on-street parking would be required) patrons of both the primary school and the Last Crumb café vie for these hard-to-get parking bays. The nearest on-street parking bay is approximately 150m away. To put this into context, the furthest parking bay away from an entry to the Bassendean Shopping centre is 50m. No reduced demand for car parking.
6. *“The provision of 16 car bays for an 80-place child care centre equates to 1 car bay for every 5 places. This is the same minimum rate recommended by the Department of Planning, Lands and Heritage in its Draft Position Statement for Child Care Premises (November 2022)”*
 - a. Note that DPLH Draft Position Statement: Child Care Premises is still Draft. Additionally, it notes "The number of parking bays may be varied by the decision-maker given the specific provisions of the local planning scheme and/or local planning policy and any unique circumstances relating to the proposed development, such as reciprocal parking arrangements, available public transport and street parking. LPP 8 is the applicable policy and requires 1 bay for every 10 children and 1 for every staff member. There are no reciprocal parking arrangements. Walkable public transport is limited to the 45 bus route, which has one leg of the journey to or from, at either am or pm peak, at over a 35 minute wait time. The nearest street parking is over 150m away and during school peak, which coincides with the Last Crumb peak there are no bays available, without considering the additional requirements from the childcare centre.
7. *“The provision of 1 car bay for every 5 places equates to the average rate of parking provided at 10 other recently approved childcare centres in the metropolitan area”*
 - a. Each decision-maker needs to assess the particular circumstances of each application. This catchall is irrelevant.
8. *“Bicycle Parking and End-of-Trip Facilities”*
 - a. There is no Bicycle Parking Provision and Design that accords with the requirements of clause 6.4 of LPP 8 i.e. in accordance with AS 2890.3-2015 - Parking facilities Park 3 -

Bicycle parking facilities. Neither are there any end of trip facilities shown on the drawings.

d. (Page 20) 4.3.6 *Built Form and Character Study*

i. *Preferred Character Statement*

1. *“Ensuring that new development and additions respect the predominant scale of the Character Area” and “The design direction of the proposal contributes to the local area in using a traditional and character driven solution. The proposal is appropriate in terms of height, bulk and scale; and sympathetic to the streetscape and residential context and character of the area”*
 - a. The massing and height is clearly inappropriate as it is surrounded by single storey residential homes and does not negotiate between existing built form and the intended future character of the local area.
 - b. As the adjacent neighbour to the west I am very concerned about the height of the elements. Walls on my boundary (including allowance for required retaining walls of 0.45m) will range from 3.65m to 5.15m high and this is not even the tallest part of the structure. The roof will extend to over 10m over my natural ground level.

ii. 4.3.7 *Deemed Provisions*

1. *“The use is consistent with the orderly and proper planning of the locality”*
 - a. The proper planning would see this development carried out in the Town Centre to further the intent of the Masterplan.
2. *“WAPC Draft Position Statement - Child Care Premises.”*
 - a. The decision-maker has the call and there is no demonstrated unique circumstances presenting a strong argument to follow other than LPP 8
3. *“Local Planning Policy 8 – Car Parking and End of Trip Facilities”*
 - a. Does not comply.
4. *“Local Planning Policy 13 – Tree Retentions and Provision”*
 - a. Does not comply with clause 6.2 (registered tree)
5. *“The development is compatible with its setting, being a low impact non-residential use within the residential zone”*
 - a. Will create noise issues, parking issues and is too big for the site, encroaching on most boundary setback provisions.
6. *“The design of the development is compatible with the character of the area.”*
 - a. The massing and height is clearly inappropriate as it is surrounded by single storey residential homes and does not negotiate between existing built form and the intended future character of the local area. As the adjacent

neighbour to the west I am very concerned about the height of the elements. Walls on my boundary (including allowance for required retaining walls of 0.45m) will range from 3.65m to 5.15m high and this is not even the tallest part of the structure. The roof will extend to over 10m over my natural ground level.

7. *“Landscaping, including tree retention and tree planting, is proposed”*

- a. The hardstand driveway is doglegged to gain entry to the carpark, and yet it is still too close to the existing oak, verge tree. LPP 13 Tree Retention and Provision at clause 6.2 Subdivision and Development states: “The trunks of all new and retained tree(s) are to be located in their own Tree Growth Zone that is free of development, structures and hardstand and meets the follows parameters: (not met)

Requirement	Large Tree	Medium Tree
Minimum horizontal area	64m ²	36m ²
Minimum horizontal dimension	6m	3m
Minimum depth (if on structure)	1,200mm	800mm

8. *“Parking for 16 cars is provided with access from West Road”*

- a. Does not comply with LPP 8

9. *“The traffic generated by the development will not have an adverse effect on traffic flow and safety.”*

- a. Entry and exit from the site will be difficult at peaks with the zig zag approach from Hyland St, complicated with the 45 bus turning from West Rd to Hyland St and traffic coming around the corner from Bridson St. No recent traffic count data is available and the Traffic Consultant has not considered these issues in tandem.

10. *“Bus 45 runs along West Road, between Bayswater and Bassendean Train Stations. Bassendean Station on the Perth-Midland Line is 1km to the north of the site”*

- a. The 45 bus is very irregular. The morning peak from Bassendean Station to West Rd is every 12 mins. The return to Bassendean Station is every 36 mins. This is reversed in the afternoon peak. Use of bus transport will be very limited due to the lack of regularity of service. The Basendean Train Station is 1.3km away and not considered walkable.

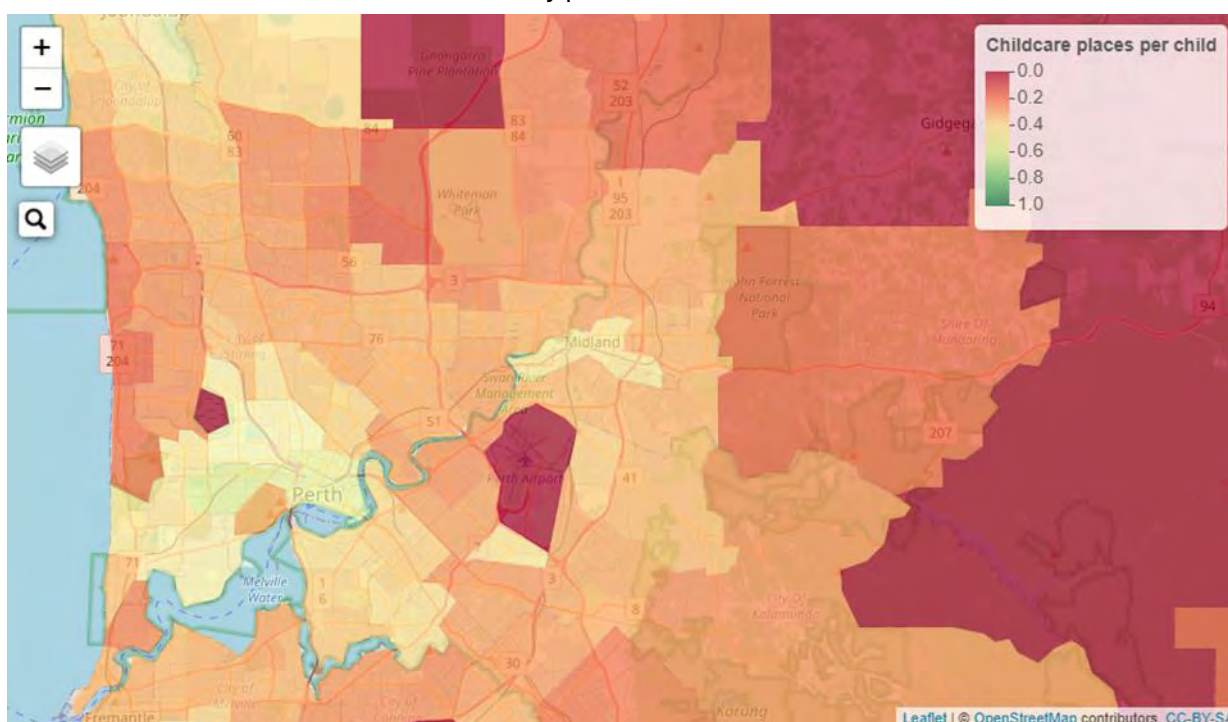
11. *“4 visitor bike bays are proposed near the entry to the child care premises.”*

- a. There is no Bicycle Parking Provision and Design that accords with the requirements of clause 6.4 of LPP 8 i.e. in accordance with AS 2890.3-2015 - Parking facilities Park 3 - Bicycle parking facilities.

12. *“End-of-trip facilities will be provided for staff.”*

- a. No end of trip facilities shown on the drawings.

13. "A pedestrian path connects the building entry to the car park and footpath."
 - a. For those arriving via the car park they will need to negotiate reversing cars, cars doing 3 point turns to be able to exit and cars entering.
14. *"The Application will not result in any loss of a community service"*
 - a. The childcare centre is removing very much needed residential land for new and infill development.
15. *"The Child Care Premises will benefit the local community by providing improved access to child care services in the area."*
 - a. It could be built anywhere in the town centre and provide a better service without impacting local residents like it will.
16. *"A study by Victoria University (Deserts and Oases: How Accessible is Childcare in Australia? March 2022) found that between 2.78 and 6.17 children in Bassendean compete for each child care place, compared to a nation-wide median of 2.6 children per place. Out of 23 neighbourhoods in Bassendean, 18 were classified by the study as "childcare deserts"*
 - a. As can be seen from below Bassendean / Eden Hill are in fact similarly placed to outer suburbs in Perth



17. *"The Panel commended the applicants on their vision for the use of the site as a child care centre, and the contributions this use will bring in respect to economic and social benefits to the community."*
 - a. The DRP does not assess "economic and social benefits" other than "... environments that support a diverse range of people and facilitate social interaction." The proposed

development will provide no more social interaction for the wider community (other than those attending) than the local shopping centre. It would be better located near that in the Town Centre.

18. "No relevant site history"

- a. It was a residential site, with a house. There is a housing shortage and this use should be maintained.

19. *"It is not considered the development will have an adverse community impact. The Child Care Premises will benefit the local community by providing improved access to child care services in the area. The Town's Design Review Panel observed that the use of the site as a child care premises will result in economic and social benefits to the community"*

- a. A new childcare centre would likely be welcome, just not in the proposed location it is being sought in.

2. (Page 23) Conclusion

a. *"The site is ideally placed to accommodate a Child Care Centre"*

- i. The site is ideally placed to become a residential development which will not require any further change of use and will provide much needed new housing in the area.

b. "The Child Care Centre is a compatible non-residential use that will provide residents of Bassendean and surrounds with improved and convenient access to child care services."

- i. The size, bulk and traffic issues it will cause make it incompatible. A better location for this development is in the town centre.

c. "...sufficient parking is provided on-site to meet the parking demand of the Child Care Centre."

- i. Incorrect. 21 bays are required and only 16 are being provided.

d. "...the child care centre is capable of satisfying applicable noise regulations"

- i. All outdoor "non-quiet" noise will be generated upstairs. The accuracy of the modelling needs to be guaranteed, however ND Engineering's assessment is based primarily on the LAmax and LA10 criteria as obtaining a LA1 measurement that is 'legally' watertight is virtually impossible or not achievable when gathering noise data for the assessments. This is a concern. I am living in a residential area and I do not see why I should have to have any noise that is not residential noise. Particularly, there will be up to 15 or 20 children at a time upstairs making noise. Why should I have to accept this, immediately next door to my home when there is so much commercial land available to build a childcare centre in the town centre, where it is more appropriate.

e. *"The premises will be operated to mitigate any adverse impacts on the locality with respect to car parking..."*

- i. If the childcare centre had a normal car park it may work. However, with tandem bays and very tight turning and reversing bays, and parking time and shuffling time added as multiple cars are coming in and out at the same time (refer to Appendix 3 of the Traffic Impact Study to see how tight it is - 3 point turns required to get in and out of some bays) and only 16 bays it will never work. It is recommended the traffic consultant talk to the resident of the property directly to the north on West Rd and ask her how long she queues in her car to exit onto West Rd during morning school / Last Crumb peak. She waits minutes. Add this to the 64 movements in the peak hour (32 drop offs / pick ups), tetris style car parking proposed and the 45 bus turning on and off West Rd almost directly in front of the driveway and it becomes even more complex. The reality is that during peak patrons will seek to park elsewhere. This will include Brisdon St (where there is an entry gate) and the off-street parking 150m north where patrons of both the primary school and the Last Crumb café vie for these hard-to-get parking bays. This will create adverse impacts not mitigate them as stated above.

Operational Management Plan Comments

1. (Page 6) Overview

- a. A high-level review of the size of the premises presents some anomalies. The upstairs staff, office and lobby areas are > 65m². This is in addition to the 26m² area downstairs allocated to entry and reception, totalling over 90m² of non-childcare specific use.
 - i. The upstairs area alone adds over \$250,000 of seemingly unnecessary cost to the build. It is considered unlikely the developer would be increasing costs so much without a return.
 - ii. The existing Studio 64 Group sister childcare facilities in South Perth and Lathlain offer the following services (snipped from the [Studio 64 website](#))

Studio 64 Group

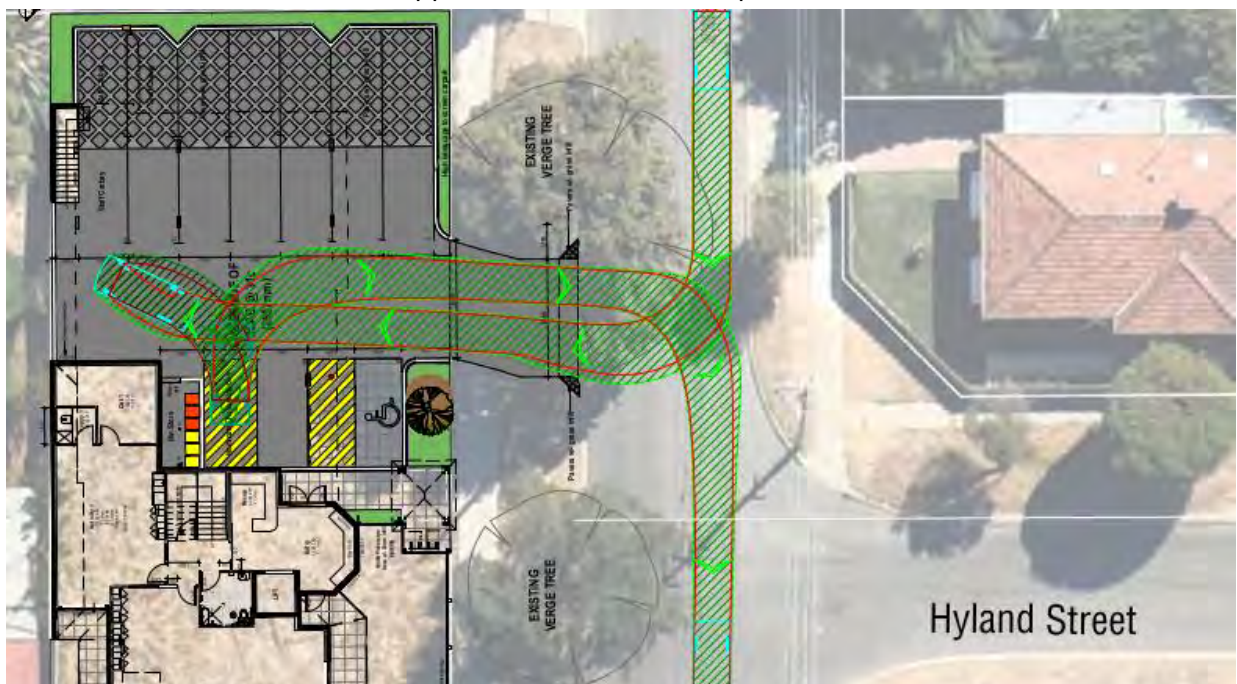
Welcome to Studio 64 - one convenient space where being a parent & professional is easier!

Imagine being able to drop the children off and walk upstairs to your office? Having the ability to pop down to nurse or have lunch with the children on your lunch break? A place to park the car and beat the peak hour traffic into the CBD?

Studio 64 is a furnished office and co-working space with an onsite early learning and childcare centre along with other services like park n ride that aim to help make family and parent life easier and more convenient.

- iii. This Use, although not applied for is directly implied in the Sustainability Statement (page 4) where it states “*The current submitted Use of Early Learning centre within the built form allows for extensive sustainable and environmental practices and community engagement via the design and operations allowing for future... High Community aspect (community space which is highly efficient hub for families)*”. This Use has not been declared and is considered as a future bolt on to generate additional revenue, achieved through stealth and deception during the change of Use application.
 - iv. This additional Use will add even further strain and complexity to the already hugely underestimated and under catered for car parking requirements – refer immediately below for further details.
- b. (Page 6) *Car Parking*. The provision of 16 bays relies upon a flawed peak Traffic Impact Assessment. The Parking Demand calculation does not sufficiently consider the overall number of vehicles trying to come in and out of the car park during peak periods.
 - i. The assessment relies upon:

1. There being 6 bays available for child drop off and all 6 bays being used for a maximum of 10 minutes each, delivering the 32 child peak sign ins.
 2. The average drop off time being 10 minutes.
 3. Parking via tandem bays.
 4. All vehicles needing to turn into the single reversing bay provided in the car park in order to exit in a forward direction, to deal with traffic visibility issues at West Rd.
 5. West Rd traffic counts from 2021 which:
 - a. Were prior to the development of the Last Crumb café;
 - b. Do not consider the substantial new subdivision currently occurring at the southern end of West Rd which will add significant traffic volume to West Rd.
 6. The NSW RTA Guide to Traffic Generating Developments to determine trip generation / attraction rates.
 - a. This document was last updated in 2002 and is based on development in Sydney. What is the relevance of that?
 - b. The “Traffic generation rates” data in that document is based on surveys conducted in 1992 – 32 years ago?
- ii. The assessment *does not properly consider*:
1. 32 drop offs equating to 64 entry and exit movements in a one hour period. This is more than 1 movement per minute.
 2. 32 of these movements will be reversing into and out of a *single reversing bay*.
 3. The majority of these 32 reversing movements will require a 3 point turn due to the tightness of the car park – see below for an excerpt from Appendix 3 of the Traffic Impact Assessment.



4. With one car entering or exiting the car park less than every minute, how much queuing will there be on West Rd and the adjacent Hyland St (no traffic or bus 45 movement shown from Hyland St)?
 5. Similarly, with 64 movements per hour, how much queuing will there be in the car park, waiting for an opportunity to exit onto the already busy West Rd.
 6. How dangerous will it be having children walking to and from the childcare centre entry, weaving through all these cars?
 7. With new traffic being added to the already busy West Rd from increased density / new subdivision at the south end of West Rd, how will this impact traffic entering / exiting the childcare car park.
- iii. In summary it is clear that no amount of Operational Management will solve the car parking issues.
- c. (Page 7) *Bicycle Parking*
- i. There is no Bicycle Parking Provision and Design that accords with the requirements of clause 6.4 of LPP 8 i.e. in accordance with AS 2890.3-2015 - Parking facilities Part 3 - Bicycle parking facilities. Neither are there any end of trip facilities shown on the drawings.
- d. (Page 7) *Public Transport*
- i. The 45 bus is very irregular. The morning peak from Bassendean Station to West Rd is every 12 mins. The return to Bassendean Station is every 36 mins. This is reversed in the afternoon peak. Use of bus transport will be very limited due to the lack of regularity of service. The Bassendean Train Station is 1.3km away and not considered walkable.
- e. (Page 8) *4.2 Traffic and Parking Management*
- i. *Car Park*
 1. The operational measures proposed are grossly inadequate for the complexity of the proposed car parking and traffic management. Refer to the descriptions above. There is serious risk of harm to children attempting to access the childcare centre whilst weaving through the 64 traffic movements, including a large proportion of reversing movements, during peak.
 - ii. *Public Transport and Cycling*
 1. The encouragement of staff to use inadequate and irregular public transport and non-existent end-of-trip facilities has been dealt with above.
- f. (Page 9) *5.2 Noise Management*
- i. *Operational Measures – Noise Mitigation*
 1. *External Play Areas*
 - a. There are no play restrictions on the Babies (0 to 2 years old) or Toddlers (2 to 3 years old) for any of the play areas. They may be small, but they certainly are capable of making noise that exceeds permissible levels, particularly ground floor area west which only has a colorbond fence on the boundary.

- b. On Level 1 there are no play restrictions for any ages i.e. all outdoor "non-quiet" noise will be generated upstairs. The accuracy of the modelling needs to be guaranteed, however ND Engineering's assessment in the Acoustic Assessment is based primarily on the LAmax and LA10 criteria as obtaining a LA1 measurement that is 'legally' watertight and by their own admission is virtually impossible or not achievable when gathering noise data for the assessments. There are simply no noise mitigation measures in place. This is totally unacceptable.
- c. For Pre-kindy (3 – 4 years old) and Kindy (4 – 5 years old), ground floor south and east outdoor play areas are nominated as "*quiet areas*". Ground Floor west is "*not permitted for play*". These areas total 300m² of outdoor play area out of a site total of 560m². They may be designated as "*quiet...and not permitted*", but being 54% of the total outdoor play area, it is difficult to believe this will be operated in this manner, unless of course the childcare centre is simply complying with the minimum 7m² / child area requirement and doesn't intend to have the children outdoors. These areas have big potential to create noise above maximum permissible levels and there are no tangible mitigation measures other than being nominated "quiet" or "not permissible". This is unacceptable.

Acoustic Assessment Comments

1. (Page 3) Description

- a. 2.2 The main Non-Equipment Noise source at the site will be:
 - i. *“Children’s voices”*
 - 1. All four Activity Rooms, with a total of 80 children have direct access to the western External Play Area (ground floor), noted on the drawings as 72.86m². This is directly adjacent the existing house / outdoor living area and noted as having a colorbond boundary wall as separation. The noted controls against noise exceedance are management controls where these areas are deemed to be “Quiet areas”. We all know how well children under the age of 5 respond to instruction i.e. some do and some don’t. How will they be kept quiet? The noise will without doubt exceed minimum requirements at the boundary.
 - ii. *“Occasional music for children”*
 - 1. The modelling is based on keeping external windows and doors closed and no music being played outdoors. These are not engineering controls and therefore very low order. It is anticipated these controls will be exceeded.
 - iii. *“Carpark. Refer Annex G Carpark.”*
 - 1. No noise modelling has been carried out for any voices at arrival and departure. There is currently provision for 16 car park bays (LPP 8 requires 21). This is a lot of potential for noise generation, and it is suspected exceedances will occur, commencing from 6am which is the time staff will start arriving. This will increase as the carpark fills and both adults and children begin to make noises.
 - 2. The loudest noise predicted from the noise modelling is a car door closing. What about a car door slamming? With 16 car bays (21 required) and multiple car entry and exits there is massive potential for a significant number of exceedances. This has not been discussed.

2. (Page 4) Assessment

- a. *“Noise emissions from the CCC are expected to occur Monday to Friday between 0630 to 1830 hours (6.30am - 6.30pm) mainly during outdoor play weather permitting. This means that for evenings, night time, public holidays and Sundays there is expected to be no noise emissions from the CCC at all. Anecdotal evidence indicates this is a desirable situation sought by some residences when purchasing properties adjacent to a CCC as there will be no afterhours (including Sunday and Public Holiday) noise thus negating a common source of complaint.”*
 - i. *Anecdotal evidence?* Is this code for “let’s say something that can’t be proved or disproved but we think makes things sound better?”
 - ii. *Desirable situation?* The most desirable situation for an adjacent residence (I can say so definitively as I am one) is there is no noise.
 - iii. *When purchasing a property adjacent to a CCC.* What is you already live there and someone comes and builds a childcare centre? What choice do you have then?

3. (Page 6) Children's play areas

- a. *"Free play activity areas are on the 1st floor OPA ~257m²"*
 - i. All outdoor "non-quiet" noise will be generated upstairs. The accuracy of the modelling needs to be guaranteed, however ND Engineering's assessment is based primarily on the L_{Amax} and L_{A10} criteria as obtaining a L_{A1} measurement that is 'legally' watertight is virtually impossible or not achievable when gathering noise data for the assessments. A massive Outdoor Play Area, that will be frequented by 80 children at different times and the modelling shows there won't be any exceedance? I am living in a residential area and I do not see why I should have to have any intentional and constant noise coming from a known use that is not residential noise. Particularly, there will be up to 15 or 20 children at a time upstairs making noise. Why should I have to accept this, immediately next door to my home when there is so much commercial land available to build a childcare centre in the town centre, where it is more appropriate.

Traffic Impact Statement

1. (Page 4) Executive Summary

a. (Page 4) Technical Findings

i. According to WAPC this is considered as a moderate traffic impact to the surrounding road network.

1. This is not accurate as:

- a. No traffic count data for West Rd south of Old Perth Rd has been provided or assessed.
- b. The traffic count data for West Rd north of Old Perth Rd is 7,046 VPD (see table in 2.6 Traffic Volumes) . This already exceeds the maximum desirable volume of 6,000 VPD. The additional 346 VPD will take this to 7,392 VPD which equates to a 23% exceedance of the maximum desirable volume.

ii. There are no Technical Findings in relation to Parking.

1. The WAPC Transport Impact Assessment Guidelines Volume 5 states *“On-site parking provision should conform to policies set out in the town planning scheme, Development control policy and in the relevant development plan.”*
2. LPP 8 Car Parking and End-of-Trip Facilities requires 1 bay for every 10 children the facility is designed to accommodate, plus 1 bay per staff member. This equates to $8 + 13 = 21$ bays. The proposed development provides only 16 bays.
3. The Technical Finding is therefore that the proposed development does not comply with LPP 8 Car Parking and End-of-Trip Facilities.

b. Relationship with Policies

i. *“...the 16 bays aligns with the DPLH Draft Position Statement on Child Care premises of one space per 5 children.”*

1. This has been taken out of context. The full provision is: *“Generally, the minimum car parking requirement for a child care premises, including staff and visitor parking, will be one space per five children. The number of parking bays may be varied by the decision-maker given the specific provisions of the local planning scheme and/or local planning policy and any unique circumstances relating to the proposed development, such as reciprocal parking arrangements, available public transport and street parking.”* Reasons this does not apply include:
 - a. The specific provisions of the local planning policy (LPP 8) require 21 bays.
 - b. The unique circumstances are not favourable i.e.
 - i. There are no reciprocal parking arrangements;

- ii. Walkable public transport is limited to the 45 bus route, which has one leg of the journey to or from, at either am or pm peak, at over a 35 minute wait time. This not favourable.
 - iii. The nearest street parking is over 140m away and the childcare peak drop off is during school peak, which coincides with the Last Crumb peak and there are no bays available.
 - ii. *"The analysis [in Section 2.8] has shown that the maximum required parking would be 6 for parents and 8 for staff members in the busiest hours of the day – a parking demand of 14 parking bays."*
 - 1. The analysis in Section 2.8 is flawed. Please refer to specific comments in Section 2.8.
 - iii. *"...a total of 16 car parking bays would satisfy all parking requirements and would align with the DPLH position."*
 - 1. 16 bays does not satisfy all parking requirements.
 - 2. As shown above this does not align with the DPLH provisions.
- c. *Conclusion*
- i. *"...the proposed development will generate up to 346 vehicular trips per day and 64 vehicular trips in the peak hour."*
 - 1. This is misleading as there are 2 peaks, one in the am and one in the pm. 64 in the am and 56 in the pm total 120 trips during peaks.
 - ii. *"Currently, there are no publicly available traffic counts for this section of West Road. However, this road section provides connection to higher hierarchy road network for residential developments. Therefore, it is unlikely that maximum desirable volume will be exceeded with the additional traffic from the proposed development."*
 - 1. Why is this unlikely? The northern section of West Rd currently significantly exceeds the maximum desirable volume. There is no data to support this assumption. How can this be included in an Executive Summary Conclusion without any evidence?
 - iii. *"Other surrounding roads would absorb significantly less traffic than West Road; moreover, the traffic would be dispersed, so the impact can be considered negligible."*
 - 1. Where is the data to support this assumption? KCTT clearly do not know the area. If they did, they would know that traffic from the east (from Guildford Rd) will enter via North Rd and Hyland St, avoiding the busy traffic along West Rd. This has not even been considered so how can KCTT consider the impact negligible?
 - iv. *"...KCTT believe that the proposed development will not negatively impact the surrounding road network."*
 - 1. The car parking issues have not been properly assessed and will negatively impact the surrounding road network. This is demonstrated in the response to 2.8 Vehicular Parking, below.

2. (Page 5) *Transport Impact Statement*

a. 2.3 *Technical Literature Used*

- i. "...the NSW RTA Guide to Traffic Generating Developments Version 2.2 October 2002 (referenced to determine trip generation / attraction rates for various land uses)"

1. It is of great concern that the Traffic Impact Assessment relies upon this document which was last updated in 2002 and which itself relies upon data from 1992 - 32 years ago. This is totally irrelevant and one wonders why a professional would even consider something so outdated, other than to mislead.

- ii. "Name and Number of Scheme – Local Planning Scheme No. 10"

1. KCTT are referencing an outdated scheme. ToB has updated to Local Planning Scheme No. 11

- iii. "Are the proposed land uses complementary with the surrounding land-uses? – Yes"

1. No, they are not. This is a quiet residential zone and the proposed 2 storey massive building to house 80 children and 13 staff is out of keeping with the single storey houses surrounding it, will generate significant additional noise and create street parking issues.

b. (Page 6) 2.5 *Local Road Network Information*

- i. "West Road...Nominate Bus Routes – 55."

1. This is incorrect. The bus route is 45.

- ii. "West Road... On-street parking YES - Near the Bassendean Primary School – app. 150-200m from the subject site."

1. This is misleading, the inference being that some bays could be available to the childcare users. The reality is that during peak (when the on-street parking would be required) patrons of both the primary school and the Last Crumb café vie for these hard-to-get parking bays and there would be none available for the childcare centre.

c. (Page 7) 2.6 *Traffic Volumes*

- i. "If older than 3 years multiply with a growth rate"

1. The data provided is for 2021/2022. We are now in 2024/2025 and there has been no growth rate applied.
2. West Road already significantly exceeds the maximum desirable volume of 6,000 VPD and this will make it even worse.
3. At the time of the traffic counts, the Last Crumb café did not feature in the traffic volumes. An additional factor should be added for this, which will again worsen the situation.

d. (Page 8) 2.7 *Vehicular Crash Information*

- i. "KSI [killed and serious injury rate] Crash Rate... KSI crash rate of 0.3 is higher than the network average of 0.09 KSI Crashes per MVKT for Local Roads Network...Given this is an isolated incident in the 5-year period,

KCTT believe that the existing intersection does not pose a significant safety risk in the surrounding area."

1. KCTT postulate that a KSI rate triple that of the network average "...does not pose a significant safety risk..." This is prior to adding substantial complexity to car park entry and exit of the childcare centre during peak (refer to 2.8 Vehicular Parking below). This out of hand dismissal of the killed and serious injury rate, in reference to the approval of a childcare centre is beyond belief.

e. (Page 9) *2.8 Vehicular Parking*

i. *"DPLH Draft Position Statement: Child Care Premises provides a rate of 1 bay per 5 children."*

1. Note that DPLH Draft Position Statement: Child Care Premises is still Draft.
2. It notes "The number of parking bays may be varied by the decision-maker given the specific provisions of the local planning scheme and/or local planning policy and any unique circumstances relating to the proposed development, such as reciprocal parking arrangements, available public transport and street parking."
3. LPP 8 is the applicable policy and requires 1 bay for every 10 children and 1 per staff member.
4. There are no reciprocal parking arrangements.
5. Walkable public transport is limited to the 45 bus route, which has one leg of the journey to or from, at either am or pm peak, at over a 35 minute wait time.
6. The nearest street parking is over 140m away and during school peak, coincides with the Last Crumb peak. There are no bays available, without even considering the childcare centre.
7. Even so, to put 140m into context, the furthest parking bay away from an entry to the Bassendean Shopping centre is 50m.

ii. *Justification*

1. *"Parents who have children enrolled in both primary school and the proposed childcare centre are likely to park at the provided primary school parking and walk to the childcare centre."*
 - a. In reality, the opposite is likely. Drop off at the childcare centre has a mandatory requirement for the child to be accompanied. It is not mandatory at the primary school. Also note that it is over 250m from the proposed daycare centre nearest entry to the nearest school building entry. It is more likely that parents will drive to both, negating this possibility even further.
2. *"The proponent has provided an on-street parking survey for West Road and Whitfield Street just before 8:00 and around 16:30 in September 2023."*

- a. It is noted from the Document History table that the 1st draft issue of the Traffic Impact Statement was on 19th December 2023. How is it a survey was done so far in advance of that date i.e. September 2023?
- b. Who is the “proponent” that carried out the on-street parking survey? Was it Briscola? Are Briscola qualified to carry out such a survey and can that data be relied upon?
- c. The survey is not included in the report. Why?
- d. School holidays are in September. Can KCTT demonstrate the survey was not carried out in the school holidays. Is this why the date of the survey was not provided? Unfortunately, the images below are from 11am on Sunday 30th June, which is also during the school holidays, Due to work commitments the writer was unable to obtain images during schooltime peaks, but you can get the gist of the parking issues.



- e. It is very clear there is a significant disconnect between the survey results in the Traffic Impact Statement and reality.
3. *“Therefore, there is an abundance of on-street parking in the vicinity of Bassendean Primary School.”*
 - a. For KCTT to say so confidently that there is an abundance of on-street parking can only mean they have never been to site during a school peak.
4. *“4 bicycle parking spaces are provided for staff members.”*
 - a. There is no Bicycle Parking Provision and Design that accords with the requirements of clause 6.4 of LPP 8 i.e. in accordance with AS 2890.3-2015 - Parking facilities Park 3 - Bicycle parking facilities. Neither are there any end of trip facilities shown on the drawings.
5. *“NSW RTA - Guide to Traffic Generating Developments, is 6.8 minutes.”*
 - a. This document was last updated in 2002 and relies upon survey data from 1992 - 32 years ago. This is totally outdated and irrelevant.

6. *“Our experience in surveying dwell times for childcare centres outside of commercial zones confirms this finding.”*
 - a. This is key relied upon data and has not been provided as evidence. Without appended reports it is simply anecdotal.
7. *“We have worked with several established childcare providers who have provided sign-in data for a full week.”*
 - a. The data provided in the table is from a single provider for a single centre. That is an inadequate sample size to derive meaningful data.
 - b. The data is 5 years old. How relevant is it?
 - c. There is no indication of the location of the childcare centre. Is it a comparable location?
 - d. What is the mix of ages? Is it comparable?
 - e. What is the quality of the centre? Is it of a lesser standard?
 - f. Without further detail the data provided is meaningless.
8. *“Table 1 – Children Sign-In times”*
 - a. The Parking Demand calculation does not sufficiently consider the overall number of vehicles trying to come in and out of the car park during peak periods.
 - b. The assessment relies upon:
 - i. There being 6 bays available for child drop off and all 6 bays being used for a maximum of 10 minutes each, delivering the 32 child peak sign ins.
 - ii. The average drop off time being 10 minutes.
 - iii. Parking via tandem bays.
 - iv. All vehicles needing to turn into the single reversing bay provided in the car park in order to exit in a forward direction, to deal with traffic visibility issues at West Rd.
 - v. West Rd traffic counts from 2021 which:
 1. Were prior to the development of the Last Crumb café;
 2. Do not consider the substantial new subdivision currently occurring at the southern end of West Rd which will add significant traffic volume to West Rd.
 - vi. The NSW RTA Guide to Traffic Generating Developments to determine trip generation / attraction rates.
 1. This document was last updated in 2002 and is based on development in Sydney. What is the relevance of that?
 2. The “Traffic generation rates” data in that document is based on surveys conducted in 1992 – 32 years ago?

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- Hyland Street

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- 3-point turns into and out of the single reversing bay, as well as dealing with traffic on West Rd.
 - d. *“KCTT believe that the ACROD shared space could be used for turning around on-site instead of a separated reversing bay.”*
 - i. How does this comply with AS2890.06 Off Street parking for people with disabilities?
- f. (Page 12) 2.9 Compliance with AS2890 Parking facilities
 - i. *“Proposed development User Class...3 - Short-term city and town centre parking, parking stations, hospital, and medical centres”*
 - 1. This is not short-term city and town centre parking. That would be a more appropriate location for this proposed childcare centre.
 - 2. Neither is this a parking station, hospital or medical centre.
 - 3. There is obviously an error in the proposed User Class.
 - ii. 2.9.1 Compliance Overview
 - 1. This table shows full compliance in all areas, yet clearly shows only 16 bays in the “Number of Parking Bays on-site”. How can this be so if there aren't 21 bays? Is there not a departure required to get to 16 bays? What is it compliant with? Certainly not with LPP 8.
 - 2. *“Reversing Bay”*
 - a. *“KCTT believe that the ACROD shared space could be used for turning around on-site instead of a separate reversing bay. This would allow for an additional parking bay and reduction of parking shortfall.”*
 - i. KCTT have asserted only 16 bays are required, yet here are prepared to sacrifice a disabled bay for "...reduction of parking shortfall." Are they really confident that 16 bays are enough?
 - iii. 2.9.2 Comparison of proposed layout to AS2890.01 requirements
 - 1. Access driveway location
 - a. *“KCTT believe that the proposed location is the best possible, having in mind the necessity of retaining existing trees...”*
 - i. The proximity of the driveway does not comply with LPP 13 Tree Retention and the Provision at clause 6.2.
 - b. *“Hyland Street carries significantly less traffic than Bridson Street due to low number of residential units surrounding it and because it is not a viable route for high passing traffic volumes.”*
 - i. Locals know that coming from the east, from Guildford Rd there is a short cut down North Rd to Hyland St. This will become a rat run to the child care centre and has not been considered.
 - iv. 2.9.3 Vehicle Swept Paths

1. *"No navigability issues have been found."*
 - a. Three-point turns are required to navigate some of the bays and particularly for use of the reversing bay. This is an issue when considering dwell times and in considering safety of the children when crossing the car park to the entry.
- g. (Page 15) 2.10 *Bicycle Parking*
 - i. *"According to LPP No. 8, developments that provide 3-5 bicycle bays are required to provide 1 shower and change facility. The proposed development plans suggest full compliance with this requirement."*
 1. There is no Bicycle Parking Provision and Design that accords with the requirements of clause 6.4 of LPP 8 i.e. in accordance with AS 2890.3-2015 - Parking facilities Park 3 - Bicycle parking facilities. Neither are there any end of trip facilities shown on the drawings.
- h. (Page 16) 2.11 *ACROD Parking*
 - i. *"Does this building class require specific provision of ACROD Parking? – Yes"*
 1. Why then have KCTT recommended removing the ACROD bay for use as a reversing bay in the Compliance Overview?
- i. (Page 17) 2.13 *Calculation of Development Generated / Attracted Trips*
 - i. *"What is the total impact of the new proposed development? According to WAPC, this is considered a moderate traffic impact on the surrounding road network."*
 1. *This is not accurate as:*
 - a. *No traffic count data for West Rd south of Old Perth Rd has been provided or assessed.*
 - b. *The traffic count data for West Rd north of Old Perth Rd is 7,046 VPD (see table in 2.6 Traffic Volumes) . This already exceeds the maximum desirable volume of 6,000 VPD. The additional 346 VPD will take this to 7,392 VPD which equates to a 23% exceedance of the maximum desirable volume.*
- j. (Page 18) 2.14 *Traffic Flow Distribution*
 - i. This calculation does not consider that coming from the east, from Guildford Rd there is a short cut down North Rd to Hyland St. This will become a rat run to the childcare centre and increase more difficult turns from Hyland St onto West Rd, then immediately into the childcare centre. This is a recipe for increased accidents.
- k. (Page 18) 2.15 *Public Transport Accessibility*
 - i. The site is > 1.3km from the nearest train station and the 45 bus is infrequent. Public transport usage will be minimal.
 - ii. *"Figure 1 - Public transport availability from the subject site"*
 1. Morning peak from Bassendean Station to West Rd is every 12 mins. Return to Bassendean Station is every 36 mins. This is reversed in the afternoon peak. Use of bus transport will be very limited due to the lack of service.

- l. (Page 20) *2.16 Pedestrian Infrastructure*
 - i. *Figure 2 - Walking catchment from the subject site.*
 - 1. Why is the "Figure 1 - Public transport availability from the subject site" identical to "Figure 2 - Walking catchment from the subject site"? This is obviously the same image titled differently. KCTT have not provided reliable data.
- m. (Page 21) *2.17 Cyclist Infrastructure*
 - i. *"West Road – Good Road Riding Environment"*
 - 1. With a single lane each way in peak traffic? You've got to be kidding.
 - ii. *"Bridson Street – Good Road Riding Environment"*
 - 1. With a single lane each way in peak traffic? You've got to be kidding.
- n. (Page 21) *2.18 Site-Specific Issues and Proposed Remedial Measures*
 - i. *"The calculated shortfall is 5 bays. KCTT have provided a detailed breakdown of required parking in Section 2.8, based on extensive experience in this field."*
 - 1. Please refer to response 6 onwards on page 34. KCTT have not provided sufficient remedial measures for the proposed shortfall of 6 bays to be accepted.

3. Appendix 2 Transport Planning and Traffic Plans

- a. *"Drawing Number KC01664.000__S06"*
 - i. Total expected traffic generation to / from Hyland Street is noted as 18. This will be far more than 18 as coming from the east, from Guildford Rd there is a short cut down North Rd to Hyland St. This will become a rat run to the child care centre.

4. Appendix 3 Vehicle Turning Circle Plan

- a. *"Drawing Number KC01664.000_S22"*
 - i. These movements involve significant reversing and associated blind spots. This is a childcare centre with 80 children being dropped and picked up every day with 64 traffic movements in the peak morning hour. That is unsafe.
- b. *"Drawing Number KC01664.000_S23"*
 - i. These movements involve significant reversing and associated blind spots. This is a childcare centre with 80 children being dropped and picked up every day with 64 traffic movements in the peak morning hour. That is unsafe.
- c. *"Drawing Number KC01664.000_S24"*
 - i. These movements involve significant reversing and associated blind spots. This is a childcare centre with 80 children being dropped and picked up every day with 64 traffic movements in the peak morning hour. That is unsafe.

- d. "Drawing Number KC01664.000_S25"
 - i. In accordance with LPP 13 Tree Retention and Provision, the driveway is too close to the existing tree and will need to move south, making this movement very difficult and unsafe.
- e. "Drawing Number KC01664.000_S40"
 - i. The sighting review neglects to show the complications introduced when you have cars also entering / leaving both Bridson St and Hyland St.

5. Draft Position Statement Child Care Premises November 2022

Reasons why the proposed development does not comply with this draft Position Statement

- a. (Page 4) *Policy objectives*
 - i. *"encourage the co-location of child care premises on scheme reserves (intended for community and educational uses) and mixed commercial type zones."*
 - 1. The [proposed site is not on either a scheme reserve or a mixed commercial zone. That is where it should be.
 - ii. *"locate child care premises where they are compatible with and complementary to residential land use and the road network"*
 - 1. This development is neither compatible nor complimentary with the single storey residences surrounding it. As shown above it isn't compatible with the road network, most particularly in regards parking issues.
 - iii. *"ensure child care premises do not have a detrimental impact on the amenity of the adjoining residents and the locality"*
 - 1. This development will detrimentally impact the amenity of the adjoining residents and immediate locality through noise, creating parking issues and visual amenity by having a building that extends almost boundary to boundary.
- b. (Page 4) *"5.4 Suitable requirements for child care premises"*
 - i. *"it is important to limit the potential impact a child care premises may have on surrounding land uses"*
 - 1. The surrounding land is purely residential and the centre will impact the residents quiet enjoyment of their properties.
 - ii. *"Child care premises may be located adjoining or nearby to a school site, on residential zoned land provided that outdoor play areas are at ground level adjoining the school site..."*
 - 1. The proposed development has a 267m² play area on the first floor and the ground floor play area does not adjoin a school site.
 - iii. *"It should be located in areas considered suitable from a transport planning/engineering pedestrian and vehicle safety point of view"*
 - 1. The proposed development is without doubt not considered suitable from a transport planning/engineering pedestrian and

vehicle safety point of view. Please refer above for details of 64 proposed traffic movements during peak hour, where vehicles will need to carry out 3 point turns to enter and exit, whilst children are crossing the car park .

c. (Page 5) 5.5 *Undesirable characteristics for child care premises site.*

- i. *“Child care premises are not suitable where in the opinion of the decision-maker: The amenity of the adjoining and nearby properties would be adversely affected by noise, traffic movement, insufficient parking and pedestrian safety.”*

1. The amenity of the adjoining and nearby properties will be adversely affected by noise, traffic movement, insufficient parking and pedestrian safety.

d. (Page 5) 5.6 *Design of child care premises*

- i. *“The development should be complementary to the residential character of the area where it abuts residential dwellings, enhance its amenity...”*

1. The massing and height is clearly inappropriate as it is surrounded by single storey residential homes and does not negotiate between existing built form and the intended future character of the local area.
2. As the adjacent neighbour to the west I am very concerned about the height. Walls on my boundary (including allowance for required retaining walls of 0.45m) will range from 3.65m to 5.15m high and this is not even the tallest part of the structure. The roof will extend to over 10m over my natural ground level.

- ii. *“The number of parking bays may be varied by the decision-maker given the specific provisions of the local planning scheme and/or local planning policy and any unique circumstances relating to the proposed development, such as reciprocal parking arrangements, available public transport and street parking.”*

1. LPP 8 is the applicable policy and requires 1 bay for every 10 children and 1 for each staff member. There are no reciprocal parking arrangements. Walkable public transport is limited to the 45 bus route, which has one leg of the journey to or from, at either am or pm peak, at over a 35 minute wait time. The nearest street parking is over 150m away and during school peak, which coincides with the Last Crumb peak there are no bays available, without considering the additional requirements from the childcare centre.

- iii. *“Outdoor play areas should be in a safe location on the site and, where possible, away from any adjoining noise-sensitive uses such as dwellings”*

1. The ground floor play areas are on my dwelling boundary immediately to the west, and the upstairs play area is only slightly set back.

e. (Page 6) 5.7 *Traffic impacts*

- i. *“An application for a child care premises should demonstrate that it will not create any unsafe conditions for children and families using the premises as well as for pedestrians, cyclists and vehicles near the child care premises.”*
 1. With tandem parking bays and very tight turning and reversing bays, and parking time and shuffling time added as multiple cars are coming in and out at the same time (refer to Appendix 3 of the Traffic Impact Study to see how tight it is - 3 point turns required to get in and out of some bays) and only 16 bays it be unsafe. It is recommended the traffic consultant talk to the resident of the property directly to the north on West Rd and ask her how long she queues in her car to exit onto West Rd during morning school / Last Crumb peak. She waits minutes. Add this to the 64 movements in the peak hour (32 drop offs / 32 pick ups), tetris style car parking proposed and the 45 bus turning on and off West Rd almost directly in front of the driveway and it becomes even more complex. The reality is that during peak patrons will seek to park elsewhere. This will include Brisdon St (where there is an entry gate) and the off-street parking 150m north where patrons of both the primary school and the Last Crumb café vie for these hard-to-get parking bays. Add to this the complexity of children needing to navigate the car park whilst arrivals / departures are attempting 3 point turns and you have a serious safety issue.
- ii. *“Where a child care premises is located adjacent to a noise-sensitive use, the noise-generating activities of the child care premises, such as the outdoor play areas, parking areas and any plant and equipment, are to be located away from the noise-sensitive use where practicable and appropriate noise mitigation is to be undertaken.”*
 1. The greatest noise-generating use according to the developer’s acoustic consultant are the child play areas. There is a 73m² external play area immediately on my boundary, with a colorbond fence separating the play area and my dwelling.
 2. The upstairs play area of 267m² is marginally set back from my boundary.
 3. The car park is on my boundary to the west and only some 600mm from the residential boundary to the north.

Sustainability Statement Comments

1. (Page 1) Overview

The Sustainability Statement is authored by Kelly Chapman, a director of the Proponent. Kelly is a professional with a Bachelor of Law degree, Cert IV in Management and is a member of Australian Institute of Company Directors. This does not however afford the credentials of an ESD professional required for a review of the sustainability of the development, particularly when “Design Principle 5 – Sustainability” in the Design Review Report was found wanting “further attention” by the Design Review Panel.

2. (Page 2) Background

- a. The Proponent dedicates over 20% of the entire Sustainability Statement referring to motherhood statements about what Early Learning Centre design best practise is, without any reference to how this is to be achieved in the proposed development.

3. (Page 2) DRP feedback – Principal 5 – Sustainability

- a. Item 5a. The Proponent incorrectly focusses on the DRP’s feedback - “*We appreciate the panel’s recognition of the extensive measures undertaken by our early learning centres as part of our ongoing curriculum*” which is a focus on the day to-day operations and programs offered by the childcare centre.
 - i. The DRP does not assess the curriculum of the Child Care Centre. This is not relevant to the assessment of the built form.
 - ii. The Proponent then refers to another of its centres in South Perth that has achieved a high rating in “Physical Environment” under the National Quality Standard. This is not relevant to the assessment of the built form as can be demonstrated in the comment by the Proponent “*...built form and physical sustainability measures are reviewed at least quarterly...*”. Once the centre has been built the “built form” referred to in the Design Review Report is fixed and there is no point in conducting quarterly reviews. This demonstrates the lack of understanding of Principle 5 – Sustainability.
 - iii. “*The intent and purpose of Quality Area 3, aligns to Principle 5 – Sustainability...*” There is no alignment between these 2 disparate guidelines. This is clearly obvious from a quick review of Quality Area 3 from [this embedded link](#). Quality Area 3 is focused on providing appropriate service delivery, whereas Principle 5 – Sustainability focusses on the built environment.
- b. (Page 3) Item 5b. “*The Panel encourages the engagement of an ESD professional to consider measures built into the design, including selection...*” The developer has chosen not to engage an ESD professional and this has negatively impacted on the provision of built in measures to the overall design.
 - i. “*...location of a community facility, nearby to a primary school and local café promotes sustainability via adding to the walkability of the community (reducing car trips within the suburb to other centres)*” No doubt this is a great new facility to have in Bassendean, just not in a residential area that needs rezoning when there is so much available land that doesn't need rezoning and provides better sustainability outcomes. A greater community outcome assisting with walkability would be a site on land not requiring rezoning on Old Perth Rd for instance (of which there are many), also nearby to a school and local cafes, as well as a shopping centre, local

hairdressers, chemists, etc. Why not use the town centre for what it was intended? Has the proponent considered the Bassendean Town Centre Masterplan? It seems more likely the developer has found a cheaper site, being a residential lot and is attempting to increase profit rather than truly considering location of a community facility and the walkability of the community.

- ii. *“high use of water conservation practices in operations (eg all drink water is used to water plants)”* It appears the developer doesn’t understand water conservation practises. Using drinking water is not one.
- iii. The developer is attempting to gain approval for the project based on future operational opportunities that may or may not eventuate i.e. *“must be done post occupancy with community and parent consultation as per quality framework to achieve optimal outcomes.* Optimal outcomes should be demonstrated prior to receiving approval to proceed, not permitting lesser outcomes if future decisions are not aligned to the Sustainability principles of the ToB.
- iv. *“High Community aspect (community space which is highly efficient hub for families)”*. There are no community spaces shown on the architectural drawings. If they were to be introduced, this would further exacerbate the parking issues which are very significant and have been raised in the writer’s response elsewhere.
- v. *“...consultation with the installer of the solar panels in advance of the installation will occur to ensure optimal solar and energy performance.”* The installer has very limited ability to ensure optimal solar and energy performance when consulted in advance of the installation. Influence is achieved in the design of the building. By way of example, for a building of this size (high energy demand) there is very limited north facing rooftop for solar energy capture, especially considering the lack of passive solar design principles applied to the building. The solar panels are currently shown east facing and will be very inefficient.
- c. *“5c. The panel would encourage the consideration of more access to northern light and limit unshaded east/west openings.”*
 - i. *“Ventilation and natural light’, and ‘Outdoor space – shade’ are well addressed in the Education and Care Services National Regulations 2012 NQF and above and is considered in detail post Use approval at Building Permit stage.”* Ventilation and natural light cannot be delivered post Use approval at Building stage. This is part of the built form and includes assessing sun angles in the various seasons to ensure optimal natural light. The limiting of unshaded east/west openings has not been considered and it is too late at Building Permit stage.

Masterplan Comments

1. Guiding Principles of the Masterplan

- a. A town centre that is open for business
 - i. *Encourage the maintenance and most efficient use of business tenancies in the town centre.* The proposed development seeks to create new business outside of the town centre and in a residential zone, utilising a scarce resource which is more appropriate for residential development. The town centre needs more life and has an abundance of sites where a child care centre could be more appropriately sited and add value to the town centre existing businesses.
 - ii. *A diversity of land uses and mixed uses in the town centre.* The proposal attempts to introduce a diversity of land use and mixed use to areas outside of the town centre. Why not use land already appropriately zoned to add to the diversity of use. The town centre would benefit from the additional foot traffic associated with a child care centre.

2. Development Locations and Heights.


Page 3 of the Masterplan identifies multiple sites capable of development of a child care centre, low rise and already appropriately zoned for the purpose.

3. Access and Movement Networks.

Page 5 of the Masterplan identifies true walkability from the two train stations, within which area a number of sites for child care development would easily fit without the need for a change of use. The currently proposed site refers to walkability to an from public transport, but this is not a reality as a review of timetables will quickly reveal. Morning peak from Bassendean Station to West Rd is every 12 mins. Return to Bassendean Station is every 36 mins. This is reversed in the afternoon peak. Use of bus transport will be very limited due to the lack of service.

DR3 – Design review report and recommendations

This report is prepared by the panel coordinator and checked by the design review Chair. To maintain the integrity and independence of the design review process this report should be attached, unedited to Council reports and (if applicable) the Development Assessment Panel Responsible Authority Report.

Local government	Town of Bassendean	
Date	08 November 2024	
Location	Offline	
Panel members	Kris Mainstone	Chair
Proponent/s	Trish Byrne Frank Macri	Owner (R-Point Property) Builder (Macri Builders)
Conflict of Interest	None declared	
Briefings		
Development assessment overview	Patricia Hirst	Senior Planning Officer
Technical issues	Patricia Hirst	Senior Planning Officer
Design review		
Proposed development	Child Care Premises	
Property address	Lot 85 (No. 94) West Road, Bassendean	
Background	<p>3 previous DRP reviews have occurred previously. The DRP and applicant have agreed to an offline process to resolve final few items.</p> <p>The land is zoned 'Residential' (R20) under the Town of Bassendean Local Planning Scheme No. 11. 'Child Care Premises' is an 'A' use in the zone.</p> <p>The 1,258sqm site is located on the corner of Briston Street and West Road. Surrounding sites have been developed for low density housing. The site is located approximately 200m from Bassendean Primary School and 600m from the Bassendean Town Centre.</p>	
Proposal	Child Care Premises	
Applicant/representative	Trish Byrne	Owner (R-Point Property)
Key issues/recommendations	<p>The proposal has continued to progress through further updates and design development.</p> <p>Several improvements have been provided including;</p> <ul style="list-style-type: none"> • The architectural treatment of the upper level play deck. • Confirmed sustainability commitments • Improved upper level universal access. • Increased width to NE corner carpark screening. <p>The panel is supports the proposal design.</p>	
Chair signature		

DR1 – Design review report and recommendations (Part 2/3)

Design quality evaluation		
		<i>Supported</i>
		<i>Pending further attention</i>
		<i>Not Supported</i>
		<i>Yet to be Addressed</i>
Principle 1 - Context and character		<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
		1a. Simplified upper deck area improves the design's relationship to its context
Principle 2 - Landscape quality		<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
		2b. Landscape screening of the car parking has been increased in width and practicality. Landscaping is now sufficient to screen parked cars. 2c. Artificial turf is supported with use of cool turf products. 2e. Justification of the functionality and flow of the landscape outdoor play space design has been provided.
Principle 3 – Built form and scale		<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
		3b. The relocated first floor gazebo and upper floor fencing/walling has been redesigned and has improved. This can now be supported 3e. Entry has been simplified and has improved legibility and formal presentation
Principle 4 - Functionality and build quality		<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
		4a. Updated UA access to first floor office and staff room is great improvement. And can be supported.
Principle 5 - Sustainability		<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
		5a. 10kw PV system has been confirmed and is a great outcome. Rainwater storage and Heat Pump HWS to be conditioned in planning approval. 5c. A skylight has been added to Activity Room 1 as recommended
Principle 6 - Amenity		<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
		No change
Principle 7 - Legibility		<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
		No change
Principle 8 - Safety		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
		8b. Principle 8 Safety is supported. The provision of partial fencing between entry and carpark is strongly recommended.

Principle 9 - Community		<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
		No Change
Principle 10 Aesthetics		<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
		10a. The faux heritage aesthetic has been simplified to be more balanced between context and a more contemporary design. 10b. The aesthetics of the upper-level play area has been simplified and is more balanced. The relocation of the gazebo structure to align with carpark columns feels more logical and improves the overall composition.

DR1 - Design review report and recommendations Part 3/3


Design Review Progress

	Supported				
	Pending further attention				
	Not supported				
	Yet to be addressed				
		DR1 (9 Feb 24)	DR2 (12/7/2024)	DR3 (25/09/24)	DRP 4 (8/11/24)
Principle 1 - Context and character					
Principle 2 - Landscape quality					
Principle 3 - Built form and scale					
Principle 4 - Functionality and build quality					
Principle 5 - Sustainability					
Principle 6 - Amenity					
Principle 7 - Legibility					
Principle 8 - Safety					
Principle 9 - Community					
Principle 10 - Aesthetics					







DR3 – Design review report and recommendations

This report is prepared by the panel coordinator and checked by the design review Chair. To maintain the integrity and independence of the design review process this report should be attached, unedited to Council reports and (if applicable) the Development Assessment Panel Responsible Authority Report.

Local government	Town of Bassendean	
Item no.	1	
Date	25 September 2024	
Time	10:30am	
Location	Town of Bassendean	
Panel members	Kris Mainstone Brett Wood-Gush Rachael Lewis Simon Venturi	Chair
Local government officers	Alex Snadden Patricia Hirst Rachel Neve	Manager Planning and Regulation Senior Planning Officer Planning Officer
Proponent/s	Trish Byrne Frank Macri	Owner (R-Point Property) Builder (Macri Builders)
Apologies	Philip Gresley	
Conflict of Interest	None declared	
Briefings		
Development assessment overview	Patricia Hirst	Senior Planning Officer
Technical issues	Patricia Hirst	Senior Planning Officer
Design review		
Proposed development	Child Care Premises	
Property address	Lot 85 (No. 94) West Road, Bassendean	
Background	<p>A pre-lodgement design review was carried out on 9/2/2024.</p> <p>A development application was subsequently lodged (accepted by the Town on 17/6/2024). The submission includes a Traffic Impact Statement, Acoustic Assessment and Sustainability Statement.</p> <p>The applicant has opted to have the application determined by the DAP.</p> <p>The land is zoned 'Residential' (R20) under the Town of Bassendean Local Planning Scheme No. 11. 'Child Care Premises' is an 'A' use in the zone.</p> <p>The 1,258sqm site is located on the corner of Briston Street and West Road. Surrounding sites have been developed for low density housing. The site is located approximately 200m from Bassendean Primary School and 600m from the Bassendean Town Centre.</p>	
Proposal	Child Care Premises	
Applicant/representative	Trish Byrne	Owner (R-Point Property)

Key issues/recommendations	<p>The proposal has improved through the simplification of heritage references, new fencing variation, redesigned parking, and a more generous entry path.</p> <p>Several improvements suggested by the Panel require resolution, these include;</p> <ul style="list-style-type: none"> • The architectural treatment of the upper level play deck. • Confirmed, detailed and noted sustainability commitments • Improved upper level universal access. • Increased width to NE corner carpark screening. • Others detailed in the report below. <p>Of these items, the architectural treatment of the <u>upper level play deck</u> is particularly unsuccessful and requires focussed attention. Options for this element can be reviewed separately via email should the applicant wish to expedite the process.</p> <p>The Panel is Supportive Pending addressing the listed items.</p>
Chair signature	

DR1 – Design review report and recommendations (Part 2/3)

Design quality evaluation		
		<i>Supported</i>
		<i>Pending further attention</i>
		<i>Not Supported</i>
		<i>Yet to be Addressed</i>
Principle 1 - Context and character		<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
		1a. The design direction of the proposal contributes to the local area in using a traditional and character driven solution. The proposal is appropriate in terms of height, bulk and scale; and sympathetic to the streetscape and residential context and character of the area.
Principle 2 - Landscape quality		<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
		<p>2b. Landscape screening of the car parking area still to be satisfactorily resolved. Depth of reversing aisle is greater than required 1m. Suggest moving parking west approx. 400mm to increase landscape buffer to 900mm.</p> <p>2c. Artificial turf is limited to landscape on structure with reduced extents. Can be supported if demonstrated that usability can be achieved through shading and use of cool turf products. Recommend further reduction of extents and greater use of alternative materials (soft fall, sand, mulch).</p> <p>2c. Jacaranda tree has been removed from landscape design. Still no additional natives introduced</p> <p>2e. No improvement to the functionality and flow within landscaped outdoor play spaces. The landscape design should reflect the practicalities of its use and maximise opportunities for supervision of children, access and opportunities for children's play.</p> <p>2f. A detailed landscape design brief stipulating key elements of an appropriate landscaping outcome has been provided.</p>

Principle 3 – Built form and scale		<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
		<p>3a. The built form and scale of the proposal is generally appropriate.</p> <p>3b. The relocated first floor gazebo has not improved the resolution of the car park/ upper floor play space structure which is inconsistent with the area and the remainder of the design. Requires further design work to resolve.</p> <p>3c. Aspects of the design representative of ‘faux heritage’ have been revised to be a contemporary interpretation of heritage form.</p> <p>3e. No attempt has been made to redesign the form of the entry to the building. There is an opportunity to improve the legibility and formal presentation to the street whilst also resolving functional issues.</p>
Principle 4 - Functionality and build quality		<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
		<p>4a. Notwithstanding the meeting of technical universal access requirements, the Panel notes the lack of provision of universal access requirements for the upper level is still a poor outcome. Options to reconfigure the internal layout of the first floor to align services with those on the ground floor and remove the need for steps to accommodate changes in floor level is recommended. Should this not be readily achieved, suggest lowering the staff room as a minimum.</p> <p>4b. Shared reversing bay arrangement is functional and efficient. Flows between the car park, entry/reception area is improved but requires partial fencing/balustrading to contain children exiting.</p> <p>4d. Nappy Room 2 has been revised and is supported.</p>
Principle 5 - Sustainability		<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
		<p>5a. The measures noted within the sustainability report need to be added to the drawings as hard commitments. Elements like water storage tanks and heat pump hot water systems need to be shown on plans. Size of PV system needs to be confirmed.</p> <p>5b. The panel commends the commissioning of a sustainability report.</p> <p>5c. A skylight has been added to Activity Room 2. Consideration should be given to the incorporation of a skylight to Activity Room 1.</p>
Principle 6 - Amenity		<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
		<p>6a. Further resolution of noisy play strategy is required.</p> <p>6b. The relocated emergency access stairs location is greatly improved and supported.</p>
Principle 7 - Legibility		<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
		<p>7a. The design of the Entry has good legibility. Notes on the aesthetics and function are covered elsewhere within this report.</p>
Principle 8 - Safety		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
		<p>8b. Principle 8 Safety is supported subject to provision of partial fencing between entry and carpark.</p>

Principle 9 - Community		<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
		9a. The Panel commended the applicants on their vision for the use of the site as a childcare centre, and the contributions this use will bring in respect to economic and social benefits to the community.
Principle 10 Aesthetics		<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
		<p>10a. The faux heritage aesthetic has been simplified to be more balanced between context and a more contemporary design.</p> <p>10b. The aesthetics of the upper-level play area are still unsuccessful and require significant design work. The relocation of the gazebo and the extensive solid wall has not improved the design. Consideration should be given to breaking up the horizontality of this element by introducing visually transparent elements, planters and changes in setback. Grounding the structure by continuing walls or columns to the carpark level may assist. The stepping of columns into a different alignment is difficult to resolve with the chosen aesthetic.</p> <p>10c. The revised white picket fencing to the ground level street interface has improved through more articulation.</p> <p>10e. The entry/ reception area will significantly benefit from redesign to improve aesthetics.</p>

DR1 - Design review report and recommendations Part 3/3


Design Review Progress







	Supported		
	Pending further attention		
	Not supported		
	Yet to be addressed		
	DR1 (9 Feb 24)	DR2 (12/7/2024)	DR3 (insert date)
Principle 1 - Context and character			
Principle 2 - Landscape quality			
Principle 3 - Built form and scale			
Principle 4 - Functionality and build quality			
Principle 5 - Sustainability			
Principle 6 - Amenity			
Principle 7 - Legibility			
Principle 8 - Safety			
Principle 9 - Community			
Principle 10 - Aesthetics			

DR2 – Design review report and recommendations

This report is prepared by the panel coordinator and checked by the design review Chair. To maintain the integrity and independence of the design review process this report should be attached, unedited to Council reports and (if applicable) the Development Assessment Panel Responsible Authority Report.

Local government	Town of Bassendean	
Item no.	1	
Date	12 July 2024	
Time	10:00am	
Location	Town of Bassendean	
Panel members	Philip Gresley Brett Wood-Gush Rachael Lewis Simon Venturi	Chair
Local government officers	Alex Snadden Patricia Hirst Rachel Neve	Manager Planning and Regulation Senior Planning Officer Planning Officer
Proponent/s	Trish Byrne Frank Macri	Owner (R-Point Property) Builder (Macri Builders)
Observer/s		
Conflict of Interest	None declared	
Briefings		
Development assessment overview	Patricia Hirst	Senior Planning Officer
Technical issues	Patricia Hirst	Senior Planning Officer
Design review		
Proposed development	Child Care Premises	
Property address	Lot 85 (No. 94) West Road, Bassendean	
Background	<p>A pre-lodgement design review was carried out on 9/2/2024.</p> <p>A development application was subsequently lodged (accepted by the Town on 17/6/2024). The submission includes a Traffic Impact Statement, Acoustic Assessment and Sustainability Statement.</p> <p>The applicant has opted to have the application determined by the DAP.</p> <p>The land is zoned 'Residential' (R20) under the Town of Bassendean Local Planning Scheme No. 11. 'Child Care Premises' is an 'A' use in the zone.</p> <p>The 1,258sqm site is located on the corner of Briston Street and West Road. Surrounding sites have been developed for low density housing. The site is located approximately 200m from Bassendean Primary School and 600m from the Bassendean Town Centre.</p>	
Proposal	Child Care Premises	
Applicant/representative	Trish Byrne	Owner (R-Point Property)
Key issues/recommendations	<p>The Panel thanks the Applicant for the consideration given to the DRP1 Panel comments. The proposal has improved through the widening of verandahs, increase in roof pitch, bike parking to the entrance arbor, setting back the kitchen off the boundary, introducing a reversing bay, articulating the front fencing with integrated signage, and amending the vehicle crossover to enable the retention of the existing verge tree.</p>	

	<p>However, there remain a number of design opportunities that remain unexplored which require resolution prior to receive Panel support. These include;</p> <ul style="list-style-type: none"> • The functionality, safety, amenity, legibility, and aesthetics of the main entry to the building. • The height and character interpretation of the front fencing. • The architectural treatment of the upper level play deck. • Sustainability commitments • Others detailed in the report below. <p>The Panel is Supportive Pending Further Attention Another review is recommended.</p>
Chair signature	

DR1 – Design review report and recommendations (Part 2/3)		
Design quality evaluation		
		<i>Supported</i>
		<i>Pending further attention</i>
		<i>Not Supported</i>
		<i>Yet to be Addressed</i>
Principle 1 - Context and character		<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
		1a. The design direction of the proposal contributes to the local area in using a traditional and character driven solution. The proposal is appropriate in terms of height, bulk and scale; and sympathetic to the streetscape and residential context and character of the area.
Principle 2 - Landscape quality		<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
		<p>2a. Measures to retain the street tree are commended.</p> <p>2b. Landscape screening of the car parking area requires further attention. It has not been demonstrated the 0.5m wide garden is sufficient to accommodate landscape to effectively screen the car parking area.</p> <p>2c. Artificial turf is not supported by the Panel and should be removed from the landscape concept completely. Consideration should be given to alternative materials (soft fall, sand, mulch).</p> <p>2c. Consideration should be given to native shade trees appropriate for a childcare setting. Shade trees should be incorporated into the first floor outdoor play space Concerns were raised around the Jacaranda tree and the attraction of bees on ground, which is a safety concern.</p> <p>2e. The functionality and flow within landscaped outdoor play spaces is critical to the landscape design. The landscape design should reflect the practicalities of its use and maximise opportunities for supervision of children, access and opportunities for children's play.</p> <p>2f. The Panel notes that while a conceptual landscape design may be considered, the plan should be guided by a detailed landscape design brief stipulating key elements of an appropriate landscaping outcome; including the amount of shade, trees, deep soil areas, play spaces and operational aspects to be embedded in the landscaped areas.</p>

Principle 3 – Built form and scale		<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
		<p>3a. The built form and scale of the proposal is generally appropriate.</p> <p>3b. However, the formal composition and resolution of the car park/ upper floor play space structure is inconsistent with the area. Consideration should be given to relocating the first floor gazebo to incorporate this element into the car parking structure.</p> <p>3c. Those aspects of the design representative of 'faux heritage' should be revised and replaced to incorporate a contemporary interpretation of heritage form. This language should be further developed to resolve a cohesive design language across the design.</p> <p>3d. The replication of the scalloped "picket fence" motif applied to the upper level play is not supported.</p> <p>3e. The Panel recommends reconsidering the form of the entry to the building. There is an opportunity to improve the legibility and formal presentation to the street whilst also resolving functional issues (listed below).</p>
Principle 4 - Functionality and build quality		<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
		<p>4a. Notwithstanding the meeting of technical universal access requirements, the Panel notes the lack of provision of universal access requirements for the upper level is a poor outcome. Options to reconfigure the internal layout of the first floor to align services with those on the ground floor and remove the need for steps to accommodate changes in floor level is recommended.</p> <p>4b. Previous recommendations to improve functionality and movement between the entry space and eastern verandah have not been taken on board. Flows between the car park, entry/reception area and activity rooms remain problematic. Fencing necessary to contain children exiting the centre will further restrict flows. This arrangement requires further attention. Consideration should be given to modifications to the location of the reversing bay, design of the entry/ reception space and doors to increase circulation space and improve flows at the centre entry.</p> <p>4c. The functionality of the parking area and the practicality of the tandem parking arrangement proposed is questionable. The applicant should liaise further with Town staff regarding this aspect of the proposal.</p> <p>4d. Nappy Room 2 interrupts circulation around the centre and reduces functionality of the outdoor play space.</p>
Principle 5 - Sustainability		<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
		<p>5a. The incorporation of sustainability principles in the operational aspects of the proposal is supported, however ESD measures referenced in the application are non-comital. Specific details of measures to be incorporated into the development should be clearly noted, rather than 'provision for'.</p> <p>5b. Additional sustainability measures should be imbedded in the built form and design beyond the minimum standards required by the BCA. It is recommended the applicant engage an ESD professional in this regard.</p> <p>5c. Consideration should be given to the incorporation of a skylight to Activity Room 2 and improved access to northern light to the upper level.</p>
Principle 6 - Amenity		<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
		<p>6a. Consideration should be given to the use of landscaping to reduce the impact of noise on neighbouring properties, by limiting access for children and appropriately guiding the location of noisy play.</p> <p>6b. The Panel suggests exploring relocating the emergency access stairs to above the bin store</p>

		to alleviate concerns regarding stairs located on the boundary.
Principle 7 - Legibility		<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
		7a. The design of the Entry space will benefit from the use of an alternative material or be designed to be a feature of the building to improve legibility and contrast. This will also assist in creating a typological legibility by carefully and delicately acknowledging the nature of the building as a commercial facility.
Principle 8 - Safety		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
		8a. The inclusion of a reversing bay improves safety by reducing the need for reversing onto West Road when the carpark is full. 8b. More thought needs to be given to management of children exiting the centre into the car park. Any fencing to be proposed should consider impacts on overall flows at the entry point to the centre. 8c. Concerns were raised around the Jacaranda tree and the attraction of bees to the ground of the play space.
Principle 9 - Community		<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
		9a. The Panel commended the applicants on their vision for the use of the site as a childcare centre, and the contributions this use will bring in respect to economic and social benefits to the community.
Principle 10 - Aesthetics		<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
		10a. Since DRP1 the architectural features of the proposal have developed, against Panel advice, into a more faux heritage proposal. It is recommended that the architectural response re-develop a more contemporary approach. The general formal design response to the activity and other internal spaces are generally acceptable (except the entry) but the faux heritage detailing approach creates difficulty in resolving the less traditional elements such as the carpark into an appropriate response. 10b. Currently the aesthetics of the upper-level play area is unsuccessful. The use of the scalloped pickets on the first floor play area is problematic and not typically seen on double story character/ heritage homes. Consideration should be given to contemporary ways to use pickets to reduce the faux feel of this element of the design. There is opportunity to create a language that responds to the character of the area without introducing traditional details and elements. This will assist the proposal in creating a more cohesive presentation to the street, 10c. The use of extensive white picket fencing to the ground level street interface is unauthentic as the heights proposed are significantly higher than traditional front fencing in the area. The increased articulation of the fencing with solid panels and integrated signage is seen by the Panel as an improvement, however this important element needs additional consideration before it can be supported. 10d. Modifications to the roof pitch are supported. The roof pitch of incidental structures (gate house and gazebo) should be modified to match. 10e. The entry/ reception area will significantly benefit from redesign to improve aesthetics.

DR1 - Design review report and recommendations Part 3/3


Design Review Progress

	Supported		
	Pending further attention		
	Not supported		
	Yet to be addressed		
	DR1 (9 Feb 24)	DR2 (12/7/2024)	DR3 (insert date)
Principle 1 - Context and character			
Principle 2 - Landscape quality			
Principle 3 - Built form and scale			
Principle 4 - Functionality and build quality			
Principle 5 - Sustainability			
Principle 6 - Amenity			
Principle 7 - Legibility			
Principle 8 - Safety			
Principle 9 - Community			
Principle 10 - Aesthetics			








DR1 – Design review report and recommendations

This report is prepared by the panel coordinator and checked by the design review Chair. To maintain the integrity and independence of the design review process this report should be attached, unedited to Council reports and (if applicable) the Development Assessment Panel Responsible Authority Report.

Local government	Town of Bassendean	
Item no.	1	
Date	9 February 2024	
Time	10:00am	
Location	Town of Bassendean	
Panel members	Philip Gresley Brett Wood-Gush Rachael Lewis Simon Venturi	Chair
Local government officers	Alex Snadden Patricia Hirst Rachel Neve	Manager Planning and Regulation Senior Planning Officer Planning Officer
Proponent/s	Alan Stewart Trish Byrne Frank Macri	Planning Consultant (Lateral Planning) Owner (R-Point Property) Builder (Macri Builders)
Observer/s		
Conflict of Interest	None declared	
Briefings		
Development assessment overview	Alex Snadden	Manager Planning and Regulation
Technical issues	Alex Snadden	Manager Planning and Regulation
	Patricia Hirst	Senior Planning Officer
Design review		
Proposed development	Child Care Premises	
Property address	Lot 85 (No. 94) West Road, Bassendean	
Background	The 1,258sqm site is zoned Residential (R20) under the Town’s Local Planning Scheme No. 10. ‘Child Care Premises’ is listed as an ‘A’ use in the zone. The site is currently vacant. The site is not subject to any constraints or risk likely to influence the design. Four (4) mature street trees exist in the West Road verge abutting the site. Low density housing exists on adjoining lots to the north and west, as well as opposite the site. The site is located approximately 200m from Bassendean Primary School and 600m from the Bassendean Town Centre.	
Proposal	Child Care Premises	
Applicant/representative address to the design review panel	Alan Stewart	Lateral Planning
Key issues/recommendations	The proponent is thanked for a clear presentation of a project that has many redeeming qualities. Panel comments include; - The proposal is appropriate in terms of height, bulk and scale; and sympathetic to the streetscape, context and character of the area. - The provision of a detailed landscaping plan at this early stage is commended.	

	<p>Consideration should be given to appropriate species (including native species), increasing natural shade and soft landscaping in outdoor play spaces.</p> <ul style="list-style-type: none"> - Consideration should be given to opportunities to incorporate additional but subtle design elements that better reflect the commercial nature of the use. This should include rethinking the entry building in terms of materiality, colour and form. - Signage should also be considered and integrated carefully. - Public Art should be considered. - The internal layout of the building is generally good; however the panel identifies various opportunities to improve internal and external functionality. - The location of the car park and access point is logical, however there are some concerns around the functionality of the parking area (i.e tandem bays and lack of turning bay) and potential impacts on street trees of significance must be considered. - The proposal provides good pedestrian entry off the street. - It is recommended an ESD professional be employed to advise on sustainability initiatives that may be incorporated into the development.
Chair signature	

DR1 – Design review report and recommendations (Part 2/3)

Design quality evaluation		
		<i>Supported</i>
		<i>Pending further attention</i>
		<i>Not Supported</i>
		<i>Yet to be Addressed</i>
Principle 1 - Context and character		<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
		1a. The design direction of the proposal contributes to the local area in using a traditional and character driven solution. The proposal is appropriate in terms of height, bulk and scale; and sympathetic to the streetscape and residential context and character of the area.
Principle 2 - Landscape quality		<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
		<p>2a. The proponent is commended on the preparation of a detailed landscaping plan at this early stage and in consideration of the careful preservation of existing street trees of significance. This should be continued through the next design phases with appropriate tree preservation clauses to be included in the construction specification.</p> <p>2b. The Panel recommends the review of species selected, with an aim to increase the provision of natural shade to outdoor play spaces; prioritize those species suited to local conditions with high probability of long-term survival – particularly natives; and those species that are safe and practical in an early childhood setting. Artificial turf is not supported by the Panel, and it should be replaced with alternative natural materials.</p> <p>2c. The Panel suggests hard and soft landscaping in external play spaces be integrated to deliver a greater range of experiences in external spaces, while facilitating supervision of children.</p> <p>2d. Additional landscaping to screen the car parking is encouraged.</p>
Principle 3 – Built form and scale		<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>

		<p>3a. The built form and scale of the proposal is generally appropriate.</p> <p>3b. The Panel encourages improvements to the building's response to the Bridson Street frontage; including increasing the setback of the boundary wall (kitchen) from the street boundary and the use of landscaping to soften the interface.</p>
Principle 4 - Functionality and build quality		<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
		<p>4a. The Panel queried the practicalities of the upper-level external play space given the lack of connectivity to an internal activity space. The proponent explained this was an acceptable management strategy. The Panel recommends that the functional experience of movement between levels be further explored. This includes the space around landings and access door orientation. The Panel also noted the lack of provision of universal access requirements between the lift and the outdoor play area.</p> <p>4b. The Panels suggests paths of travel between kitchen and activity rooms be considered in the context of food service and delivery. Appropriate width of verandahs providing weather protection and sealed surfaces suitable for wheeling meal carts should be considered. There is some concern about the lack of connection between the Kitchen and Activity Spaces 2 and 3.</p> <p>4d. The Panel suggests improving the functionality of movement between the Entry space and the eastern verandah. As the main circulation path there is a dog leg, small single door, and an uncovered section of verandah, which could all be improved.</p> <p>4e. The Panel suggests functionality and outside circulation is generally good; however notes toilets (Nappy Room 2) interrupts circulation and reduces functionality of the outdoor play space.</p> <p>4f. The Panel notes supply and functionality of parking facilities is important in this location and queries the practicality of the tandem parking arrangement proposed. The lack of a reversing bay in the car parking area appears problematic and a safety concern. The proponent should provide appropriate swept path diagrams demonstrating the functionality of the carpark.</p> <p>4g. There are concerns around the proximity of the bin store to the entrance and potential odour issues in this area.</p>
Principle 5 - Sustainability		<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
		<p>5a. The Panel acknowledges and commends the focus on sustainability principles in the day-to-day operations and programs offered by the childcare centre. There is an opportunity to further enhance this program by introducing clear and visible sustainability outcomes into the building and landscape design.</p> <p>5b. The Panel encourages the engagement of an ESD professional to consider measures built into the design, including selection of materials, electric vehicle charging points, heat pumps, water catchment and optimal performance location of solar panels.</p> <p>5c. The panel would encourage the consideration of more access to northern light and limit unshaded east/west openings.</p> <p>5d. The inclusion of permeable paving to the carpark is supported.</p>
Principle 6 - Amenity		<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
		<p>6a. The Panel commented whether roof skylights will improve light into activity rooms noting the east-west orientation.</p> <p>6b. The Panel commented that acoustic control requirements might be assisted by providing soft landscaping on the west side of the deck to keep children/ noise further away from the boundary.</p>
Principle 7 - Legibility		<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>

		<p>7a. There is an opportunity to improve the general legibility of the project which include:</p> <ul style="list-style-type: none"> Integrated signage to the corner fence, which should be chamfered and incorporated into landscaping. Revisiting the design of the Entry space which might benefit from the use of an alternative material or be designed to be a feature of the building to improve legibility and contrast. This will also assist in creating a typological legibility by carefully and delicately acknowledging the nature of the building as a commercial facility. <p>7b. The Panel acknowledged that the location of the carparking is logical considering the constraints of the site.</p> <p>7c. The Panel commented that wider verandah and paths would allow for improved accessibility around the site.</p> <p>7d. The Panel supports the clarity of the separate pedestrian entrance at the street.</p>
Principle 8 - Safety		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
		8a. The Panel cautions a lack of reversing bay, which would result in vehicles reversing onto West Road should the carpark be full. The proponent should provide appropriate swept path diagrams demonstrating the functionality and safety of the carpark.
Principle 9 - Community		<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
		<p>9a. The Panel commended the applicants on their vision for the use of the site as a childcare centre, and the contributions this use will bring in respect to economic and social benefits to the community.</p> <p>9b. The Panel suggests the proponents consider utilizing their public art liability onsite to provide a positive contribution to the streetscape.</p>
Principle 10 Aesthetics		<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
		<p>10a. The Panel generally supports the aesthetic of the proposed childcare centre. However, it is recommended that the proposed roof pitch should be increased to meet more traditional roof pitches within the area. The low, pitched roof to the entry facing West Road is out of place and should also be increased.</p> <p>10b. The Panel generally supports the white picket fencing as it provides appropriate interaction with the street. It is recommended however that more detail and solid panels are introduced to better respond to the rhythm of the existing residential streetscape. There is also an opportunity to incorporate signage/ public art.</p> <p>10c. The Panel cautions that the quality of architectural details of the proposal are very important to capture the intent of the surrounding heritage inspiration. This does not mean replicating heritage details, rather ensuring that the level of quality of detailing and associated proportions are maintained.</p> <p>10d. The Panel requests additional design work to be completed for the upper-level play area to enhance the aesthetic character including the grey element to the north. This is an important item that needs to be further developed.</p>

DR1 - Design review report and recommendations Part 3/3

Design Review Progress

	Supported		
	Pending further attention		
	Not supported		
	Yet to be addressed		
	DR1 (9 Feb 24)	DR2 (insert date)	DR3 (insert date)
Principle 1 - Context and character			
Principle 2 - Landscape quality			
Principle 3 - Built form and scale			
Principle 4 - Functionality and build quality			
Principle 5 - Sustainability			
Principle 6 - Amenity			
Principle 7 - Legibility			
Principle 8 - Safety			
Principle 9 - Community			
Principle 10 - Aesthetics			

An aerial photograph of a residential neighborhood, overlaid with a semi-transparent blue filter. The image shows several houses with various roof colors (brown, grey, blue) and green trees. A large, rectangular, light-colored vacant lot is the central focus. To the right of the lot, a road curves. In the top right corner, there is a white L-shaped graphic element.

Application for Development Approval

Child Care Centre

No.94 West Road
Bassendean

LATERAL

PLANNING
304 of 495

Document Control

Reference	0307
Location	Lot 85 (No.94) West Road, Bassendean
Client	Briscola Pty Ltd
Document Title	Application for Development Approval - Child Care Centre
Document File Name	0307 Town Planning Statement.docx
Document Date	31 May 2024
Document Version	Revision 00
Author	Adrian Dhue and Alan Stewart

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1.0 Introduction

Lateral Planning acts for Briscola Pty Ltd, the registered proprietor of the land situated at Lot 85 (No.94) West Road, Bassendean ('site').

This Town Planning Statement has been prepared in support of an Application for Development Approval ('Application') for the construction of a Child Care Centre on the site.

The Town Planning Statement provides an assessment of the proposed development against the applicable town planning framework and demonstrates the proposal is consistent with the amenity and orderly and proper planning of the locality. The Application is accompanied by the following technical documents.

Document	Consultant
Feature Survey	Vision Surveys
Geotechnical Report	Structerre
Architectural Drawings	Macri Builders
Landscape Plan	Childscapes
Town Planning Statement	Lateral Planning
Operational Management Plan	Lateral Planning
Acoustic Assessment	ND Engineering Consulting
Traffic Impact Statement	KCTT
Sustainability Statement	Briscola Pty Ltd
Stormwater Concept Plan	Structerre

Table 1: Consultant Team

2.0 Subject Site

2.1 Overview

Local Authority	Town of Bassendean
Locality	Bassendean
Address	No.94 West Road, Bassendean
Cadastral	Lot 85 on Plan 1784
Certificate of Title	Volume 596 Folio 156
Registered Proprietor	Briscola Pty Ltd
Land Area	1,258m ²
Frontages	West Road 63.5 metres Bridson Street 21.1 metres
Existing Land Use	Vacant Site

Table 2: Site Overview

2.2 Context

The site is situated 10 kilometres north-east of Perth in the suburb of Bassendean, in the Town of Bassendean ('Town'). Guildford is 1.5 kilometres to the north-east and the Swan River is situated less than 800 metres to the east. Originally known as West Guildford, the locality of Bassendean has transitioned from an agricultural area to a predominantly residential neighbourhood with a population of approximately 15,000 people. Bassendean Town Centre is 700 metres to the north where a mix of retail, commercial, recreation and civic uses can be found.

The site is located on the north-west corner of West Road and Bridson Street. The surrounding area is characterised by low density housing of one to two storeys, including traditional homes and contemporary infill housing. Bassendean Primary School is 100 metres to the north within the same street block as the site.

West Road is a local distributor road comprising a single traffic lane in each direction with a footpath on each side of the street. On-street parking bays are provided to the north of the site in the vicinity of the primary school. Bridson Street is also a local distributor road with one traffic lane in each direction and a footpath provided within the verge on the north side of the street. There is a power pole in each of the verge areas abutting the site. While there are no trees in the verge of Bridson Street, the West Road verge contains four mature trees.

The site is serviced by public transport (bus services) with Bus No.45 running in a north-south direction along West Road and in an east-west direction along Hyland Street, with bus stops immediately south of the site.

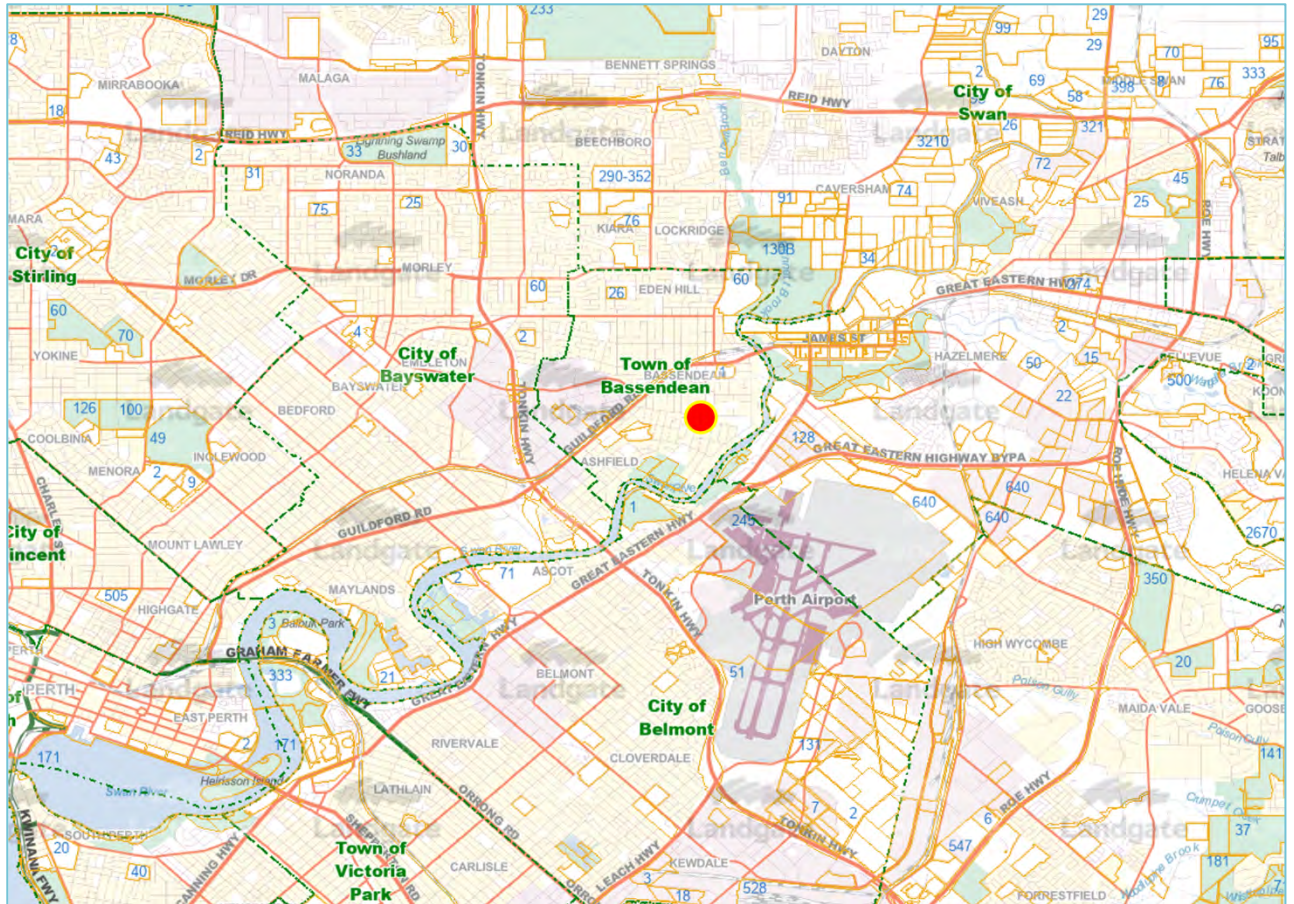


Figure 1: Regional Context

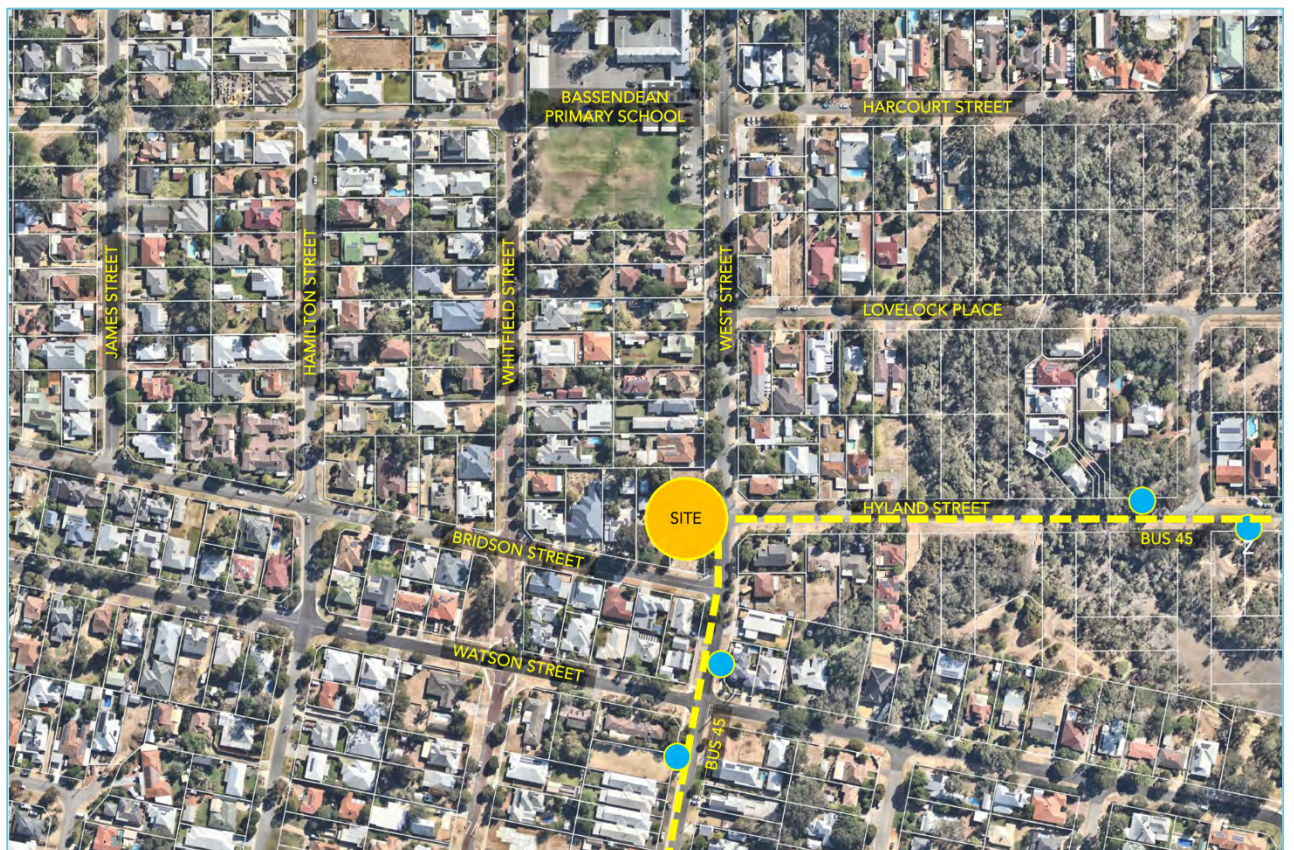


Figure 2: Local Context

2.3 Characteristics

The site has a land area of 1,258m², with frontages of 63.5 metres to West Road and 21.1 metres to Bridson Street.

The site was previously occupied by a single storey dwelling constructed in the 1950's, with access from a crossover off West Road opposite the intersection with Hyland Street. The dwelling was demolished in early 2024 to make way for the proposed development.

The site is relatively flat with a level of approximately 6.3 metres AHD. The Perth Groundwater Map indicates a (maximum) groundwater level of 3.37 metres AHD in the vicinity of the site, being a depth of approximately 2.95 metres below ground level. The surface geology is described as 'Guildford Clay' with a moderate to low risk of acid sulfate soils. There is no vegetation on the site. The four large trees in the West Road verge are proposed to be retained.



Figure 3: Site and Surrounds

3.0 Description of Proposed Development

Item	Proposed			
Description of Development	Child Care Centre			
External Play Area	Total External Play Area		561m ²	
Activity Rooms	Room	Age (Years)	Area	Places
	1	0 to 2	39m ²	12
	2	4 to 5	93m ²	28
	3	2 to 3	65m ²	20
	4	3 to 4	68m ²	20
	Total		265m²	80
Staff	Educators		12	
	Centre Manager		1	
	Total		13	
Operating Times	Trading Days		Monday to Friday	
	Staff Arrival / Departure		6.30am to 7.00pm	
	Customer Arrival / Departure		7.00am to 6.30pm	
	External Play Areas		7.00am to 6.00pm	
Parking	Car Bays		16	
	Bike Bays		4	
Trees	Trees Removed - Verge		0	
	Trees Retained - Verge		4	
	Trees Removed - Site		0	
	Trees Retained - Site		0	
	Trees Proposed - Site		5	

Table 3: Summary of Proposed Development

4.0 Town Planning Considerations

4.1 Metropolitan Region Scheme

The site is zoned Urban under the Metropolitan Region Scheme ('MRS'). No portion of the site is reserved under the MRS.

4.2 State Planning Policies

4.2.1 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment ('SPP7.0') seeks to achieve 'good design' through the application of ten (10) Design Principles.

The proposed development was considered by the City's Design Review Panel ('DRP') on 9 February 2024 to ensure the design responds appropriately to the Design Principles of SPP7.0.

In its summation of the proposed design, the DRP stated that:

The proposal is appropriate in terms of height, bulk and scale; and sympathetic to the streetscape, context and character of the area.

With respect to Design Principle 1 – Context and Character, the DRP observed that:

The design direction of the proposal contributes to the local area in using a traditional and character driven solution. The proposal is appropriate in terms of height, bulk and scale; and sympathetic to the streetscape and residential context and character of the area

With respect to Design Principle 9 – Community, the DRP advised as follows:

The Panel commended the applicants on their vision for the use of the site as a child care centre, and the contributions this use will bring in respect to economic and social benefits to the community.

The DRP's assessment is summarised in the table below. The design of the development has been amended in response to the DRP comments, as

Design Principle	DRP 9/02/2024	Design Principle	DRP 9/02/2024
Principle 1 - Context and Character		Principle 6 - Amenity	
Principle 2 - Landscape Quality		Principle 7 - Legibility	
Principle 3 - Built Form and Scale		Principle 8 - Safety	
Principle 4 - Functionality & Build Quality		Principle 9 - Community	
Principle 5 - Sustainability		Principle 10 - Aesthetics	

Table 4: Design Review Panel Assessment (9 February 2024)

4.3 City of Bassendean Local Planning Scheme No.11

4.3.1 Zoning

The site is zoned 'Residential' under Local Planning Scheme No.11 ('LPS11'). West Road and Bridson Street are identified as 'Local Distributor Road' reserves under LPS11. A residential density code of R20 applies to the site.

Land to the north, south, east and west is also zoned 'Residential' with a density code of R20. Bassendean Primary School to the north is within a Local Reserve for Public Purposes (Education).

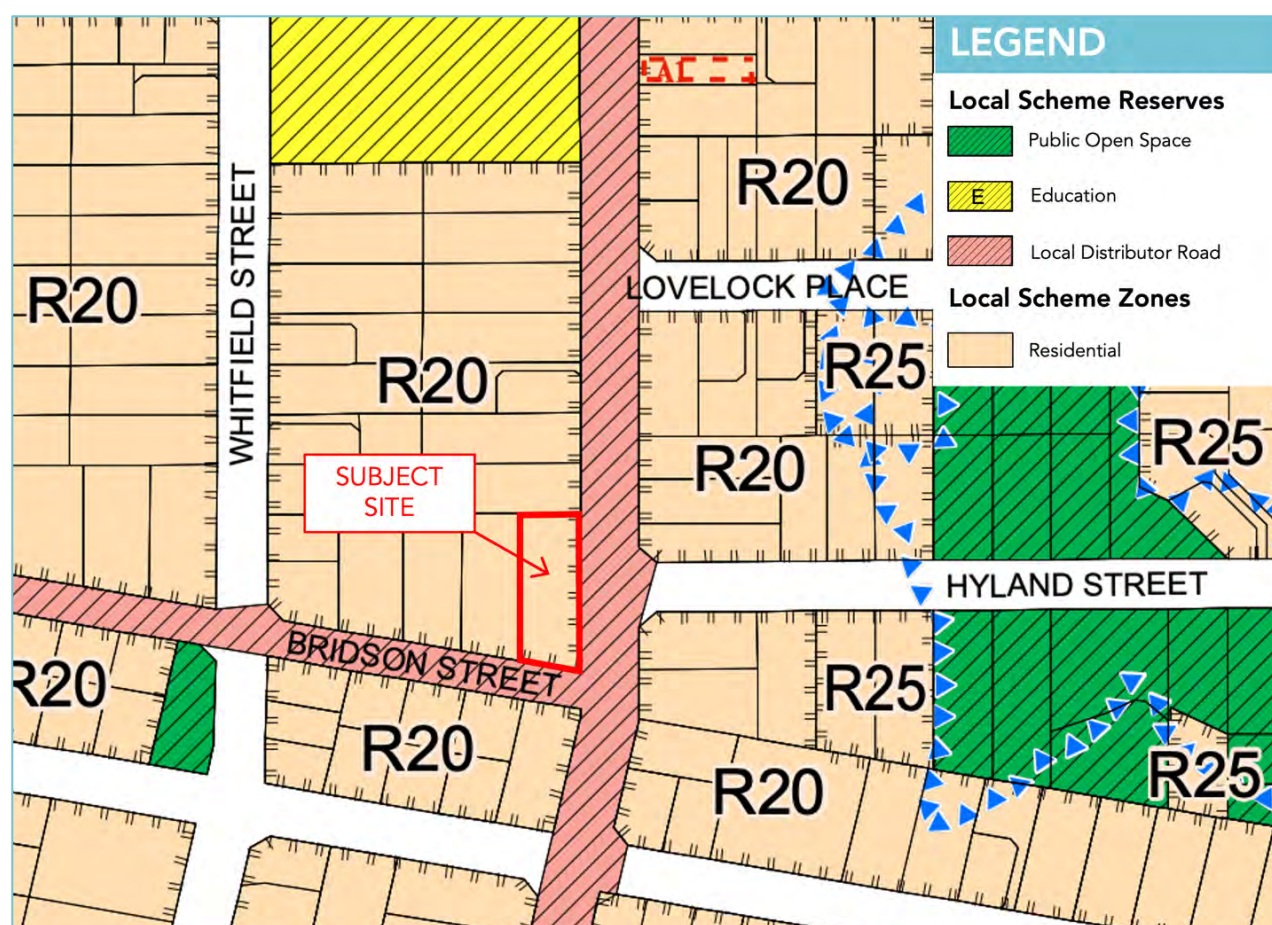


Figure 4: LPS11 Zoning Map

4.3.2 Land Use

The proposed use falls within the definition of a 'Child Care Premises' under LPS11, which is designated as a 'A' use in the 'Residential' Zone. Clause 18 (2) of LPS11 states the following with respect to an 'A' use:

- (a) Means that the use is not permitted unless the local government has exercised its discretion by granting development approval after advertising the application in accordance with clause 64 of the deemed provisions.

The proposed use is therefore capable of being approved at the discretion of the decision-maker, after advertising and having regard to all relevant planning considerations.

4.3.3 Special Control Areas

The site is not within any Special Control Areas under LPS11.

4.3.4 Development Requirements

Clause 32 (including Table 5) of LPS11 states all non-residential development in the Residential zone shall comply with the provisions of the Residential Design Codes (RD Codes') with respect to setbacks, building height and open space, unless otherwise specified in a Precinct Structure Plan or Local Planning Policy. Local Planning Policy 12 – Residential Development and Fences ('LPP12') sets out setback variations to the RD Codes. The site is not subject to a Precinct Structure Plan. The table below summarises the extent to which the proposed development satisfies the Deemed-to-Comply provisions of the RD Codes with respect to setbacks, building height and open space for land coded R20.

Standard	Required	Proposed
Primary Street Setback	Building Façade: 6m Setback can be averaged	Building Façade - Ground & 1 st Floor <ul style="list-style-type: none"> Minimum: 4.7m to 6.2m Average: >6m
	Verandah: 3m	Verandah: 4.3m
	Entry Portico: 3m	Entry Portico: Nil
Secondary Street Setback	Building: 1.5m	Building: 1.8m to 4.2m
	Verandah / Patio: Nil LPP12 states a verandah may have a nil setback to a secondary street provided that: <ul style="list-style-type: none"> It is not more than 10m in length; It is not more than 2.7m in height; It is behind the primary street setback; Eaves, gutters & roofs are setback 0.45m. 	Verandah / Patio: Nil The verandah / patio fronting Bridson Street exceeds a length of 10m.
Side Setback - West Boundary	<u>Ground Floor</u> <ul style="list-style-type: none"> Kitchen 1.1m Activity Rooms 1.5m 	<u>Ground Floor</u> <ul style="list-style-type: none"> Kitchen 1.03m Activity Rooms 3m to 3.8m
	<u>First Floor</u> <ul style="list-style-type: none"> Laundry / Store: 1.2m External Play Area: 1.8m Office / Staff Planning: 3.3m 	<u>First Floor</u> <ul style="list-style-type: none"> Laundry / Store: 1.7m to 1.8m External Play Area: 1.5m to 1.7m Office / Staff Planning: 3.8m to 5.7m
	<u>Boundary Walls</u> Permitted to a maximum height of 3.5m and one-third the length of the boundary behind the street setback (permitted length 19.2m)	<u>Boundary Walls</u> Height: 2.1m to 4.7m Length: 26m
Rear Setback – North Boundary	External Play Area: 2m	External Play Area: 5.1m - 5.6m

Open Space	Open Space: 50%	Open Space: 50% Includes portion of 1 st Floor External Play Area above Ground Floor entry / reception, but excludes the portion above the car park. If the entire 1 st Floor External Play Area is included, Open Space exceeds 65%.
Building Height	Wall Height: 7m Roof Height: 10m	Wall Height: 6.8m Total Height: 9.5m

Table 5: Residential Design Codes Assessment

Primary Street Setback

The variation to the Deemed-to-Comply primary street setback requirement is limited to the entry portico on West Road. If treated like a verandah / portico, a 3 metre setback is required, whereas a nil setback is proposed. The proposed portico is a single storey structure with a pitched roof that will emphasise the pedestrian entry to the premises. The portico has a length of only 3.6 metres, being only 5% of the primary street frontage length, and will not detract from the established streetscape character of the locality.

Secondary Street Setback

In accordance with Alternate Deemed-to-Comply C2.2 in Local Planning Policy 12, a verandah, patio or equivalent structure may have a nil setback to a secondary street, provided it is not more than 10 metres in length and 2.7 metres in height, located behind the site's primary street setback, and the eaves, gutters and roof are setback 0.45 metres (from a side / rear boundary).

In this instance, the building is provided with a verandah / equivalent structure fronting Bridson Street, which has a length of 13 metres and a height of 2.7 metres (measured to the lowest point of roof). The structure has a setback ranging from 0 to 2.8 metres, while a portion of the 1st Floor gable roof is setback 1.1 metres (in lieu of 1.5 metres).

The proposed variations to the secondary street setback are minor and will not detract from the streetscape and amenity of the locality. The building is designed to address Bridson Street in a traditional manner, consistent with the character of the locality, and the verandah will provide shade to the external play area. A previously proposed side (west) boundary wall to the kitchen has also been removed to reduce the visual impact of the building on the streetscape.

Side Boundary Setback

Variations to the side (west) boundary setback are limited to the following.

- Ground Floor – Kitchen (1.1m required; 1.03m proposed); and
- First Floor – External Play Area (1.8m required; 1.5m to 1.7m proposed)

The setback for the external play area wall has been calculated independently to the laundry / store wall. If calculated as one wall, the required setback is 2.3 metres for the external play area (height <5 metres) and 3.3 metres for the laundry / store (height < 7 metres).

Boundary Wall

- Height of 3.5m and length of 19.2m permitted;
- Height of 2.1m to 4.7m and length of 26m proposed.

The setback variations to the west boundary are relatively minor. The variation to the kitchen wall is only 7 centimetres and will not have any noticeable visual or functional impact. The kitchen wall is also screened by established landscaping in the front garden of the adjacent property.

With respect to the boundary wall, the portion that exceeds a height of 3.5 metres is limited to a length of only 2.8 metres, being the portion screening the upper-most part of the escape stair. The portion of the boundary wall exceeding 19.2 metres in length is limited to the wall to the car park, which has a height of only 2.1 metres, which is similar to a standard boundary fence (noting the height of 2.1 metres is consistent with the recommendations in the Acoustic Assessment). The boundary wall will not have an excessive bulk when viewed from the adjacent property.

The setback variation to the External Play Area will not result in any loss of privacy, daylight or ventilation for the adjoining property to the west. The proposed walls do not have any openings and will not result in any loss of privacy for the adjoining residents. The setbacks improve the functionality of the Child Care Premises without any adverse impacts on the amenity of the area.

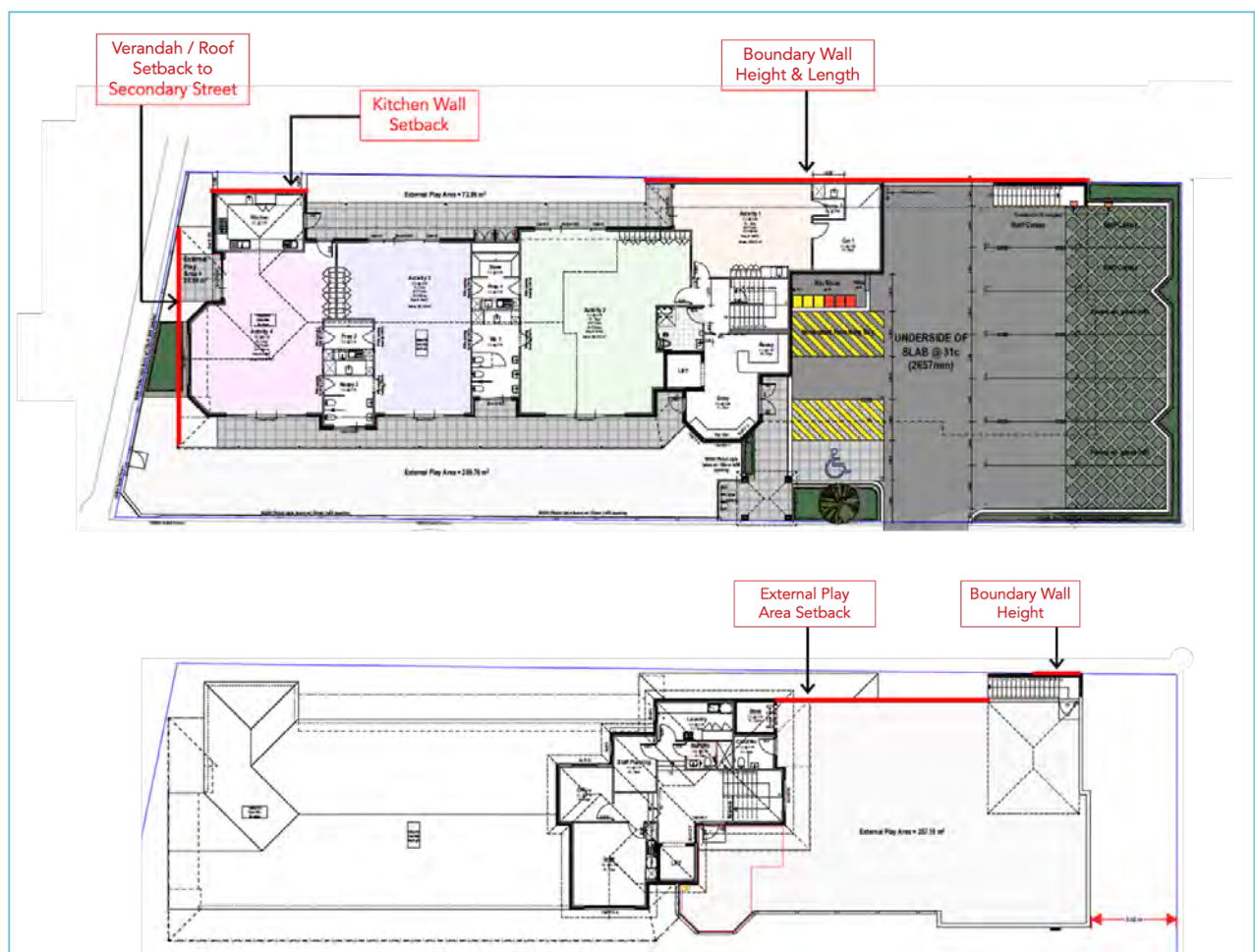


Figure 5: Setback Variations

4.3.5 Local Planning Policies

Local Planning Policies adopted pursuant to LPS11 that may be relevant to the consideration of this Application include:

- Local Planning Policy 8 – Car Parking and End of Trip Facilities ('LPP8');
- Local Planning Policy 12 – Residential Development and Fences ('LPP12');
- Local Planning Policy 15 – Public Art ('LPP15'); and
- Local Planning Policy 16 – Advertising and Signage ('LPP16').

4.3.5.1 Local Planning Policy 8 – Car Parking and End of Trip Facilities

LPP8 sets out car and bicycle parking standards for non-residential throughout LPS11.

Policy Statement

The LPP8 Policy Statement reads:

The Town recognises the need to ensure adequate car parking is provided to support land uses. The balance between providing too much or too little car parking has implications on affecting the areas character, amenity and vibrancy as well as the feasibility and affordability of the use and development of land.

This policy seeks to provide the framework in which car parking ratios are to be applied, incentives to reduce car parking (where appropriate) and the provision of end of trip facilities. This Policy shall be used to guide decision making on applications which involve variations to the minimum car parking standards required in Local Planning Scheme No.10.

Policy Objectives

The Objectives of LPP8 are:

- a) *To stipulate the minimum number of parking and end of trip facilities to be provided to support development, as well as the circumstances in which the Town will consider a reduction in parking bays.*
- b) *To establish the requirements for the design and access of parking facilities.*
- c) *To balance the provision of sufficient on-site car parking with the need to encourage pedestrians and promote alternative transport methods.*

Due consideration has been given to the Policy Statement and Objectives with respect to the provision of parking for the proposed Child Care Premises.

Car Parking

Car Parking Requirement

The minimum car parking requirement applicable to a Child Care Premises is set out in Table 1 of LPP8, as summarised below.

Standard	Requirement	Response
Car Parking	Staff Car Parking: • 1 bay / staff member (13) 13 Customer Car Parking: • 1 bay / 10 places (80) <u>8</u> Total Required: 21	Total Car Bays Provided 16 As per the Operational Management Plan, car parking bays will be allocated as follows: • Staff Only Bays: 8 • Additional Staff / Visitor Bays (non-peak times): 7 • Customer Only Bays (peak times): 7 • ACROD Bay (all times): 1

Table 6: Car Parking Summary

Variations to Car Parking Requirement

A total of 21 car bays are required, whereas the Application proposes 16 car bays, resulting in a shortfall of 5 car bays. Notwithstanding, Clause 6.1.2 of LPP8 contemplates the ability for the car parking requirement to be varied. Clause 6.1.2 reads:

The car parking requirements applicable under Table 1 may be varied, having regard to:

- a) *The nature of the proposed development;*
- b) *The number of employees likely to be employed on site;*
- c) *The anticipated demand for parking; and*
- d) *The orderly and proper planning of the locality.*

Variations will only be supported where it will not adversely affect access arrangements, the safety of pedestrians or persons in vehicles, open bay, street trees or service infrastructure and the number of car parking bays to be provided will be adequate for the demands of the development, having regard to the likely use of the car parking bays, the availability of off-site parking facilities and the likely use of alternative means of transport.

The amount of parking provided is sufficient to meet parking demand from customers, staff and other visitors throughout the day, due to the different peak operating times of each user group. This allows car bays to be allocated to specific user groups at different times of the day to meet demand.

Customer Parking

A total of seven (7) car bays will be set aside exclusively for customer use during the morning drop-off peak and afternoon pick-up peak.

As set out in the Traffic Impact Statement, assuming a conservative 10-minute average length of stay, each car bay can accommodate 6 separate drop-offs per hour, or 12 drop-offs over two hours. With 7 dedicated customer car bays during peak times, a total of 84 individual car drop-offs / pick-ups can be accommodated over a two-hour peak period, which is more than the maximum capacity of the Child Care Premises.

The Traffic Impact Statement anticipates the AM peak hour of the premises will be 7:30am to 8:30am when 40.55% of customers (32) will arrive, with the PM peak hour being 4.30pm to 5.30pm when 45.21% of customers (36) will depart. With each customer car bay accommodating 6 separate drop-offs per hour, the provision of 7 dedicated customer bays is sufficient to meet anticipated demand during the peak hours.

It is important to note the Traffic Impact Statement assumes full occupancy with all children being driven to the premises in separate vehicles. In practice, the premises will rarely (if ever) operate at full capacity due to day-to-day enrolments, absentees, and market conditions. In addition, not all customers arrive by car and many children will have siblings at the premises, further reducing the number of individual car trips. In addition, the site's proximity to Bassendean Primary School will further reduce the number of individual car trips, as parents with children at both the primary school and child care premises will likely only make one trip to the locality (i.e. they may park at or near the school and walk the short distance to / from the child care premises).

The provision of 7 dedicated customer bays during the morning and afternoon peak is therefore adequate to meet parking demand from the proposed development.

Staff Parking

The number of staff at the premises on any given day will vary depending on enrolments in each age group, with staff work times staggered to meet the needs of the centre throughout the day. Two (2) staff will typically be rostered to open the premises and commence work by 7am. No staff would arrive prior to 6.30am. During a typical day (for a full occupancy scenario), it is expected that up to 8 staff would be rostered to commence work prior to 8.30am, increasing to a maximum of 13 staff during the day. Staff levels will gradually decrease as shifts finish and children are collected. No more than 6 to 8 staff would typically be working at the commencement of the afternoon peak (4.30pm), with 2 staff typically rostered to close the premises at 6.30pm. All staff would depart by 7pm latest.

A total of 8 car bays will be set aside exclusively for staff use throughout the entire day, with an additional 7 car bays available for additional staff / visitor parking between 9am and 4.30pm when customer parking demand is low. A total of 13 car bays will therefore be available for staff parking when the highest number of staff (13) will be present on the site.

The provision of staff parking assumes 100% occupancy of the premises, which is unlikely to occur. Furthermore, not all staff will drive in separate cars, and some staff will arrive by means other than driving (walking, cycling or public transport).

Other Visitors & Service Vehicles

Other visitors to the premises include service vehicles, suppliers and potential clients who may wish to meet with staff and / or inspect the centre. Such visitations are infrequent and will be scheduled to occur during the day (between 10.30am and 3.30pm) when use of the car park is at its lowest. A minimum of two (2) car bays will be available for visitor parking during this time.

ACROD Parking

One (1) car bay will be available for ACROD permit parking, which may include customers, staff and other visitors.

Design of Car Park

The design of the car park complies with AS2890.1. In accordance with LPP8, two staff car bays are provided with an electric vehicle charge point and all of the tandem bays are allocated to long-term staff parking for the child care centre, which is the only tenancy on the site.

Operational Management Plan

The Operational Management Plan accompanying the Application demonstrates how the car parking bays on the site will be allocated to meet the different peak parking demand times of each user group, as outlined above and depicted in the figure below.

This approach is consistent with the intent of Clause 6.3 (Shared Parking) of LPP8, which makes provision for the joint use of car parking facilities. Clause 6.3.1 states:

1. *The Town may consider varying the minimum car parking standards outlined in Table 1 where shared parking arrangements are proposed. In determining whether reciprocal parking is appropriate, the Town will consider:*
 - a) *Whether the peak hours of operation of each site are suitable for a shared arrangement;*
 - b) *Whether a shared arrangement will impede the use of delivery or service areas on the shared site;*
 - c) *Whether adequate car parking is likely to be available at all times for both sites;*
 - d) *Whether the parking facilities are conveniently located to both developments;*
 - e) *The relationship between the proposed development and the shared such will be such that the shared car parking bays are likely to be used by persons using the proposed development; and*
 - f) *The parking facilities serving the uses will be located on the one lot, or if located on a separate lot, the parking arrangements are permanent (e.g. through an easement, amalgamation, legal agreement, condition of approval, or any other formal arrangement acceptable to the Town.*

While Clause 6.3.1 applies to the reciprocal use of parking facilities by land uses on different properties in a locality, the **shared parking principle** contemplated by Clause 6.3.1 is relevant to the proposed development and can be applied in a similar way through implementation of the Operational Management Plan.

With the deployment of these operational measures, sufficient car parking will be available to meet demand from different users of the child care centre throughout the day. The site's proximity to public transport, together with the provision of bike parking and end-of-trip facilities, will further reduce private car usage and encourage alternative modes of transport.

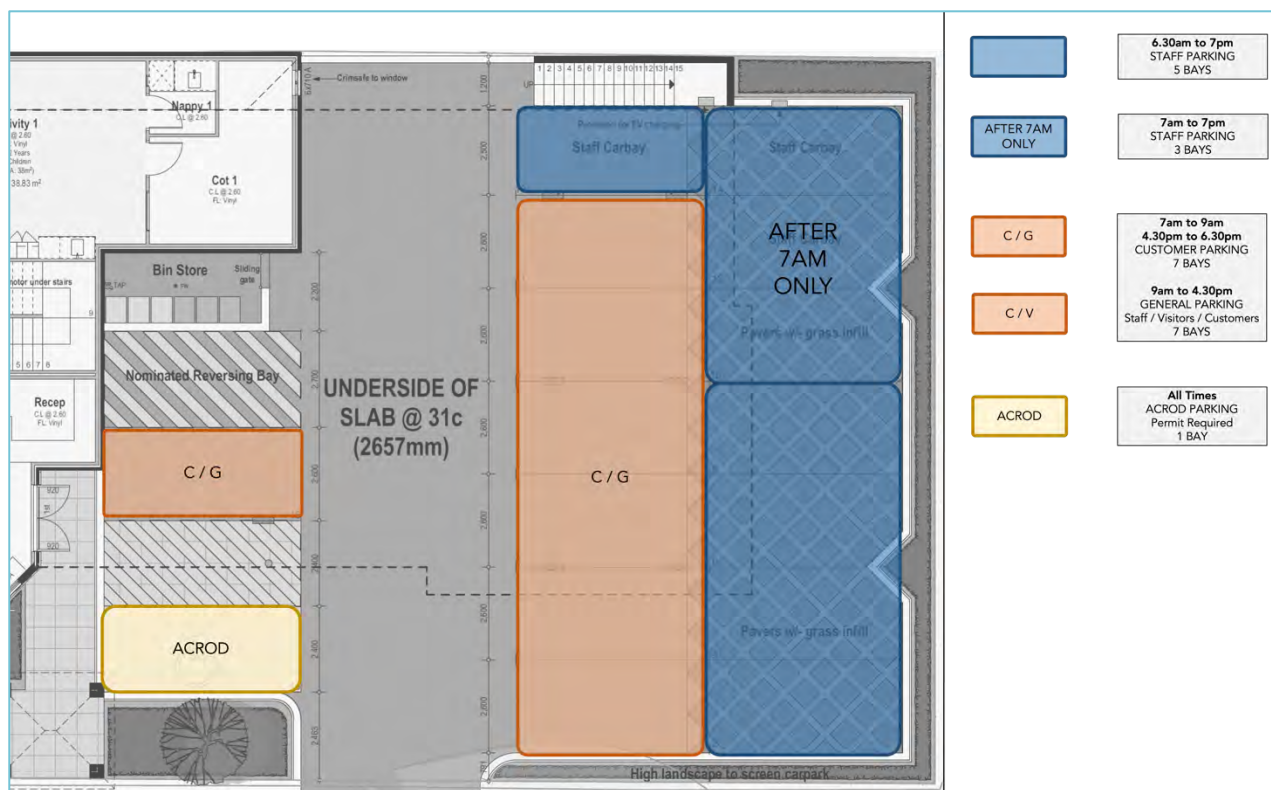


Figure 6: Car Park Allocation Plan

Part 9A of Deemed Provisions

Part 9A of the Deemed Provisions deals with car parking. Deemed Provision 77D (2) allows the City to exercise discretion and vary a minimum on-site parking requirement provided the City is satisfied with respect to the following:

- (a) that reasonable efforts have been made to comply with the minimum on-site parking requirement without adversely affecting access arrangements, the safety of pedestrians or persons in vehicles, open space, street trees or service infrastructure; and
- (b) that... the lower number of car parking spaces would be adequate for the demands of the development, having regard to the likely use of the car parking spaces, the availability of off-site parking facilities and the likely use of alternative means of transport.

With respect to Sub-Clause (a) of Deemed Provision 77D (2):

- All reasonable efforts have been made to comply with the on-site parking requirement without adversely affecting access, safety, open space, verge trees and infrastructure;
- The design of the car park complies with AS2890.1;
- No verge trees or infrastructure are affected by the proposed development. The car park is designed to ensure the retention of the established verge trees in West Road. The verge trees restrict the options available for the crossover location and, as a consequence, it is necessary to provide the majority of car bays in a tandem arrangement;
- A separate pedestrian path will provide a safe means of access to the premises; and
- The design allows all vehicles using the car parking bays to enter and exit in forward gear.

With respect to Sub-Clause (b) of Deemed Provision 77D (2):

- The proposed number of car bays is adequate to meet demand from customers, staff and other visitors throughout the day, as set out in the Operational Management Plan;
- The Traffic Impact Statement concludes that sufficient car parking is provided on-site to meet anticipated demand. The Traffic Impact Statement estimates the peak parking demand of the child care centre will occur between 7.30am and 8.30am when 40.55% of attendees (32) are expected to arrive, and between 4.30pm and 5.30pm when 45.21% of attendees (36) will depart, equating to a peak parking demand of 6 customer car bays. Outside of peak times, all staff will have access to a car bay;
- The provision of bike bays and end-of-trip facilities, the availability of a bus service, and the site's proximity to Bassendean Primary School and on-street parking in West Road, will further reduce demand for car parking within the site;
- The provision of 16 car bays for an 80-place child care centre equates to 1 car bay for every 5 places. This is the same minimum rate recommended by the Department of Planning, Lands and Heritage in its Draft Position Statement for Child Care Premises (November 2022); and
- The provision of 1 car bay for every 5 places equates to the average rate of parking provided at 10 other recently approved child care centres in the metropolitan area, consistent with the intent of the Draft Position Statement.

For all of these reasons, it is considered sufficient car parking is provided on-site to meet demand and the proposed parking shortfall will not have an adverse impact on the amenity of the locality.

Bicycle Parking and End-of-Trip Facilities

Whilst LPP8 does not specify a bicycle parking requirement for child care premises, it is proposed to provide 4 visitor bike racks near the entry to the Child Care Premises. As no bicycle bays are required, there is no requirement to provided end-of-trip facilities. Despite this, the First Floor staff bathroom includes a shower / change facility and lockers will be provided in the staff room.

4.3.5.2 Local Planning Policy 12 – Residential Development and Fences

LPP12 varies some of the Deemed-to-Comply provisions of the RD Codes, as discussed above.

4.3.5.3 Local Planning Policy 15 – Public Art

LPP3 requires non-residential development with an estimated cost exceeding \$2 million to provide public art to the value of 1% of the construction cost. The estimated construction cost of the development is \$3 million meaning public art to the value of \$30,000 is required. Details of the public art strategy can be provided in accordance with a condition of Development Approval.

4.3.5.4 Local Planning Policy 16 – Advertising and Signage

LPP16 provides guidance for advertising signs. A Signage Strategy can be submitted pursuant to a condition of Development Approval. In accordance with LPP16, certain signs are exempt from the requirement to obtain Development Approval. A separate Development Application will be submitted for any proposed signage that does not meet the exemption criteria under LPP16.

4.3.6 Built Form and Character Study

The Built Form and Character Study was commissioned to inform the review of the Town's Local Planning Strategy and is appended to the Town's endorsed Local Planning Strategy (2023). The site is located in Character Area 22 – Devon Road of the Built Form and Character Study. The Preferred Character Statement for Character Area 22 is shown below.

PREFERRED CHARACTER STATEMENT		
<p>To maintain the current character of the area while supporting contemporary design and future development that is sympathetic of the Character Area and reflective of the Town of Bassendean's Core Character.</p> <p>This will be achieved by:</p> <ul style="list-style-type: none"> • Encouraging the retention of large trees and formalised front gardens. • Ensure that the single and two storey scale of dwellings is retained. • Introducing a consistent street tree planting pattern. 	<ul style="list-style-type: none"> • Maximising areas of soft landscaping and discouraging large areas of hard landscaping. • Ensuring that new development and additions respect the predominant scale of the Character Area. • Encouraging visually permeable front fencing or perimeter plantings. 	<ul style="list-style-type: none"> • Avoiding car parking structures that dominate the streetscape and dwelling. • Encouraging design that integrates with the Federation and Inter-War dwelling styles of the Character Area.

Figure 7: Built Form and Character Study – Precinct 22 Preferred Character Statement

In assessing the proposed development against Design Principle 1 – Context and Character of SPP7.0, the Town's DRP observed as follows:

The design direction of the proposal contributes to the local area in using a traditional and character driven solution. The proposal is appropriate in terms of height, bulk and scale; and sympathetic to the streetscape and residential context and character of the area

Character Element	Design Response
Lot Frontage	<ul style="list-style-type: none"> • Existing lot width / configuration maintained.
Vegetation	<ul style="list-style-type: none"> • Verge trees retained and soft landscaping proposed to street setback areas.
Siting	<ul style="list-style-type: none"> • Setbacks to street frontages with minimal side boundary walls. • Building addresses both street frontages.
Building Height & Form	<ul style="list-style-type: none"> • 1 to 2 storeys, with upper floor at rear to reduce bulk on Bridson St.
Building Materials & Design	<ul style="list-style-type: none"> • Traditional materials - weatherboard cladding with pitched colorbond roof. • Materials reflect Core Character Elements. • Residential look to emulate the desired character style.
Front Boundary Treatment	<ul style="list-style-type: none"> • Perimeter planting – cottage garden design. • Visually permeable picket fence.
Car Parking	<ul style="list-style-type: none"> • Car bays at rear of site, screened behind verge trees

Table 7: Response to Built Form and Character Study – Precinct 22 Preferred Character Statement

4.3.7 Deemed Provisions

Deemed Provision 67 sets out the various matters that a decision-maker is required to consider in determining this Application. The table below explains how the Application addresses each of the relevant matters listed in Deemed Provision 67.

Deemed Provision 67		Response
(a)	Local Planning Scheme	The Application is capable of approval under LPS11.
(b)	Orderly and proper planning	The use is consistent with the orderly and proper planning of the locality. There are no draft planning proposals relevant to the Application.
(c)	State Planning Policies	State Planning Policy 7.0 – Design of the Built Environment.
(d)	Environmental Protection Policies	Not applicable.
(e)	Any policy of the WAPC	WAPC Draft Position Statement - Child Care Premises.
(f)	Any policy of the State	Not applicable.
(g)	Local Planning Policies	Local Planning Policy 8 – Car Parking and End of Trip Facilities; Local Planning Policy 12 - Residential Development and Fences; Local Planning Policy 15 – Public Art; and Local Planning Policy 16 – Advertising and Signage.
(h)	Structure Plans, Centre Plans and Local Development Plans	Not applicable
(i)	Review of Local Planning Scheme	Not applicable
(j)	Reserved land	Not applicable
(k)	Built heritage conservation of any place of cultural significance	The development does not have an adverse impact on the built heritage conservation of any place of cultural significance.
(l)	Cultural heritage significance	The site is not within an area of cultural heritage significance. The development will not have any effect on a known site or place of Aboriginal heritage significance.
(m)	Compatibility with setting	The development is compatible with its setting, being a low impact non-residential use within the residential zone.
(n)	Amenity of the locality:	
	(i) Environmental impacts	The proposal will not have any adverse impact on the environment.
	(ii) Character of locality	The design of the development is compatible with the character of the area.
	(iii) Social impacts	The development will not have any adverse social impacts.
(o)	Effect on natural environment	The development will not have an adverse effect on the natural environment.
(p)	Landscaping and tree retention	Landscaping, including tree retention and tree planting, is proposed.
(q)	Environmental risks	None
(r)	Risk to human health or safety	None
(s)	Access and parking	Parking for 16 cars is provided with access from West Road. The Operational Management Plan demonstrates how the car bays will be allocated during the day to meet peak demand from different user groups.

(t)	Traffic impacts	The traffic generated by the development will not have an adverse effect on traffic flow and safety. Refer to Traffic Impact Statement.
(u)	(i) Public Transport	Bus 45 runs along West Road, between Bayswater and Bassendean Train Stations. Bassendean Station on the Perth-Midland Line is 1km to the north of the site.
	(ii) Public Utilities	All utilities required to service the development are available, including water, sewer, and power.
	(iii) Waste Management	A bin store is proposed of sufficient capacity to service the development. Refer Operational Management Plan.
	(iv) Pedestrian & Cyclist Access	4 visitor bike bays are proposed near the entry to the child care premises. End-of-trip facilities will be provided for staff. A pedestrian path connects the building entry to the car park and footpath.
	(v) Elderly & Disability Access	One 'ACROD' bay is provided.
(v)	Loss of community benefit or service	<p>The Application will not result in any loss of a community service.</p> <p>The Child Care Premises will benefit the local community by providing improved access to child care services in the area.</p> <p>A study by Victoria University (<i>Deserts and Oases: How Accessible is Childcare in Australia? March 2022</i>) found that between 2.78 and 6.17 children in Bassendean compete for each child care place, compared to a nation-wide median of 2.6 children per place. Out of 23 neighbourhoods in Bassendean, 18 were classified by the study as "childcare deserts".</p> <p>In response to Design Principle 9 – Community of SPP7.0, the Town's Design Review Panel advised:</p> <p><i>The Panel commended the applicants on their vision for the use of the site as a child care centre, and the contributions this use will bring in respect to economic and social benefits to the community.</i></p>
(w)	History of the site	No relevant site history.
(x)	Impact on the community	<p>It is not considered the development will have an adverse community impact.</p> <p>The Child Care Premises will benefit the local community by providing improved access to child care services in the area.</p> <p>The Town's Design Review Panel observed that the use of the site as a child care premises will result in economic and social benefits to the community.</p>
(y)	Submissions on the proposal	To be determined
(za)	Comments from agencies	To be determined
(zb)	Other planning considerations	None

Table 8: Deemed Provisions

5.0 Conclusion

This Town Planning Statement has been prepared in support of an Application for Development Approval for the construction of a Child Care Centre on the land situated at Lot 85 (No.94) West Road, Bassendean ('site').

The site is ideally placed to accommodate a Child Care Centre. The site is zoned Residential, has frontage to two Local Distributor Road, is situated on a corner, and is within walking distance of Bassendean Primary School.

The Child Care Centre is a compatible non-residential use that will provide residents of Bassendean and surrounds with improved and convenient access to child care services.

The Traffic Impact Statement finds that the road network surrounding the site can successfully accommodate additional traffic associated with the development and that sufficient parking is provided on-site to meet the parking demand of the Child Care Centre.

The Acoustic Assessment finds that the Child Care Centre is capable of satisfying applicable noise regulations and will not be affected by excessive levels of traffic noise.

The Operational Management Plan explains how the premises will be operated to mitigate any adverse impacts on the locality with respect to car parking, noise and waste.

Accordingly, the proposed development satisfies the relevant considerations of Deemed Provision 67 of LPS11, is consistent with the principles of orderly and proper planning, and will not have any detrimental impact on the amenity of the locality.

An aerial photograph of a residential neighborhood, overlaid with a semi-transparent blue filter. In the center of the image is a large, rectangular, vacant lot. Surrounding this lot are various houses with different roof styles and colors, some with swimming pools, and lush green trees. A road runs horizontally across the middle of the image, just below the vacant lot. In the top right corner, there is a small white icon consisting of two perpendicular lines forming an L-shape.

Operational Management Plan

Child Care Centre

No.94 West Road
Bassendean

LATERAL

Document Control

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1.0 Introduction

This Operational Management Plan ('OMP') has been prepared in support of an Application for Development Approval for a Child Care Centre at Lot 85 (No.94) West Road, Bassendean ('site'). The purpose of the OMP is to document how the Child Care Centre will operate to minimise impacts on the locality.

2.0 Site Description

Local Authority	Town of Bassendean
Locality	Bassendean
Address	No.94 West Road
Cadastral	Lot 85 on Plan 1784
Certificate of Title	Volume 596 Folio 156
Registered Proprietor	Briscola Pty Ltd
Land Area	1,258m ²

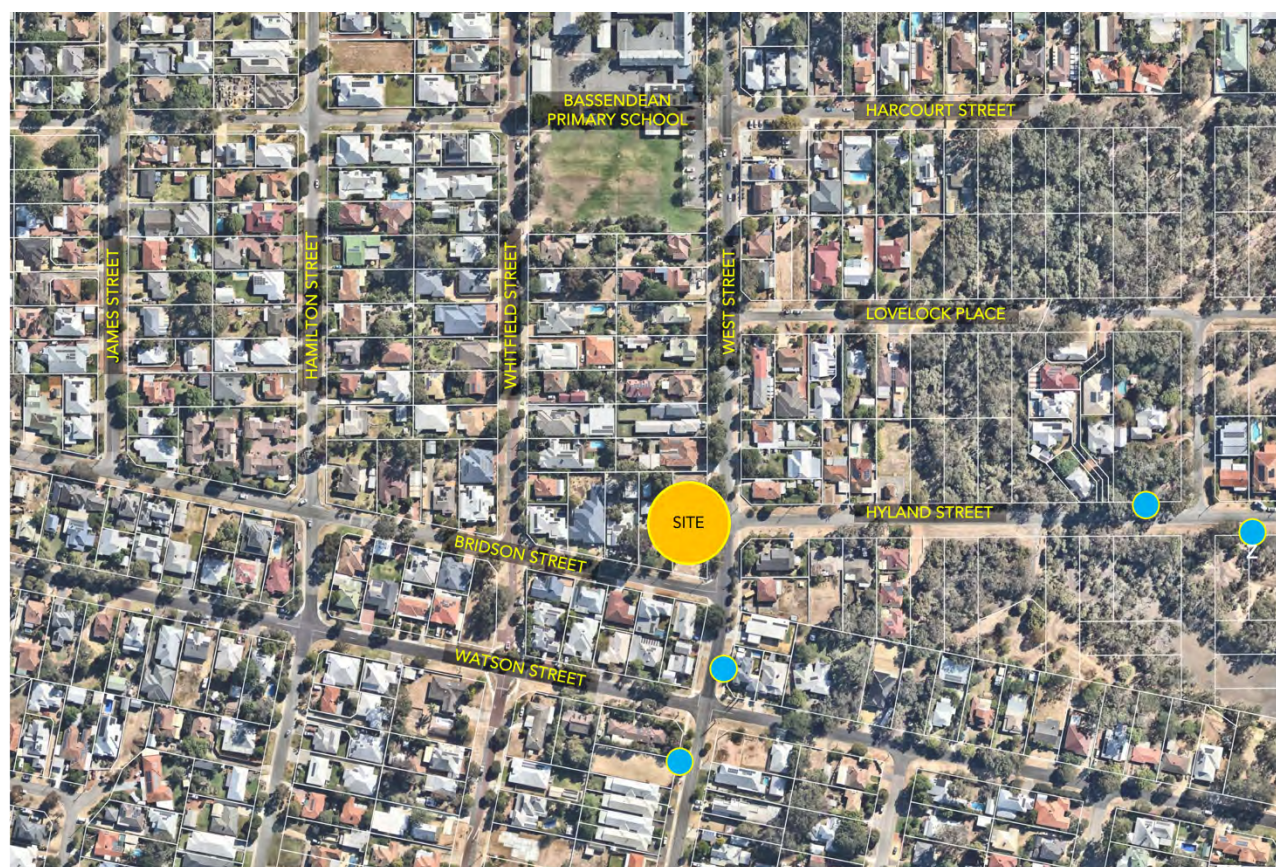


Figure 1: Site Location

3.0 Proposed Development

3.1 Operating Times

Business Days	Monday to Friday
Staff Arrival / Departure	7:00am to 7:00pm
Customer Arrival / Departure	7:15am to 6:30pm
External Play Areas ('EPA')	7:00am to 6:00pm

3.2 Capacity

The table below shows the proposed capacity of the Child Care Centre for each age group, together with the required minimum number of educators.

Activity Room	Age Group	Places	Educators	Indoor Area	External Area
1	0 to 2	12	3	39m ²	73m ²
2	4 to 5	28	3	93m ²	210m ²
3	2 to 3	20	4	65m ²	21m ²
4	3 to 4	20	2	68m ²	257m ²
Total		80	12	265m²	561m²
<p>Required Indoor Area: 3.25m² per child.</p> <p>Required Outdoor Area: 7m² per child.</p> <p>Required Educators:</p> <ul style="list-style-type: none"> 0 to 2 age group: 1 supervisor per 4 children 2 to 3 age group: 1 supervisor per 5 children 3 to 5 age group: 1 supervisor per 10 children 					

3.3 Staff

The maximum number of staff at the Child Care Centre will be 14, as shown below.

Required Educators	12
Additional Educator	1
Centre Manager	1
Total	14
<p>Required Educators (12): This is the minimum number of educators that will be required on those occasions when the Child Care Centre operates at full capacity across all age groups.</p> <p>Additional Educator (1): An additional educator may be employed on those occasions when the Child Care Centre operates at full capacity to provide additional coverage when an Educator is required to leave the floor to undertake other tasks such as food preparation.</p> <p>Centre Manager (1): The Centre Manager is a qualified Educator and can provide cover on the floor, if required.</p>	

Educators

In practice, the number of staff on any given day will vary depending on enrolments in each age group, with staff work times staggered to meet the needs of the centre throughout the day.

Typical staff levels in a full occupancy scenario would be as follows:

- Two (2) staff will be rostered to open the premises and commence work at 7.15am. No staff would arrive prior to 7am.
- A further 8 educators would typically be rostered to commence work during the morning peak (up to 9.30am).
- The highest staffing level occurs between 9.30am and 3.30pm when up to 13 educators could be working.
- Staff levels gradually decrease after 3.30pm, as shifts finish and children are collected. No more than 10 educators would typically be working at the start of the afternoon, decreasing to 6 educators by 5.30pm.
- Two (2) educators will be rostered to close the premises at 6.30pm. All staff would depart by 7pm latest.

Centre Manager

The Centre Manager is a qualified Educator and can provide cover on the floor, if required.

Maximum Staff

The table below shows the proposed maximum number of staff at the premises throughout the day assuming a full occupancy scenario.

STAFF	TIME				
	OPENING	MORNING DROP-OFF	OFF-PEAK	AFTERNOON PICK-UP	CLOSE
	7am to 7.15am	7.15am to 9.30am	9.30am to 3.30pm	3.30pm to 6.30pm	6.30pm to 7.00pm
Educators	2	10	13	10	2
Manager			1	1	
TOTAL	2	10	14	11	2

4.0 Traffic and Parking

4.1 Overview

Car Parking

A total of 18 car bays will be provided for use by staff, parents / guardians, and other visitors.

Ten (10) car bays will be set aside for staff use only. During the morning and afternoon peaks, seven (7) car bays will be set aside for customer use only. Between 9.30am and 4.30pm (only), four (4) of these bays will be available for staff use, with three (3) set aside for other visitors, such as suppliers, contractors and clients who may wish to meet with staff and / or inspect the centre. In addition, one (1) car bay will be set aside for ACROD permit parking throughout the day.

The proposed allocation of car bays is depicted in Figure 2 below.

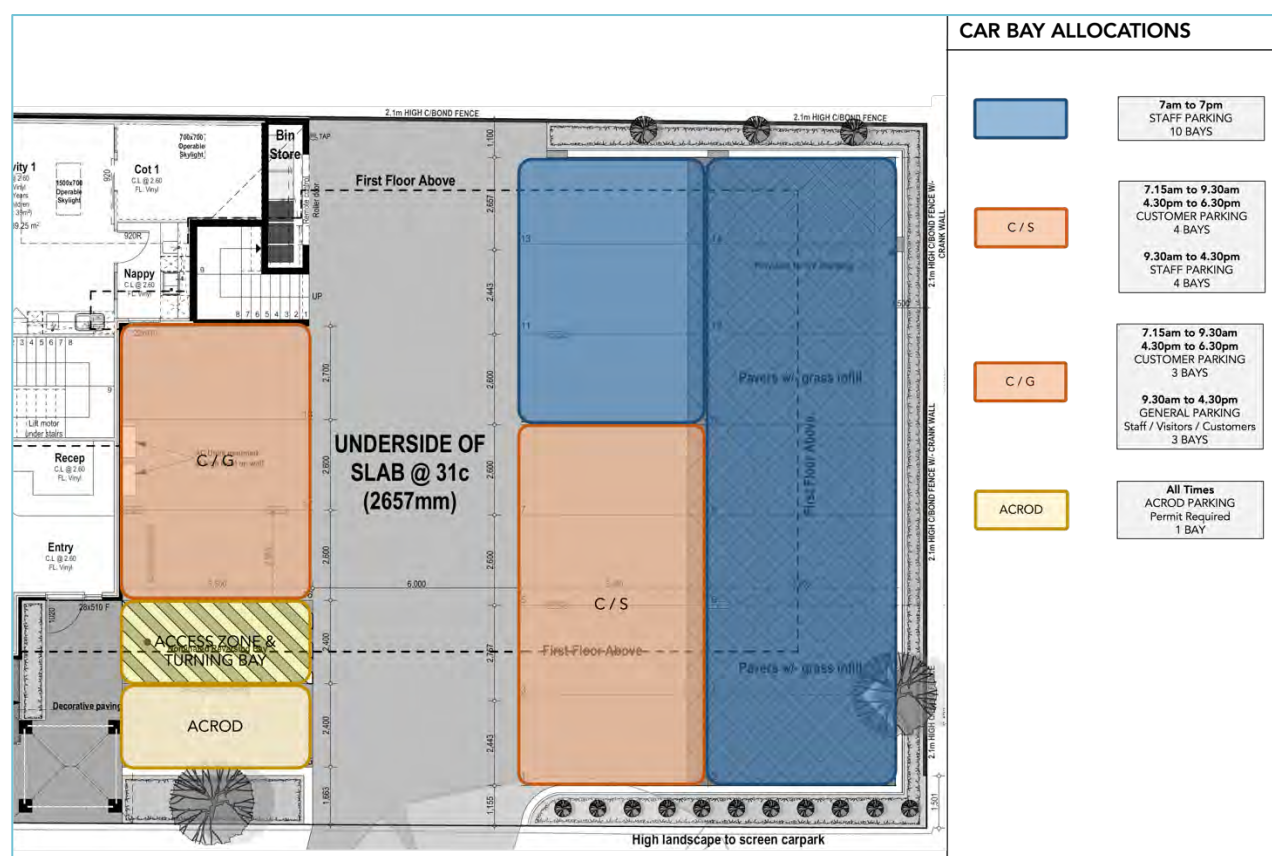


Figure 2: Car Park

Sufficient car bays will be allocated to staff and customers to meet demand at all times of the day. This assumes all staff attending in a separate car as per the roster times shown above, with all children arriving in a separate car as per the expected arrival / departure times set out in the Traffic Impact Statement. This is shown in the table below.

TYPE	MAXIMUM CAR BAYS REQUIRED DURING THE DAY				
	OPENING	MORNING DROP-OFF	OFF-PEAK	AFTERNOON PICK-UP	CLOSE
	7am to 7.15am	7.15am to 9.30am	9.30am to 3.30pm	3.30pm to 6.30pm	6.30pm to 7.00pm
Staff	2	10	14	11	2
Customers	0	6	2	6	0
TOTAL	2	16	16	17	2

Turning Zone

As the ACROD bay will be used infrequently, the access zone adjacent to the ACROD bay will be available as a turning zone to allow vehicles to turnaround and exit the car park in forward gear in the unlikely event that all car bays are occupied.

Bicycle Parking

A total of 4 bike racks will be provided for use by staff and visitors. The bike bays are located near the front entry, with direct access from the footpath on West Road. Staff will have access to a shower / change facility and secure lockers will be provided in the staff room.

Public Transport

The site is serviced by public transport (bus services). A bus route runs in a north-south direction along West Road and in an east west direction along Hyland Street, with bus stops immediately south of the site, as shown below.

Bus No.	Description	Bus Stops
45	Bayswater Train Station – Bassendean Train Station	West Road Nos.15565 (north) and 15566 (south)

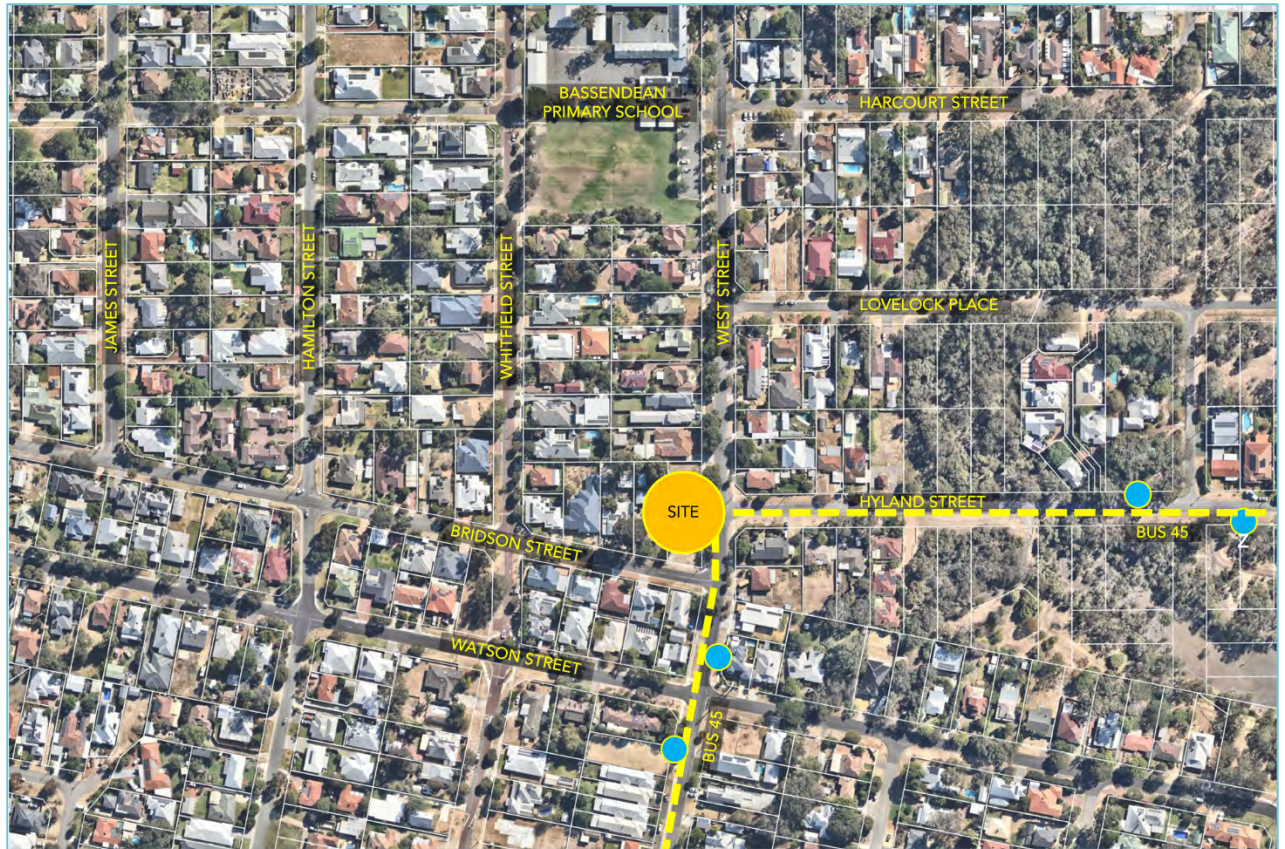


Figure 3: Bus Services

4.2 Traffic and Parking Management

Operational Measures

The following operational measures will be implemented to mitigate any potential adverse impacts associated with traffic and parking.

These measures will be implemented on an on-going basis by Child Care Centre management, pursuant to a condition of Development Approval that gives effect to this OMP.

Operational Measures – Traffic and Parking

Car Park

1. Line-marking and signage will be installed to depict the authorised use of each car bay throughout the day.
2. Staff, customers and other visitors will be advised of the requirement to park in designated car bays only.
3. Customers will be requested not to park or stand their vehicle in any roads surrounding the site and to observe on-street parking restrictions.
4. Staff will be responsible for monitoring use of the car park and customers will be reminded of the car park operation procedures on an as-required / as-needed basis.
5. Management of the Child Care Centre will endeavour to schedule non-urgent visitations and deliveries during non-peak times only (10.30am to 3.30pm), when vehicle movements at the Child Care Centre will typically be at their lowest.
6. All suppliers / contractors will be advised that access to the site during the peak morning drop-off and peak afternoon pick-up times will not be permitted (except for emergency maintenance and / or when unavoidable).
7. The car park security gate will remain open throughout the day.

Public Transport and Cycling

8. Staff will be advised of available bus services and encouraged to use public transport to access the premises.
9. Staff will also be advised of the provision of bike parking and end-of-trip facilities, which include a shower / change room and secure lockers.

5.0 Noise

5.1 Overview

Environmental Protection (Noise) Regulations

The Child Care Centre is required to satisfy the *Environmental Protection (Noise) Regulations 1997* and will incorporate measures to mitigate the impacts of noise on nearby properties.

5.2 Noise Management

The Acoustic Assessment recommends various noise mitigation measures relating to the construction and operation of the premises. The construction measures will be implemented prior to occupation of the premises, pursuant to a suitable condition of Development Approval. The operational measures will be implemented on an on-going basis by Child Care Centre management, pursuant to a condition of Development Approval that gives effect to this OMP.

Operational Measures

The following operational noise mitigation measures will be implemented.

Operational Measures - Noise Mitigation	
Hours of Operation	
1.	The Child Care Centre is to be operational for customer use from 7.15am to 6.30pm Monday to Friday, excluding public holidays.
2.	Staff will be instructed not to arrive prior to 7.00am and to be off site by 7.00pm.
External Play Areas	
3.	Children are not permitted outdoors for play purposes prior to 7.00am and after 6.00pm.
4.	Fixed play equipment should be non-metallic. If metal fixed play equipment is used, then hollow metal sections shall be filled with expanding foam or sand.
5.	Concrete or brick paved areas, if any, should be minimised and where practicable covered with synthetic grass to minimise noise of play equipment on hard surfaces.
6.	There are no play restrictions on the Babies (0 to 2 years old) or Toddlers (2 to 3 years old).
7.	There are play restrictions on Pre-kindy (3 – 4 years old) and Kindy (4 – 5 years old) as follows:
a.	Free play activity areas within the Level 1 outdoor play area only;
b.	Quiet area on the Ground Floor south outdoor play area;
c.	Quiet area on the Ground Floor east outdoor play area; and
d.	Not permitted on the Ground Floor west outdoor play area.
Music	
8.	Keep external windows and doors closed when playing music indoors.
9.	Do not play music outdoors (except light children's music if authorised by the Local Authority).
Car Park	
10.	Staff will be instructed not to arrive prior to 7.00am and to be off site by 7.00pm.
11.	Staff will be instructed to park in the designated staff parking bays only.
12.	Signage will be placed in the car park advising staff / visitors not to slam doors or play music in the car park.

6.0 Waste

6.1 Waste Generation Rates

The Commercial and Industrial Waste Management Guidelines published by the Western Australian Local Government Association ('WALGA') include estimated waste generation rates for various land uses. The WALGA rates were derived from the Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities published by the New South Wales Environmental Protection Authority. Neither document includes a waste generation rate for Child Care Centres.

Waste generation rates published by the City of Melbourne and City of Casey in Victoria suggest a Child Care Centre generates 350 litres of General (including FOGO) waste and 350 litres of Recyclable waste per 100m² of floor area per week. A review of other Waste Management Plans indicates this rate is based on 7 days a week, equating to 50 litres per trading day per 100m².

A waste generation rate of 50 litres per trading day per 100m² has been applied, with floor area based on the total area of the Activity Rooms.

A separate FOGO waste collection service is not proposed. All FOGO waste will be included in the General waste collection service.

6.2 Estimated Waste Generation

General and Recyclable Waste

It is estimated the proposed Child Care Centre will generate the following amount of waste.

Item	General Waste	Recyclable Waste
Waste Generation Rate	50 litres / 100m ² / day	50 litres / 100m ² / day
Activity Room Floor Area	265m ²	265m ²
Trading Days	5	5
Daily Waste	133 litres	133 litres
Weekly Waste	665 litres	665 litres

Other Waste Requirements

- Liquid or Hazardous Waste: Not Applicable
- Medical Waste: Not Applicable
- Food Processing: Not Applicable

6.3 Bin Selection

Bin Size and Collection Frequency

- General Waste: 240 litre bins collected weekly;
- Recyclable Waste: 240 litre bins collected weekly.

Type and Number of Bins

Item	General Waste	Recyclable Waste
Collection Frequency	Weekly	Weekly
Waste per Week	665 litres	665 litres
Number of Bins	3 x 240 litre bins	3 x 240 litre bins
Capacity of Bins	720 litres	720 litres
Total Bins Required	6 x 240 litre bins	

6.4 Bin Selection

The Bin Store is of sufficient size to accommodate the required bins, as illustrated below.

The Bin Store is located in the undercroft car park at the rear of the building and can easily be accessed by staff. The Bin Store will have a roller door and is fully enclosed. The Bin Store will be fitted with a tap and floor waste and all finished surfaces will be impervious.

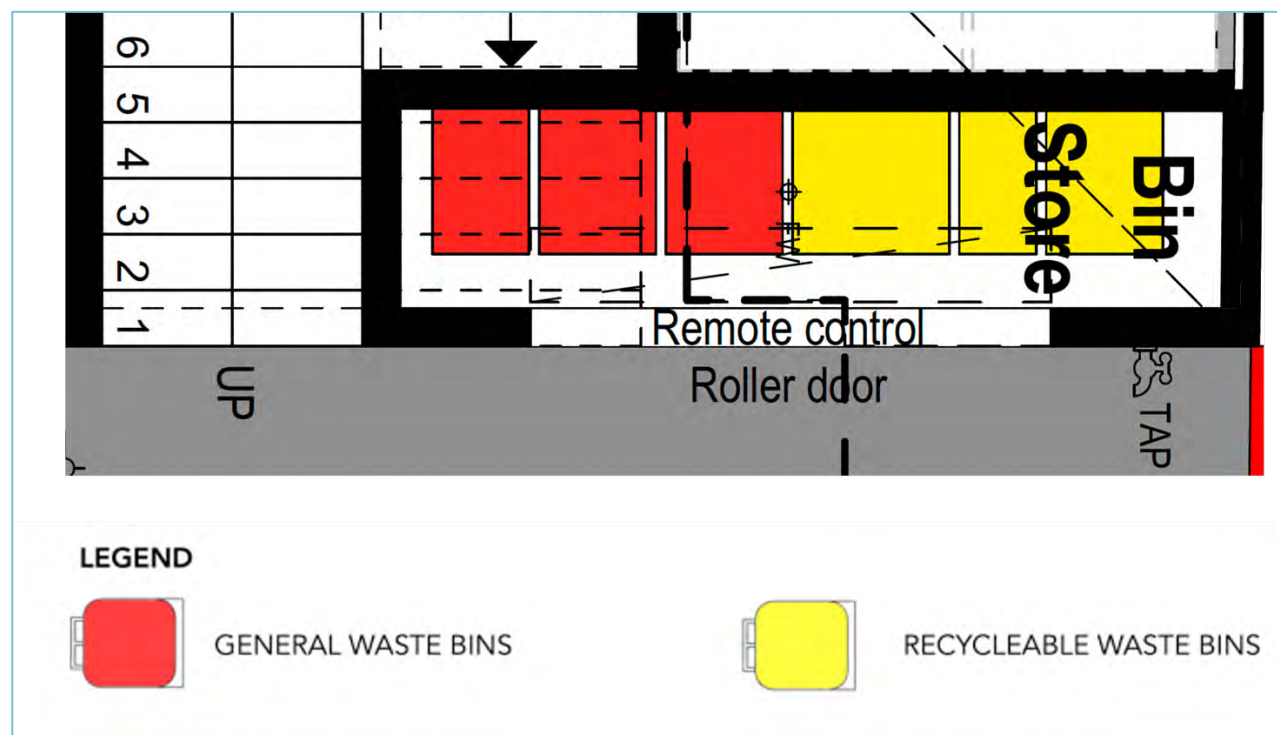


Figure 4: Bin Store

6.5 Waste Collection

Collector

Private Contractor.

Collection Point

It is intended that waste be collected by a private contractor.

Waste collection will be scheduled to occur during the day (between 10.30am and 3.30pm) to avoid conflicts with the peak drop-off and pick-up times for the proposed Child Care Centre.

Waste can be collected from the West Road verge in front of the site. Staff will be responsible for wheeling bins to the kerb in the evening before the day of collection and returning bins to the compound after collection. Given the limited number of bins (6), the bins could be placed in immediately adjacent to the crossover, as shown below.

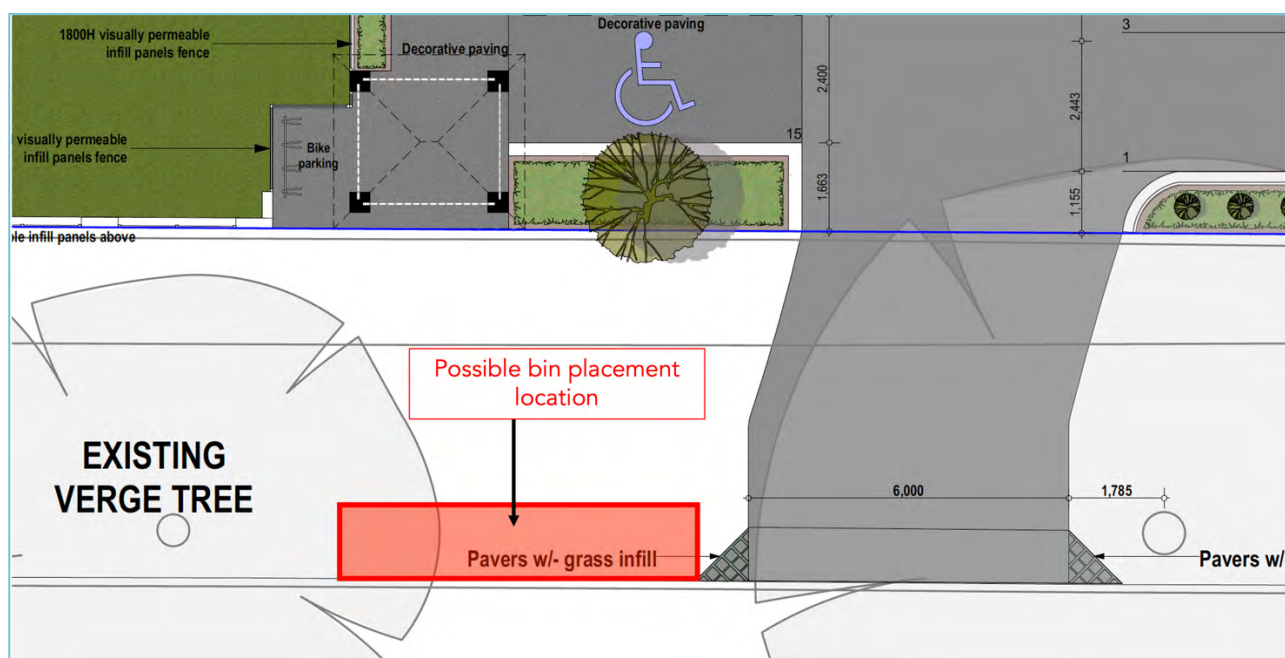


Figure 5: Possible Bin Placement (Verge Collection)

7.0 Review of Operational Management Plan

Management of the Child Care Centre will review the OMP on an annual basis to ensure it remains effective and consistent with regulatory requirements.

Complaints relating to the operation of the Child Care Centre should be directed to the Centre Manager, who will endeavour to respond in a timely manner.

The contact details of the Child Care Centre shall be included in this OMP prior to the Child Care Centre commencing operations, as per the details below (to be completed).

Contact Details	
Trading Name of Centre	
Name of Centre Manager	
Telephone Number – Business Hours	
Telephone Number – After Hours	
Email Address	

TRANSPORT IMPACT STATEMENT

94 West Road

Bassendean

October 2024

Rev D



PART OF  **Premise**

HISTORY AND STATUS OF THE DOCUMENT

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
Rev A Draft	19.12.2023	M Kleyweg	M Kleyweg	20.12.2023	Issued for Review
Rev A	30.05.2024	M Kleyweg	M Kleyweg	30.05.2024	Proposed Layout Amended
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Rev D	31.10.2024	M Kleyweg	M Kleyweg	31.10.2024	Proposed Layout Amended

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Appendices

Appendix 1 - The layout of the proposed development

Appendix 2 - Transport Planning and Traffic Plans

Appendix 3 - Vehicle Turning Circle Plans

1. Executive Summary

- The project location is No. 94 West Road, Bassendean.
- The subject lot is currently vacant.
- The proposed development is a childcare centre with a capacity for 80 children.

Technical Findings

- The proposed development is expected to generate 348 vehicular trips per day, 64 vehicular trips in the AM peak and 56 vehicular trips in the PM peak.
- According to WAPC this is considered as a moderate traffic impact to the surrounding road network.
- Three major routes are expected to be utilised for access to the subject site:
 - To/from the north via West Road
 - To/from the south via West Road
 - To/from the east via West Road > Hyland Street

Relationship with Policies

- According to the Town of Bassendean Local Planning Policy No. 8, the proposed development will require 22 carparking bays.
- The proposed development plans show 18 parking bays. The calculated shortfall is 4 bays. However, the 18 bays aligns with the DPLH Draft Position Statement on Child Care premises of one space per 5 children.
- KCTT have provided a detailed breakdown of required parking in Section 2.8, based on extensive experience in this field.
- The analysis has shown that the maximum required parking would be 6 for parents and 8 for staff members in the busiest hours of the day – a parking demand of 14 parking bays.
- Therefore, a total of 18 car parking bays would satisfy all parking requirements and would align with the DPLH position.
- ACROD Provision – the proposed development will meet the requirement for 1 ACROD bay.

Conclusion

- As stated above, the proposed development will generate up to 348 vehicular trips per day and 64 vehicular trips in the peak hour.
- West Road is classified as a Local Distributor as per MRWA classification with the maximum desirable volume of 6,000 vehicles per day. Currently, there are no publicly available traffic counts for this section of West Road. However, this road section provides connection to higher hierarchy road network for residential developments. Therefore, it is unlikely that maximum desirable volume will be exceeded with the additional traffic from the proposed development.
- Other surrounding roads would absorb significantly less traffic than West Road; moreover, the traffic would be dispersed, so the impact can be considered negligible.
- In summary, KCTT believe that the proposed development will not negatively impact the surrounding road network.

2. Transport Impact Statement

2.1 Proposal

Rpoint Properties engaged KCTT to prepare a Transport Impact Statement (TIS) for the proposed Childcare centre at 94 West Road, Bassendean.

The proposed development will have capacity for 80 children.

The subject site will have an access to/from West Road, north of Hyland Street.

This report will primarily address the level impact of the proposed development and the requirements for integration of the proposed development with the surroundings, namely the existing and planned immediate road network.

2.2 Location

Street Number	94
Road Name	West Road
Suburb	Bassendean
Description of Site	The subject site is currently vacant. The proposed development is a Childcare centre with a capacity for 80 children and 13 staff members.

2.3 Technical Literature Used

Local Government Authority	Town of Bassendean
Type of Development	Individual Development – Childcare Centre
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. 10
Are Austroads documents referenced?	YES

2.4 Land Uses

Are there any existing Land Uses NO

Proposed Land Uses

How many types of land uses are proposed? One (1)

Nominate land use type and yield
 Childcare Centre
 - 80 children
 - 13 staff members

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

2.5 Local Road Network Information

How many roads front the subject site? Two (2)

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

Road Name	West Road
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	20m
Road Pavement Width	8m
Classification	Local Distributor
Speed Limit	50kph or State Limit
Bus Route	YES
<i>If YES Nominate Bus Routes</i>	55
On-street parking	YES - Near the Bassendean Primary School – app. 150-200m from the subject site

Road Name	Bridson Street
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	15m
Road Pavement Width	7m
Classification	Local Distributor
Speed Limit	50kph or State Limit
Bus Route	NO
<i>If YES Nominate Bus Routes</i>	
On-street parking	NO

2.6 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			
Bridson Street	East of Elder Parade	2,673	07:45	– 280	15:00	– 250	5.2%	2021/2022	–
Old Perth Road	West of Hamilton Street	3,763	08:00	– 332	15:30	– 439	4.8%	2022/2023	–
West Road	South of Guildford Road	7,046	08:00	– 631	14:45	– 617	6.0%	2021/2022	–

*Note** - These traffic counts have been obtained from the MRWA Traffic Map.

*Note*** - Location of the West Road traffic count is outside the Bassendean shopping centre and Bassendean Oval (Refer to Appendix 2)

2.7 Vehicular Crash Information

Is Crash Data Available on Main Roads WA website? YES

If YES, nominate important survey locations:

Location 1 Intersection of Bridson Street and West Road
Location 2 Intersection of West Road and Hyland Street – no crashes were reported in the 5-year period

Period of crash data collection 01/01/2019 - 31/12/2023

The following tables show crash rates and crash densities in Perth Metropolitan area on local roads and state roads for the period from 2017 to 2022, as obtained from Main Roads WA on the 31st May 2022 by 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.

Definitions of acronyms and terms used in this analyse can be found below:

- PDO Crash - a crash that results in property damage only (major or minor) and does not require hospitalisation or medical treatment, as listed in Main Roads WA's Crash Analysis Reporting System (CARS).
- KSI Crashes - Killed and serious injury crash
- MVKT - Million Vehicle Kilometres Travelled.

Intersection Name	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
Bridson Street / West Road	Access Road / Local Distributor	50kph or State Limit / 50kph or State Limit	1	0	0	0

MR Type	Involving Overtaking	Involving Parking	Involving Animal	Involving Pedestrian	Entering / Leaving Driveway	Other / Unknown
Count	0	0	0	0	0	1

No of MVKT Travelled at Location	App. 6,000 VPD * 365 * 5 years * 0.3 km = 3.29 MVKT
KSI Crash Rate	1 KSI crashes / 3.29 MVKT = 0.3 KSI crashes/MVKT
All Crash Rate	1 crashes / 3.29 MVKT = 0.3 crashes/MVKT
Comparison with Crash Density and Crash Rate Statistics	KSI crash rate of 0.3 is higher than the network average of 0.09 KSI Crashes per MVKT for Local Roads Network. All crashes rate of 0.3 is lower than the network average of 1.98 Crashes per MVKT for Local Roads Network. Given this is an isolated incident in the 5-year period, KCTT believe that the existing intersection does not pose a significant safety risk in the surrounding area.

2.8 Vehicular Parking

Local Government

Town of Bassendean

Local Government Document Utilised

Local Planning Policy No 8 Policy: Car Parking and End-of-Trip Facilities

Description of Parking Requirements in accordance with Scheme:

Child Care Premises:

1 bay for every 10 children the facility is designed to accommodate, plus 1 bay per staff member

Note: DPLH Draft Position Statement: Child Care Premises provides a rate of 1 bay per 5 children.

Calculation of Parking

Land Use	Requirements	Yield	Total Parking
Childcare Centre	1 per 10 children	80 children	8
	1 per staff member	14 staff members	14
Total Car Parking Requirement			22
Total Volume of Parking Provided by Proponent			18

Justification

According to the Town of Bassendean Local Planning Policy No. 8, the proposed development will require 22 carparking bays. The proposed development plans show 18 parking bays. The calculated shortfall is 4 bays.

In addition to aligning with the DPLH Draft Position Statement, KCTT believe that the following points justify the calculated shortfall:

- Bassendean Primary School is located within a 200m walking radius. Parents who have children enrolled in both primary school and the proposed childcare centre are likely to park at the provided primary school parking and walk to the childcare centre.
- The proponent has provided an on-street parking survey for West Road and Whitfield Street just before 8:00 and around 16:30 in September 2023.
- The results have shown that average availability at this time is 73% and 94% in AM and PM peak respectively on West Road and 75% and 73% in AM and PM peak respectively on Whitfield Street.
- Therefore, there is an abundance of on-street parking in the vicinity of Bassendean Primary School.
- The childcare centre is located in a residential area. Parents can walk with children if they live nearby.
- 4 bicycle parking spaces are provided for staff members.

However, to justify the shortfall further, KCTT provided the required parking breakdown below.

Given the nature of the proposed land use and site context, the following points inform KCTT's opinion that the proposed car parking provision can meet the development demands:

- It is expected that some staff members could cycle/walk or be dropped off to work, therefore not requiring a parking bay for their shift. Not all staff members will work at one time.
- It is highly unlikely that the childcare centre would operate at its maximum capacity at all times.
- The peak time for childcare centres is typically a 2-hour period. The average length of stay, as stated in NSW RTA - Guide to Traffic Generating Developments, is 6.8 minutes. Our experience in surveying dwell times for childcare centres outside of commercial zones confirms this finding. Even assuming conservative 10 minutes average length of stay, the actual arrival/departure rate of parents' vehicles is likely to be spread throughout the 2-hour peak time.

The following tables were derived through many years of practice and research in this field that our office completed. We have 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 attending 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.

The below information is from an existing childcare centre, licenced to cater for up to 82 children. The following table is a sample of the busiest week in this practice which demonstrates the average occupancy and daily breakdown in May 2019 (prior to COVID-19 outbreak). The occupancy varies during weekdays and across the age groups within the centre. The total average occupancy for the May 2019 month is recorded as 76%, which is slightly above the documented average WA occupancy rates for 2019 recorded as 69%. The current documented national average occupancy as reported by Early Years Research 2022 is 62.85%.

	Date	Total entries in	Total absent	Total attending	Total occupancy	Total attendance
M	6/05/2019	50	2	48	61%	96%
T	7/05/2019	69	6	63	84%	91%
W	8/05/2019	69	7	62	84%	90%
T	9/05/2019	71	5	66	87%	93%
F	10/05/2019	62	9	53	76%	85%

We base our modelling off our own direct childcare experience which indicates a 95% occupancy as a most conservative possible day.

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

The tables below were developed on the following assumptions assessing the worst-case scenario:

- 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.

Table 1 – Children Sign-In times

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%	11	4
07:30 - 08:30	40.55%	32	6
08:30 - 09:30	30.68%	25	5
09:30 - 10:30	7.67%	6	1
After 10:30	1.37%	1	1
Total:	94.25%	75 children (80 children – 100% capacity)	

Table 2 – Children Sign-Out times

Sign-Out Time	Extracted Departure Percentages (of the maximum number of children)	Expected Number of Children Signing Out	Parking demand (assumed dwell time 10 minutes per vehicle)
Before 13:30	0.55%	0	0
13:30 - 14:30	1.92%	2	1
14:30 - 15:30	11.23%	9	2
15:30 - 16:30	24.93%	20	4
16:30 - 17:30	45.21%	36	6
17:30 - 18:30	10.41%	8	3
Total:	94.25%	75 children (80 children – 100% capacity)	

The above Tables 1 and 2 above show that the visitors' parking demand is the strongest from 07:30 – 08:30 in the AM Peak and 16:30 – 17:30 in the PM Peak.

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 bays in AM and PM peak to cater for the expected parking demand of the pick-up / drop-off function.

The proponent has advised that 8 staff members at most would be present on-site by 08:30 and in the PM peak period 16:30 – 17:30. Therefore, 8 staff carparking bays would be required in peak hours and 8 parking bays would be available for visitors.

Having in mind that the above analysis is conducted with no consideration of having siblings in the childcare centre; and with the assumption that all children are driven to the centre, and that all staff members will arrive with their own vehicle (no carpooling or alternative transportation), KCTT believe that the proposed parking provision would be sufficient for all parking requirements of the proposed childcare centre.

Therefore, with a provision of 18 carparking bays, KCTT believe that all parking requirements will be catered for. KCTT believe that the ACROD shared space could be used for turning around on-site instead of a separated reversing bay. This would allow for an additional parking bay which would providing more on-site parking opportunities.

2.9 Compliance with AS2890 Parking facilities

Which Austroads documents are referenced?	<ul style="list-style-type: none"> Australian/New Zealand Standard, Parking facilities, Part 1: Off-street car parking - AS 2890.01 Australian/New Zealand Standard, Parking facilities, Part 6: Off-street parking for people with disabilities – AS2890.06
Number of Parking Bays on-site	<ul style="list-style-type: none"> 18 bays
Proposed development User Class	<ul style="list-style-type: none"> 1A - Residential, domestic and employee parking 3 - Short-term city and town centre parking, parking stations, hospital, and medical centres
Driveway category and dimensions	<ul style="list-style-type: none"> Category 1 access driveway 5.8m driveway width 6m driveway length

2.9.1 Compliance Overview

FULL COMPLIANCE		PARTIAL DEPARTURE		FULL DEPARTURE		NOT APPLICABLE	
Element		Compliance		Comment			
Car Bay Class 1A		FULL COMPLIANCE		ACROD shared space to be used for turning			
Car Bay Class 3		FULL COMPLIANCE					
Aisle width		FULL COMPLIANCE					
Blind Aisle Extension		FULL COMPLIANCE					
Reversing bay		FULL COMPLIANCE					
Columns' location		FULL COMPLIANCE					
Location of driveway		FULL COMPLIANCE					
Sight distance requirements at access driveways		FULL COMPLIANCE					
Minimum sight lines for pedestrian safety		FULL COMPLIANCE					

2.9.2 Comparison of proposed layout to AS2890.01 requirements

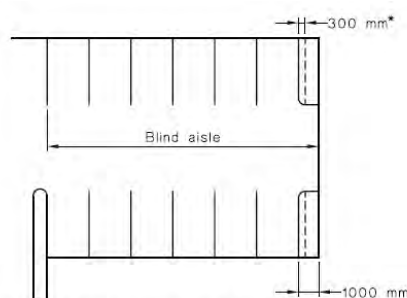
Parking Bay Type	AS2890.1:2004 Off-street car parking AS2890.6 Off-street parking for people with disabilities					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A) STAFF	5.4m	5.4m	2.4m	2.5 - 2.6m	5.8m	6m
All bays at 90° (User Class 3) VISITORS	5.4m	5.4m – 5.5m	2.6m	2.6m	5.8m	6m
ACROD Parking	5.4m	5.5m	2.4m–ACROD 2.4m–shared space	2.4m–ACROD 2.4m–shared space	5.8m	6m

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

“Blind aisles

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.



*Additional widening required if there is a wall or fence at the side of the last space, see Clause 2.4.1(b)(ii).

DIMENSIONS IN MILLIMETRES

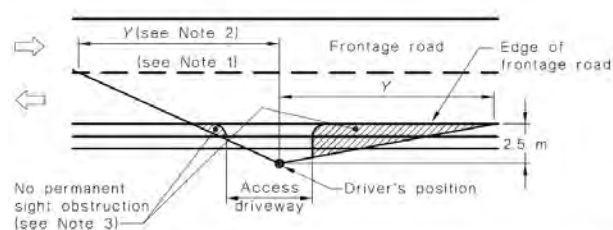
FIGURE 2.3 BLIND AISLE EXTENSION

Blind aisle

More than 1m required is provided

“Entering sight distance

Unsignalized access driveways shall be located so that the intersection sight distance along the frontage road available to drivers leaving the car park or domestic driveway is at least that shown in Figure 3.2.”

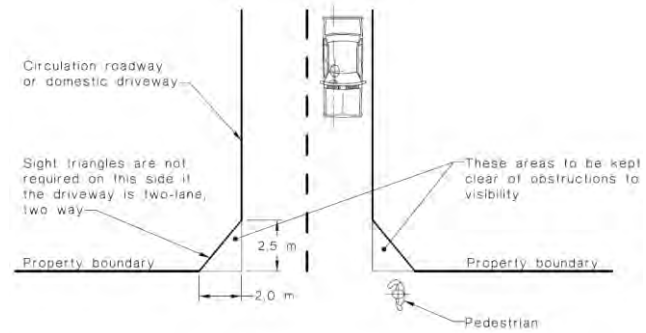


Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40

Sight distance requirements at access driveways

When the driver positions themselves properly, Stopping Sight Distance (SSD) values of 45m both to the north and the south can be achieved, ensuring adequate visibility and maintaining safety. The only location where the sightline is partially obstructed is when driver is positioned exactly 2.5m from the edge of the carriageway. Refer to Drawing S40 of the Appendix 3 for Sight distances review.

“ Sight distance to pedestrians
Clear sight lines as shown in Figure 3.3 shall be provided at the property line to ensure adequate visibility between vehicles leaving the car park or domestic driveway and pedestrians on the frontage road footpath.”



Minimum sight lines for pedestrian safety
 Clear pedestrian sightlines are provided

“ Column Location and Spacing
The dimensions for locating columns in a short span structure shall be as given in Figure 5.1. The design envelope around a parked vehicle which is to be kept clear of columns, walls or other obstructions, is shown in Figure 5.2. If this requirement is met, the dimensions in Figure 5.1 will also be achieved.
NOTE: Columns should not be located at the edge of a parking aisle. The difficulty of manoeuvring into a parking space is increased by such a location. It is also desirable to avoid locating a column directly opposite a car door.”

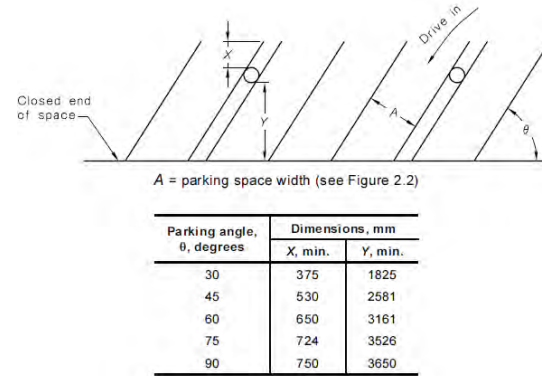


FIGURE 5.1 COLUMN LOCATION

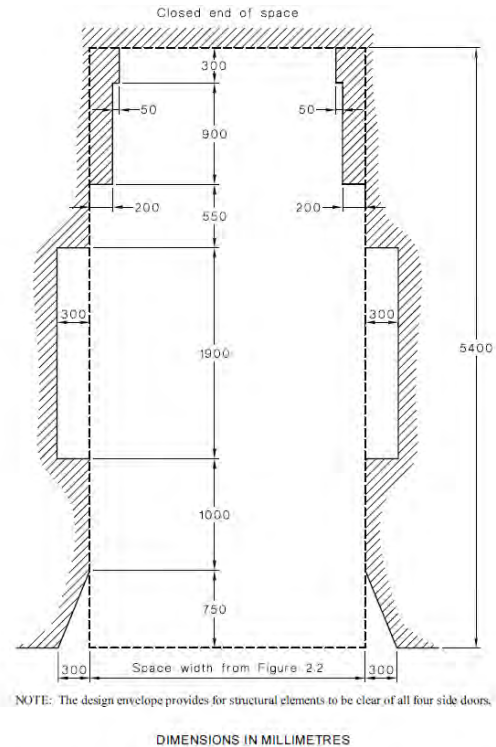


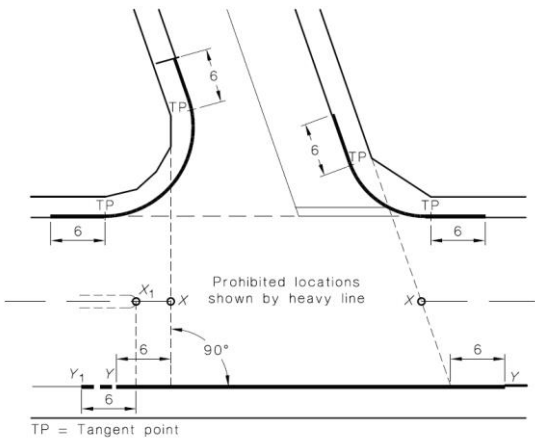
FIGURE 5.2 DESIGN ENVELOPE AROUND PARKED VEHICLE TO BE KEPT CLEAR OF COLUMNS, WALLS AND OBSTRUCTIONS

Column position
 All proposed columns, as shown on plans in Appendix 1 are positioned at appropriate locations and in accordance with the AS2890.01 requirement.

“ Width requirements at low volume (Category 1) access driveways and connecting roadways:
Where the circulation roadway leading from a Category 1 access driveway is 30 m or longer, or sight distance from one end to the other is restricted, and the frontage road is an arterial or sub-arterial road, both the access driveway and the circulation roadway for at least the first 6 m from the property boundary shall be a minimum of 5.5 m wide. In other cases subject to consideration of traffic volumes on a case-by-case basis, lesser widths, down to a minimum of 3.0 m at a domestic property, may be provided. As a guide, 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass on the driveway, i.e. a minimum width of 5.5 m. On long driveways, passing opportunities should be provided at least every 30 m. Reversing movements to public roads shall be prohibited wherever possible.”

Access driveway width
 6m

“ Access driveway location
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.”



Access driveway location	<p>Given its proximity to two intersections of West Road with Hyland Street and Bridson Street, there are limited options for placing of the crossover/driveway. KCTT believe that the proposed location is the best possible, having in mind the necessity of retaining existing trees, the position of nearby intersections and respective traffic volumes on these intersections. Hyland Street carries significantly less traffic than Bridson Street due to low number of residential units surrounding it and because it is not a viable route for high passing traffic volumes.</p> <p>Therefore, positioning the crossover as far away possible from West Road / Bridson Street is a desirable outcome.</p>
--------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

2.9.3 **Vehicle Swept Paths**

Have Vehicle Swept Paths been checked for Parking? YES

If YES, provide description of performance:

The proposed parking area has been checked with a standard B99 Passenger Vehicle 5.2m.

No navigability issues have been found.

Please refer to the swept path analysis plans provided in Appendix 3.

2.10 **Bicycle Parking**

Local Government	Town of Bassendean
Reference Document Utilised	Local Planning Policy No 8 Policy: Car Parking and End-of-Trip Facilities
Description of Parking Requirements in accordance with Scheme:	
The LPP No. 8 does not provide bicycle parking rates for the land use - Childcare Centre.	

Total Volume of Bicycle Parking Required	N/A
Total Volume of Bicycle Parking Provided by Proponent	4

Justification
 The proposed development will provide 4 bicycle bays. According to LPP No. 8, developments that provide 3-5 bicycle bays are required to provide 1 shower and change facility. The proposed development plans suggest full compliance with this requirement.

2.11 ACROD Parking

Class of Building Class 1b (Child Care Centre);

Does this building class require specific provision of ACROD Parking? YES

Reference Document Utilised Building Code of Australia

Description of Parking Requirements:

"Class 1b — 1 space for every 100 carparking spaces or part thereof."

Parking Requirement in accordance with regulatory documents

Land Use	Requirements	Yield	Total Parking
Child care	<i>1 space for every 100 carparking spaces or part thereof</i>	18	1
Total Volume of ACROD Parking Required			1
Total Volume of ACROD Parking Provided by Proponent			1

Justification

The proposed plans demonstrate 1 ACROD bay, meeting the requirements outlined by the Building Code of Australia.

2.12 Delivery and Service Vehicles

Guideline Document used as reference NSW RTA Guide to Traffic Generating Developments
 Requirements

Other uses - 1 space per 2,000m²

Parking Requirement in accordance with regulatory documents

Land Use	Minimum Requirements	Yield	Total Parking
Childcare Centre	<i>1 space per 2,000m²</i>	Less than 2,000m ²	1
Total Volume of Service and Delivery Parking Required			1
Total Volume of Service and Delivery Parking Provided by Proponent			N/A

Justification

The proposed development will not require a dedicated service/delivery bay. Deliveries will likely be conducted outside of peak hours and the delivery vehicle will utilise one of the available bays.

2.13 Calculation of Development Generated / Attracted Trips

What are the likely hours of operation?	06:30 - 18:30
What are the likely peak hours of operation?	AM peak 07:30 - 08:30 PM peak 16:30 - 17:30
Do the development-generated peaks coincide with existing road network peaks?	YES
If YES, Which:	Partially AM peak
Guideline Document Used	NSW RTA Guide to Traffic Generating Developments
Rates from above document:	Child Day Care: <ul style="list-style-type: none"> 0.8 trips in AM Peak per child 0.7 trips in PM Peak per child <p><i>It should be noted that these rates are given for a 2-hour peak period. For the purposes of this report KCTT will use the worst-case scenario where the two-hour traffic volume will be attracted to the development within one hour.</i></p>

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

Childcare centres 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 to the daycare centre and 2 vehicular trips when picking the child up. Employees will make 1 vehicular trip arriving to work, and another vehicular trip when leaving work. For the calculations below, a conservative approach has been applied, **showing the theoretical maximum number of children, under the assumption that all children are driven to school, there are no siblings in the centre and no sick children absent from the centre.**

Land Use Type	Rate above	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
				AM	PM
Childcare Centre	4 VPD per child+2 VPD per employee 0.8 VPH AM Peak per child 0.7 VPH PM Peak per child	80 children 14 staff members	348	64	56

Does the site have existing trip generation/attraction?	NO
What is the total impact of the new proposed development?	The proposed development is expected to generate 348 daily vehicular trips, 64 vehicle trips in the morning peak and 56 in the evening peak. According to WAPC, this is considered a moderate traffic impact on the surrounding road network.

2.14 Traffic Flow Distribution

How many routes are available for access / egress to the site? Three (3)

Route 1 / Movement 1

Provide details for Route No 1 To/from the north via West Road
Percentage of Vehicular Movements via Route No 1 55% [191 VPD; AM 35 VPH; PM 31 VPH]

Route 2 / Movement 2

Provide details for Route No 2 To/from the east via West Road > Hyland Street
Percentage of Vehicular Movements via Route No 2 5% [18 VPD; AM 3 VPH; PM 3 VPH]

Route 3 / Movement 3

Provide details for Route No 3 To/from the south via West Road
Percentage of Vehicular Movements via Route No 3 40% [139 VPD; AM 26 VPH; PM 22 VPH]

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

2.15 Public Transport Accessibility

How many bus routes are within 400 metres of the subject site? One (1)
How many rail routes are within 800 metres of the subject site? None

Bus Route	Description	Peak Frequency	Off-Peak Frequency
55	Perth - Bassendean via Lord Street & Guildford Road	15-20 minutes	60 minutes

Walk Score Rating for Accessibility to Public Transport

32 | Some Transit. A few nearby public transportation options.

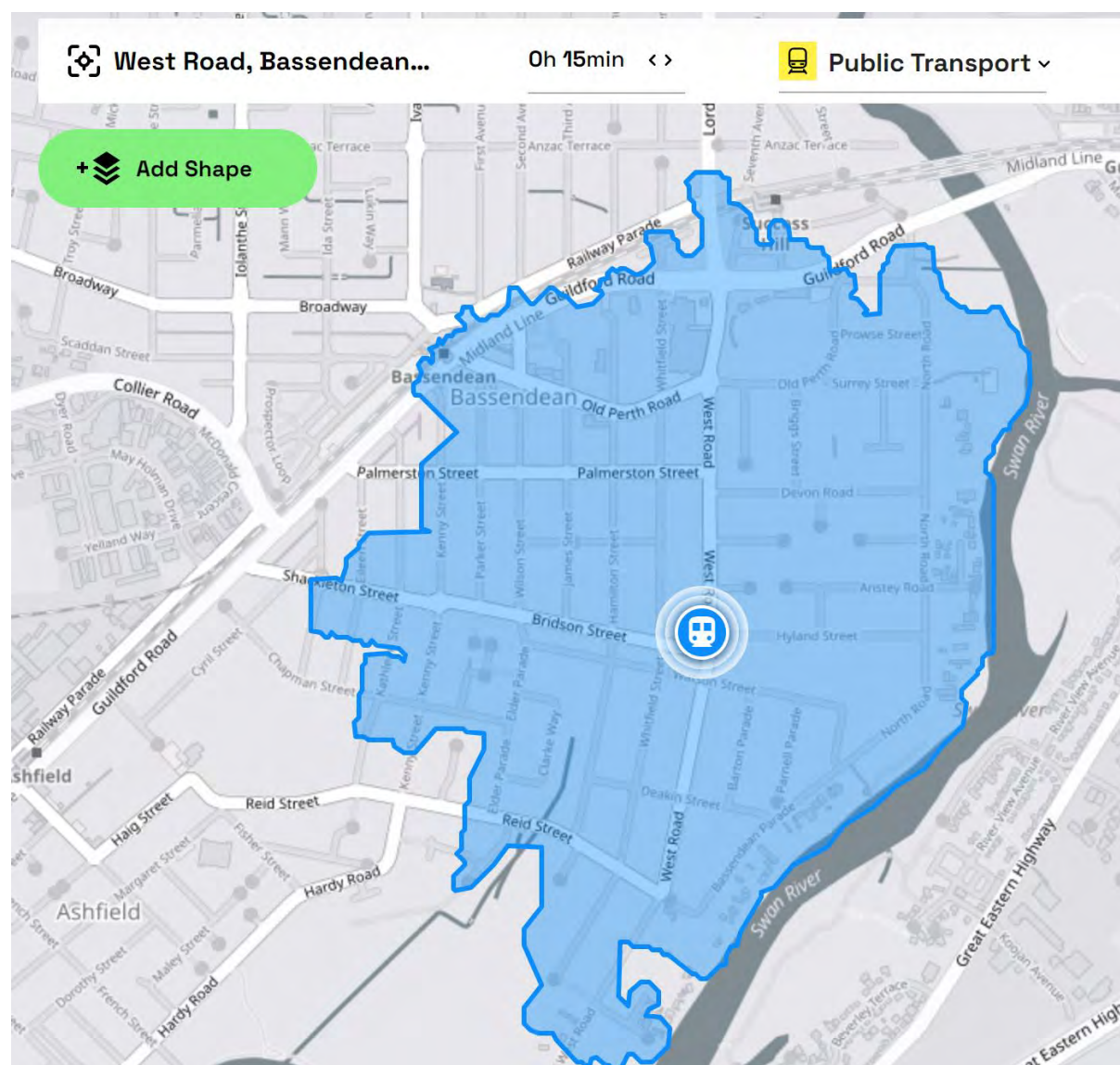


Figure 1 - Public transport availability from the subject site

2.16 Pedestrian Infrastructure

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

Pedestrian paths are available on Bridson Street and West Road and on most other surrounding roads. Refer to Appendix 2, drawing S04 for graphic representation of pedestrian paths.

Does the site have existing pedestrian facilities YES

Does the site propose to improve pedestrian facilities? NO

What is the Walk Score Rating?

53 | Somewhat Walkable. Some errands can be accomplished on foot.

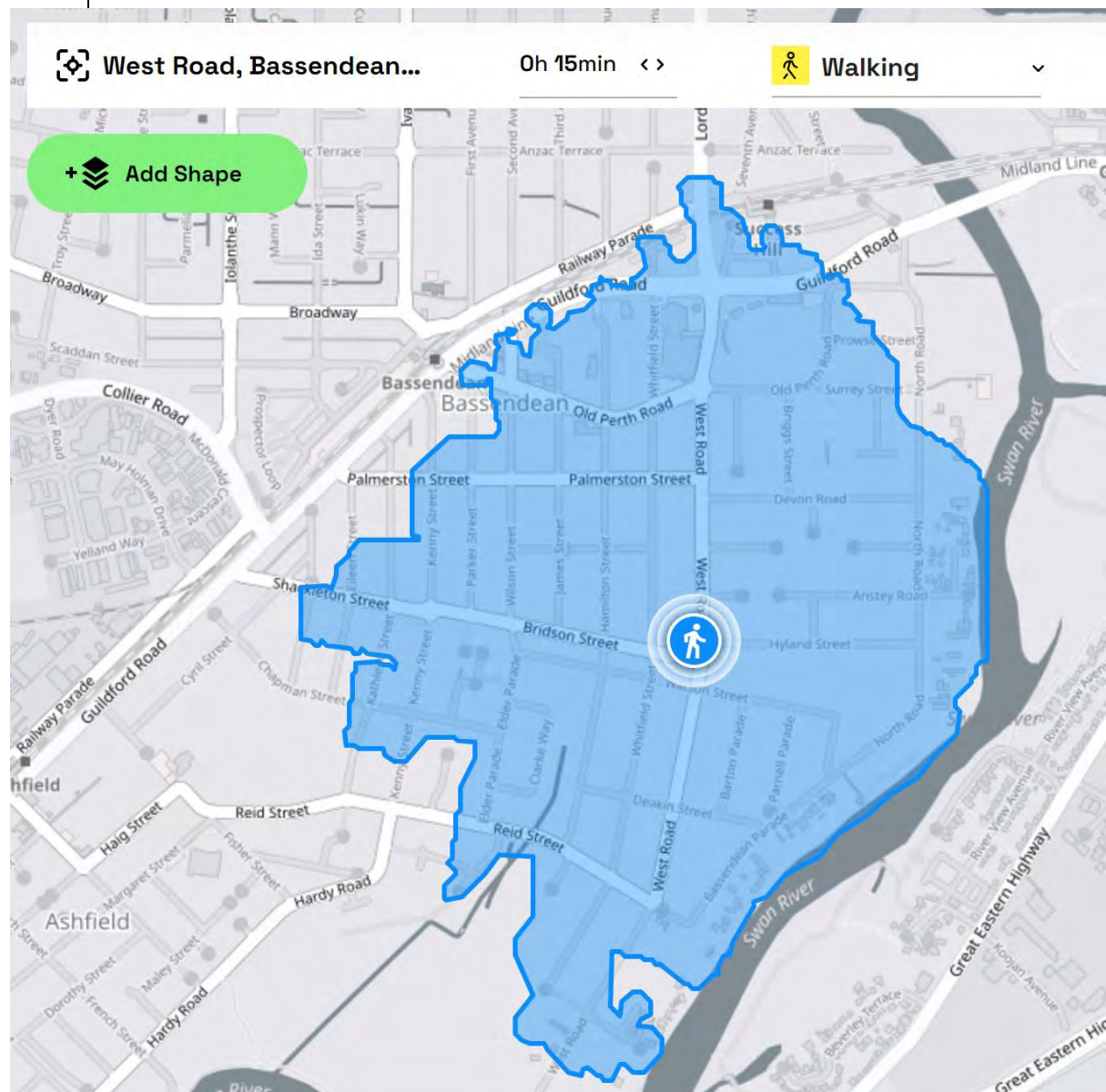


Figure 2 - Walking catchment from the subject site.

2.17 Cyclist Infrastructure

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

YES

If YES, describe:

Classification	Road Name
"Other Shared Path (Shared by Pedestrians and Cyclists)"	West Road
"Good Road Riding Environment"	Bridson Street; West Road; North Road; Bassendean Parade; Elder Parade
"Perth Bicycle Network - Continuous Signed Routes"	NE14 – Wilson Street, Elder Parade, Chapman Street, Kenny Street;

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

YES

If YES, describe:

Classification	Road Name
"Good Road Riding Environment"	Bridson Street
Does the site have existing cyclist facilities?	YES
Does the site propose to improve cyclist facilities?	YES

If YES, describe the measures proposed.

4 bicycle bays are proposed to promote alternative means of transportation.

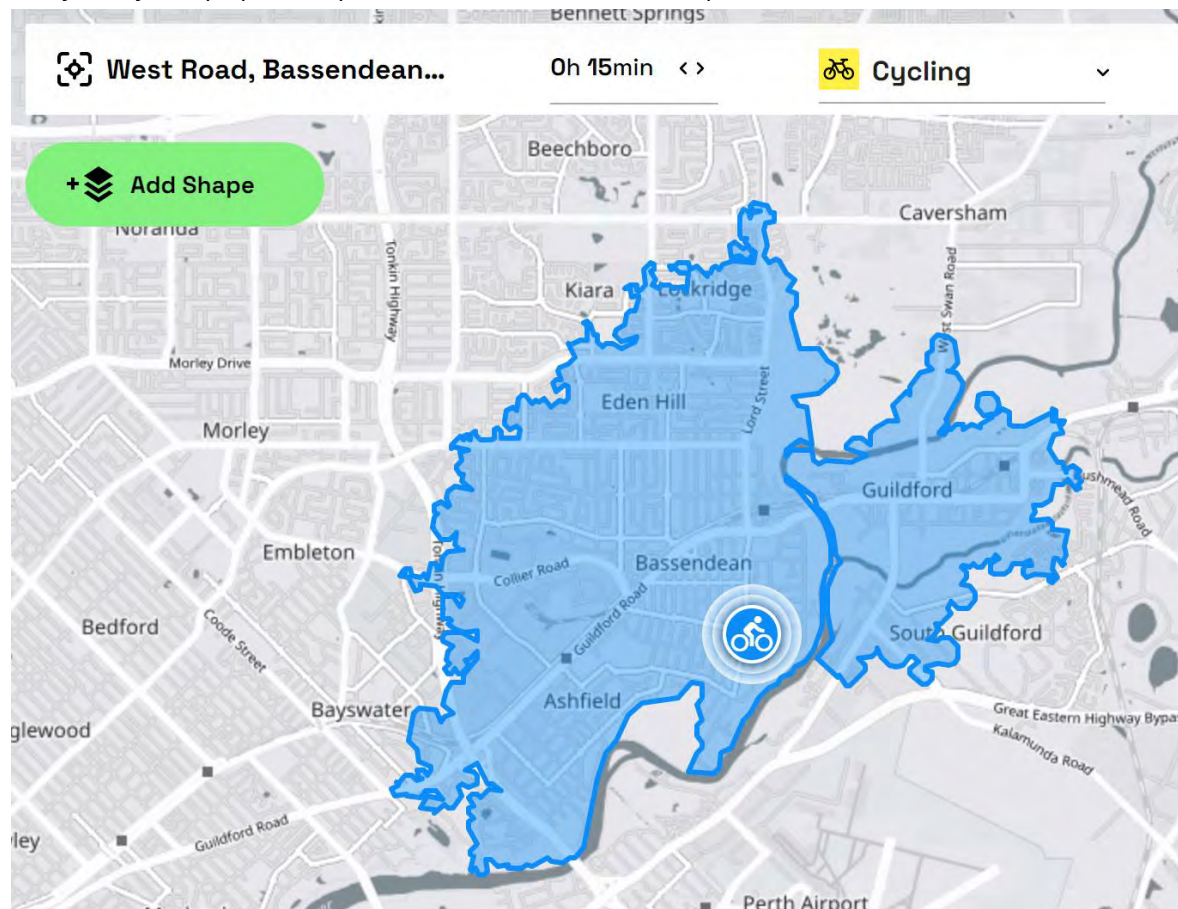


Figure 3 - Cycling catchment from the subject site.

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

Parking Shortfall

Remedial Measure / Response

According to the Town of Bassendean Local Planning Policy No. 8, the proposed development will require 22 carparking bays.

The proposed development plans show 18 parking bays. The calculated shortfall is 4 bays.

KCTT have provided a detailed breakdown of required parking in Section 2.8, based on extensive experience in this field.

The analysis has shown that the maximum required parking would be 6 for parents and 8 for staff members in the busiest hours of the day, assuming the 'worst-case' scenario – a parking demand of 14 bays.

Therefore, the total provision of 18 car parking bays would meet the parking demand.

Appendix 1

The Layout of the Proposed Development

Briscola PTY LTD
Address: Lot 85 (#94) West Road, Bassendean
Childcare Centre
Job Number: 23019

Drawing No	Description
01	Cover Page
02	3D
03	Existing Site Survey
04	Site Plan
05	Context Plan
06	Aerial Map
07	Ground Floor Plan
08	First Floor Plan
09	Roof Plan
10	Elevations





16:00	Changes	28.13
16:00	Changes	18.12
17:00	Changes	10.10
16:00	Changes	04.09
15:00	Changes	30.08
14:00	Changes	31.07
13:00	Changes	29.06
12:00	Changes	09.05
11:00	Changes	26.04
Revision	Description	19.03



Client
Briscola PTY LTD

Project Name
Childcare Centre

Project Address
Lot 85 (#94) West Road, Bassendean

Drawing Title:
3D

Scale:	Sheet Size:	A1
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Project No:	Revision Number:
000000	000000

23019	19.00
Drawing No.:	

02 of 10



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Attachment 12.8.9

FEATURE SURVEY

STREET NAME West Road	LOT # 85	LOT # 84	SUBURGE Bassendean	LOCAL AUTHORITY Town of Bassendean	LOT AREA 1239m ²	S CODE R20	SURVEY DATE 21/11/2022	SCALE AT 1:500
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CLIENT DETAILS		LEGEND	
Briscola Pty Ltd		<input type="checkbox"/> WATER METER <input type="checkbox"/> SEWER AC <input type="checkbox"/> TELEPHONE PIT <input type="checkbox"/> POWER POLE <input type="checkbox"/> TREE (TO SCALE) <input type="checkbox"/> WINDOW	
FIELD SURVEY <input checked="" type="checkbox"/> TOPO REF AHD (Approx.) West 54 F - v1.0		<input checked="" type="checkbox"/> SEWER CORN. (TOF) TOP OF FENCE <input checked="" type="checkbox"/> TEMP. BENCHMARK	

The plan shows three lots: Lot 84 (approx. 100.58m x 78.43m), Lot 85 (approx. 100.58m x 59.28m), and Lot 86 (approx. 100.58m x 63.47m). Streets shown are Bridson Street to the west and West Road to the south. The plan includes numerous survey points, bearings, distances, and features like fences, gates, and trees. A north arrow is located in the bottom left corner of the plan area.

Vision CONSULTING

IMPORTANT NOTES:

1. THIS SURVEY HAS BEEN CONDUCTED IN ACCORDANCE WITH THE SURVEY ACT 1985 AND THE SURVEY REGULATIONS 1985. THE SURVEYOR HAS BEEN SATISFIED THAT THE SURVEY HAS BEEN CONDUCTED IN ACCORDANCE WITH THE ACT AND REGULATIONS.

2. THE SURVEYOR HAS BEEN SATISFIED THAT THE SURVEY HAS BEEN CONDUCTED IN ACCORDANCE WITH THE ACT AND REGULATIONS.

3. THE SURVEYOR HAS BEEN SATISFIED THAT THE SURVEY HAS BEEN CONDUCTED IN ACCORDANCE WITH THE ACT AND REGULATIONS.

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10. THE SURVEYOR HAS BEEN SATISFIED THAT THE SURVEY HAS BEEN CONDUCTED IN ACCORDANCE WITH THE ACT AND REGULATIONS.

19:00	Changes	28.10.24
18:00	Changes	18.10.24
17:00	Changes	10.10.24
16:00	Changes	04.09.24
15:00	Changes	30.08.24
14:00	Changes	31.07.24
13:00	Changes	29.05.24
12:00	Changes	09.05.24
11:00	Changes	28.04.24
Revision	Description	19.01.24



Client
Briscola PTY LTD

Project Name
Childcare Centre

Project Address
Lot 85 (#94) West Road, Bassendean

Drawing Title:
Existing Site Survey

Scale: 1:200	Sheet Size: A1
Project No: 23019	Revision Number: 19.00

03 of 10

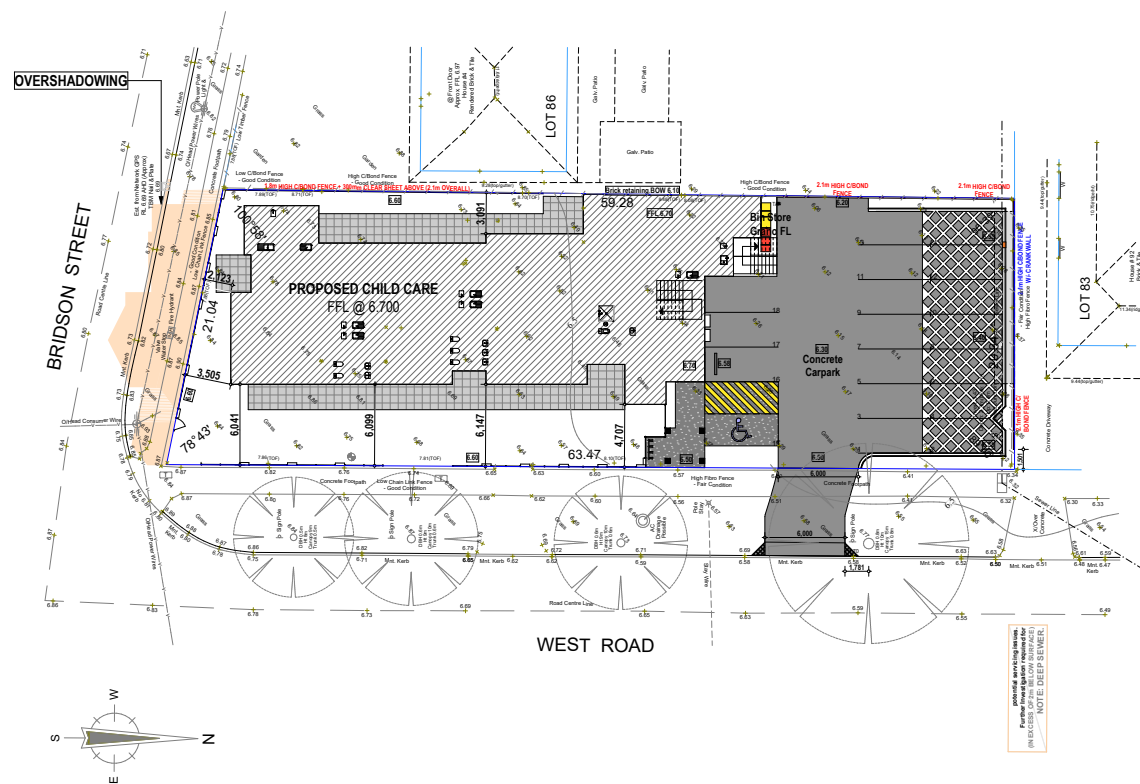
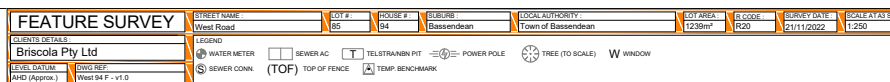


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Attachment 12.8.9



Zone	Area	Permit
Stone FF	4.22	8.85
Bin	5.62	11.75
First Floor	111.61	22.38
Children Center	440.17	90.74
	562.22	153.78
Zoning		Residential R20
Policies:		Residential
Policy		
Heritage	No	
Buildings:	No	
B&L:	No	
Acoustics:	TBA	
Seismic:	Inside North	
Power:	Overhead	
Coastal:	No	
Water:	Minor on Site	
Water Quality		Nil
15-01	Changes	(26.10.12)
15-02	Changes	(16.10.12)
15-03	Changes	(12.10.12)
15-04	Changes	(04.09.12)
15-05	Changes	(30.08.12)
15-06	Changes	(21.07.12)
15-07	Changes	(20.05.12)
15-08	Changes	(09.05.12)
15-09	Changes	(29.04.12)
15-10	Changes	(19.01.12)
Residential Design		



Client
Briscola PTY LTD

Project Name
Childcare Centre

Project Address
Lot 85 (#94) Wes

Drawing Title:

Site Plan

Scale: 1:200	Sheet Size: A1
Project No: 23019	Revision Number: 19.00

Drawing No.:
04 of 10



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Hawaiian Bassendean



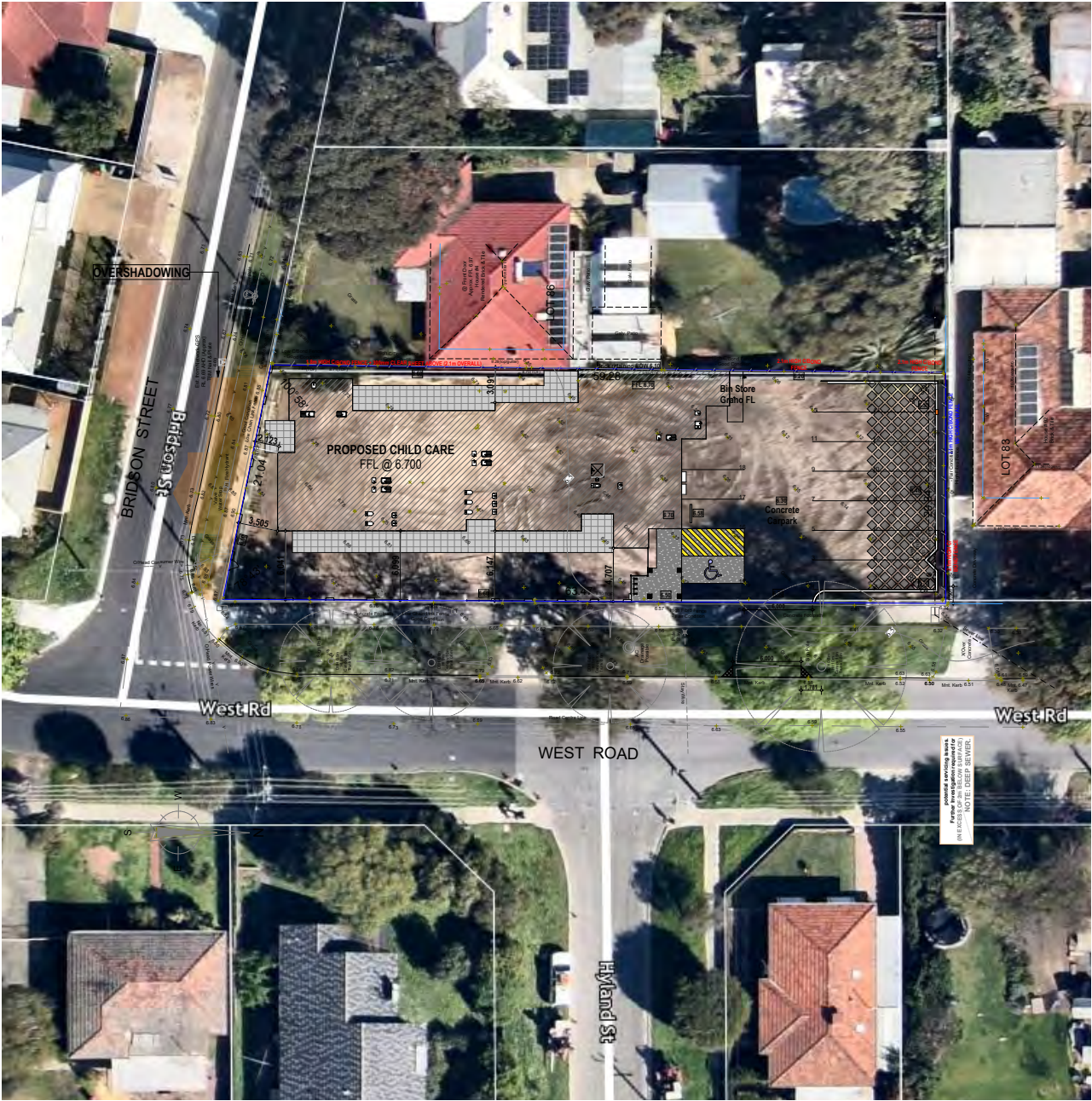
Commerical Development



Bassendean Primary School

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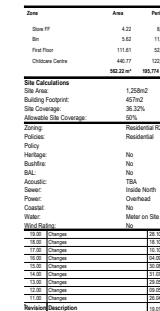
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Childcare Centre	
Project Address	
Lot 85 (954) West Road, Bassendean	
Drawing Title	
Aerial Map	
Scale	Sheet Size
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Project No	Revision Number
23019	19.00
Drawing No.	
06 of 10	

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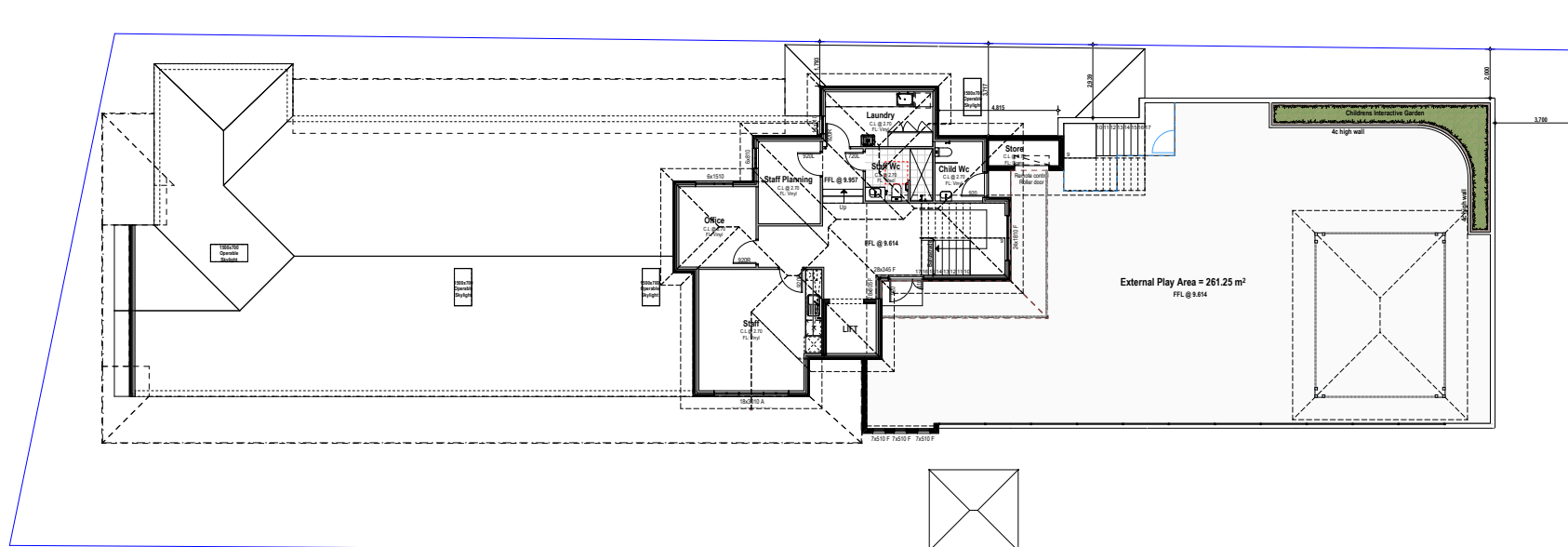
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P 08 9433 3333
E info@mbmacrisbuilders.com.au
M 08 9433 3333

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Parking Calculations	
(As per local planning policy)	
Description	Required
1 bay per employee	14
1 bay per 10 childs	8
Required =	22
Provided =	18



Parking Calculations (As per local planning policy)	
Description	Required
1 bay per employee	14
1 bay per 10 childs	8
Required =	22
Provided =	18



Zone	Area	Perim
Store FF	4.22	8,850
Bin	5.62	11,755
First Floor	111.61	52,380
Childcare Centre	440.77	122,789
	562.22 m ²	194,774 m

Zoning:	Residential R20	
Policies:	Residential	
Policy		
Heritage:	No	
Bushfire:	No	
BAL:	No	
Acoustic:	TBA	
Sewer:	Inside North	
Power:	Overhead	
Coastal:	No	
Water:	Meter on Site	
Wind Rating:	No	
15.00	Changes	08.10.24
15.03	Changes	18.10.24
17.00	Changes	10.10.24
18.00	Changes	04.09.24
19.00	Changes	20.08.24
14.00	Changes	31.07.24
13.00	Changes	29.06.24
12.00	Changes	09.05.24
11.00	Changes	26.04.24
Revisions	Description	19.04.24

Project North:

Client
Briscola PTY LTD

Project Name
Childcare Centre

Project Address
Lot 85 (#94) West Road, Bassendean

Drawing Title:
First Floor Plan

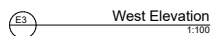
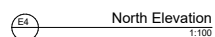
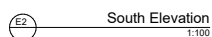
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1:100	A1
Project No:	Revision Number:
23019	19.00

Drawing No.: 08 of 10



5 E: frank@macribuilders.com.au
P: 0444 5829
M: 0407 727 766

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13.00	Changes	28.10.21
18.00	Changes	18.10.21
17.00	Changes	10.10.21
16.00	Changes	04.09.21
15.00	Changes	30.08.21
14.00	Changes	31.07.21
13.00	Changes	29.05.21
12.00	Changes	09.05.21
11.00	Changes	26.04.21
Revision	Description	19.01.21



Client
Briscola PTY LTD

Project Name
Childcare Centre

Project Address
Lot 85 (#94) West Road, Bassendean

Scale: 1:100	Sheet Size: A1
Project No: 23019	Revision Number: 19.00

Drawing No.: 10 of 10



Appendix 2

Transport Planning and Traffic Plans



PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street

STREET NAME

RAILWAY

ROAD BRIDGE

TOWN OF BASSENDEAN

BASSENDEAN

LOCATION BOUNDARY

DISTANCE FROM LOCATION

LOCAL GOVERNMENT NAME

SUBURB NAME

LOCAL AUTHORITY BOUNDARY

LEGEND

			PROJECT: 94 WEST ROAD, BASSENDEAN	DRAWN BY: N.M.
			TITLE: LOCALITY PLAN - 800M RADIUS	
			DRAWING NUMBER: KC01664.000_S01	
A	19-12-2023	ISSUED FOR REVIEW		
No	DATE	AMENDMENT		

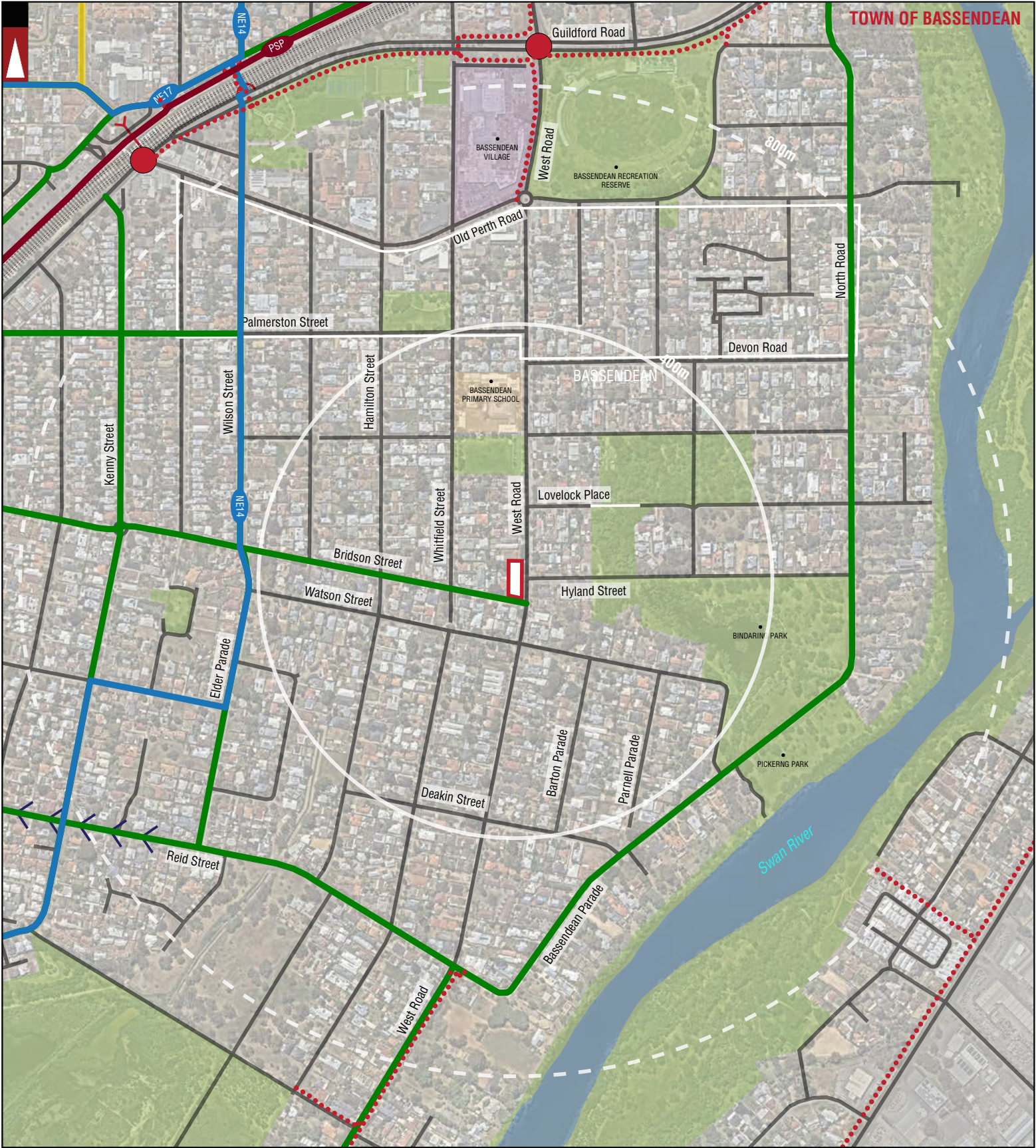
Civil & Traffic Engineering Consultants
KCTT (Trading as KC Traffic and Transport Pty Ltd)
PO Box 1456 Scarborough WA 6922






















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

kctt

PART OF Premise





 PARKS AND RECREATION	 ROAD	 LOCATION BOUNDARY	 PSP	PRINCIPAL SHARED PATH (PSP)	 GRADIENT ARROW
 WATERWAYS	 Hay Street STREET NAME	 DISTANCE FROM LOCATION	 OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)		 WALKING TRAIL
 PUBLIC PURPOSE	 RAILWAY	 TOWN OF BASSENDEIAN	 GOOD ROAD RIDING ENVIRONMENT		 TRAFFIC LIGHT
 SHOPPING AREA	 ROAD BRIDGE	 BASSENDEIAN SUBURB NAME	 BICYCLE LANES OR SEALED SHOULDER EITHER SIDE		
		 LOCAL AUTHORITY BOUNDARY	 NW12	PERTH BICYCLE NETWORK (PBN) - CONTINUOUS SIGNED ROUTES	

LEGEND

Civil & Traffic Engineering Consultants
KCTT (Trading as KC Traffic and Transport Pty Ltd)
PO Box 1456 Scarborough WA 6922

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



			PROJECT: 94 WEST ROAD, BASSENDEIAN	DRAWN BY:
			TITLE: BICYCLE NETWORK PLAN - 800M RADIUS	N.M.
			DRAWING NUMBER: KC01664.000_S02	
A	19-12-2023	ISSUED FOR REVIEW		
No	DATE	AMENDMENT		





PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street

STREET NAME

RAILWAY

ROAD BRIDGE

TOWN OF BASSENDEAN

BASSENDEAN

SUBURB NAME

LOCAL AUTHORITY

LOCATION

DISTANCE FROM

LOCAL GOVERNMENT

NAME

BUS ROUTES

103

BUS ROUTE

NUMBER

BUS TERMINUS

TRAIN AND BUS

TRANSFER

NOTE: FOR MORE INFORMATION REGARDING THE DESCRIPTION OF BUS ROUTES AND THEIR INDICATIVE PEAK AND OFF-PEAK FREQUENCIES REFER TO THE REPORT.

LEGEND

			PROJECT: 94 WEST ROAD, BASSENDEAN	DRAWN BY: N.M.
			TITLE: PUBLIC TRANSPORT PLAN - 800M RADIUS	
			DRAWING NUMBER: KC01664.000_S03	
A	19-12-2023	ISSUED FOR REVIEW		
No	DATE	AMENDMENT		

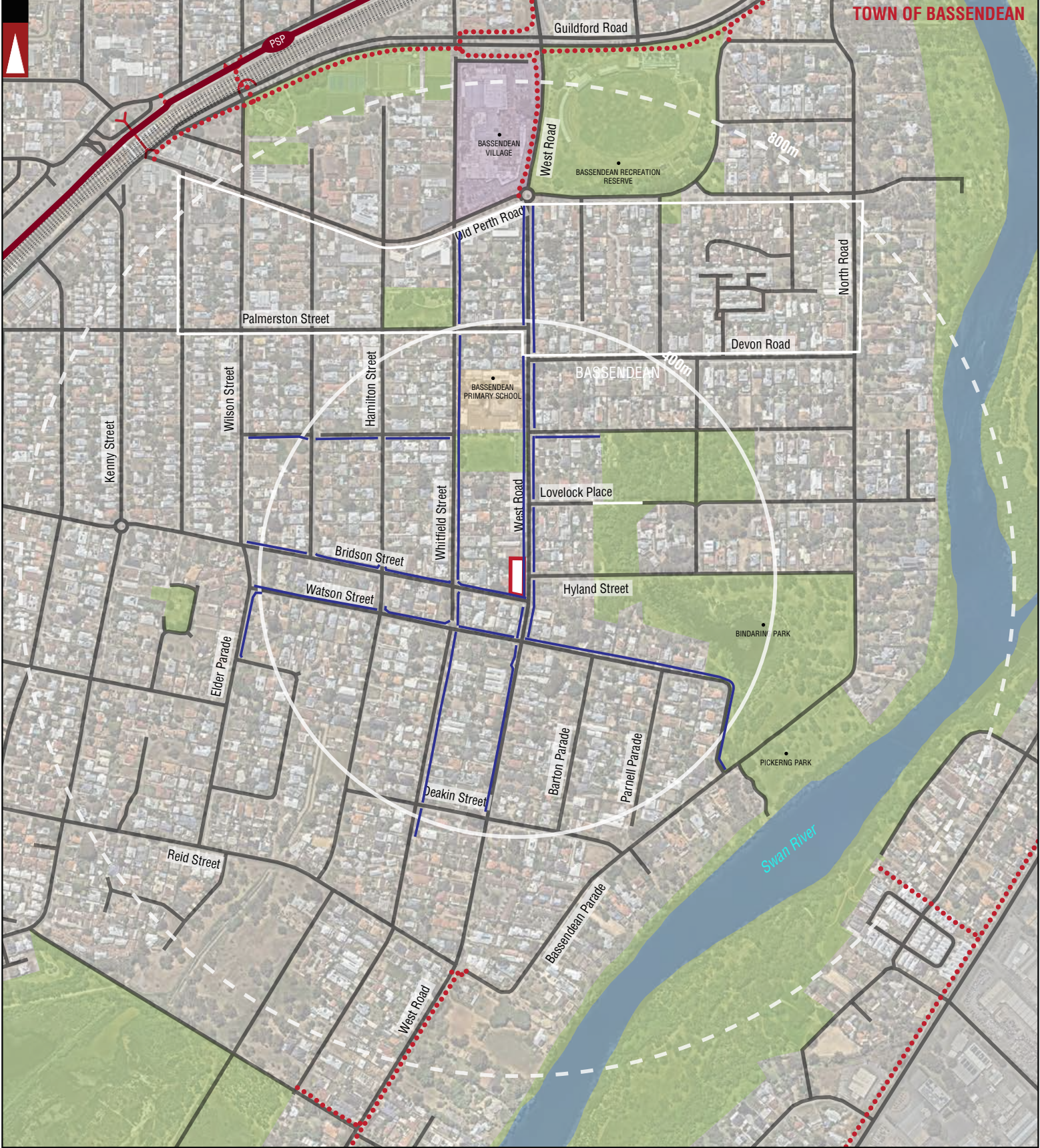
Civil & Traffic Engineering Consultants
KCTT (Trading as KC Traffic and Transport Pty Ltd)
PO Box 1456 Scarborough WA 6922

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

kctt

PART OF Premise





PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street

STREET NAME

RAILWAY

ROAD BRIDGE

TOWN OF BASSENDEAN

BASSENDEAN

SUBURB NAME

LOCAL AUTHORITY BOUNDARY

LOCATION BOUNDARY

DISTANCE FROM LOCATION

LOCAL GOVERNMENT NAME

SUBURB NAME

LOCAL AUTHORITY BOUNDARY

PSP

PRINCIPAL SHARED PATH (PSP)

OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)

PEDESTRIAN PATH

WALKING TRAIL

LEGEND

Civil & Traffic Engineering Consultants
KCTT (Trading as KC Traffic and Transport Pty Ltd)
PO Box 1456 Scarborough WA 6922

kctt

PART OF Premise

DRAWN BY:

N.M.

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

			PROJECT: 94 WEST ROAD, BASSENDEAN	
			TITLE: PEDESTRIAN PATHS PLAN - 800M RADIUS	
			DRAWING NUMBER: KC01664.000_S04	
A	19-12-2023	ISSUED FOR REVIEW		
No	DATE	AMENDMENT		

Attachment 12.8.9

379 of 495

///



PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street

STREET NAME

RAILWAY

ROAD BRIDGE

TOWN OF BASSENDEAN

BASSENDEAN

SUBURB NAME

LOCAL AUTHORITY

LOCATION BOUNDARY

DISTANCE FROM LOCATION

LOCAL GOVERNMENT NAME

YEAR

2014

EAST OF HARLOW ROAD

LOCATION

5,512

NUMBER OF VEHICLES PER DAY

AM 11:45 – 381

PM 16:30 – 480

NUMBER OF VEHICLES PER AM PEAK HOUR

NUMBER OF VEHICLES PER PM PEAK HOUR

LEGEND

Civil & Traffic Engineering Consultants
KCTT (Trading as KC Traffic and Transport Pty Ltd)
PO Box 1456 Scarborough WA 6922

kctt

PART OF **Premise**

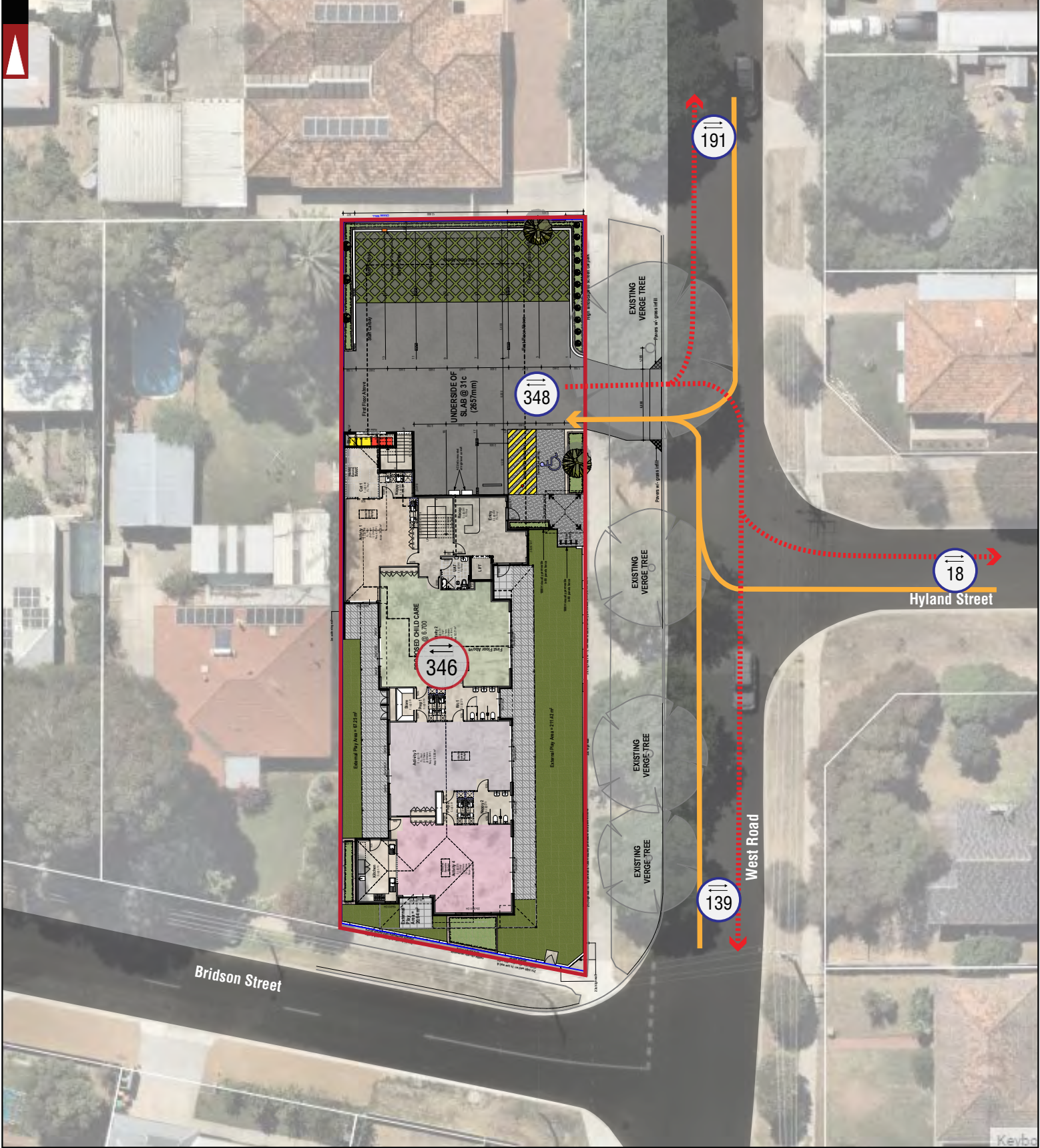
PH: 08 9441 2700

WEB: www.kctt.com.au

			PROJECT: 94 WEST ROAD, BASSENDEAN	DRAWN BY:
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			DRAWING NUMBER: KC01664.000_S05	
A	19-12-2023	ISSUED FOR REVIEW		
No	DATE	AMENDMENT		

Attachment 12.8.9

380 of 495



LOCATION
BOUNDARY

ROAD
(VARIED WITH ROAD WIDTH)

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 COURTESY OF MACRI BUILDERS

LEGEND

D	31-10-2024	PROPOSED LAYOUT AMENDED	PROJECT:	94 WEST ROAD, BASSENDEAN	DRAWN BY:	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922
C	05-06-2024	PROPOSED LAYOUT AMENDED	TITLE:	TRAFFIC FLOW DIAGRAM	N.M.	
B	30-05-2024	PROPOSED LAYOUT AMENDED	DRAWING NUMBER:	KC01664.000_ S06		
A	19-12-2023	ISSUED FOR REVIEW				
No	DATE	AMENDMENT				

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

kctt
PART OF **Premise**





LOCATION BOUNDARY

ROAD (VARIED WITH ROAD WIDTH)

Lewis Road

ROAD NAME

000

000

000

000

Traffic Flow IN Direction

000

000

000

000

Traffic Flow OUT Direction

1,389

Total Expected Traffic Generation from the proposed development - AM peak

NOTE: THE PLAN IS COURTESY OF MACRI BUILDERS

LEGEND

D	31-10-2024	PROPOSED LAYOUT AMENDED	PROJECT:	94 WEST ROAD, BASSENDEAN	DRAWN BY:	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922
C	05-06-2024	PROPOSED LAYOUT AMENDED	TITLE:	TRAFFIC FLOW DIAGRAM - AM PEAK	N.M.	
B	30-05-2024	PROPOSED LAYOUT AMENDED	DRAWING NUMBER:	KC01664.000_ S07		
A	19-12-2023	ISSUED FOR REVIEW				
No	DATE	AMENDMENT				



LOCATION BOUNDARY

ROAD (VARIED WITH ROAD WIDTH)

Lewis Road

ROAD NAME

000

000

000

000

Traffic Flow IN Direction

000

000

000

000

Traffic Flow OUT Direction

1,389

Total Expected Traffic Generation from the proposed development - PM peak

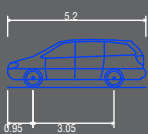
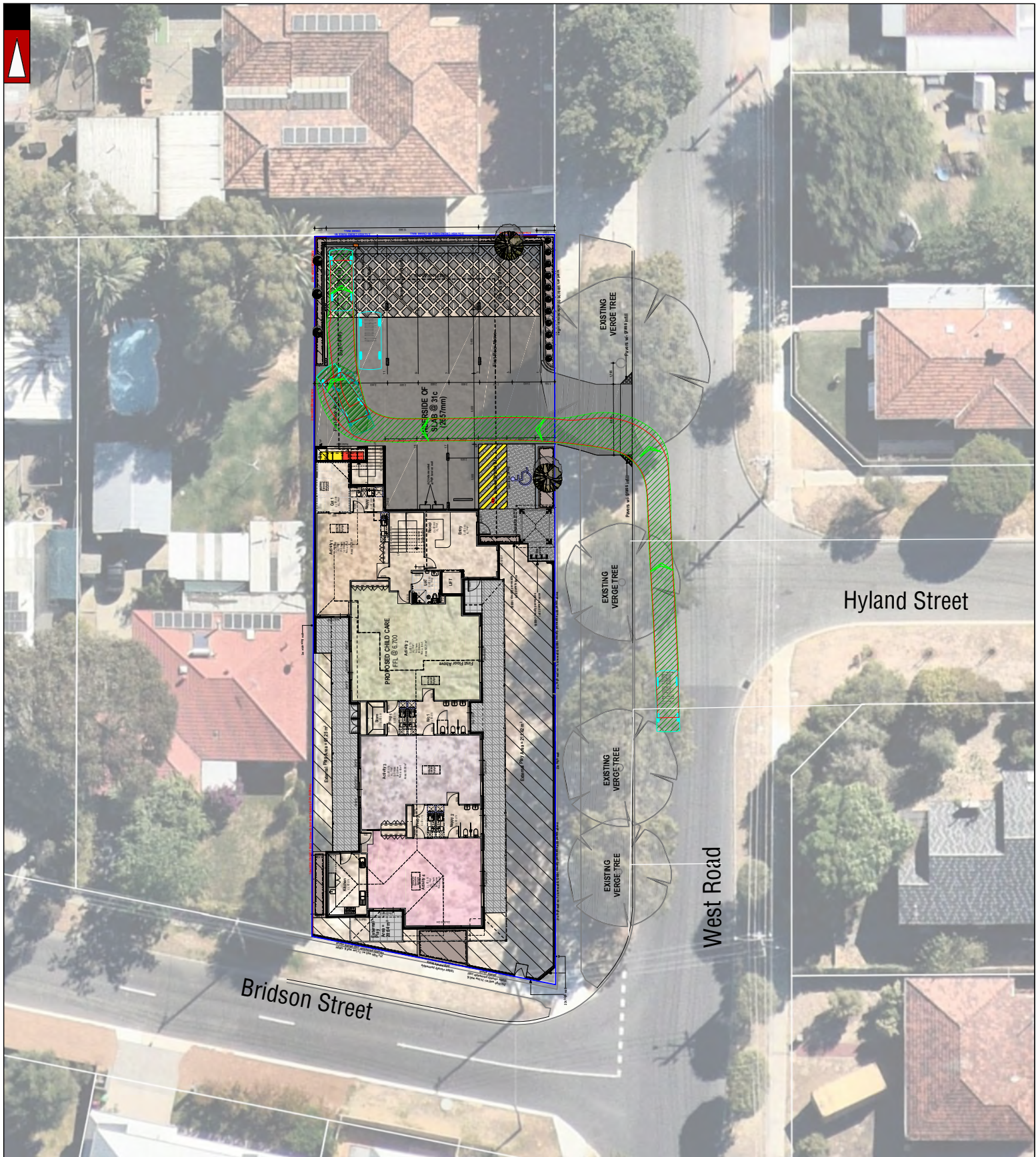
NOTE: THE PLAN IS COURTESY OF MACRI BUILDERS

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C	05-06-2024	PROPOSED LAYOUT AMENDED	TITLE:	TRAFFIC FLOW DIAGRAM - PM PEAK	N.M.	
B	30-05-2024	PROPOSED LAYOUT AMENDED	DRAWING NUMBER:	KC01664.000_ S08		
A	19-12-2023	ISSUED FOR REVIEW				
No	DATE	AMENDMENT				

Appendix 3


Vehicle Turning Circle Plan

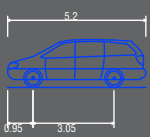
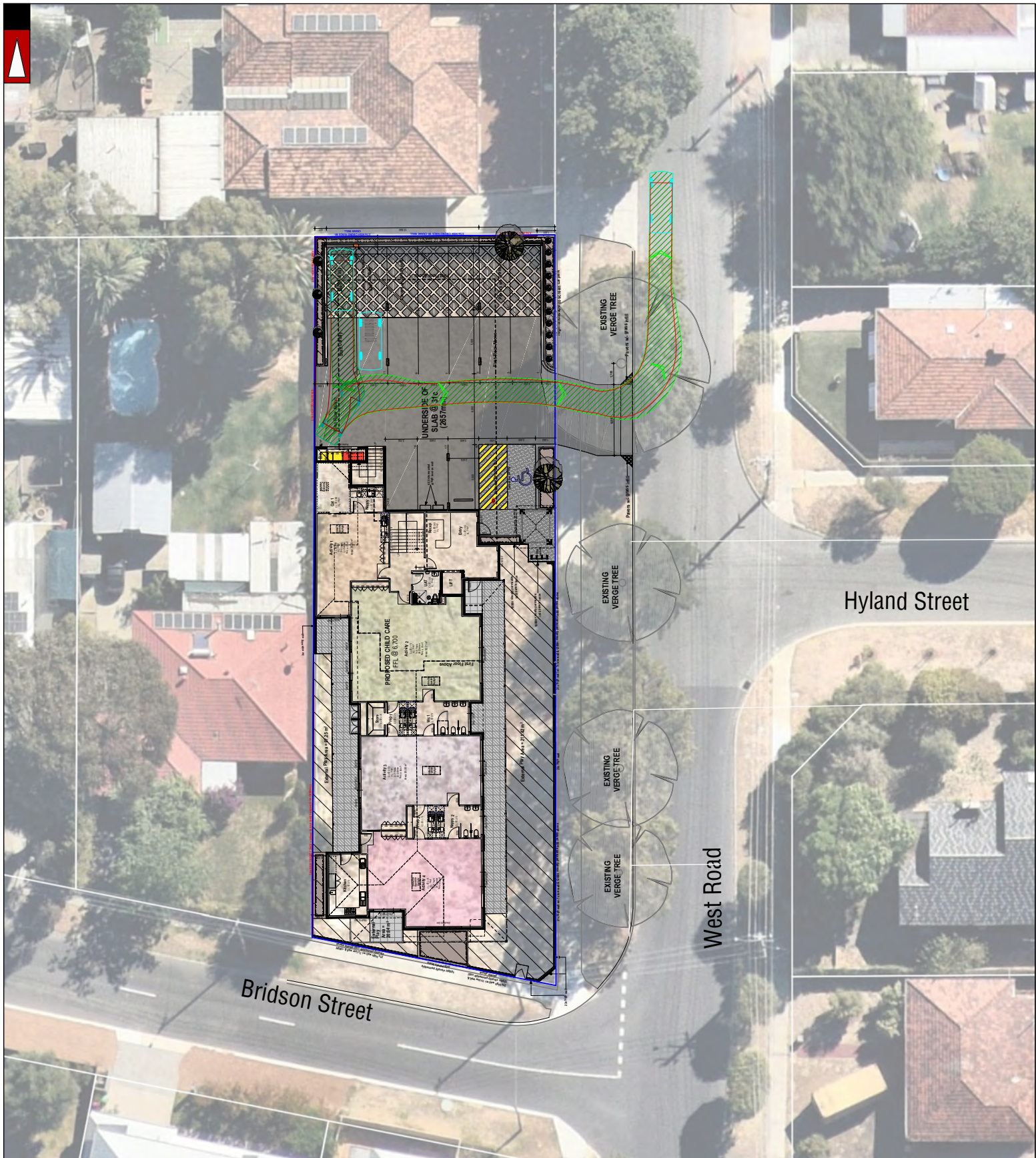


Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.840m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

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


E	01-11-2024	AMENDED ACCORDING TO RECEIVED COMMENTS	PROJECT: 94 West Road, Bassendean	DRAWN BY:	<div>Civil & Traffic Engineering Consultants PO Box 1456 Scarborough WA 6922</div> <div>PH: 08 9441 2700 WEB: www.kctt.com.au</div> <div> PART OF</div>
D	31-10-2024	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	A.M.	
C	05-06-2024	PROPOSED LAYOUT AMENDED	DRAWING NUMBER: KC01664.000_S20		
B	30-05-2024	PROPOSED LAYOUT AMENDED			
NO	DATE	AMENDMENT			

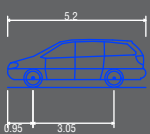
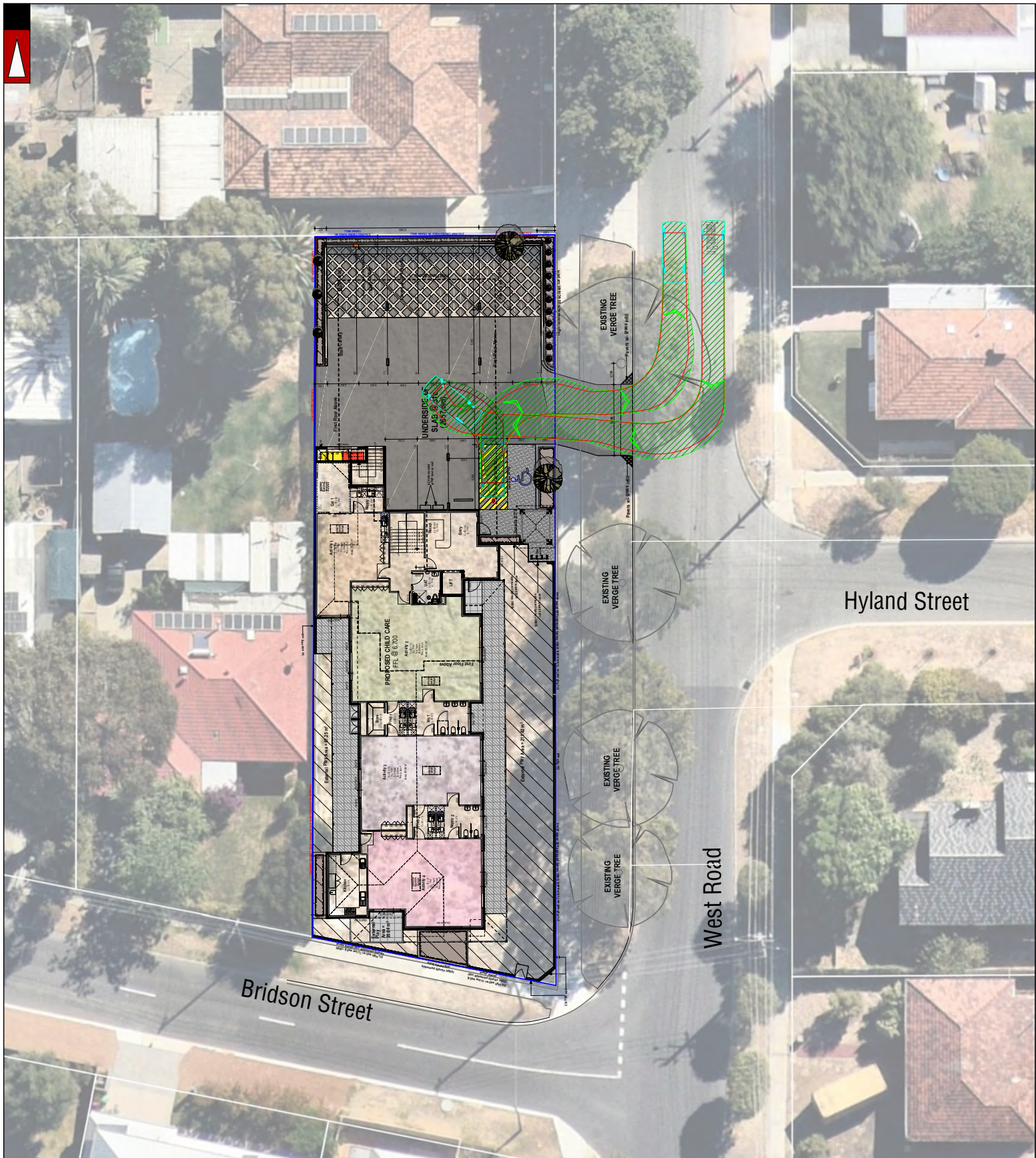


Passenger vehicle (5.2 m)
 Overall Length 5.200m
 Overall Width 1.940m
 Overall Body Height 1.804m
 Min Body Ground Clearance 0.295m
 Track Width 1.840m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 6.300m

--- 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


D	31-10-2024	PROPOSED LAYOUT AMENDED	PROJECT: 94 West Road, Bassendean	DRAWN BY:	<div>Civil & Traffic Engineering Consultants PO Box 1456 Scarborough WA 6922</div> <div>PH: 08 9441 2700 WEB: www.kctt.com.au</div> <div></div>
C	05-06-2024	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	A.M.	
B	30-05-2024	PROPOSED LAYOUT AMENDED			
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NO	DATE	AMENDMENT			

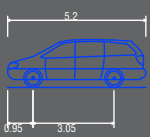
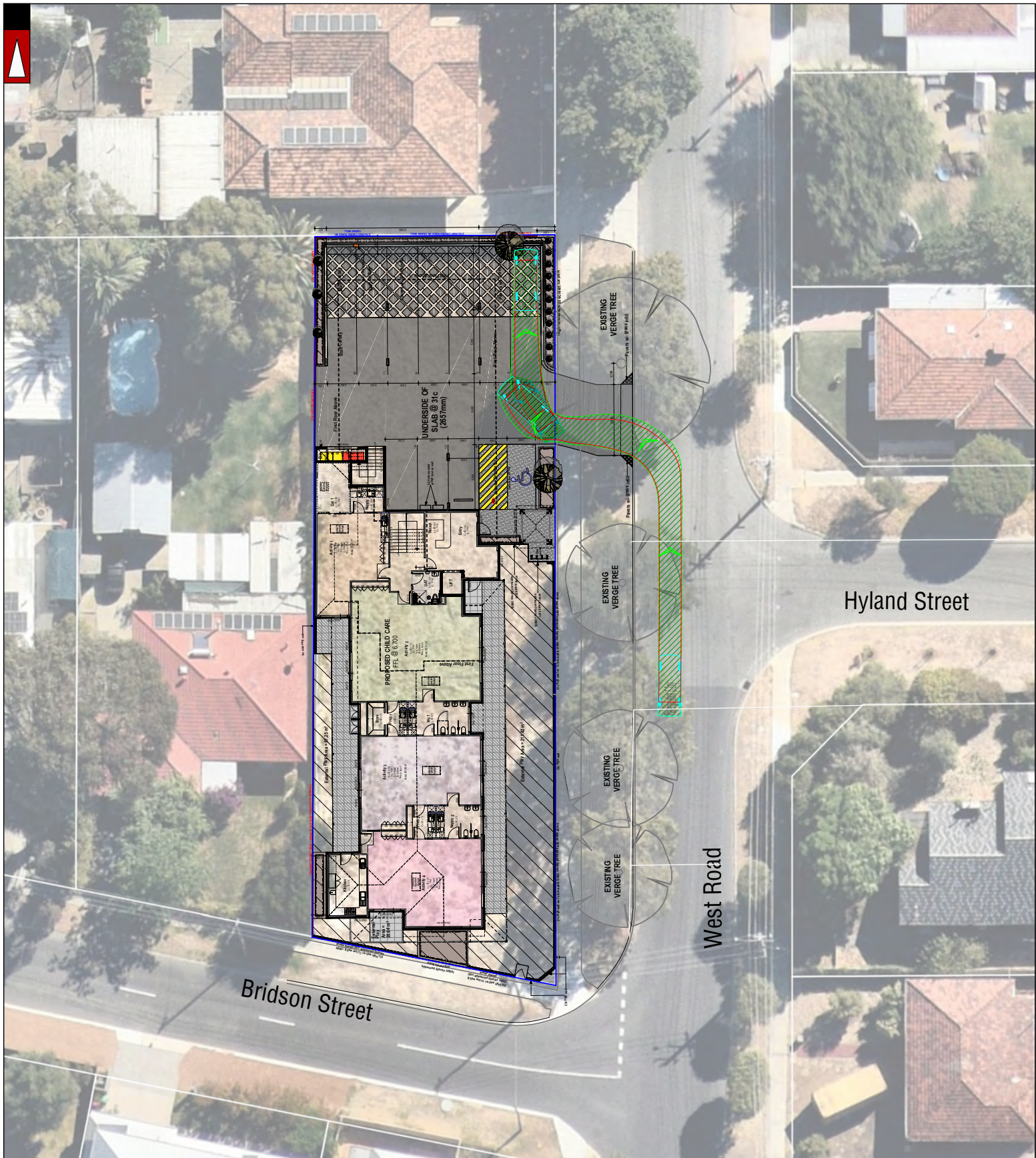


Passenger vehicle (5.2 m)
 Overall Length 5.200m
 Overall Width 1.840m
 Overall Body Height 1.804m
 Min Body Ground Clearance 0.295m
 Track Width 1.840m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 6.300m

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

LEGEND


D	31-10-2024	PROPOSED LAYOUT AMENDED	PROJECT: 94 West Road, Bassendean	DRAWN BY:	<div>Civil & Traffic Engineering Consultants PO Box 1456 Scarborough WA 6922</div> <div>PH: 08 9441 2700 WEB: www.kctt.com.au</div> <div> KCTT PART OF</div>
C	05-06-2024	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	A.M.	
B	30-05-2024	PROPOSED LAYOUT AMENDED	DRAWING NUMBER: KC01664.000_S22		
A	19-12-2023	ISSUED FOR REVIEW			
NO	DATE	AMENDMENT			

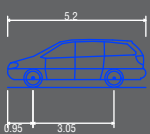
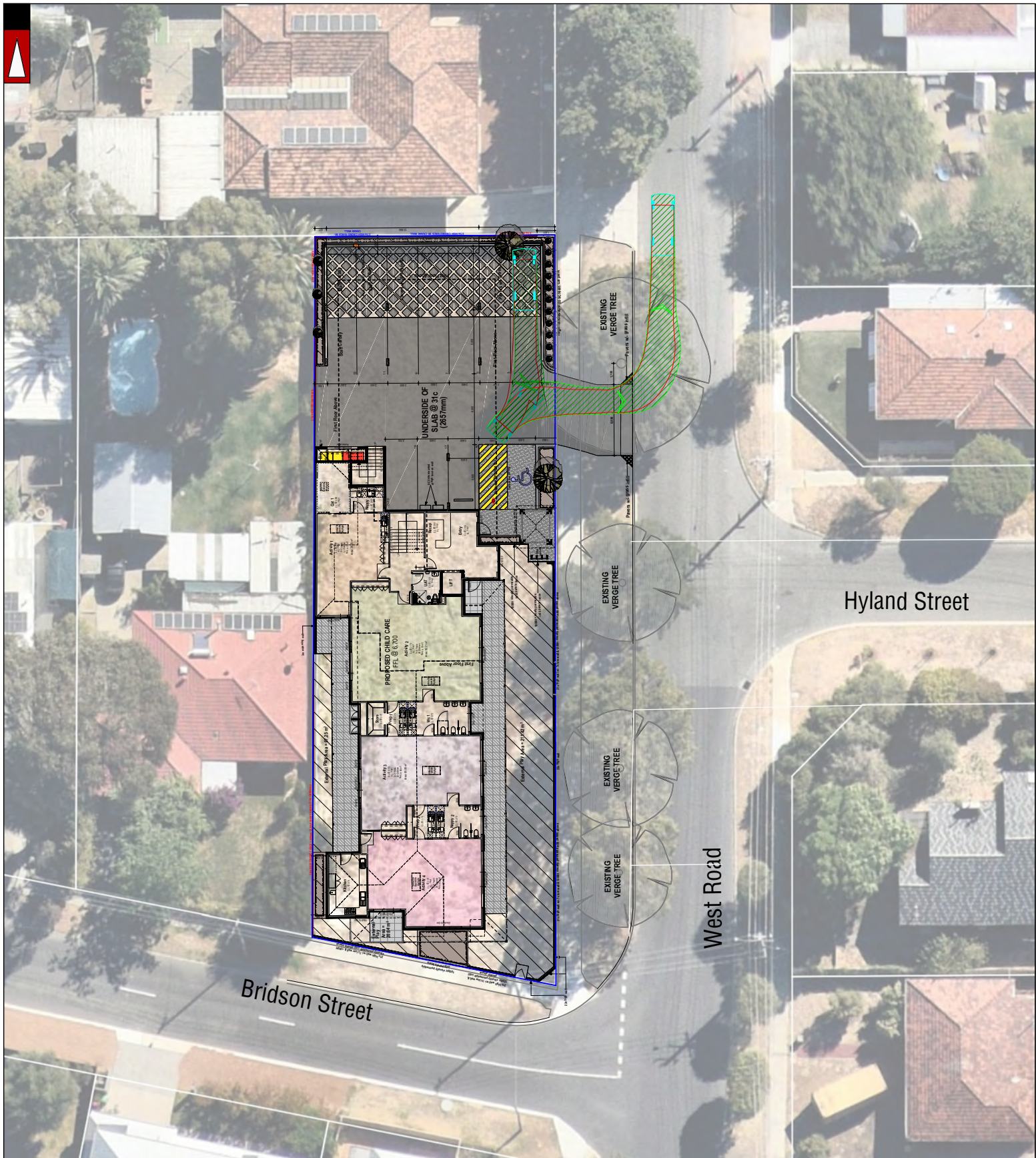


Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.940m
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Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

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


D	31-10-2024	PROPOSED LAYOUT AMENDED	PROJECT: 94 West Road, Bassendean	DRAWN BY:	<div>Civil & Traffic Engineering Consultants PO Box 1456 Scarborough WA 6922</div> <div>PH: 08 9441 2700 WEB: www.kctt.com.au</div> <div> PART OF</div>
C	05-06-2024	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	A.M.	
B	30-05-2024	PROPOSED LAYOUT AMENDED			
A	19-12-2023	ISSUED FOR REVIEW	DRAWING NUMBER: KC01664.000_S23		
NO	DATE	AMENDMENT			

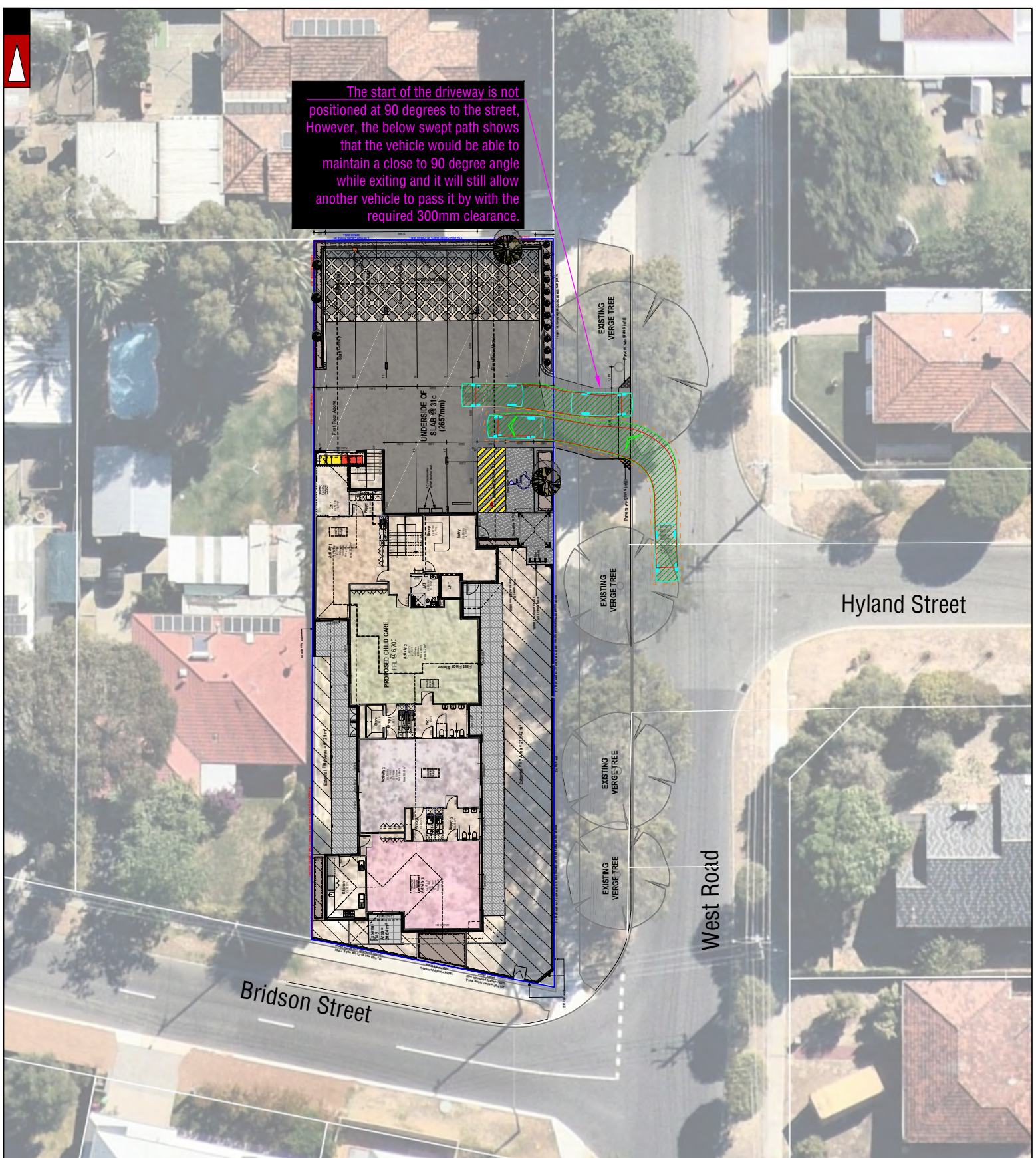


Passenger vehicle (5.2 m)
Overall Length 5.200m
Overall Width 1.840m
Overall Body Height 1.804m
Min Body Ground Clearance 0.295m
Track Width 1.840m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.300m

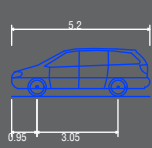
Lot boundary
Wheel Path (Forward Vehicle Motion)
Vehicle Chassis Envelope (Forward Vehicle Motion)
Wheel Path (Reverse Vehicle Motion)
Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

D	31-10-2024	PROPOSED LAYOUT AMENDED	PROJECT: 94 West Road, Bassendean	DRAWN BY:	<div>Civil & Traffic Engineering Consultants PO Box 1456 Scarborough WA 6922</div> <div>PH: 08 9441 2700 WEB: www.kctt.com.au</div> <div> POWER OF</div>
C	05-06-2024	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	A.M.	
B	30-05-2024	PROPOSED LAYOUT AMENDED	DRAWING NUMBER: KC01664.000_S24		
A	19-12-2023	ISSUED FOR REVIEW			
NO	DATE	AMENDMENT			



The start of the driveway is not positioned at 90 degrees to the street. However, the below swept path shows that the vehicle would be able to maintain a close to 90 degree angle while exiting and it will still allow another vehicle to pass it by with the required 300mm clearance.




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

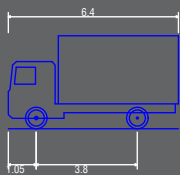
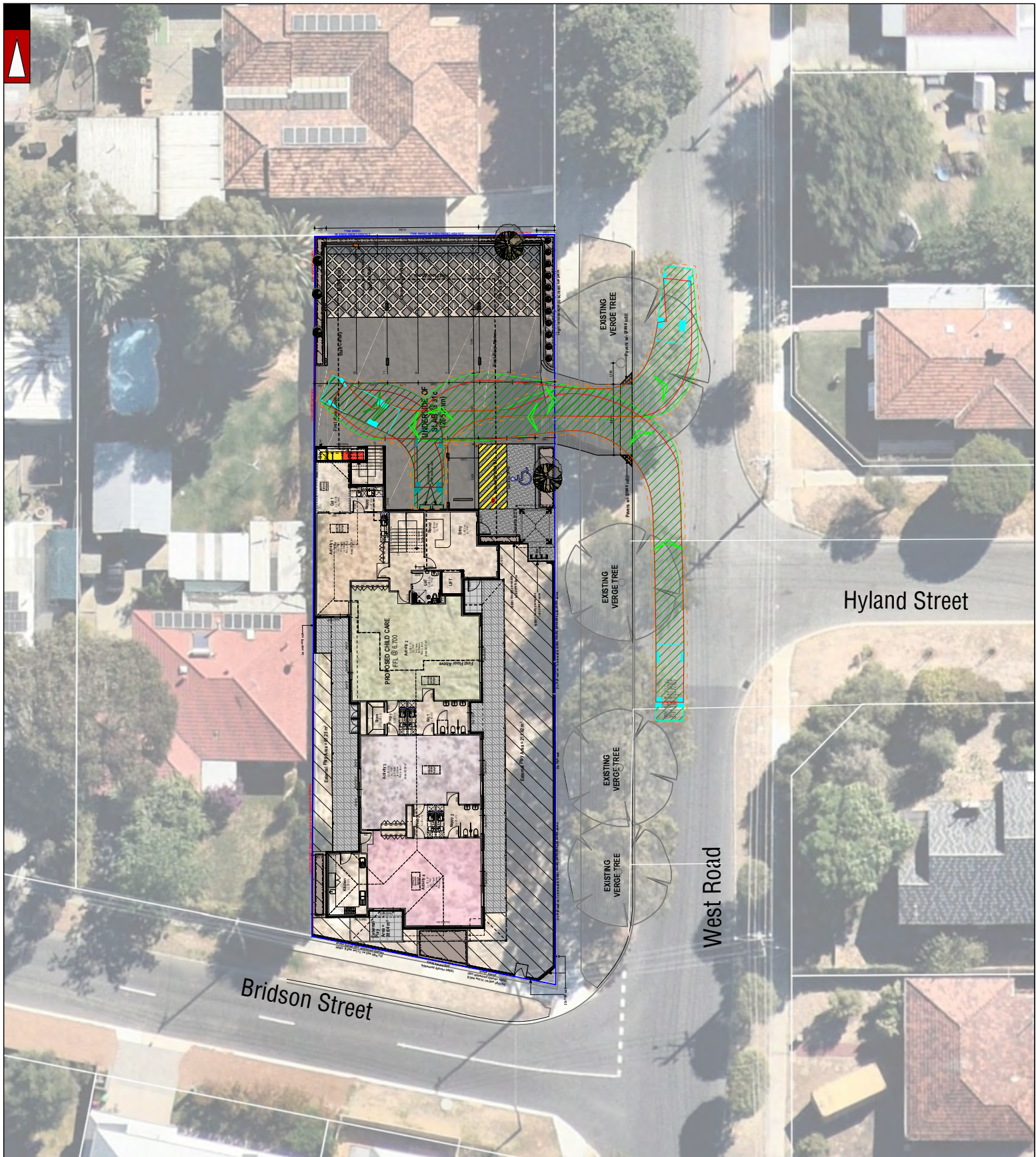
- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chassis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chassis Envelope (Reverse Vehicle Motion)

300mm Body Path Clearance

LEGEND

D	31-10-2024	PROPOSED LAYOUT AMENDED	PROJECT: 94 West Road, Bassendean	DRAWN BY:	<div>Civil & Traffic Engineering Consultants PO Box 1456 Scarborough WA 6922</div> <div>PH: 08 9441 2700 WEB: www.kctt.com.au</div> <div> PART OF</div>
C	05-06-2024	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	A.M.	
B	30-05-2024	PROPOSED LAYOUT AMENDED			
A	19-12-2023	ISSUED FOR REVIEW	DRAWING NUMBER: KC01664.000_S25		
NO	DATE	AMENDMENT			






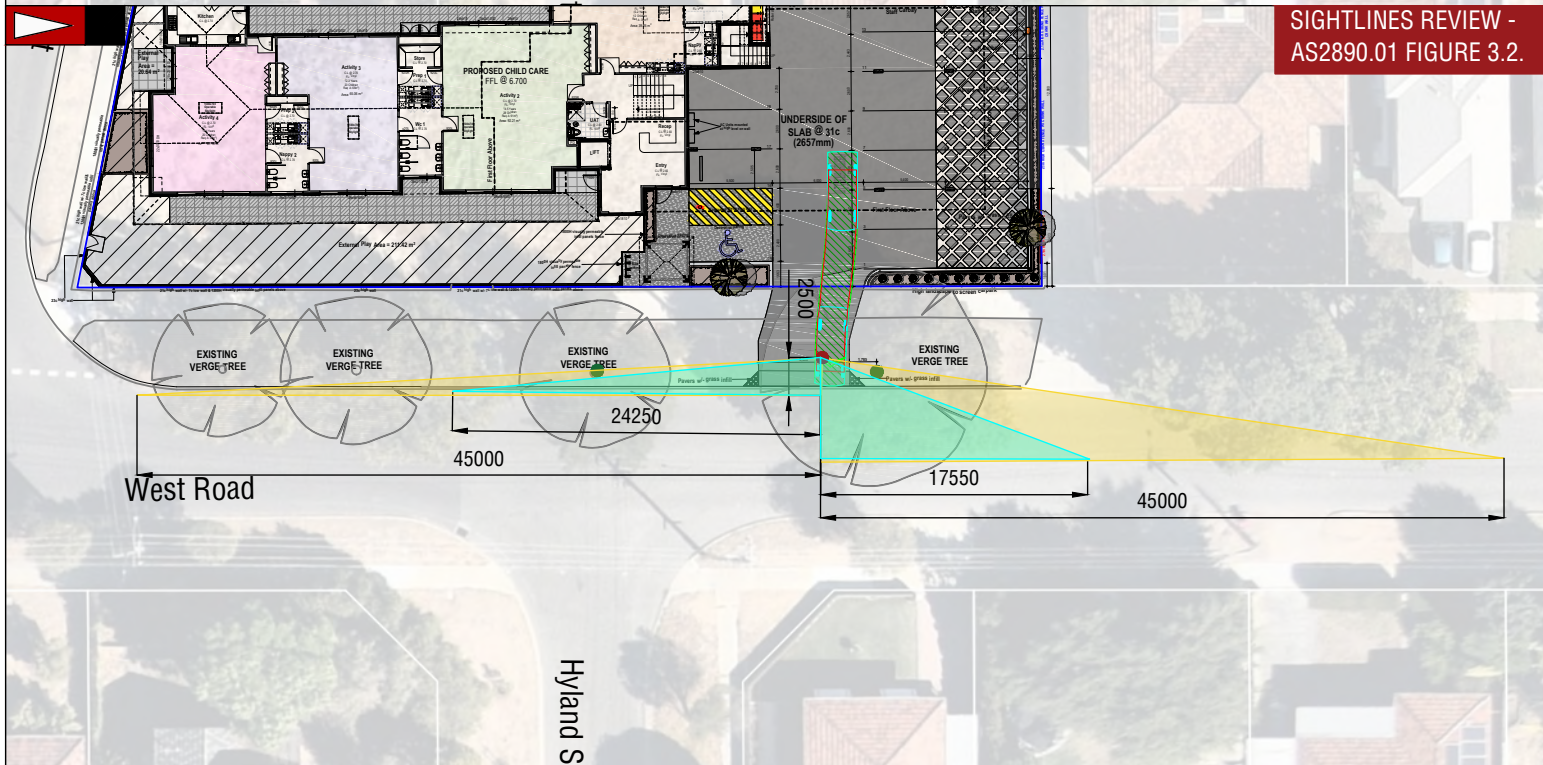
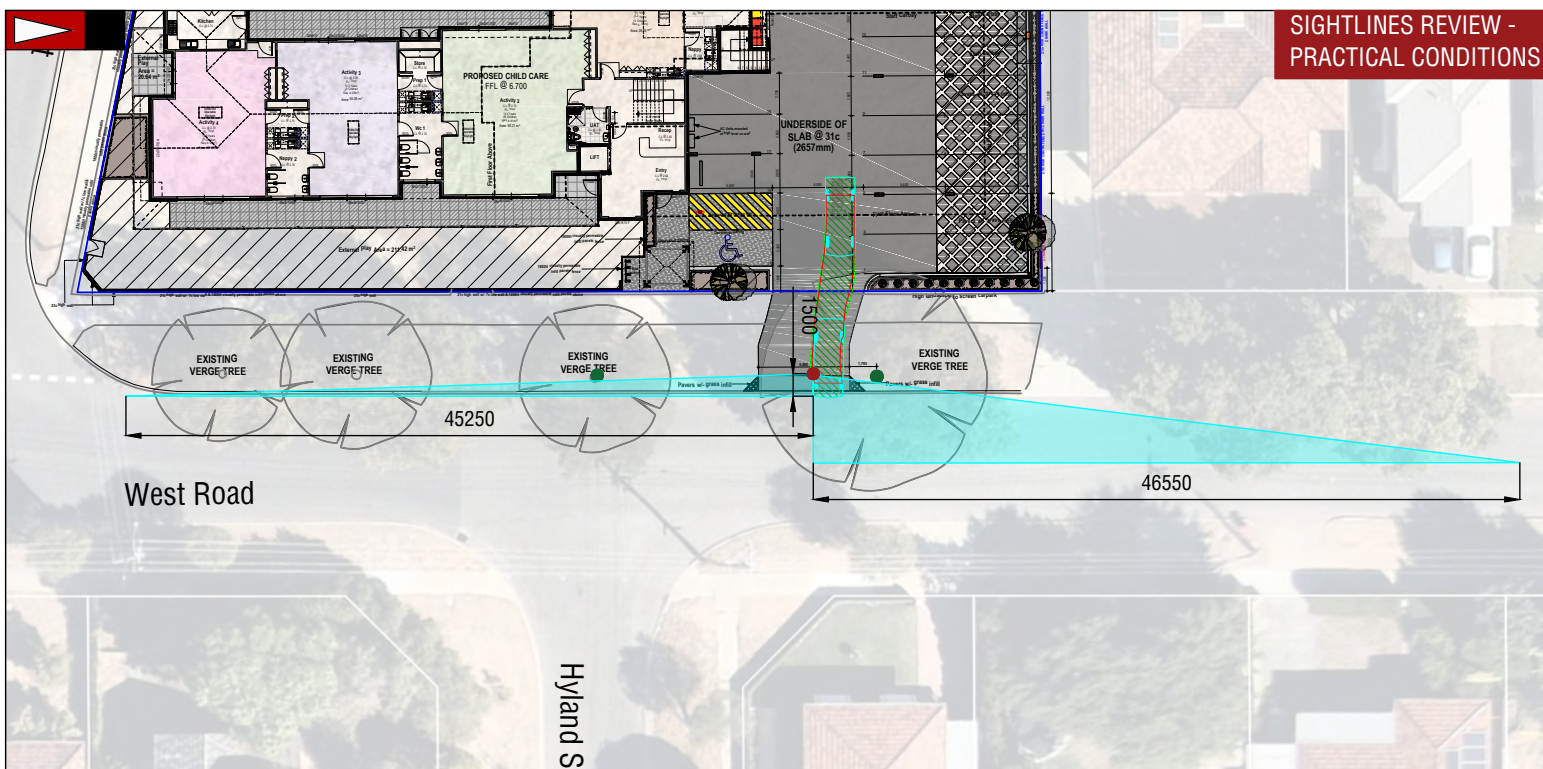
SRV - Small Rigid Vehicle
Overall Length 6.400m
Overall Width 2.330m
Overall Body Height 3.500m
Min Body Ground Clearance 0.398m
Track Width 2.330m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 7.100m

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

300mm Body Path Clearance

LEGEND

E	01-11-2024	AMENDED ACCORDING TO RECEIVED COMMENTS	PROJECT: 94 West Road, Bassendean	DRAWN BY:	<div>Civil & Traffic Engineering Consultants PO Box 1456 Scarborough WA 6922</div> <div>PH: 08 9441 2700 WEB: www.kctt.com.au</div> <div> PART OF</div>
D	31-10-2024	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - Small Rigid Vehicle (6.4m)	A.M.	
C	05-06-2024	PROPOSED LAYOUT AMENDED	DRAWING NUMBER: KC01664.000_S26		
B	30-05-2024	PROPOSED LAYOUT AMENDED			
NO	DATE	AMENDMENT			

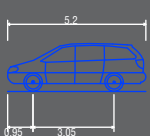


The driveway does not meet AS2890.1 sightline standards due to a tree obstruction.

Practical review takes into account site-specific factors that may not be fully covered by the standards. Drivers typically position themselves optimally before entering the roadway, improving visibility despite the obstruction.

When the driver positions themselves properly, Stopping Sight Distance (SSD) values can still be achieved, ensuring adequate visibility and maintaining safety.

Since the obstruction is a tree, it's a fixed element that drivers can adapt to, unlike temporary obstructions such as parked cars.




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)

Achievable sightlines
Nominal sightlines
Driver's position
Tree trunk position

LEGEND

E	31-10-2024	PROPOSED LAYOUT AMENDED	PROJECT: 94 West Road, Bassendean	DRAWN BY:	<div>Civil & Traffic Engineering Consultants PO Box 1456 Scarborough WA 6922</div> <div>PH: 08 9441 2700 WEB: www.kctt.com.au</div> <div> PART OF</div>
D	25-09-2024	AMENDED ACCORDING TO RECEIVED COMMENTS	TITLE: Sightlines Review	A.M.	
C	05-06-2024	PROPOSED LAYOUT AMENDED	DRAWING NUMBER: KC01664.000_S40		
B	30-05-2024	PROPOSED LAYOUT AMENDED			
NO	DATE	AMENDMENT			

30-09-2024

Rpoint Properties | Rgate Property Group
172 Burswood Road
6100 Burswood WA

Attn: Trish Byrne

Re: 94 West Road, Bassendean – Sightlines review

Trish,

This letter has been prepared in order to examine the proposed crossover position and the achievable sight distances.

AS2890.01 Parking facilities Part 1: Off-street car parking standards prescribe the entering sight distance as per the below:

“Entering sight distance

Unsignalized access driveways shall be located so that the intersection sight distance along the frontage road available to drivers leaving the car park or domestic driveway is at least that shown in Figure 3.2.

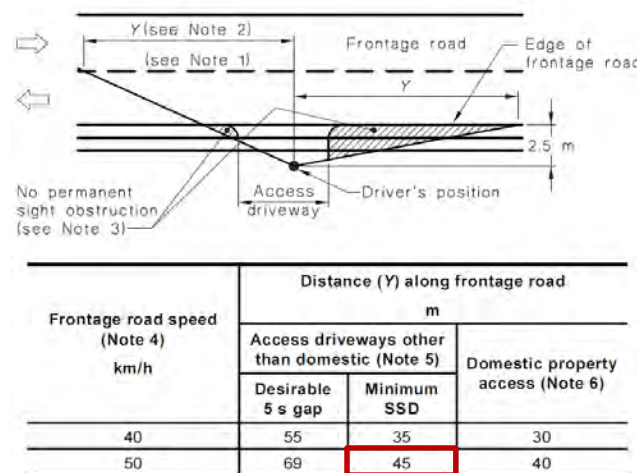


Figure 3.2 Sight Distance Requirements at Access Driveways”

The minimum stopping sight distance for the proposed crossover would be 45m based on a 50km/h speed on West Road. The driveway technically does not meet AS2890.1 sightline standards due to tree obstruction on both sides of the proposed crossover achieving 17.5m to the north and 24.2m to the south; however, this is a common situation in established suburbs with mature street trees.

AS2890.1 standards rely on theoretical models and generalised assumptions, which may not fully consider the specific characteristics of a site.

To provide a more nuanced approach a practical review of sight distances would allow for judgment based on actual site conditions while deviating from the standards if local or unique conditions justify them. Drivers typically position themselves optimally before entering the roadway, improving visibility despite the obstruction.

As mentioned above, this configuration is a commonality in suburbs blessed with mature vegetation. In these situations, the driver will slowly exit and will check the road for on-coming traffic as they are crossing the property

line – the sightline allows for that. As the driveway approaches the carriageway, and prepares to execute turning manoeuvre, they will be able to check the road again as the sightline is uninterrupted.

When the driver positions themselves properly, Stopping Sight Distance (SSD) values of 45m both to the north and the south can be achieved, ensuring adequate visibility and maintaining safety. The only location where the sightline is partially obstructed is when driver is positioned exactly 2.5m from the edge of the carriageway.

Since the obstruction is a tree, it's a fixed element that drivers can adapt to, unlike temporary obstructions such as parked cars, where different sections of sightline may be obstructed depending on another driver's parking skills.

Drawing S40 provides a detailed comparison between the practical sightline assessment and the standard AS2890.1 sightline review and demonstrates that with the rolling approach, the drivers can easily spot on coming traffic on West Road and are highly unlikely to be exposed to any undue safety risks.

Regards,

Marina Kleyweg

Director | Principal of Traffic and Transport

Ana Marijanovic

Senior Traffic Engineer

Prepared by:

ABN

Postal address:

Website:

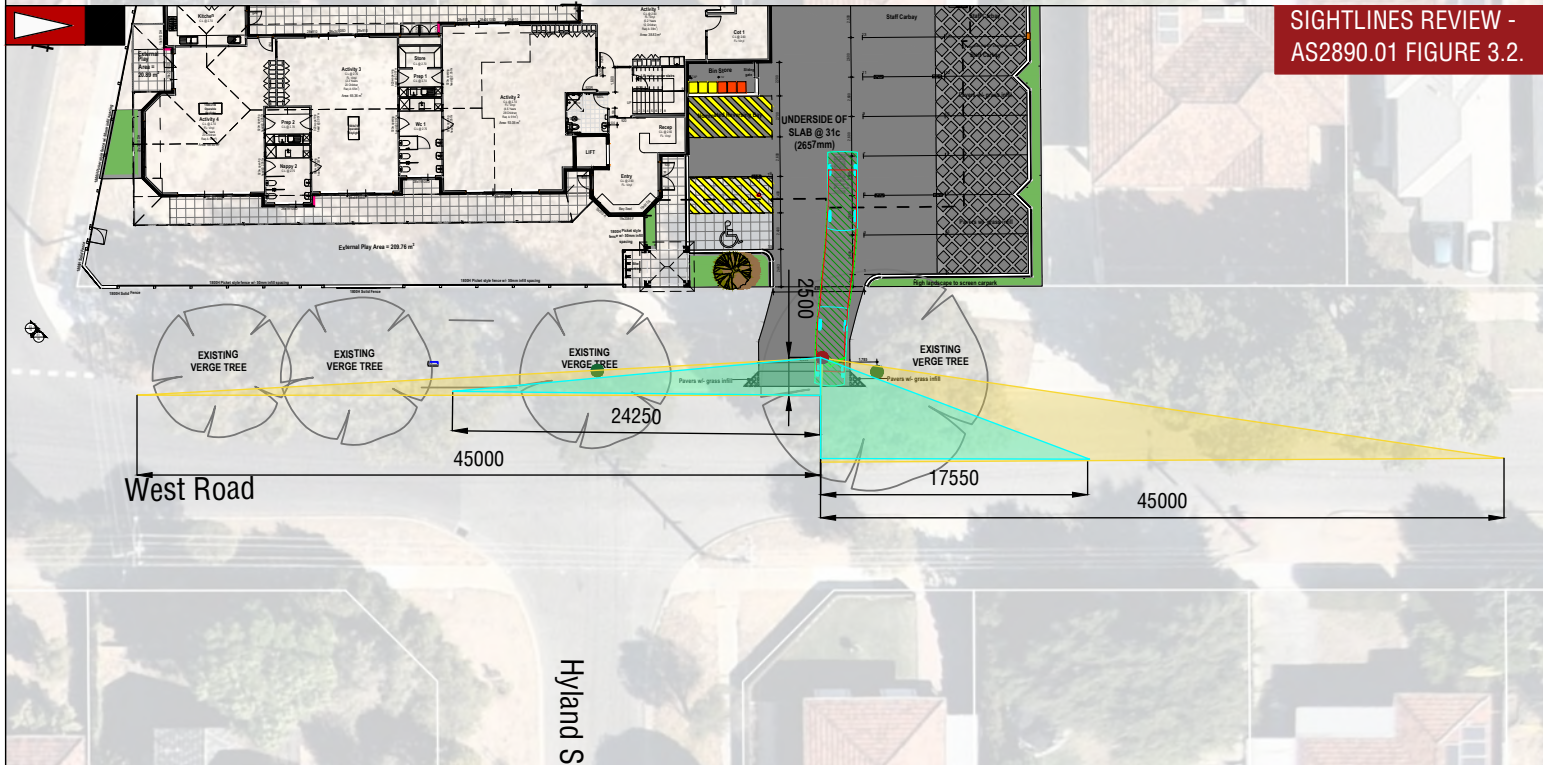
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35 148 970 727 |

PO Box 1456, Scarborough WA 6922 |

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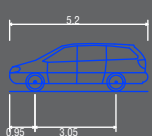


The driveway does not meet AS2890.1 sightline standards due to a tree obstruction.

Practical review takes into account site-specific factors that may not be fully covered by the standards. Drivers typically position themselves optimally before entering the roadway, improving visibility despite the obstruction.

When the driver positions themselves properly, Stopping Sight Distance (SSD) values can still be achieved, ensuring adequate visibility and maintaining safety.

Since the obstruction is a tree, it's a fixed element that drivers can adapt to, unlike temporary obstructions such as parked cars.



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)


Achievable sightlines

Nominal sightlines

Driver's position

Tree trunk position

LEGEND

D	25-09-2024	AMENDED ACCORDING TO RECEIVED COMMENTS	PROJECT: 94 West Road, Bassendean	DRAWN BY:	<div>Civil & Traffic Engineering Consultants PO Box 1456 Scarborough WA 6922</div> <div>PH: 08 9441 2700 WEB: www.kctt.com.au</div> <div> PART OF</div>
C	05-06-2024	PROPOSED LAYOUT AMENDED	TITLE: Sightlines Review	A.M.	
B	30-05-2024	PROPOSED LAYOUT AMENDED			
A	19-12-2023	ISSUED FOR REVIEW			
NO	DATE	AMENDMENT			

30-08-2024

Rpoint Properties | Rgate Property Group
172 Burswood Road
6100 Burswood WA

Attn: Trish Byrne

Re: 94 West Road, Bassendean - Crossover review in Safe System Framework

Trish,

This letter has been prepared in order to examine the proposed crossover position and its alternatives. The current position of the crossover does not fully comply with the AS2890.01 Parking facilities Part 1: Off-street car parking standards as the proposed location of the crossovers is encroaching into the restricted area from the intersection of West Road and Hyland.

Given its proximity to two intersections of West Road with Hyland Street and Bridson Street, there are limited options for placing of the crossover/driveway. KCTT believe that the proposed location is the best possible, having in mind the necessity of retaining existing trees, the position of nearby intersections and respective traffic volumes on these intersections.

The access point has been assessed through the Safe System Framework for three check cases identified through analysis:

- Currently Proposed Crossover Location – West Road north of Hyland Street (31 / 448)
- Alternative Crossover Location 1 – West Road north of Hyland Street abutting Lot 83 West Road (35 / 448)
- Alternative Crossover Location 2 – West Road north of Hyland Street between Option 1 & 2 (39 / 448)

The Safe System Matrix analysis yielded a score between 31 and 39 out of a possible 448, reflecting strong alignment with Safe System principle. The lower the score, the better the compliance with these principles, indicating that none of the alternative crossover positions would significantly impact safety.

Notably, the currently proposed crossover position achieved the lowest score, marking it as the safest and most optimal solution in terms of compliance with Safe System objectives, as the other two options directly oppose residential crossover and create unfavourable conditions for pedestrians (crossing two adjacent crossovers).

In summary, the slight departure from the AS2890.01 recommended positioning to retain a significant tree will not result in a situation that is less safe, per Safe System Framework, than other two compliant options that would necessitate tree removal.

On subsequent pages are details of our findings. If you have any queries, please don't hesitate to contact us.
Regards,

Marina Kleyweg

Director | Principal of Traffic and Transport

Ana Marijanovic

Senior Traffic Engineer

Prepared by: KCTT (Trading as KC Traffic and Transport Pty Ltd)
ABN 35 148 970 727 |
Postal address: PO Box 1456, Scarborough WA 6922 |
Website: www.kctt.com.au |

Attachment 12.8.9

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1. Traffic Engineering Letter

1.1 Proposal

Rpoint Properties engaged KCTT to prepare a Traffic Engineering Letter (TEL) for the proposed childcare centre at 94 West Road, Bassendean. The proposed development will have capacity for 80 children.

The subject site will have access to/from West Road, north of Hyland Street.

This letter will primarily address the proposed crossover position.

Given this is a traffic engineering letter addressing a specific matter, key elements regarding this subject will be discussed in detail (as available) while the other concern may be covered in a separate report as required.

1.2 Location

Street Number	94
Road Name	West Road
Suburb	Bassendean
Description of Site	The subject site is currently vacant. The proposed development is a Childcare centre with a capacity for 80 children and 13 staff members.

1.3 Traffic Volumes

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH)				Heavy Vehicle %	Date of Traffic Count	85% speed
			AM Peak Time	AM Peak VPH	PM Peak Time	PM Peak VPH	If HV count is Not Available, are HV likely to be in higher volumes than generally expected?		
			Monday - Friday Average						
West Road	North of Hyland Street	2,522	08:00 – 243		15:00 – 225		5%	July 2024	47.8
Hyland Street	East of West Street	415	07:00 – 30		16:00 – 37		9%	July 2024	43.5
Bridson Street	East of Elder Parade	2,673	07:45 – 280		15:00 – 250		5.2%	2021/2022	55.8
Monday - Sunday Average									
West Road	North of Hyland Street	2,438	08:00 – 207		16:00 – 214		4%	July 2024	47.5
Hyland Street	East of West Street	387	09:00 - 26		16:00 – 36		7%	July 2024	43.1

1.4 Vehicular Crash Information

Is Crash Data Available on Main Roads WA website? YES

Crash Reports

Area Details Centre: (-31.910, 115.954) (Shape)

Date Range 01/01/19 to 31/12/23

Severity	Date	Time	Nature	RUM Code	Crash Number
1110007 - WEST RD					
Hospital	2020-07-05	14:30	Non Collision	77	2020741374
Hospital	2020-07-05	15:55	Non Collision	75	2020728822

Total:2

Date	Sun 05/07/20 15:55
Severity	Hospital
Number of Vehicles	1
Road	1110007 (WEST RD) (SLK: 1.26) S
Location Description	West Rd 20m North of Bridson St
Crash Description	REGO1 travelling west on Hyland Rd turned left into West Rd and was travelling south at approximately 30km/h, at which point his front brake suddenly locked on causing his front wheel to lock up, which caused Driver T to fall onto the road surface from his bike. Driver T stated he had completed repairs to his brake system prior to the crash and was taking the bike for a test run to "bed the brakes in". Driver T conveyed by SJA to RPH however at material time injuries were BTB minor in severity. Follow up contact was finally able to be made on 02/08/20 at which point extent of injuries were known and retrospective 1-18 report completed.
Crash Nature	Non Collision
RUM	75:Off Path On Straight: Lost Control On Cway
Light Condition	Daylight
Road Condition	Dry
Road Alignment	Straight

Date	Sun 05/07/20 14:30
Severity	Hospital
Number of Vehicles	1
Road	1110007 (WEST RD) (SLK: 1.24) S
Location Description	West Rd at Bridson St
Crash Description	I have been working on my bike, I replaced the rear breaks and was taking it for a test drive. I was going for a gentle ride to test them and they worked perfect but I felt the front dragging. I was taking off from the corner going on ~20km/hr and my front wheel locked up causing my back wheel to keep spinning but not the front one. It caused my back tire to make the bike spin sideways and I fell off.
Crash Nature	Non Collision
RUM	77:Loss Of Control: Right Turn - Intx
Light Condition	Daylight
Road Condition	Dry
Road Alignment	Straight

Based on the crash description it seems the same crash has been represented twice with a different RUM code. The crash appears to be an isolated incident directly related to the mechanical state of the motorcycle rather than any deficiency or danger inherent to the road or location. Therefore, this incident alone does not suggest that there is a broader safety issue at this location.

1.5 Crossover location

Currently proposed crossover location

The current position of the crossover does not fully comply with the AS2890.01 Parking facilities Part 1: Off-street car parking standards as the proposed location of the crossovers is positioned within the 6m from the intersection of West Road and Hyland tangent point to the north.

The extract from AS2890.01 below outlines the required position of the crossover:

"3.2.3 Access driveway location

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."

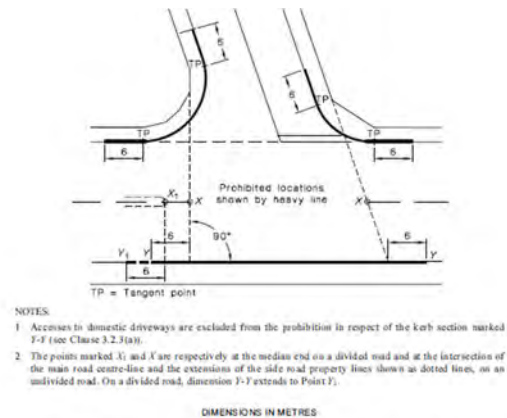


FIGURE 3.1 PROHIBITED LOCATIONS OF ACCESS DRIVEWAYS

However, it was understood that the council is aware of this non-compliance and prioritises the preservation of the existing trees along West Road.

Given its proximity to two intersections of West Road with Hyland Street and Bridson Street, there are limited options for placing of the crossover/driveway. KCTT believe that the proposed location is the best possible, having in mind the necessity of retaining existing trees, the position of nearby intersections and respective traffic volumes on these intersections.

Similar arrangement is provided at Bassendean Primary School carparking entrance at the intersection of West Road & Harcourt Street 200m north of the proposed development.

The figure (Figure 1) below illustrates the currently proposed crossover in relation to the existing trees that are aimed to be preserved as well as the limitations from the AS2890.01. The proposed crossover is located just north of the existing West Road & Hyland Street intersection encroaching into the restricted location within the 6m from the intersection tangent point.

Other parameters of the crossover are compliant to the AS2890.01.

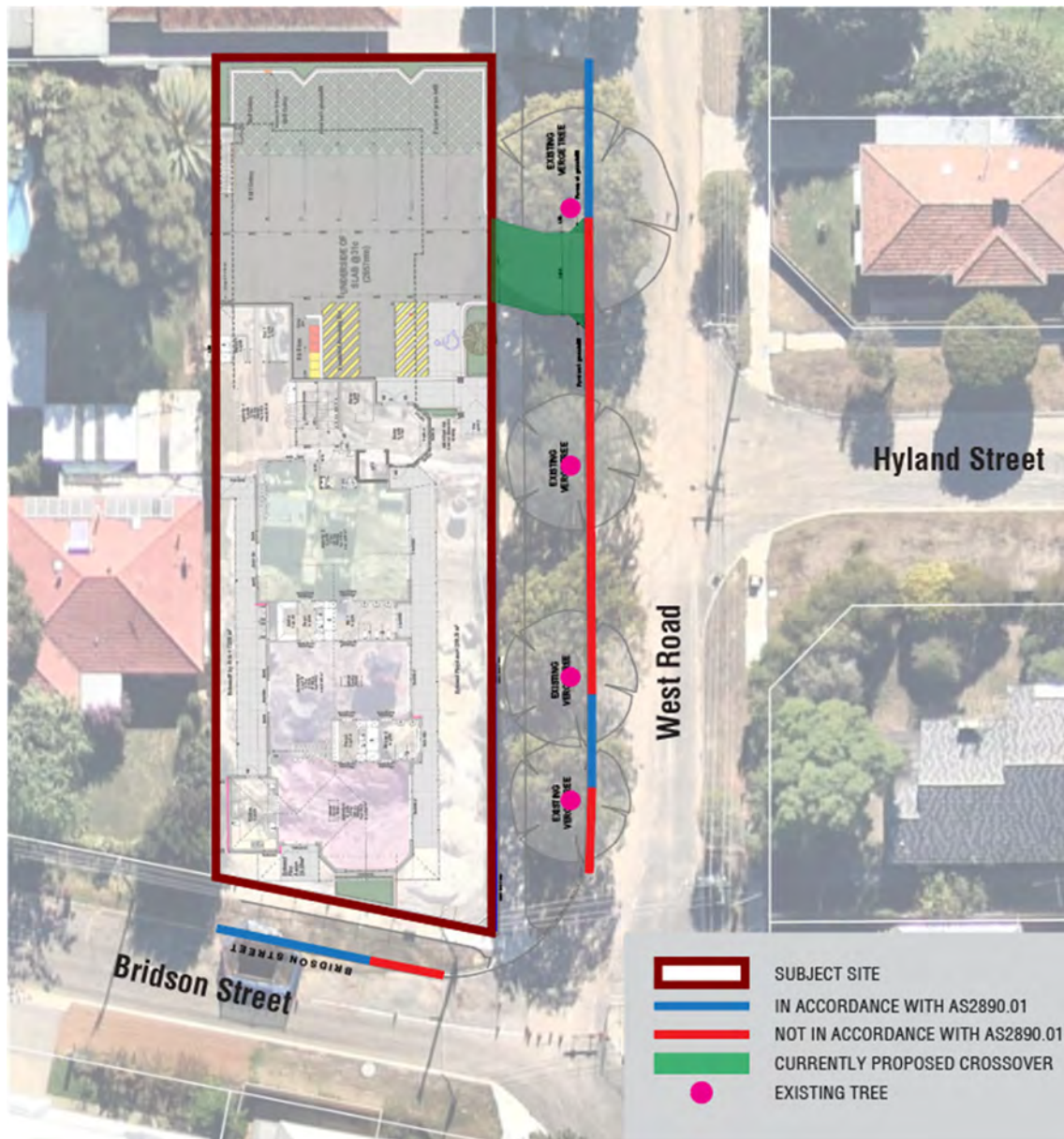


Figure 1 - Proposed crossover location (illustrative only)

Constraints

Figure below (Figure 2) highlights the possible crossover positions marked in blue.

The blue line south of Hyland Street represents the only other permissible location for a crossover on West Road. However, this alternative location also faces the same challenge—trees would need to be removed to accommodate the crossover.

Another option is to place the crossover on Bridson Street, which would meet the relevant standards. However, this location is close to the intersection of West Road and Bridson Street, where traffic is heavier (about 3,800 vehicles per day) compared to the intersection of West Road and Hyland Street (about 2,700 vehicles per day). This could potentially raise safety concerns.

Therefore, other crossover options north of Hyland Street have been assessed with Safe Systems Framework.



Figure 2 - Potential locations for crossover (illustrative only)

1.6 Safe Systems Framework Assessment

1.6.1 Setting the context

Prompt	Comment
What is the reason for the project ? Is there a specific crash type risk? Is it addressing specific issues such as poor speed limit compliance, road access, congestion, future traffic growth, freight movement, amenity concerns from the community, etc.	<ul style="list-style-type: none"> The proposed development crossover position is not compliant to relevant standards. As there are spatial constraints to providing the adequate position the safe system assessment will be undertaken to identify potential hazards. Currently no casualty crashes in the vicinity (1 hospital crash). 3 check cases will be provided as previously identified.
What is the function of the road? Consider location, roadside land use, area type, speed limit, intersection type, presence of parking, public transport services and vehicle flows. What traffic features exist nearby (e.g. upstream and downstream)?	<ul style="list-style-type: none"> An undivided one lane per direction Local Distributor Road with a 50km/h speed limit and medium flows (1,000 – 5,000 VPD) – West Road & Bridson Street. An undivided one lane per direction Access Road with a 50km/h speed limit and low flows (<1,000 VPD) – Hyland Street. Unsignalised full movement intersections of West Road with Hyland Street and Bridson Street, directly fronting the subject site. Urban residential land use surrounding the development. Bus service on West Road and Hyland Street, closest stop located 90m to south.
What is the speed environment? What is the current speed limit? Has it changed recently? Is it similar to other roads of this type? How does it compare to Safe System speeds? What is the acceptability of lowering the speed limit at this location?	<ul style="list-style-type: none"> The speed limit on West Road, Hyland Street and Bridson Street is 50km/h which is consistent with the other similar roads. 85% speed on West Road and Hyland Street is lower than the speed limit. 85% speed on Bridson Street is higher than the speed limit.
What road users are present? Consider the presence of elderly, school children and cyclists. Also note what facilities are available to vulnerable road users (e.g. signalised crossings, bicycle lanes, school zone speed limits, etc.).	<ul style="list-style-type: none"> Kindergarten - children to be driven to site. No cycling paths in the vicinity, Bridson Street is marked as good road riding environment. School Zone Speed Limit on West Road 100m north of the development site: 40km/h - Operating times 7:30 am to 9:00 am and 2:30 pm to 4:00 pm on School Days Safe crossing to the other side of the road located at both intersections.
What is the vehicle composition? Consider the presence of heavy vehicles (and what type), motorcyclists and other vehicles using the roadway.	<ul style="list-style-type: none"> 4-9% HV Light and medium sized vehicles (C1-C5)

1.6.2 Safe System matrix

Currently Proposed Crossover Location – West Road north of Hyland Street							
	Run-off-road	Head-on	Intersection	Other (Rear end)	Pedestrian	Cyclist	Motorcyclist
Exposure	Moderate AADT volume	Moderate AADT volume	Moderate AADT volume Low volume at crossover	Moderate AADT volume	Moderate pedestrian volume	Low cyclist volume	Low motorcyclist volume
	2/4	2/4	2/4	2/4	2/4	1/4	1/4
Likelihood	Presence of intersection Low clear zone One lane per direction	One lane per direction Movements/ conflict points minimal for HO crash	Low turning movements No turning lanes One lane per direction	Low turning movements No turning lanes One lane per direction	Pedestrian path across crossover 6.0m crossing Crossing facilities at intersection	No cycling lane No crossing facilities	No delineation Well surfaced Straight road
	2/4	1/4	2/4	2/4	2/4	1/4	1/4
Severity	85% speed under limit No barriers Trees and poles to hit	85% speed under limit	85% speed under limit Low speed at crossover	85% speed under limit Low speed at crossover	85% speed under limit Low speed at crossover Crossing pedestrian path Crossing facilities at intersection	85% speed under limit	85% speed under limit No barriers Trees and poles to hit
	2/4	1/4	1/4	1/4	2/4	2/4	3/4
Product	8/64	2/64	4/64	4/64	8/64	2/64	3/64
TOTAL				31/448			

Alternative Crossover Location 1 – West Road north of Hyland Street abutting Lot 83 West Road							
	Run-off-road	Head-on	Intersection	Other (Rear end)	Pedestrian	Cyclist	Motorcyclist
Exposure	Moderate AADT volume	Moderate AADT volume	Moderate AADT volume Low volume at crossover	Moderate AADT volume	Moderate pedestrian volume	Low cyclist volume	Low motorcyclist volume
	2/4	2/4	2/4	2/4	2/4	1/4	1/4
Likelihood	Presence of intersection Low clear zone One lane per direction	One lane per direction Movements/ conflict points minimal for HO crash	Low turning movements Adjacent to another crossover No turning lanes One lane per direction	Low turning movements Adjacent to another crossover No turning lanes One lane per direction	Pedestrian path across two crossovers 12.0m crossing Crossing facilities at intersection	No cycling lane No crossing facilities	No delineation Well surfaced Straight road
	2/4	1/4	3/4	3/4	3/4	1/4	1/4
Severity	85% speed under limit No barriers Trees and poles to hit	85% speed under limit	85% speed under limit Low speed at crossover	85% speed under limit Low speed at crossover	85% speed under limit Low speed at crossover Crossing pedestrian path Crossing facilities at intersection	85% speed under limit	85% speed under limit No barriers Trees and poles to hit
	2/4	1/4	1/4	1/4	2/4	2/4	3/4
Product	8/64	2/64	6/64	6/64	12/64	2/64	3/64
TOTAL				39/448			

Alternative Crossover Location 2 – West Road north of Hyland Street between Option 1 & 2							
	Run-off-road	Head-on	Intersection	Other (Rear end)	Pedestrian	Cyclist	Motorcyclist
Exposure	Moderate AADT volume	Moderate AADT volume	Moderate AADT volume Low volume at crossover	Moderate AADT volume	Moderate pedestrian volume	Low cyclist volume	Low motorcyclist volume
	2/4	2/4	2/4	2/4	2/4	1/4	1/4
Likelihood	Presence of intersection Low clear zone One lane per direction	One lane per direction Movements/ conflict points minimal for HO crash	Low turning movements One opposing crossover No turning lanes One lane per direction	Low turning movements One opposing crossover No turning lanes One lane per direction	Pedestrian path across crossover 6.0m crossing Crossing facilities at intersection	No cycling lane No crossing facilities	No delineation Well surfaced Straight road
	2/4	1/4	3/4	3/4	2/4	1/4	1/4
Severity	85% speed under limit No barriers Trees and poles to hit	85% speed under limit	85% speed under limit Low speed at crossover	85% speed under limit Low speed at crossover	85% speed under limit Low speed at crossover Crossing pedestrian path Crossing facilities at intersection	85% speed under limit	85% speed under limit No barriers Trees and poles to hit
	2/4	1/4	1/4	1/4	2/4	2/4	3/4
Product	8/64	2/64	6/64	6/64	8/64	2/64	3/64
TOTAL				35/448			

The total score of varies from 31 - 39 is achieved out of a possible 448 for the check cases and considers the safer speeds, safer roads and roadsides pillars. The closer the score is to zero, the more the project in question is in alignment with Safe System principles. The low score on the Safe System Matrix demonstrates strong compliance with Safe System objectives across all check cases, indicating that none of the alternative crossover positions would significantly compromise safety.

However, it's important to emphasise that the currently proposed crossover position achieves the lowest Safe System score, making it the optimal solution within this framework. This underscores the value of maintaining the proposed position, as it offers the best alignment with Safe System principles and ensures the highest level of safety for road users. Table below shows user exposure Safe System matrix scoring system.

Road user exposure	0 = there is no exposure to a certain crash type. This might mean there is no side flow or intersecting roads, no cyclists, no pedestrians, or motorcyclists).	1 = volumes of vehicles that may be involved in a particular crash type are particularly low, and therefore exposure is low. For run-of-road, head-on, intersection and 'other' crash types, AADT is < 1 000 per day. For cyclist, pedestrian and motorcycle crash types, volumes are < 10 units per day.	2 = volumes of vehicles that may be involved in a particular crash type are moderate, and therefore exposure is moderate. For run-of-road, head-on, intersection and 'other' crash types, AADT is between 1 000 and 5 000 per day. For cyclist, pedestrian and motorcycle crash types, volumes are 10–50 units per day.	3 = volumes of vehicles that may be involved in a particular crash type are high, and therefore exposure is high. For run-of-road, head-on, intersection and 'other' crash types, AADT is between 5 000 and 10 000 per day. For cyclist, pedestrian and motorcycle crash types, volumes are 50–100 units per day.	4 = volumes of vehicles that may be involved in a particular crash type are very high, or the road is very long, and therefore exposure is very high. For run-of-road, head-on, intersection and 'other' crash types, AADT is > 10 000 per day. For cyclist, pedestrian and motorcycle crash types, volumes are >100 units per day.
--------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

1.6.3 Additional Safe System components

Road user

Are road users likely to be alert and compliant, or are there factors that might influence this?

What are the expected compliance and enforcement levels (alcohol/drugs, speed, road rules, and driving hours) and what is the likelihood of driver fatigue? Can enforcement of these issues be conducted safely?

Are there special road uses (e.g. entertainment precincts, elderly, children, on-road activities), distraction by environmental factors (e.g. commerce, tourism), or risk-taking behaviours?

- Relatively young drivers driving children, expected to be alert
- Drivers expected to be compliant.
- Driver fatigue not expected to be a factor.
- Kindergarten children to be driven to site.
- No other special road uses expected.

Vehicle

What level of alignment is there with the ideal of safer vehicles?

Are there factors which might attract large numbers of unsafe vehicles? Is the percentage of heavy vehicles too high for the proposed/existing road design?

Are there enforcement resources in the area to detect non-roadworthy, overloaded or unregistered vehicles and thus remove them from the network? Can enforcement of these issues be conducted safely?

Has vehicle breakdown been catered for?

- The proposed development is expected to attract predominantly light passenger vehicles.
- Given that children are transported in passenger vehicles, there is no reason to believe that unsafe vehicles will be particularly attracted by this development.
- No known vehicle enforcement.

Post-crash care

Are there issues that might influence safe and efficient post-crash care in the event of a severe injury?

Do emergency and medical services operate as efficiently and rapidly as possible?

Are other road users and emergency response teams protected during a crash event? Are drivers provided the correct information to address travelling speeds on the approach and adjacent to the incident? Is there reliable information available via radio, VMS etc.?

Is there provision for e-safety (i.e. safety systems based on modern information and communication technologies, C-ITS)?

- Verge and crossovers may be used for emergency stops.
- St John of God Midland Public Hospital, located at approximately 6 kilometres away.

ACOUSTIC ASSESSMENT 2311111 **Revision 7**

CHILD CARE CENTRE

LOT 85, 94 WEST ROAD BASSENDEAN WA 6054



prepared for

RPOINT

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ND Engineering
Consulting Engineers

30 YEARS 1994 - 2024

nde



Sections:	0.	Summary	3.
	1.	Introduction.									
	2.	Description.									
	3.	Assessment	4.
	4.	Conclusions	5.
	5.	Recommendations	6.

[illegible]

Attachment: 2311111 BASSENDEAN Supplementary Advice No 2, 6 pages, dated 21 OCT 24.

References:

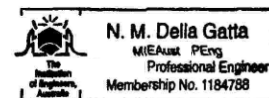
- A. Environmental Protection (Noise) Regulations 1997.
- B. Drawings: Macri Builders; Job 23019; Qty 10 sheets; Revision 16, Dated 240904.

Revisions:

Revision N°:	Date:	Issue / Comment	Status
0	09 FEB 24	DRP	Superseded
1	22 Feb 24	DA	
2	16 MAY 24	DA	
3	05 SEP 24	DA	
4	10 SEP 24	DA	
5	7 OCT 24	DA	
6	21 OCT 24	DA - AAAC Guideline CCC V3 data used for children modelling	
7	7 NOV 24	DA – Sup 2 added as an attachment, drawings updated to Rev 19. 1st flr modelling updated	Current

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SUMMARY

- 0.1 ND Engineering's opinion is that the proposed Child Care Centre (CCC) for the daytime periods of 0700 - 1900 hours (7.00am – 7.00pm) Monday to Friday, excluding public holidays, the assessed noise emissions will comply with the Noise Regulations (Reference A) subject to implementation of the recommendations contained in Section 5 'Recommendations'.
- 0.2 Please note that the 7.00am start time and Crank Wall is based on including the car door closing impulsiveness as requested by the LGA. Carpark modelling within this report is based on non-impulsive car door closing and requiring management of the carpark rather than relying upon the built form. See the attachment to this report for noise modelling based on impulsiveness with and without the crank wall for carpark usage after 7.00am. The use of management rather than built form has typically allowed carparks to be used by staff prior to 7.00am thus allowing clientele to start arriving at 7.00am.

INTRODUCTION

- 1.1 ND Engineering was commissioned to provide an acoustic assessment of the potential noise from the proposed Child Care Centre (CCC) with regards to the other residential premises.

DESCRIPTION

- 2.1.1 The proposed CCC site, see Annex A, is located on West Road Bassendean on the corner of Bridson Street.
- 2.1.2 The nearest noise sensitive premises of interest are located:
- Adjoining residences to the: West at 4 Bridson St; and North at 92 West Rd.
 - Residences across to the East being: 85, 87, 93 & 95 West Rd; and 43 Hyland St cnr West Rd.
 - Residences across the road to the South being: 3 Bridson St; and 96 West Rd cnr Bridson St.
- 2.1.3 The residential assigned noise levels, see Annex A, of interest is an average maximum of LA10 = 45 dB(A) and a maximum of LAmax = 65 dB(A) all during operating hours.
- 2.1.4 Refer to the following Annexes for detailed location and site descriptions:
- Annex A 'Location'; and
 - Annex B 'Plans'.
- 2.2 **Non-Equipment Noise** sources at the site will be:
- Children:**

<u>Activity Room & Location</u>	<u>Description</u>	<u>Age Range</u>	<u>Qty</u>
Activity 1 Ground floor	Babies	0 - 2 yrs old.	12.
Activity 2 Ground floor	Kindy	4 - 5 yrs old.	28.
Activity 3 Ground floor	Toddler	2 - 3 yrs old.	20.
Activity 4 Ground floor	Pre-Kindy	3 - 4 yrs old.	20.
 - Music** occasionally for children with the music being non-impulsive by nature. Refer Annex E 'Music' for more details.
 - Carpark.** Refer Annex G 'Carpark' for more details.
- 2.3 **Equipment Noise** sources at the site are expected to comprise new Air-Conditioning systems and Mechanical Ventilation systems. Refer Annex F 'Mechanical Services' for more details.



ASSESSMENT

- 3.1 Noise emissions from the CCC are expected to occur Monday to Friday between 0700 to 1900 hours (7.00am – 7.00pm) mainly during outdoor play weather permitting. This means that for evenings, night time, public holidays and Sundays there is expected to be no noise emissions from the CCC at all. Anecdotal evidence indicates this is a desirable situation sought by some residences when purchasing properties adjacent to a CCC as their will be no afterhours (including Sunday and Public Holiday) noise thus negating a common source of complaint.
- 3.2 The relevant assigned noise levels at receiving premises, residential in the vicinity of the noise source, as allowed under Reference A are shown in the following Table 3.2. The assessments of the various noise sources emissions from the CCC are assessed against Table 3.2 as applicable.

Table 3.2 – ASSIGNED NOISE LEVELS					
Noise Sensitive Premises at locations a building directly associated with a noise sensitive use.	Time of day	Time of day	Assigned Noise Levels dB(A)		
			LA10	LA1	LAmx
. . within 15 m of . .	Day	0700 - 1900 hrs Monday to Saturday	45	55	65
		0900 - 1900 hrs Sunday, Public holidays	40	50	
	Evening	1900 - 2200 hrs all days			55
	Night	2200 - 0700 hrs Monday to Saturday	35	45	
		2200 - 0900 hrs Sunday, Public holidays			
. . greater than 15 m from . .	All hours	All hours	60	75	80
Commercial	All hours	All hours	60	75	80

- 3.3 Refer to the following annexes for the detailed assessments:
- a. Assigned Noise Levels. Refer Annex C 'Assigned Noise Levels'.
 - b. Children. Refer Annex D 'Children'.
 - c. Music. Refer Annex E 'Music'.
 - d. Mechanical Services. Refer Annex F 'Mechanical Services'.
 - e. Carpark. Refer Annex G 'Carpark'.
- 3.4 Recommendations arising from the assessments are collated and presented in Section 5 'Recommendations' in the main body of the report.



CONCLUSIONS

- 4.1 ND Engineering's opinion is that the proposed Child Care Centre for the daytime periods of 0700 - 1900 hours (7.00am - 7.00pm) Monday to Friday, excluding public holidays, the:
- a. Children's' noise emissions will comply with the Noise Regulations (Reference A) subject to implementation of the recommendations contained in Section 5 'Recommendations';
 - b. Non-children noise emissions will comply with the Noise Regulations (Reference A) subject to implementation of the recommendations contained in Section 5 'Recommendations'.



RECOMMENDATIONS

- 5.1 The recommendations presented in this report are in outline format only and require:
- Detailed final design of components by appropriately experienced persons in accordance with the current relevant editions of Australian Standards, Regulations, Gas Installation Code/s and the BCA.
 - Completion of minor details, including acoustic/vibration details, on site by competent and qualified tradesmen and technicians.
 - New materials and equipment to be installed in accordance with the manufacturer's and/or supplier's instructions.
 - New materials and equipment to comply with, and be installed in accordance with, the BCA.
 - Installer of materials and/or equipment to comply with:
 - regulatory safety requirements.
 - The safety procedures on the relevant Materials Safety Data Sheets (MSDS).
 - The site safety requirements including the wearing of protective clothing such as safety boots, safety glasses, safety goggles and hard hats.
 - A site inspection to fully determine the extent of the work and the nature of the site.
- 5.2 The following recommendations are made:
- Operational:**
 - The CCC is to be operational, excluding public holidays, Monday to Friday only; and
 - Staff arrivals/departures between 7.00am to 7.00pm (NB due to the inclusion of impulsiveness in the built form, rather than managing impulsiveness, parking is not permitted prior to 7.00am); and
 - Customer arrivals/departures between 7.00am to 6.30pm; and
 - External Play Areas, carpark excluded, accessed between 7.00am to 6.00pm.
 - Children's play areas:**
 - Children are not permitted outdoors, carpark excluded, prior to 7.00am.
 - Practical considerations:
 - Fixed play equipment should be non-metallic. If metal fixed play equipment is used then hollow metal sections shall be filled with expanding foam or sand.
 - Concrete or brick paved areas, if any, should be minimised and where practicable covered with synthetic grass to minimise noise of play equipment on hard surfaces.
 - There are no restrictions on neither Babies 0 to 2 years old nor Toddlers 2 to 3; and
 - There are restrictions on the older children Pre-kindy 3 to 4 years old and Kindy 4 to 5 years old as follows for the Outdoor Play Areas (OPA):
 - Free play activity areas are on the 1st floor OPA ~262 m²; and
 - Quiet area on the ground floor South OPA ~20 m²; and



- Quiet area on the ground floor East OPA ~210 m²; and
 - Not permitted in the ground floor West OPA ~67 m².
- (5) See also **Figures 5.2 Noise Barriers and Acoustic Treatments:**
- c. **Music:** - Keep external windows and doors closed; and
- Do not play music outdoors.
- d. **Mechanical Services:**
- (1) Exhaust systems (requirements for any NEW Exhaust systems):
- (a) No specific external acoustic requirements for small non-kitchen exhaust systems.
 - (b) No specific acoustic requirements for domestic kitchen canopy ducted to exterior when kitchen equipment inputs is less than either 8 kW electrical or 29 MJH gas.
 - (c) Specific external acoustics requirements for a commercial kitchen canopy with an external fan when the kitchen equipment input is greater than either 8 kW electrical or 29 MJH gas then the exhaust fan shall be:
 - (i) Located more than 6.0 metres from residential boundary with a vertical discharge;
 - (ii) Operating at a speed not exceeding nominally 960 rpm with a Sound Pressure Level not exceeding 52 dB(A) @ 3.0 m at the operating speed.
- (2) Air-Conditioning (AC) systems (requirements for any AC systems):
- (a) Evaporative AC units shall be of the centrifugal fan type and shall be sized to deliver the required air quantity on the low speed setting; and
 - (b) Refrigerated AC Condenser Units (CU) shall be inverter type with a minimum - 5dB(A) low noise mode; and
 - (c) AC units shall each have Sound Power Level (SWL or Lw) not exceeding the following at rated conditions (excluding silent or low noise mode) but inclusive of any silencers:
 - 3 units each 73 dB(A) each; or
 - 2 units each 75 dB(A) each; or
 - 1 unit 78 dB(A).
 - (d) Locate the AC unit/s either within the carpark bin store as shown in the current drawings or on the 1st floor outdoor play area or at another location all subject to an acoustic assessment of the building Permit Application design by an Acoustic Engineer using SoundPlan noise modelling software.
- e. **Carpark:**
- (1) Staff will be instructed not to arrive prior to 0700 hours and to be off site by 1900 hours; and
 - (2) Staff parking between 7.00am to 7.00pm (NB due to the inclusion of impulsiveness in the built form, rather than managing impulsiveness, parking is not permitted prior to 7.00am); and
 - (3) SIGNAGE is placed within the carpark asking parents/staff not to slam car doors/boots and not to play loud music.

f. **Noise Barriers and Acoustic Treatments:**

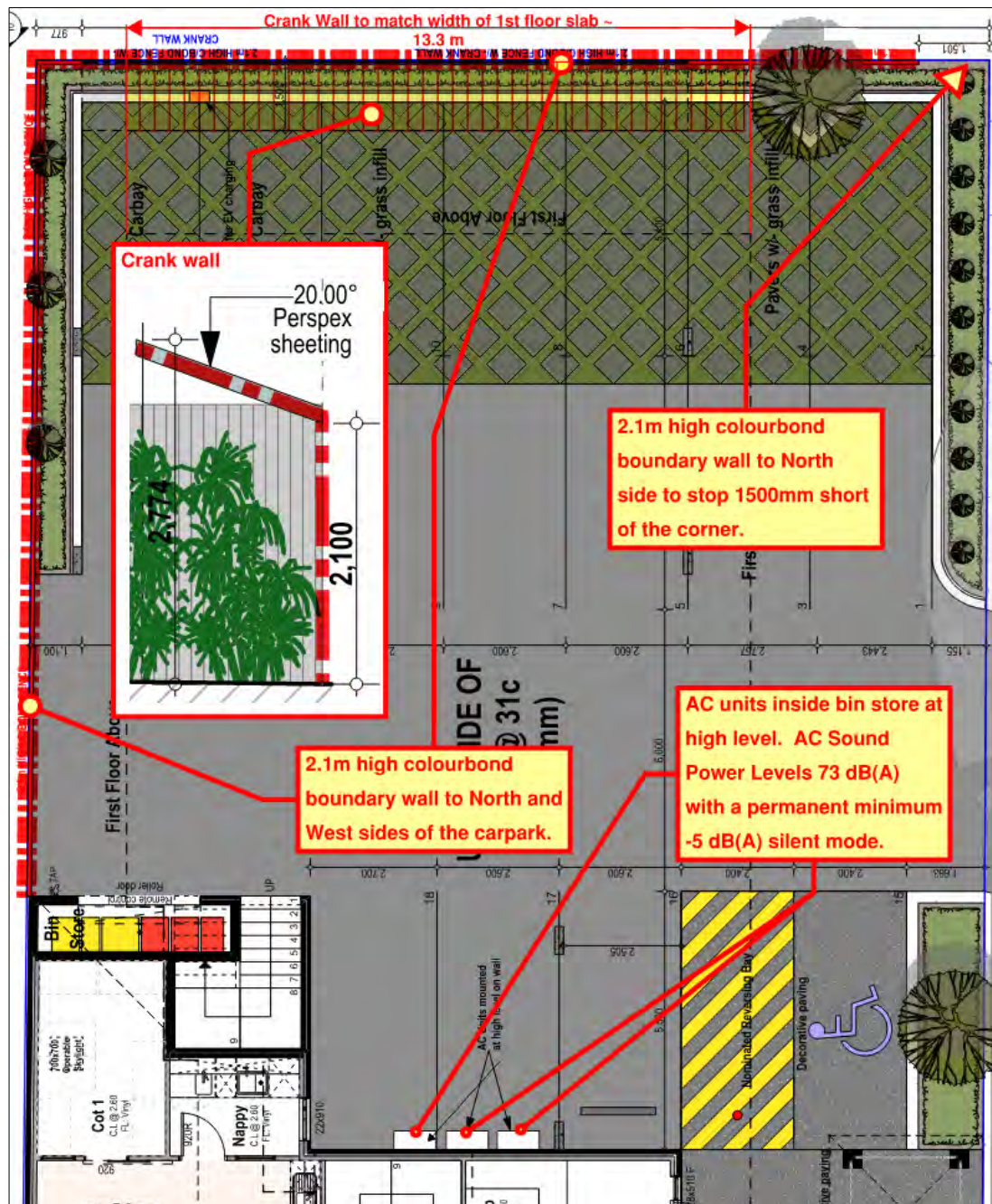


FIGURE 5.2a GROUND FLOOR NORTH – Carpark Noise Barriers

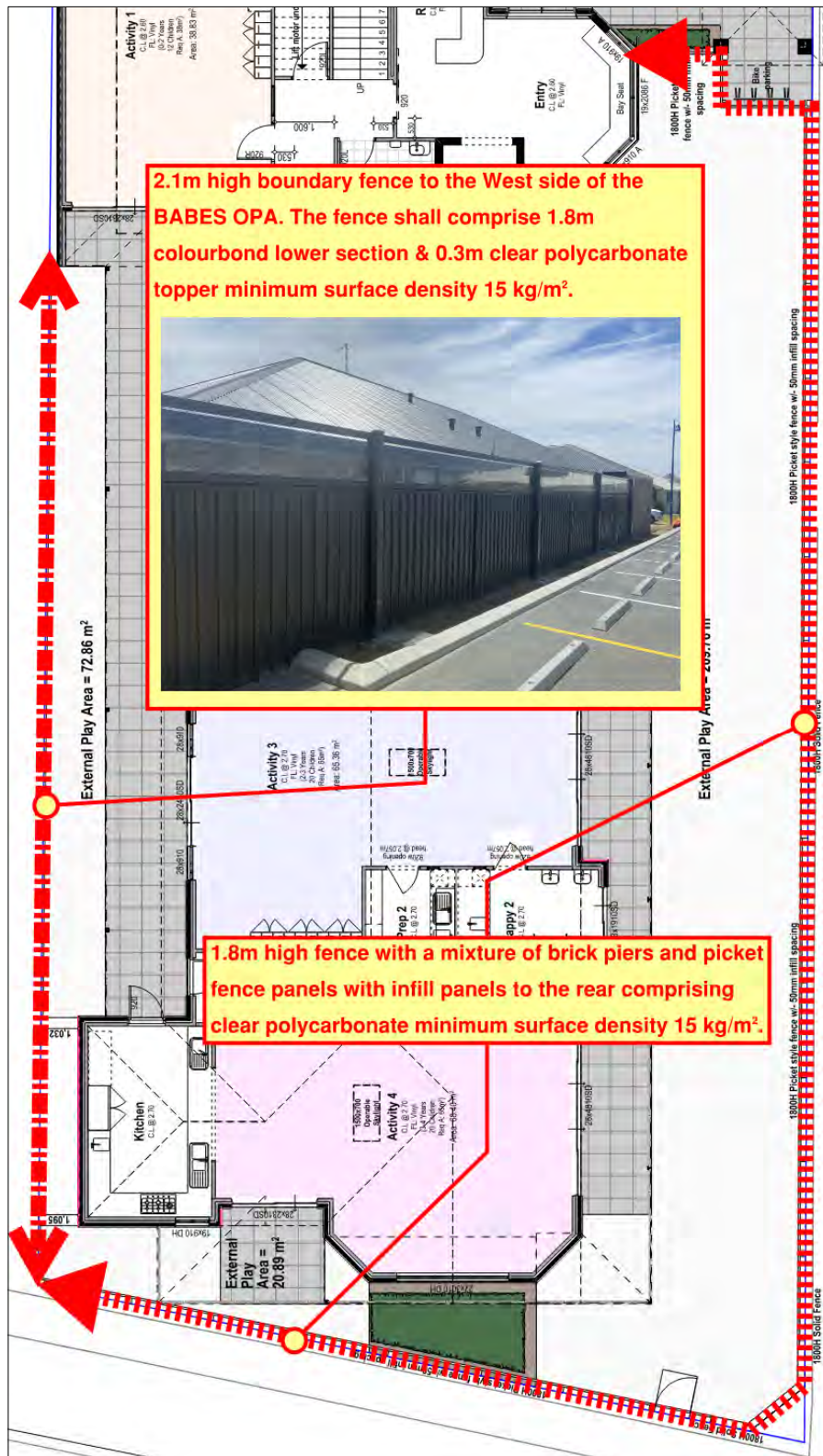


FIGURE 5.2b GROUND FLOOR SOUTH – Outdoor Play Areas Noise Barriers Babes/Toddlers





- ANNEXES:**
- A. Location.
 - B. Site Plans.
 - C. Assigned Noise Levels.
 - D. Children.
 - E. Music.
 - F. Mechanical Services.
 - G. Carpark.



Annex A – Location



FIGURE A1 – SITE LOCATION MAP

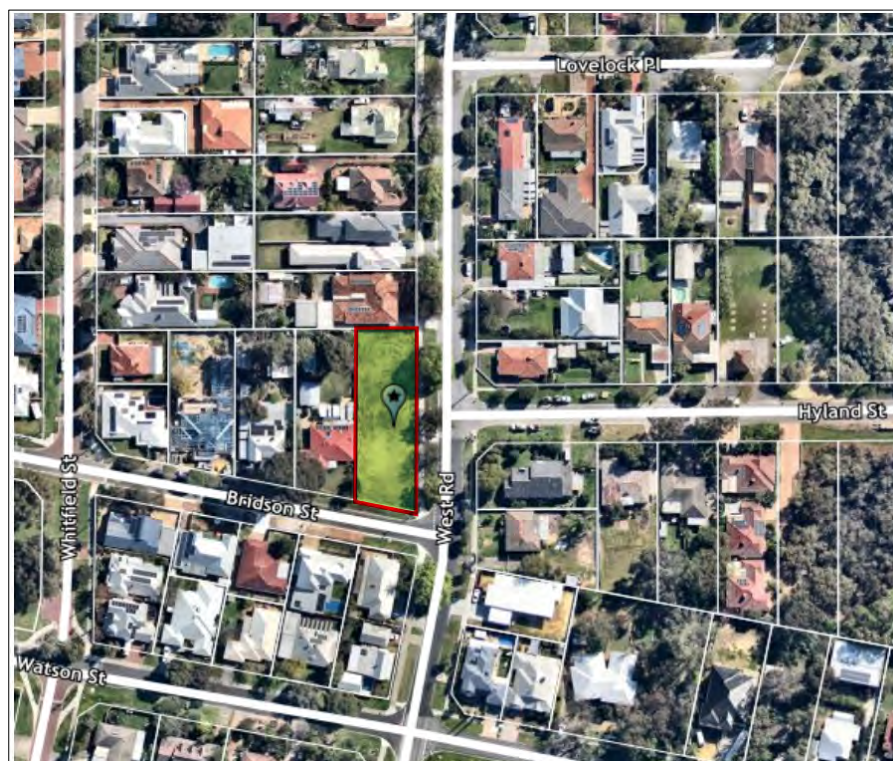


FIGURE A2 – SITE LOCATION AERIAL



FIGURE A3 – SITE LOCATION AERIAL DETAILED



Annex B - Plans



PERSPECTIVES



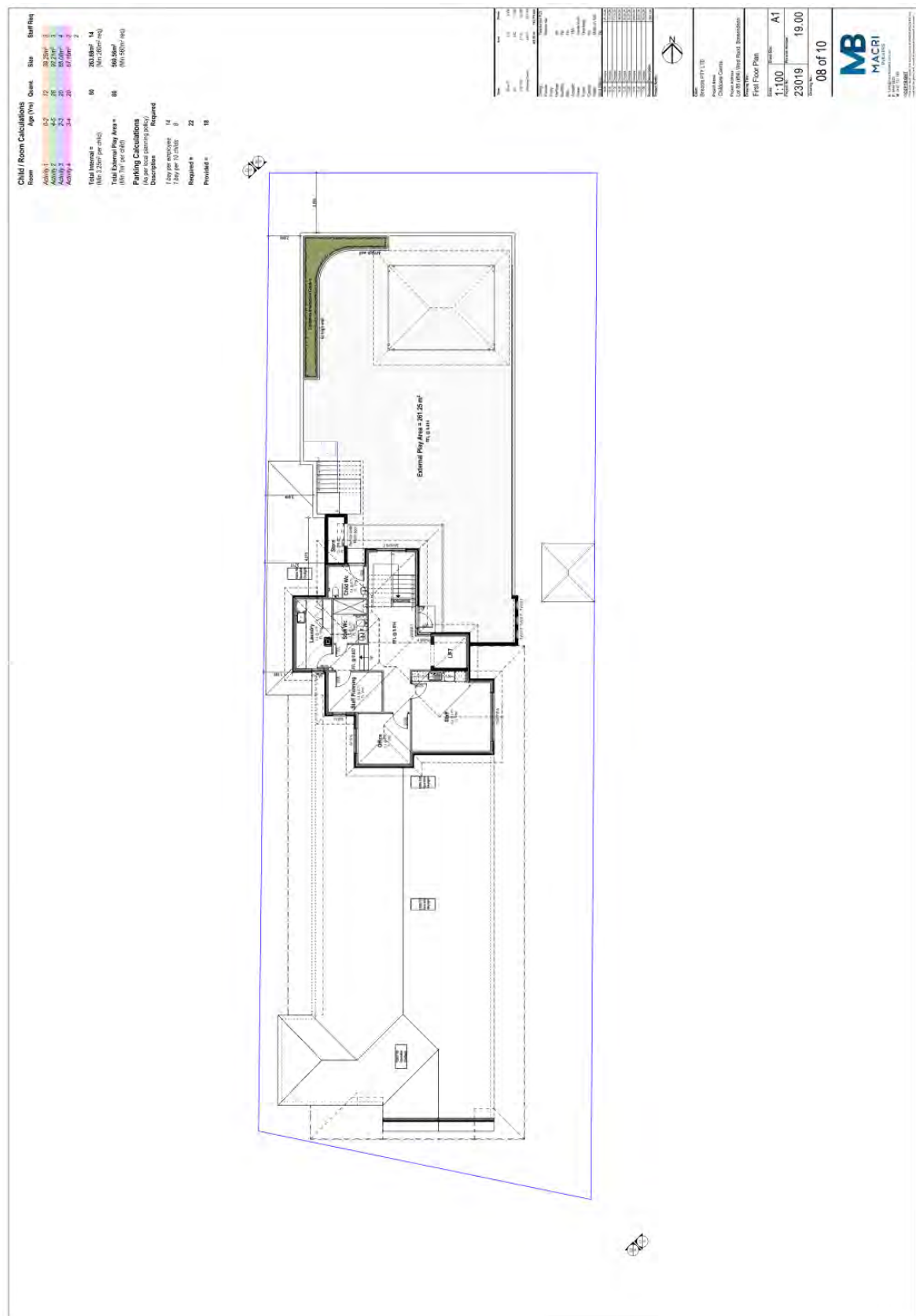


FIGURE B1 – FIRST FLOOR PLAN

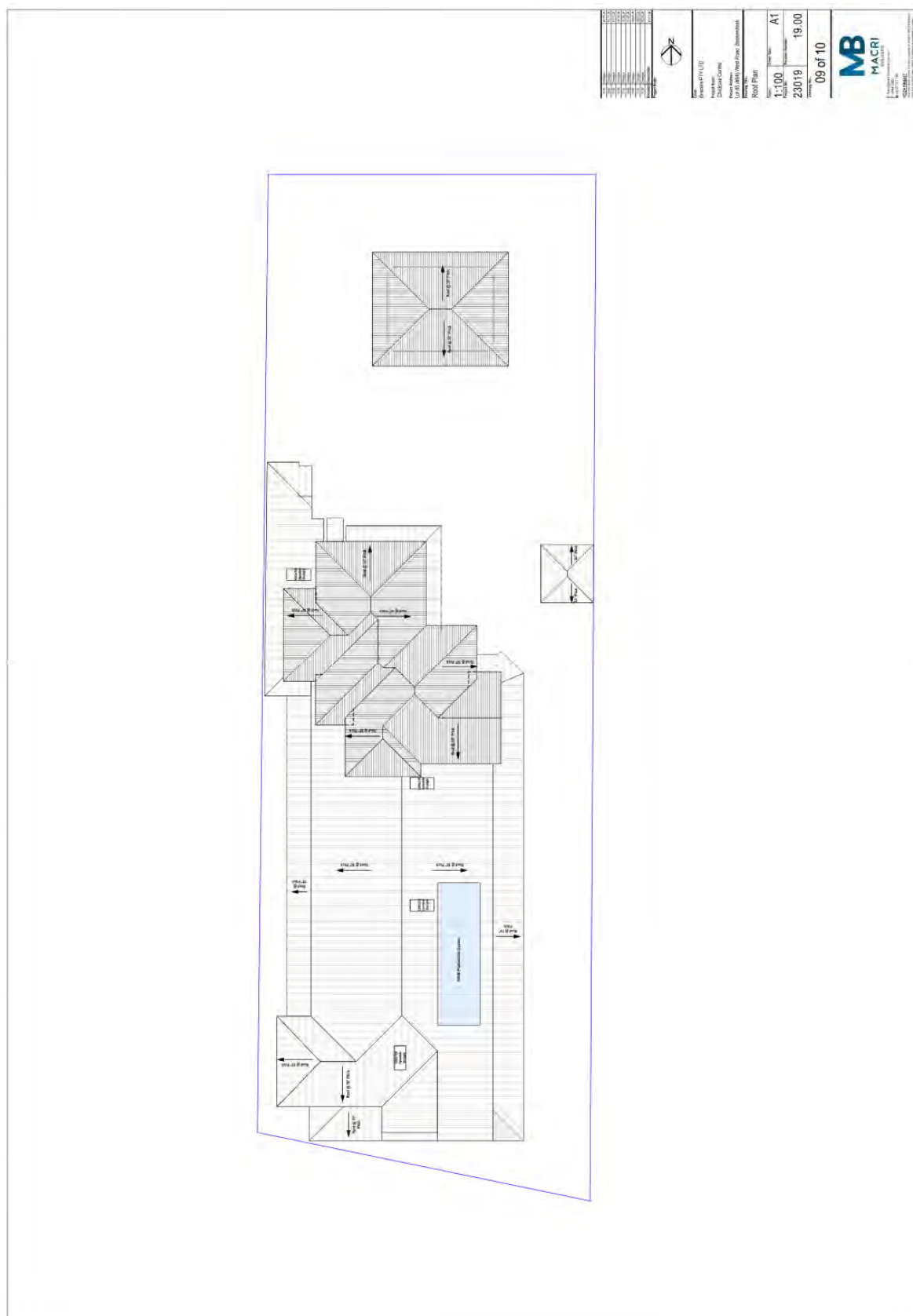


FIGURE B2 – ROOF PLAN



FIGURE 3 - ELEVATIONS



Annex C - Assigned Noise Levels

- C1. The assigned noise level, as determined by Reference A, comprises a Base Noise Level and an Influencing Factor adjustment to take into consideration noise from nearby features such as major roads, industrial and commercial premises. The assigned noise level comprises three criteria being the L_{Amax}, L_{A1} and L_{A10}.

- C2. L_{Amax} and L_{A1} represent respectively the single maximum noise event and the 1 percentile highest A weighted sound pressure levels over a representative measurement period.

The measurement criteria L_{A10} represents the 10 percentile highest A weighted sound pressure level over a representative measurement period of not less than 15 minutes and not more than 4 hours.

ND Engineering's understanding as a result of discussions with the DEP in March 2005 indicated that a representative measurement period for a CCC would be 4 hours.

- C3. Repeated attempts at obtaining statistical noise measurement data at various CCC without interference from traffic is difficult as most CCC are located on major and/or secondary roads with children playing outdoors when there is significant traffic noise in the morning and afternoon.

The L_{Amax} is fairly easy to obtain as it represents a single noise event such as a shout or scream. The other two criteria L_{A1} and L_{A10} are statistical measurements and traffic noise creates significant problems in acquiring the measurement in particular the L_{A1} measurement.

The L_{A10} measurement criteria provides a reasonable indication of the objectionable noise as any unwanted noise events such as traffic, wind induced vegetation noise and animal noise form a smaller and less significant component which can be partially edited out.

- C4. ND Engineering's assessment is based primarily on the L_{Amax} and L_{A10} criteria as obtaining a L_{A1} measurement that is 'legally' watertight is virtually impossible or not achievable when gathering noise data for the assessments. As a consequence, the assessments are based on the L_{Amax} and L_{A10} criteria. The L_{Amax} criteria is the most important criteria as this is the criteria associated with shouting that is most objectionable.

- C5. The base assigned noise levels are shown in the following table.

Table C5 – ASSIGNED 'BASE' NOISE LEVELS					
Noise sensitive premises at locations a building directly associated with a noise sensitive use.	Time of day	Time of day	Assigned Noise Levels dB(A)		
			L _{A10}	L _{A1}	L _{Amax}
. . within 15 m of . .	Day	0700-1900 hrs Monday to Saturday	45+IF	55+IF	65+IF
		0900-1900 hrs Sunday, Public holidays	40+IF	50+IF	
	Evening	1900-2200 hrs all days			55+IF
	Night	2200-0700 hrs Monday to Saturday	35+IF	45+IF	
		2200-0900 hrs Sunday, Public holidays			
. . greater than 15 m from . .	All hours	All hours	60	75	80
Commercial	All hours		60	75	80



- C6. The following table shows the Influencing Factor calculation for the adjustments to the base noise levels for the nearest residences to the childcare centre.

Table C6 – INFLUENCING FACTOR ASSESSMENT					
INFLUENCING FACTOR CRITERIA			ASSESSMENT		
Item	Criteria	Value	Criteria	Value	Totals
Major Road within the					0 (Transport Factor ≤ 6)
- 100 m radius inner circle	veh/w'day > 15000	6 dB		0	
- 450 m radius outer circle	veh / w'day > 15000	2 dB		0	
Minor Road within the					0 (≤ 30)
- 100 m radius inner circle	15k > veh/day > 6k	2 dB		0	
Type A 'Industrial and Utility premises' within the					
- 100 m radius inner circle	1/10 x Area%	≤ 10	0 %	0	0 (≤ 30)
- 450 m radius outer circle	1/10 x Area%	≤ 10	0 %	0	
Type B 'Commercial premises' within the					
- 100 m radius inner circle	1/20 x Area%	≤ 5	0 %	0	0 (≤ 30)
- 450 m radius outer circle	1/20 x Area%	≤ 5	0 %	0	
INFLUENCING FACTOR = 0 dB(A)					

- C7. The assigned noise levels at receiving noise sensitive premises, residential in the vicinity of the noise source, as allowed under Reference A are shown in the following table.

Table C7 – ASSIGNED NOISE LEVELS					
Noise sensitive premises at locations a building directly associated with a noise sensitive use.	Time of day	Time of day	Assigned Noise Levels dB(A)		
			LA10	LA1	LAmx
. . within 15 m of . .	Day	0700-1900 hrs Monday to Saturday	45	55	65
		0900-1900 hrs Sunday, Public holidays	40	50	
	Evening	1900-2200 hrs all days			55
	Night	2200-0700 hrs Monday to Saturday	35	45	
		2200-0900 hrs Sunday, Public holidays			
. . greater than 15 m from . .	All hours	All hours	60	75	80
Commercial	All hours	All hours	60	75	80



Annex D - Children

- D1. Noise emissions from the child care centre are expected to occur Monday to Friday between 0700 - 1900 hours (7.00am – 7.00pm) mainly during the two hours of outdoor play per day weather permitting for the Kindy group. This means that for evenings, night time, public holidays and Sundays there is expected to be no noise emissions from the child care centre at all.
- D2. Anecdotal evidence indicates this is a desirable situation sought by some residences when purchasing properties adjacent to a child care centre as their will be no afterhours noise thus negating a common source of complaint.
- D3. The Children's voices categorised by age groups:
- a. **Junior & Kindy** (aka Pre-Kindy 3-4 yo & Kindy 4-6yo) all over 3 years old.

Measurements, observations and discussions with CCC staff since year 2000 indicates that this is the most significant noise producing group.
 - b. **Toddlers** 2 – 3 years old:

This is a very low noise producing group based on observations and discussions with CCC staff since year 2000. Their external play time is generally less than the Kindy group but more than the Babes group.

Attempts to obtain noise measurements suitable for use with Environmental Protection (Noise) Regulations 1997 "Reference A" have not been successful mainly due to traffic noise from nearby minor and/or major roads associated with the CCC's that ND Engineering has been reporting upon.
 - c. **Nursery** (aka Babes or Babies) 0 - 2 years old:

This is a very low noise producing group based on observations and discussions with CCC staff on previous assessments.

Attempts to obtain noise measurements suitable for use with Reference A have not been successful.
- D4. Children, weather permitting, are allowed outside to play for about 2 hours per day being typically about 0830 to 1000 hours and 1500 to 1800 hours with play typically being broken up into about 30 minute sessions at a time. Sometimes the afternoon outdoor play time is not utilised due to higher levels of sun exposure at this time of day. This low number of outdoor play hours is:
- (1) Consistent with information obtained from CCC operators since year 2005. There are some variations between CCC but it is generally consistent with ND Engineering experience with the CCC assessments undertaken since year 2005;
 - (2) Also due to current sun exposure policies as expressed by the Cancer Council's Sun Protection Policy which does not recommend outdoor play between 1000 to 1500 hours;
 - (3) Play groups are typically for 12 to 24 children depending upon supervision requirements, with play times being staggered with children being rotated between outdoor and indoor activities.



Children 0 to 3 years old - Assessment

- D5.1 **The Babes** 0 - 2 years old is a very low noise producing group based on observations and discussions with CCC staff since year 2000. Their external play time is typically about 30 minute sessions. Attempts to obtain noise measurements suitable for use with Reference A have not been successful due to the typically low noise output of this age group.
- D5.2 **The Toddlers** 2 – 3 years old age group is again a very low noise producing group based on observations and discussions with CCC staff since 2000. Their external play time is generally less than the Kindy group but more than the Babes group. Attempts to obtain noise measurements suitable for use with Reference A have not been successful mainly due to traffic noise from nearby secondary and/or major roads associated with the CCC's that ND Engineering has been reporting upon since 2000.
- D5.3 The noise levels created by small groups of children, in the Babes 0 to 2 years old and Toddlers 2 to 3 year old age groups, is unlikely to cause problems for the surrounding residences due to the:
- Low noise output of this age group; and
 - These age groups engage in parallel play, rather than group play, at this stage of their social development which is a low noise activity; and
 - Short duration outdoor play times, typically 30 minutes, especially if the weather is not mild.
- D5.4 The data utilised for this assessment is based on AAAC V3.0 CCC Acoustic Assessment Table 1.
- D5.5 The assessment is based on using sound data as shown in the notes to each noise model.
- D5.6 ND Engineering's assessment with regards to Residential Premises is that the noise emissions from the Babes and Toddlers Outdoor Play Areas (OPA) as currently presented see Reference B and Annex A, complies with the assigned noise levels, see Figures D6, subject to implementation of the recommendations including the following:
- (1) There are no restrictions on neither Babies 0 to 2 years old nor Toddlers 2 to 3; and
 - (2) See also **Figures 5.2 Noise Barriers and Acoustic Treatments:**
- D5.7 Refer to the Section 'Recommendations' in the main body of the report.



Children 3+ years old - Assessment

- D6.1 The data utilised for this assessment is based on AAAC V3.0 CCC Acoustic Assessment Table 1.
- D6.2 The assessment is based on using sound data as shown in the notes to each noise model.
- D6.2 ND Engineering's assessment with regards to Residential Premises is that the noise emissions from the outdoor play areas (OPA) as currently presented see Reference B and Annex A, complies with the assigned noise levels, see Figures D6, subject to implementation of the recommendations including the following:
- (1) There are no restrictions on neither Babies 0 to 2 years old nor Toddlers 2 to 3; and
 - (2) There are restrictions on the older children Pre-kindy 3 to 4 years old and Kindy 4 to 5 years old as follows for the Outdoor Play Areas (OPA):
 - Free play area on the 1st floor ~262m²;
 - Quiet area on the ground floor South ~20m²;
 - Quiet area on the ground floor East ~210m²;
 - Not permitted in the ground floor West ~67m² and
 - (3) See also **Figures 5.2 Noise Barriers and Acoustic Treatments:**
- D6.3 Refer to the Section 'Recommendations' in the main body of the report.

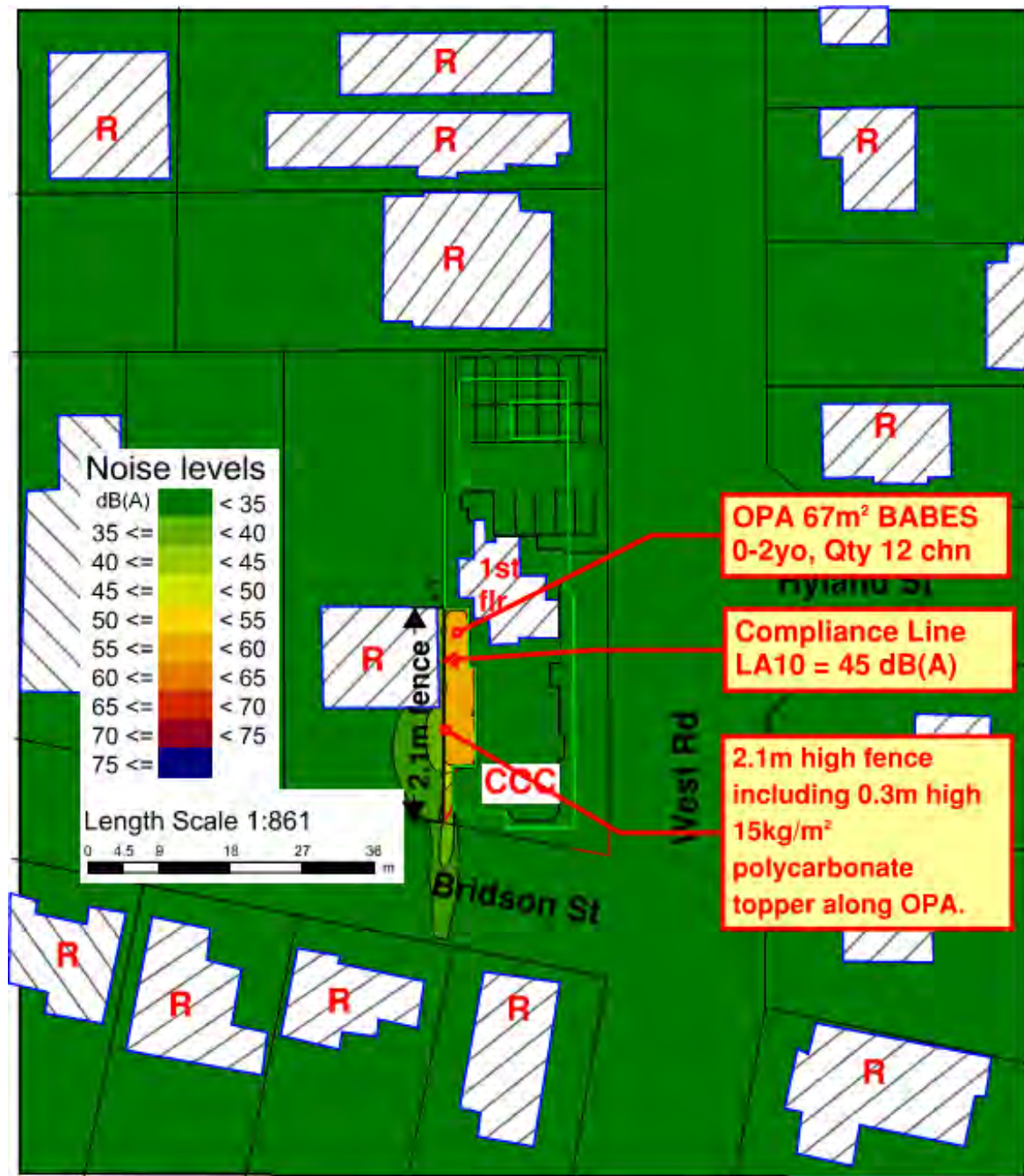


FIGURE D6.1a – GROUND FLOOR 'BABES' OUTDOOR PLAY AREA LA10

- Notes:**
0. North is top of page.
 1. Absenteeism is ignored.
 - 2.1 Residential receiver 1400mm high above residential ground floor level.
 - 2.2 Children (Chn) noise sources at 1000mm high above OPA ground level with a sound power level of 85 dB(A) per 10 children distributed over the OPA.
 3. Contour lines: 1400mm Above OPA GROUND Level.
 4. Concave conditions adopted.
 5. NDE's opinion is that the situation is compliant with 2.1m boundary fence.
 6. Western neighbours wall mounted ACU at high level under the eaves is unlikely to comply with the Noise Regulations in the Babes OPA regardless of boundary wall height.

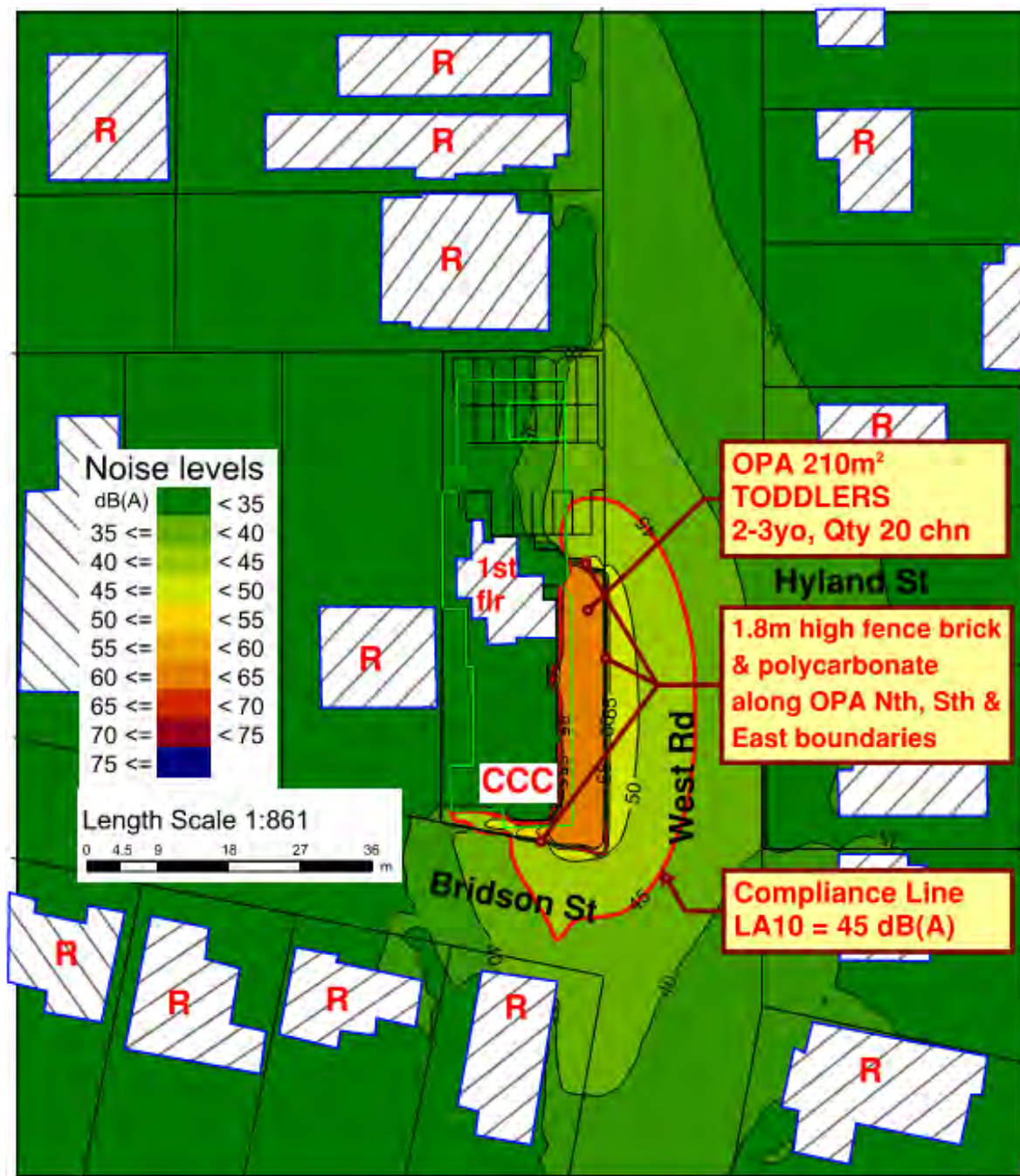


FIGURE D6.1a – GROUND FLOOR 'TODDLERS' OUTDOOR PLAY AREA LA10

- Notes:**
0. North is top of page.
 1. Absenteeism is ignored.
 - 2.1 Residential receiver 1400mm high above residential ground floor level.
 - 2.2 Children (Chn) noise sources at 1000mm high above OPA ground level with a sound power level of 85 dB(A) per 10 children distributed over the OPA.
 3. Contour lines: 1400mm Above OPA GROUND Level.
 4. Concave conditions adopted.
 5. NDE's opinion is that the situation is compliant with a 1.8 boundary solid fence.

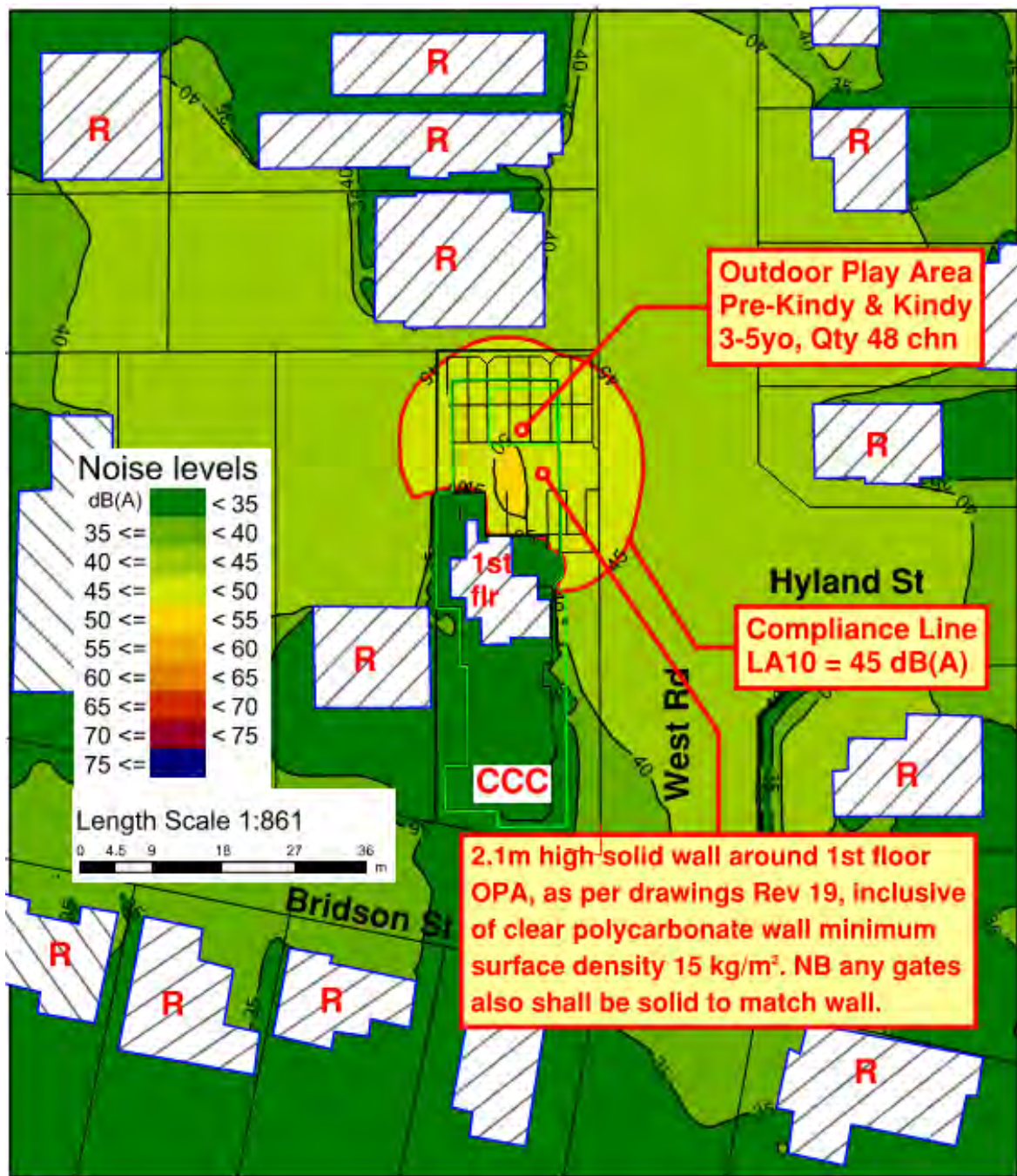


FIGURE D6.3a – 1st FLOOR OUTDOOR PLAY AREA LA10

- Notes:**
0. North is top of page.
 1. Absenteeism is ignored.
 - 2.1 Residential receiver 1400mm high above residential ground floor level.
 - 2.2 Children (Chn) noise sources at 1000mm high above 1st floor slab level with a sound power level of 87 dB(A) per 10 children distributed over the OPA.
 3. Contour lines: 1400mm Above GROUND Level.
 4. Concave conditions adopted.
 5. NDE's opinion is that the situation is compliant.



Annex E - Music

- E1. Typically, music produced within child care centres is for short durations as part of an activity and is played at a low volume as small children will typically not be able to follow instructions in rooms with a high noise background.

Basically, music levels will need to be kept at about 60 dB(A) or lower within the room which is equivalent to the noise level produced by a conversational adult male voice at 1 metre.

The music is typically non-impulsive, minimal bass, thus minimizing the main source of complaint typically associated with music.

- E2. The reduction in noise levels to the nearest residential boundary has been calculated to be at least 20 dB(A) as a result of attenuation due to the transmission loss of the glass.

Essentially with all external doors and windows closed the noise level due to music at the nearest residential boundary will be about 35 dB(A) which with all adjustments included is well below the daytime LA10 assigned noise levels.

- E3. Reductions due to distance and boundary fence reductions have not been included in the preceding calculation and are expected to be about 3 to 8 dB(A) with an average of 5 dB(A) therefore making the assessment fairly conservative.

- E4. Refer to the Section 'Recommendations' in the main body of the report.



Annex F – Mechanical Services

- F0. This section applies to any new Mechanical Services and not the existing Mechanical Services.
- F1. The main equipment noise sources at the site are expected to comprise:
- a. Air-conditioning being either:
 - (1) Evaporative ducted; or
 - (2) Refrigerated reverse cycle air conditioning systems configure possibly as a mixture of ducted and wall mounted systems;
 - b. Mechanical ventilation exhaust systems (for Bath, Kitchen, Laundry, WC's) being typically of two types for;
 - (1) Rooms with an external non-boundary wall having either window or wall mounted exhaust fans; and
 - (2) Rooms without an external non-boundary wall having either:
 - (i) Ceiling mounted exhaust fan ducted vertically to the exterior through the roof; or
 - (ii) Bulkhead/ceiling ducted exhaust system to a non-boundary external wall; and
- F2. The child care centre is expected to be operational, excluding public holidays, between 0700 to 1900 hours (7.00am – 7.00pm) Monday to Friday.
- F3.1 The main potential noise source is the Air-Conditioning condenser units and the detailed requirements for these AC condenser units are contained in the recommendations section of this report. Essentially the recommendations are the use of inverter AC condenser units with a minimum -5 dB(A) low noise mode and positioning of the AC condenser units either in the carpark bin store enclosure as shown in the current drawings) or on the 1st floor outdoor play area or at another location all subject to an acoustic assessment of the Building Permit Application design by an Acoustic Engineer using SoundPlan noise modelling software.
- F3.2 The toilet exhaust fans are unlikely to pose a problem and are not assessed in detail. In the unlikely event that these exhaust discharges through the roof do present some objectionable noise this can be easily overcome by the insertion of some additional acoustic flexible duct into the discharge line.
- F3.3 The kitchen exhaust fans will either be of a domestic kitchen canopy type or commercial kitchen canopy type depending upon the size of the kitchen equipment. If the kitchen equipment has inputs:
- a. Less than either 8 kW electrical or 29 MJH gas then a commercial kitchen canopy is not required, and a domestic kitchen canopy ducted to the exterior will suffice. In this situation, the exhaust system is unlikely to pose a problem and therefore is not assessed in detail.
 - b. Greater than either 8 kW electrical or 29 MJH gas then a commercial kitchen canopy is required with an external roof mounted fan. Essentially the exhaust fan will need to be located further than 6.0 metres from a residential boundary with a maximum speed of 960 rpm. Detailed requirements for these AC condenser units are contained in the recommendations section of this report.
- F4. Refer to the Section 'Recommendations' in the main body of the report.

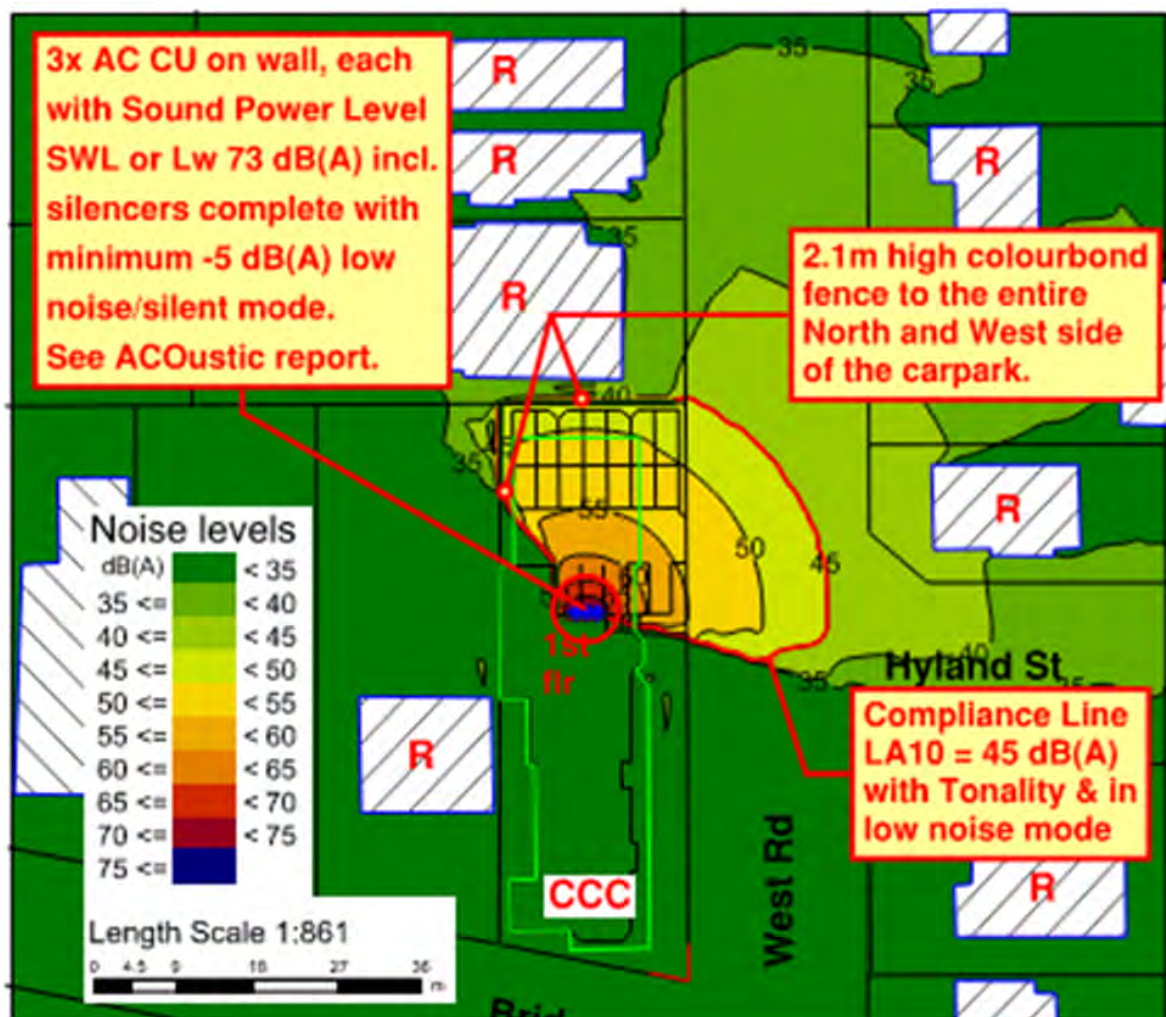


FIGURE F1 – AIR CONDITIONING - LA₁₀ inclusive of 5 dB(A) tonality penalty and 5 dB(A) low noise mode

- Notes:**
0. North is top of page.
 1. Compliance limit line is LA₁₀ 45 dB(A) after 0700 hrs.
 2. Receiver 1400mm high.
 3. Contour lines: AGFL = Above GROUND Floor Level of CCC.
 4. NDE's opinion is that the situation is compliant.



Annex G - Carpark

- G1. Carpark noises typically may comprise adults talking and children's voices, car radios and car doors.
- G2. Essentially the first and last persons on site are the CCC staff. The CCC staff parking should be restricted to car bays outside of the drop off zone in order to reduce parental stress by allowing them to park closer to the CCC doors.
- G3. Observations on various CCC site shows that pickup and drop offs are generally fairly quick especially in the morning. The morning drop offs tend to occur in several distinct groups being the trades/building/construction workers drop off at or prior to 0730 hours, the first school morning drop off at about 0815 hours (prior to older siblings being taken to school) and the second school morning drop off at about 0915 hours (when older siblings have been dropped off at school in the morning).
- G4.1 Measurements and observations were conducted at the Kids Campus CCC on 103 Canning Road Kalamunda on the morning of Wednesday 14 SEP 05 between 0730 to 0830 hours in order to obtain carpark noise data and discuss operational matters with the manager. This carpark contains about 21 car bays with about 15 on the residential side of the carpark and 6 on the CCC building side.
- G4.2 A series of three noise measurements on site at the Kids Campus CCC side of the residential boundary showed noise levels as follows: Cars doors closing L_{Amax} = 54 to 58 dB(A) at approximately 10 metres; and Children talking about L_{Amax} = 50 dB(A) at approximately 10 metres.
- ND Engineering measurement point near the residential boundary was located about 10 metres from the CCC entry doors. Parents were not made aware of ND Engineering's presence so that the behaviour was allowed to be as normal as possible. The entire carpark location was fairly reverberant. Parents were parking fairly close to either side of or in front of the CCC entry doors.
- The LA10 and LA1 measurements were meaningless as the noise from the nearby road heavily contaminated these two measurements however it would be safe to say that the LA1 and LA10 would be lower than the L_{Amax} measured values.
- G4.3 These L_{Amax} noise levels are not significant and given the short duration of the drop off the application of tonality and modulation penalties could not be applied to the measurements as the duration of the event was less than 10% of any representative measurement period. The only penalty that could be applied is if car doors are slammed resulting in the application of an impulsive penalty of +10 dB(A). The historical experience shows that for normal car door action the situation is one of compliance with the assigned noise levels however slamming of car doors would not be compliant prior to 7.00am and thus a noise management is required via signage.
- G5.1 ND Engineering's opinion is that the noise emissions within the carpark as currently presented, see Figures G5 and see Reference B and Annex A, would comply with the assigned noise levels subject to implementation of the recommendations.
- G5.2 ND Engineering recommendations are:
- Staff will be instructed not to arrive prior to 0600 hours and to be off site by 1900 hours; and
 - Staff parking can be located to be in the designated car bays noting that staff parking in bays 12 & 14 is not permitted prior to 7.00am; and
 - SIGNAGE is placed within the carpark asking parents/staff *not to slam car doors/boots and not to play loud music*.
- G6. Refer to the Section 'Recommendations' in the main body of the report.

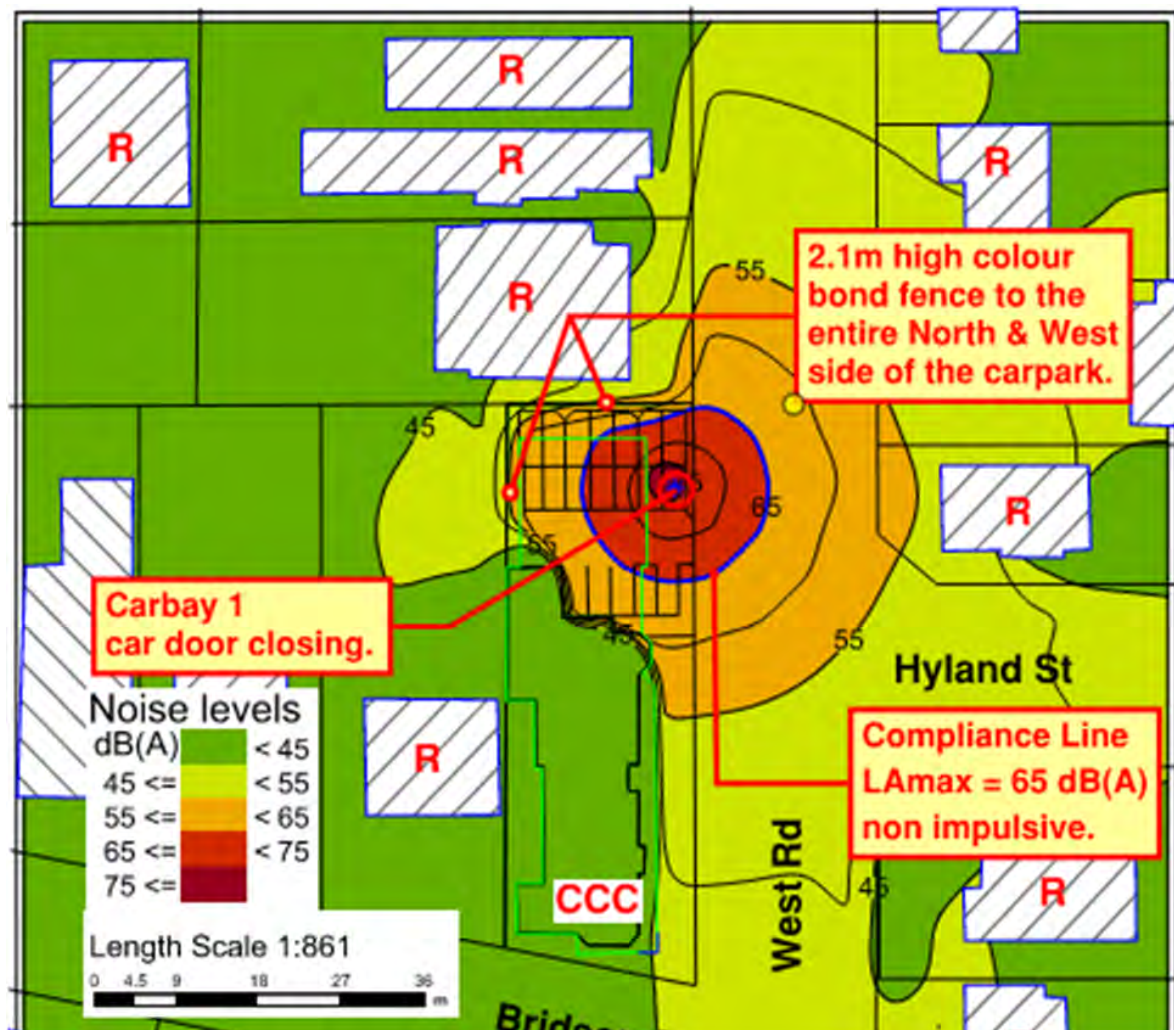


FIGURE G.1 – CARPARK BAY 1 - L_{AMAX} NON-IMPULSIVE

- Notes:**
0. North is top of page.
 1. Compliance limit line is L_{Amx} 65 dB(A) after 0700 hrs, L_{Amx} 55 dB(A) before 0700 hrs.
 2. Receiver 1400mm high with Car Door closing noise sources at 1000mm high with a sound power level of L_{WA} 87 dB(A).
 3. Contour lines: 1400 mm Above GROUND Level.
 4. NDE's opinion is that the situation is compliant for non-impulsive car door closing prior to 7.00am and impulsive car door closing after 7.00am.

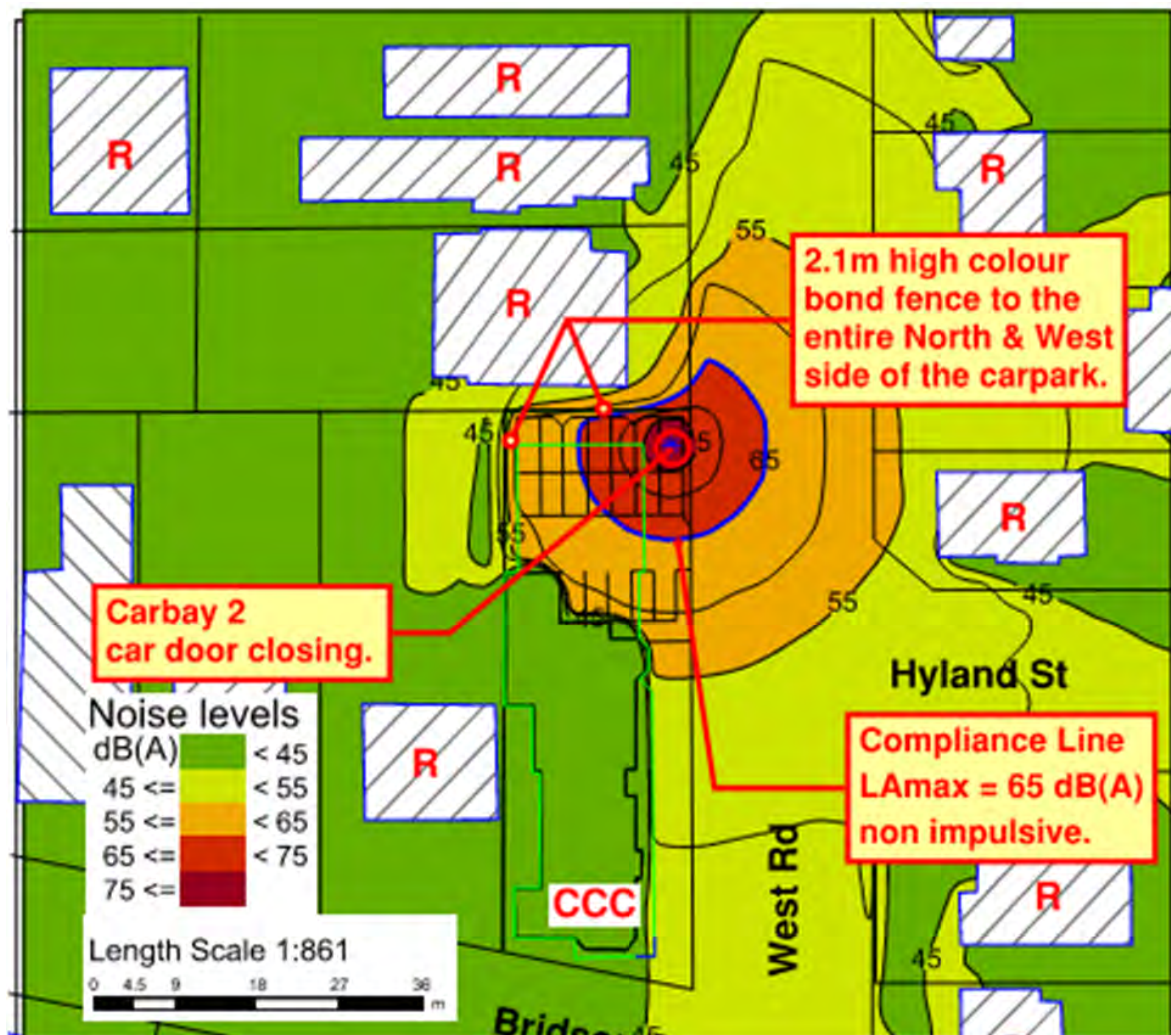


FIGURE G.2 – CARPARK BAY 2 - L_{Amax} NON-IMPULSIVE

- Notes:**
0. North is top of page.
 1. Compliance limit line is L_{Amax} 65 dB(A) after 0700 hrs, L_{Amax} 55 dB(A) before 0700 hrs.
 2. Receiver 1400mm high with Car Door closing noise sources at 1000mm high with a sound power level of L_{WA} 87 dB(A).
 3. Contour lines: 1400 mm Above GROUND Level.
 4. North fence to stop 1.5m short of NE corner boundary.
 5. NDE's opinion is that the situation is compliant for non-impulsive car door closing prior to 7.00am and impulsive car door closing after 7.00am.

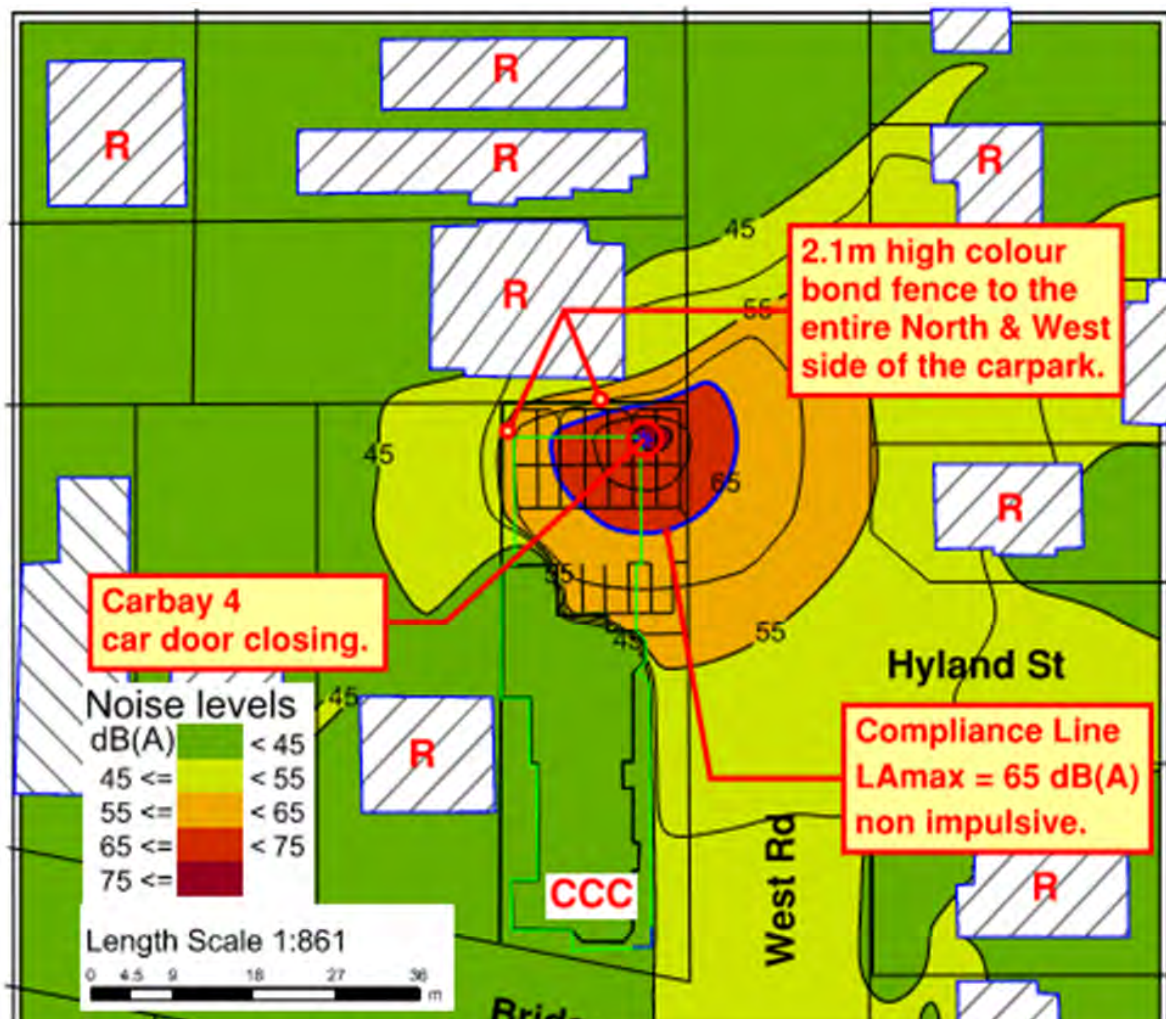


FIGURE G.4 – CARPARK BAY 4 - $L_{A_{MAX}}$ NON-IMPULSIVE

- Notes:**
0. North is top of page.
 1. Compliance limit line is $L_{A_{max}}$ 65 dB(A) after 0700 hrs, $L_{A_{max}}$ 55 dB(A) before 0700 hrs.
 2. Receiver 1400mm high with Car Door closing noise sources at 1000mm high with a sound power level of L_{WA} 87 dB(A).
 5. Contour lines: 1400 mm Above GROUND Level.
 6. North fence to stop 1.5m short of NE corner boundary.
 5. NDE's opinion is that the situation is compliant for non-impulsive car door closing prior to 7.00am and impulsive car door closing after 7.00am.

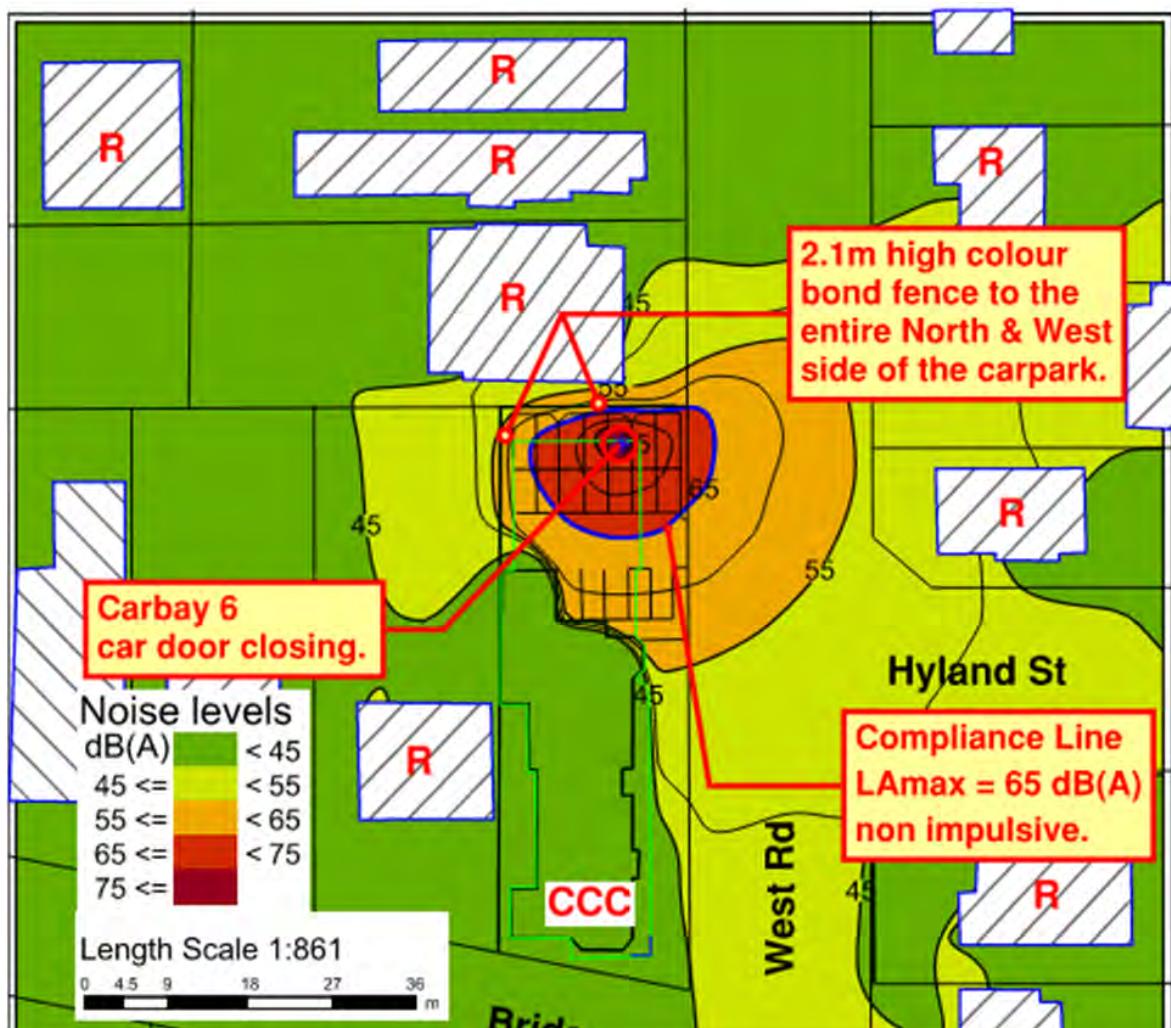


FIGURE G.6 – CARPARK BAY 6 - L_AMAX NON-IMPULSIVE

- Notes:**
0. North is top of page.
 1. Compliance limit line is L_{Amax} 65 dB(A) after 0700 hrs, L_{Amax} 55 dB(A) before 0700 hrs.
 2. Receiver 1400mm high with Car Door closing noise sources at 1000mm high with a sound power level of L_{WA} 87 dB(A).
 4. Contour lines: 1400 mm Above GROUND Level.
 2. North fence to stop 1.5m short of NE corner boundary.
 5. NDE's opinion is that the situation is compliant for non-impulsive car door closing prior to 7.00am and impulsive car door closing after 7.00am.

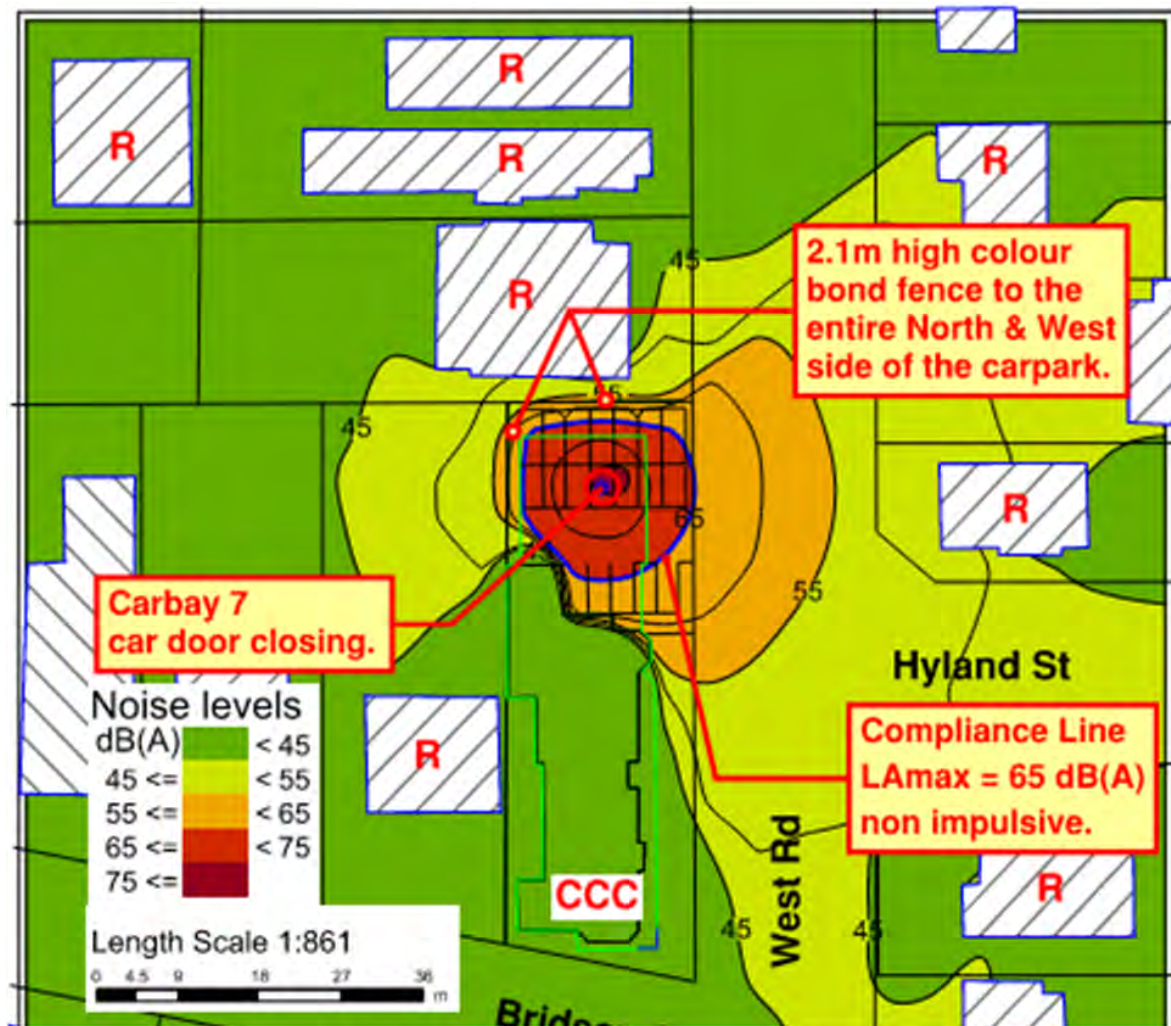


FIGURE G.7 – CARPARK BAY 7 - L_{Amax} NON-IMPULSIVE

- Notes:**
0. North is top of page.
 1. Compliance limit line is L_{Amax} 65 dB(A) after 0700 hrs, L_{Amax} 55 dB(A) before 0700 hrs.
 2. Receiver 1400mm high with Car Door closing noise sources at 1000mm high with a sound power level of L_{WA} 87 dB(A).
 3. Contour lines: 1400 mm Above GROUND Level.
 4. North fence to stop 1.5m short of NE corner boundary.
 5. NDE's opinion is that the situation is compliant for non-impulsive car door closing prior to 7.00am and impulsive car door closing after 7.00am.

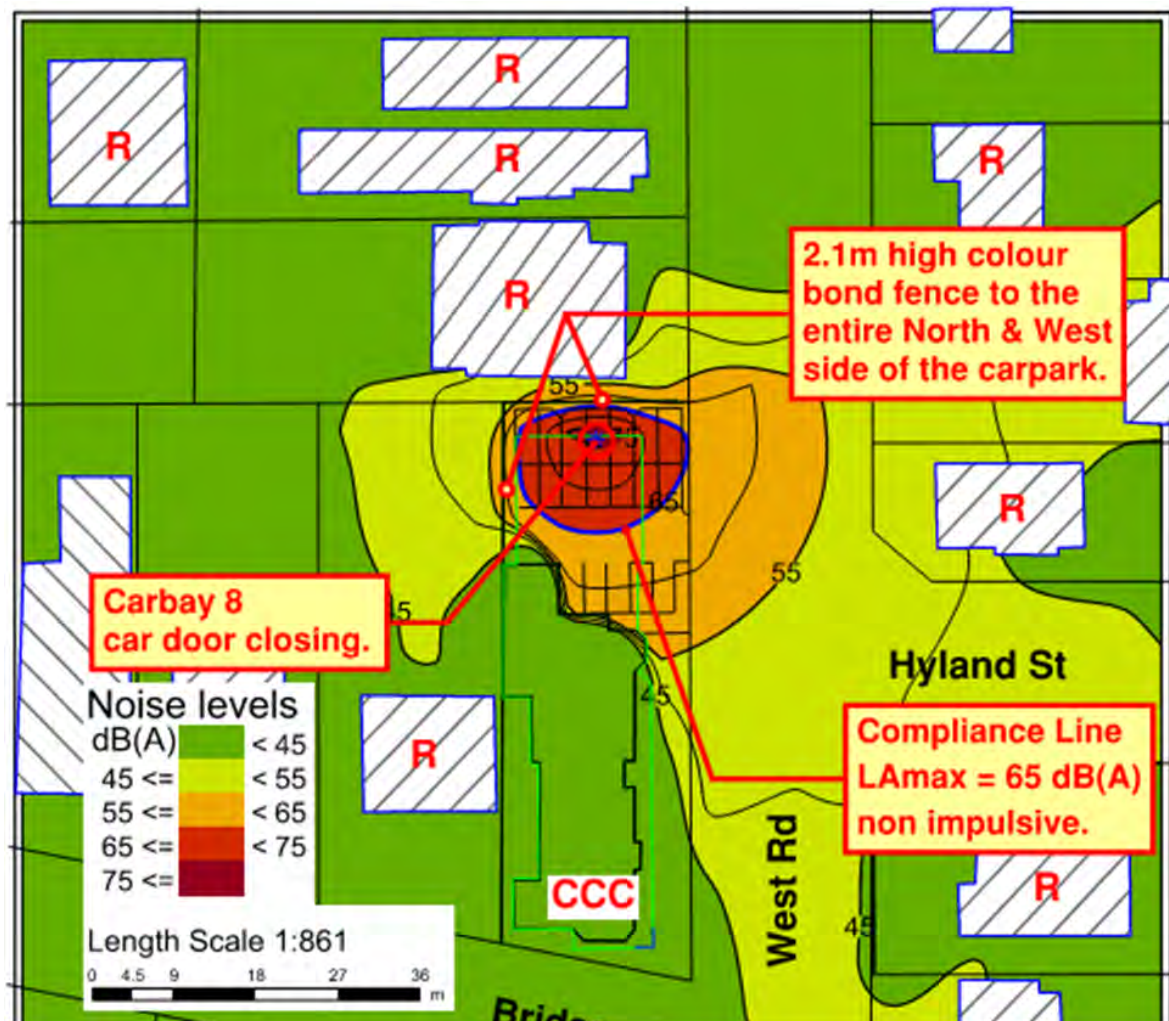


FIGURE G.8- CARPARK BAY 8 - LA_{MAX} NON-IMPULSIVE

- Notes:**
0. North is top of page.
 1. Compliance limit line is LA_{max} 65 dB(A) after 0700 hrs, LA_{max} 55 dB(A) before 0700 hrs.
 2. Receiver 1400mm high with Car Door closing noise sources at 1000mm high with a sound power level of L_{WA} 87 dB(A).
 3. Contour lines: 1400 mm Above GROUND Level.
 4. North fence to stop 1.5m short of NE corner boundary.
 5. NDE's opinion is that the situation is compliant for non-impulsive car door closing prior to 7.00am and impulsive car door closing after 7.00am.

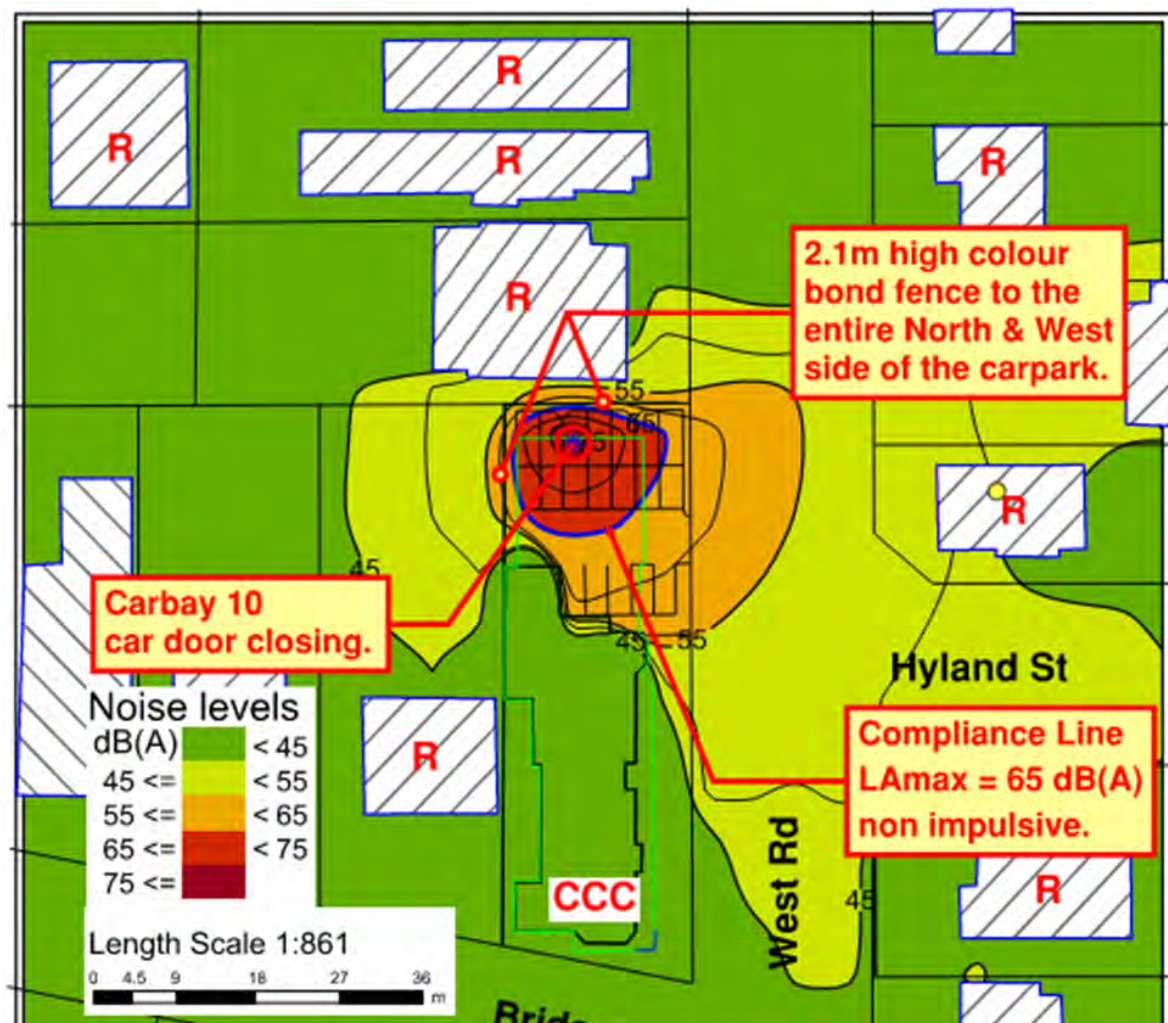


FIGURE G.10 – CARPARK BAY 10 - L_{Amax} NON-IMPULSIVE

- Notes:**
0. North is top of page.
 1. Compliance limit line is L_{Amax} 65 dB(A) after 0700 hrs, L_{Amax} 55 dB(A) before 0700 hrs.
 2. Receiver 1400mm high with Car Door closing noise sources at 1000mm high with a sound power level of L_{WA} 87 dB(A).
 3. Contour lines: 1400 mm Above GROUND Level.
 4. North fence to stop 1.5m short of NE corner boundary.
 5. NDE's opinion is that the situation is compliant for non-impulsive car door closing prior to 7.00am and impulsive car door closing after 7.00am.

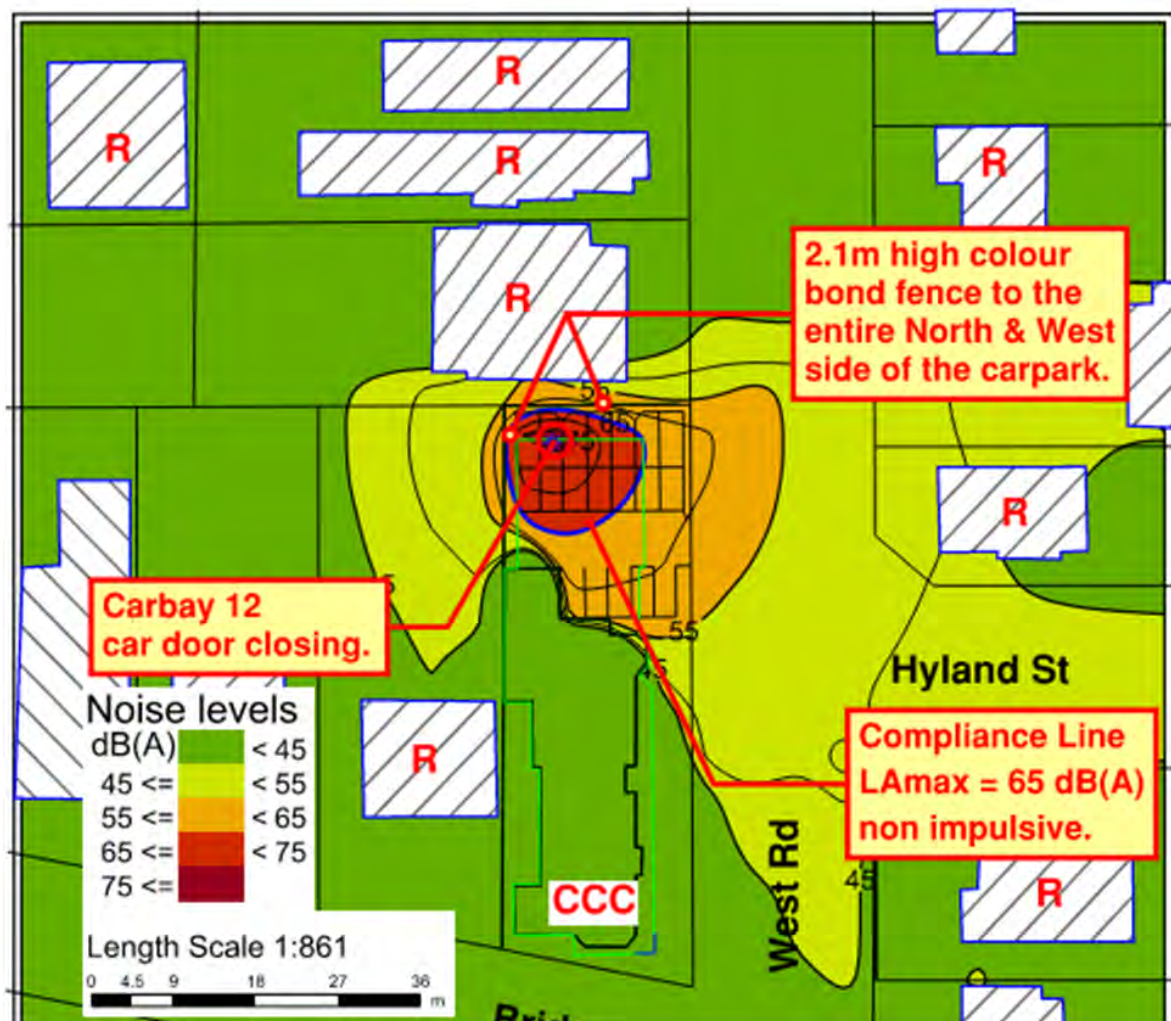


FIGURE G.12 – CARPARK BAY 12 Staff - L_{Amax} NON-IMPULSIVE

- Notes:**
0. North is top of page.
 1. Compliance limit line is L_{Amax} 65 dB(A) after 0700 hrs, L_{Amax} 55 dB(A) before 0700 hrs.
 2. Receiver 1400mm high with Car Door closing noise sources at 1000mm high with a sound power level of L_{WA} 87 dB(A).
 3. Contour lines: 1400 mm Above GROUND Level.
 4. North fence to stop 1.5m short of NE corner boundary.
 5. NDE's opinion is that the situation is non-compliant for non-impulsive car door closing prior to 7.00am and impulsive car door closing after 7.00am.
 6. Carbay 12 use prior to 7.00am is not permitted.

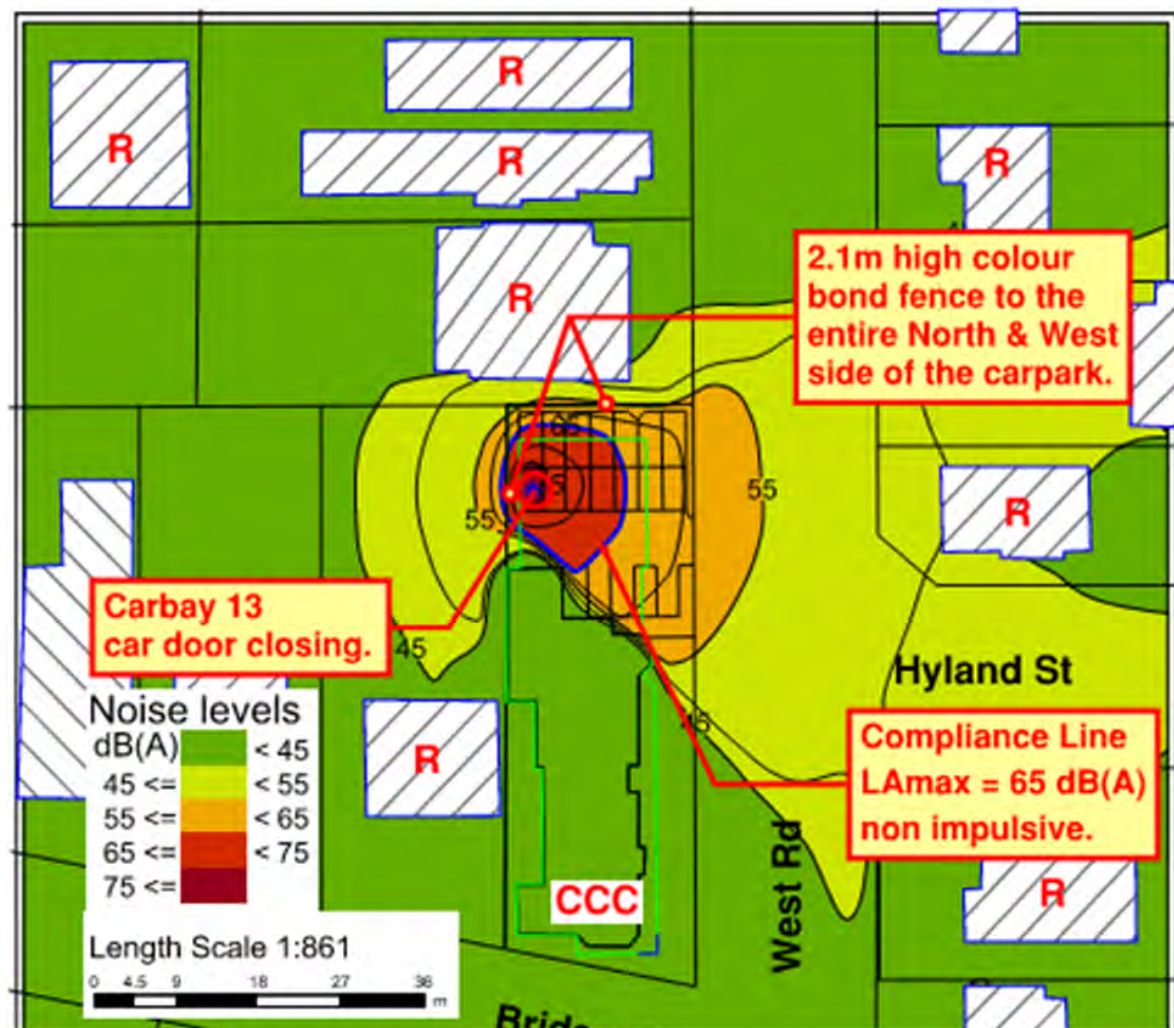


FIGURE G.13 – CARPARK BAY 13 Staff - LAMAX NON-IMPULSIVE

- Notes:**
0. North is top of page.
 1. Compliance limit line is LAmx 65 dB(A) after 0700 hrs, LAmx 55 dB(A) before 0700 hrs.
 2. Receiver 1400mm high with Car Door closing noise sources at 1000mm high with a sound power level of LwA 87 dB(A).
 3. Contour lines: 1400 mm Above GROUND Level.
 4. North fence to stop 1.5m short of NE corner boundary.
 5. NDE's opinion is that the situation is compliant for non-impulsive car door closing prior to 7.00am and impulsive car door closing after 7.00am.

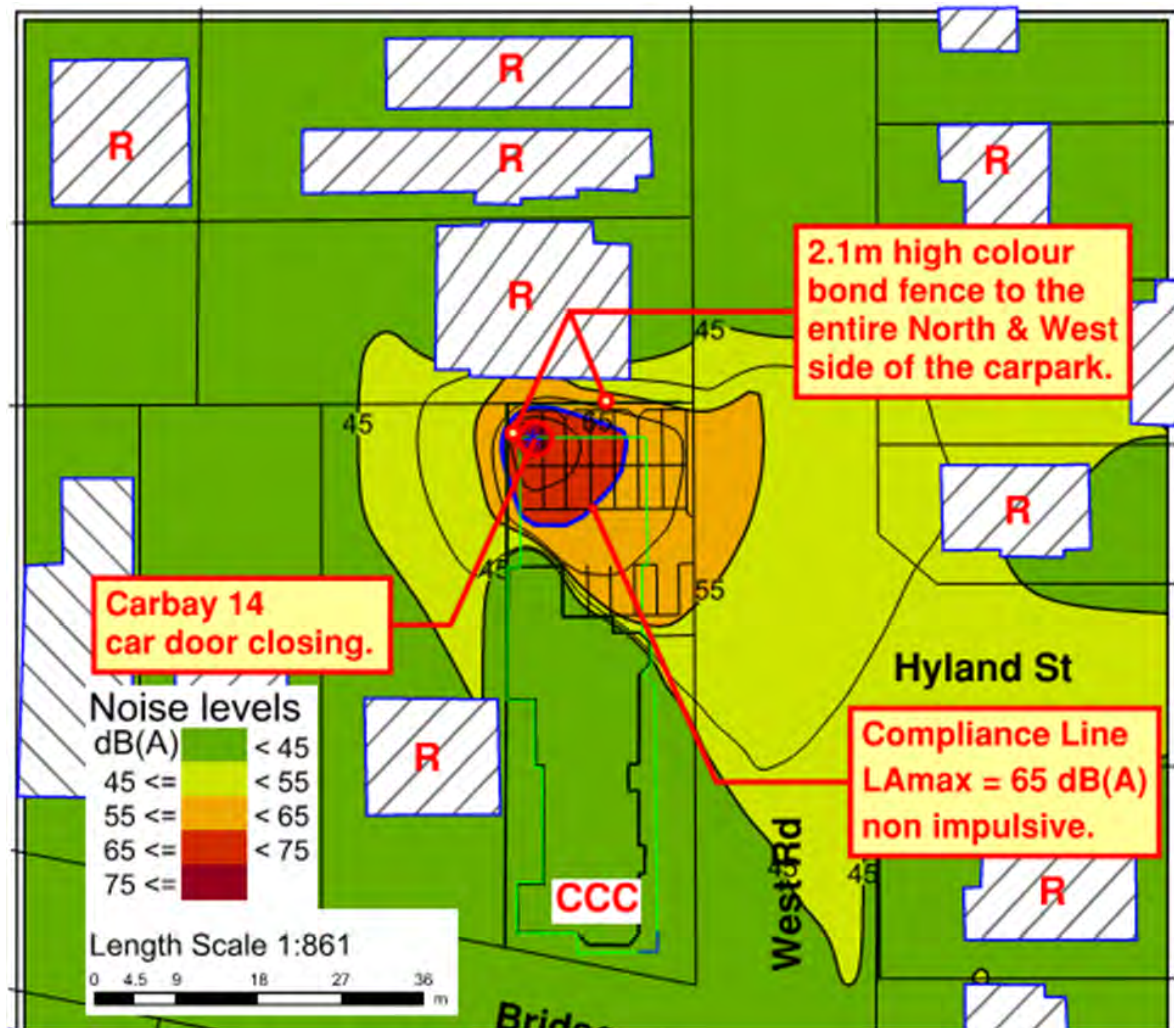


FIGURE G.14 – CARPARK BAY 14 Staff - LAMAX NON-IMPULSIVE

- Notes:**
0. North is top of page.
 1. Compliance limit line is LAmx 65 dB(A) after 0700 hrs, LAmx 55 dB(A) before 0700 hrs.
 2. Receiver 1400mm high with Car Door closing noise sources at 1000mm high with a sound power level of LwA 87 dB(A).
 3. Contour lines: 1400 mm Above GROUND Level.
 4. North fence to stop 1.5m short of NE corner boundary.
 5. NDE's opinion is that the situation is non-compliant for non-impulsive car door closing prior to 7.00am and impulsive car door closing after 7.00am.
 6. Carbay 14 use prior to 7.00am is not permitted.

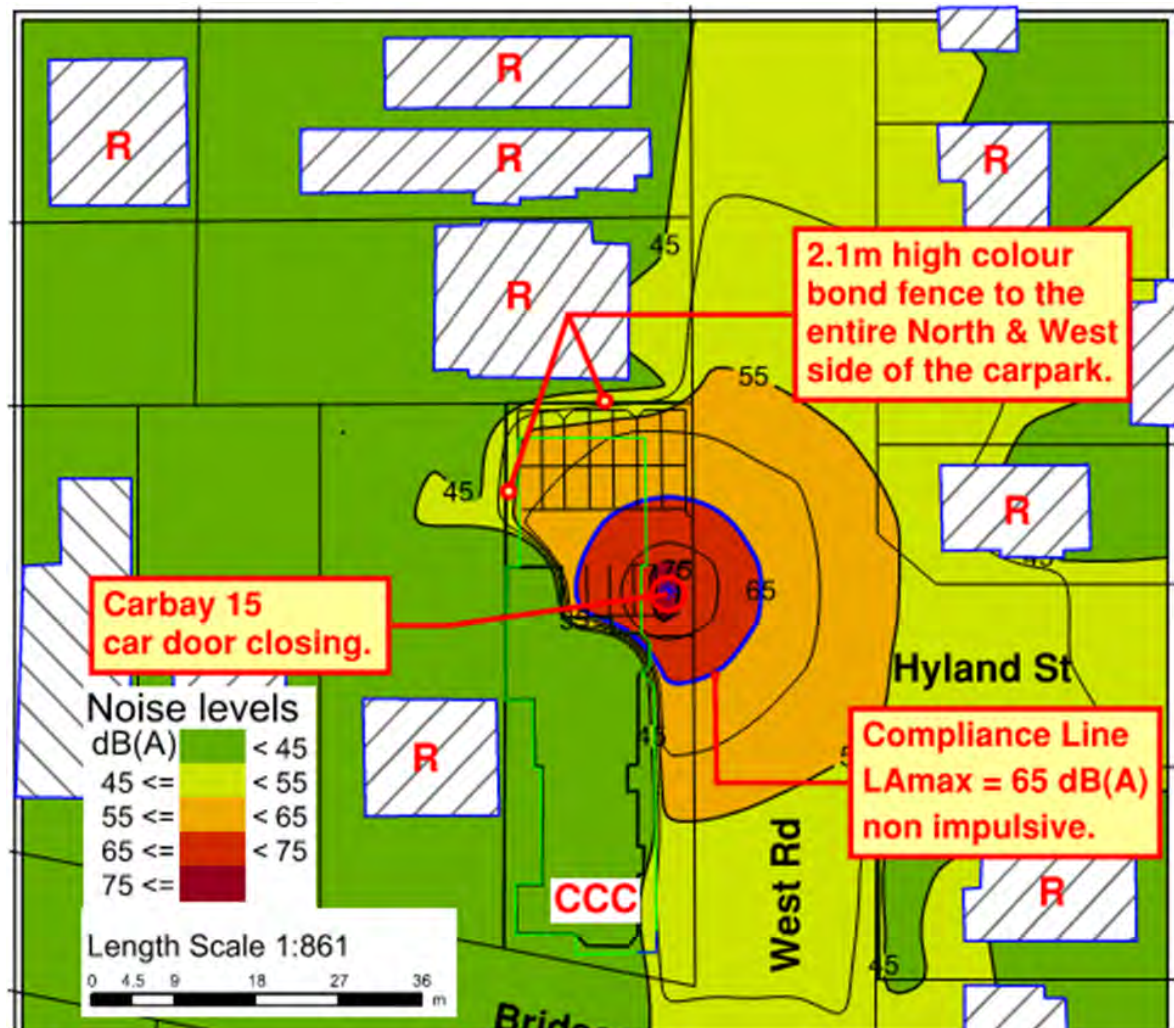


FIGURE G.15 – CARPARK BAY 15 Access - LAMAX NON-IMPULSIVE

- Notes:**
0. North is top of page.
 1. Compliance limit line is L_{Amax} 65 dB(A) after 0700 hrs, L_{Amax} 55 dB(A) before 0700 hrs.
 2. Receiver 1400mm high with Car Door closing noise sources at 1000mm high with a sound power level of L_{WA} 87 dB(A).
 3. Contour lines: 1400 mm Above GROUND Level.
 4. North fence to stop 1.5m short of NE corner boundary.
 5. NDE's opinion is that the situation is compliant for non-impulsive car door closing prior to 7.00am and impulsive car door closing after 7.00am.

PO Box 2124, Malaga WA 6944
E: ndengine@bigpond.net.au
M: 0412 679 431

ND Engineering
Consulting Engineers

nde

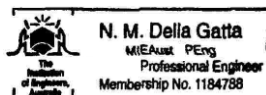
Ms Trish Byrne
General Manager – Property
Rpoint Properties Rgate Property Group
172 Burswood Road, BURSWOOD WA 6100

0402 600 378
trish@rpoint.com.au

2311111 BASSENDEAN SUPPLEMENTARY ADVICE No 2
CHILD CARE CENTRE - LOT 85, 93 WEST ROAD, BASSENDEAN WA 6054

1. This supplementary advice No 2 is to provide additional information on the carpark based on the CCC opening at 7am with an impulsiveness correction of +10 dB(A), added to the base sound power level of LWA 87 dB(A), for impulsive car doors closing and comparing with and without the crank wall.
2. The attachment on the following pages provides the following scenarios for two selected carbays 2 and 14:
 - a. 2.1m boundary fence (pages 2 to 3).
The 2.1m wall without the crank does not provide protection to the Northern neighbour at 92 West Road post 7am.
 - b. 2.1m boundary fence (pages 4 to 5) + a crank wall (sketch page 6)
The 2.1m wall with the crank provides protection to the Northern neighbour at 92 West Road post 7am.
3. If you have any queries please contact me.

Yours Sincerely



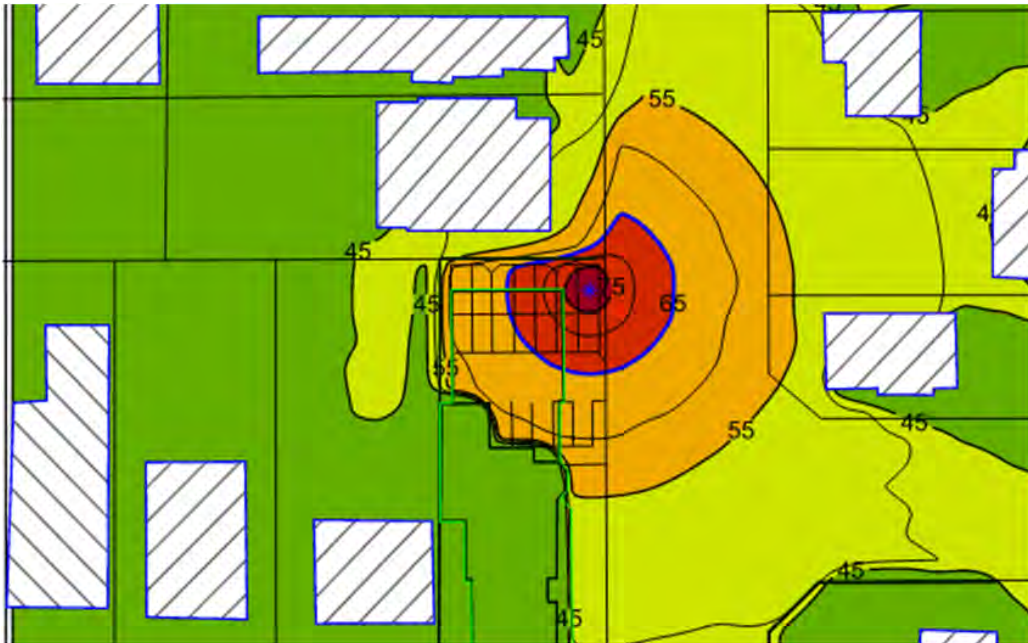
21 OCTOBER 2024

ATTACHMENTS 5x pages

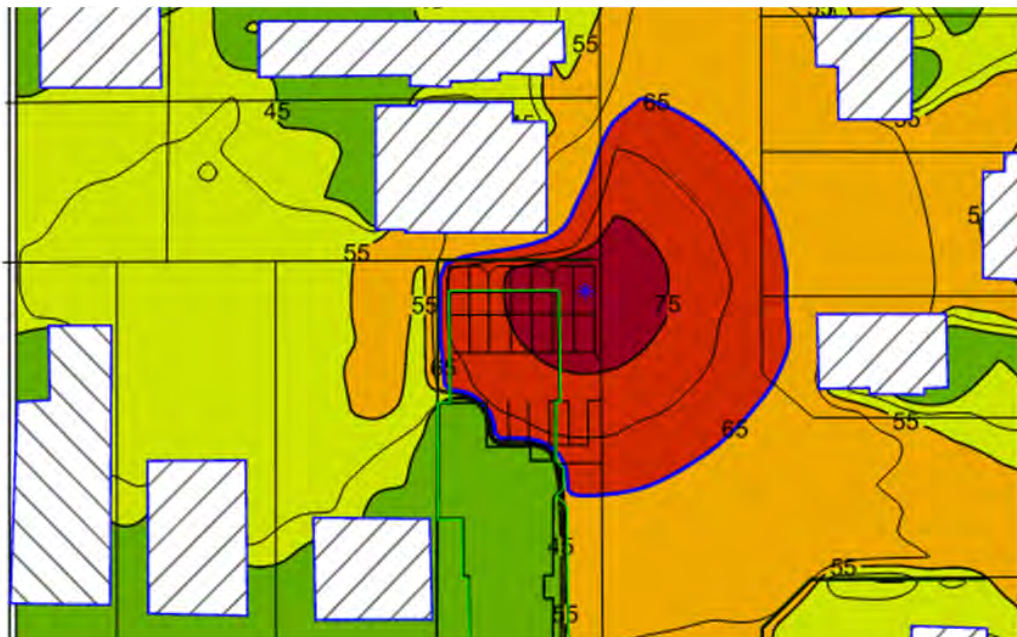
ATTACHMENT



CAR BAY 2 with 2.1m boundary fence



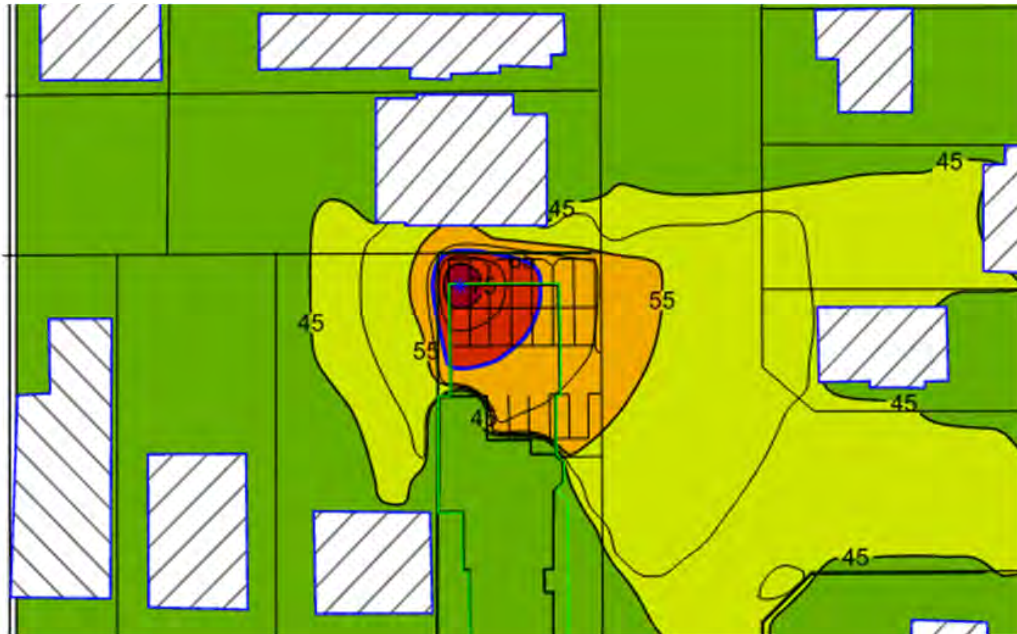
R502 veh_LAmax 65 Non-Imp_post 7am



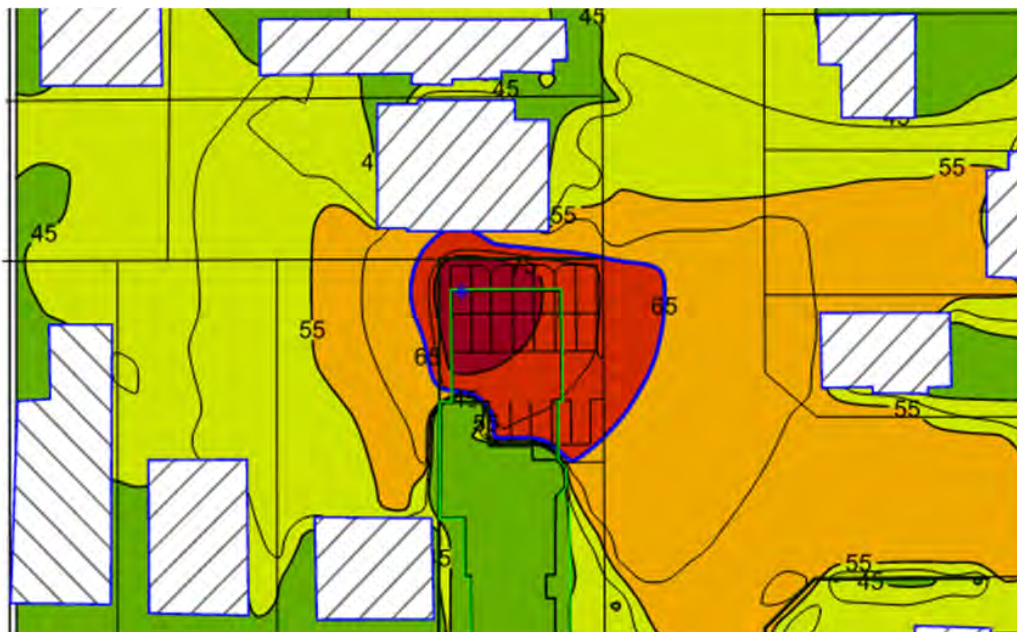
R502 veh_LAmax 65 Imp_post 7am



CAR BAY 14 with 2.1m boundary fence



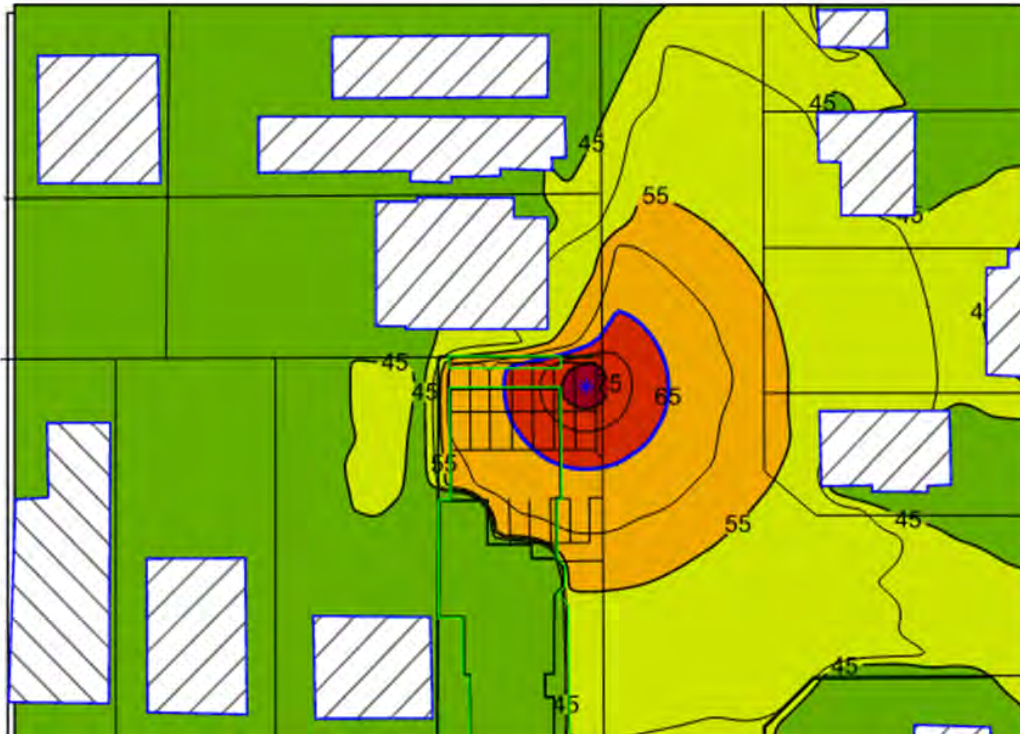
R514 veh_LAmax 65 Non-Imp_post 7am
compliant



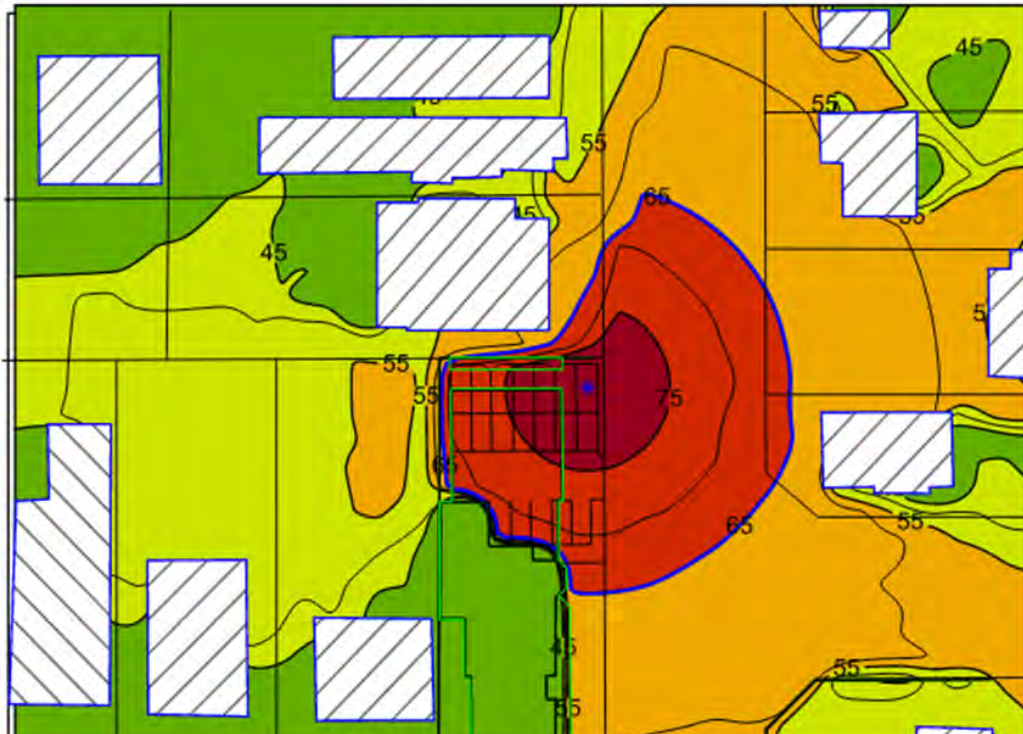
R514 veh_LAmax 65 Imp_post 7am
Non-compliant



CAR BAY 2 with 2.1m Boundary Fence + CRANK WALL



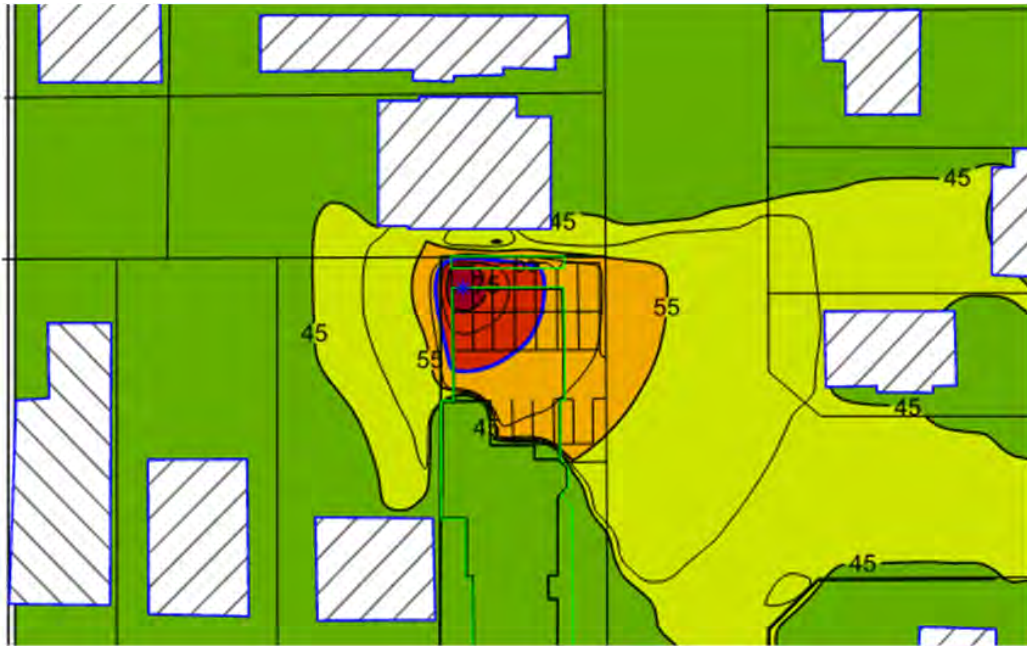
R502 veh_LAmax 65 Non-Imp_post 7am - with 2.1m Boundary Fence + CRANK WALL
compliant



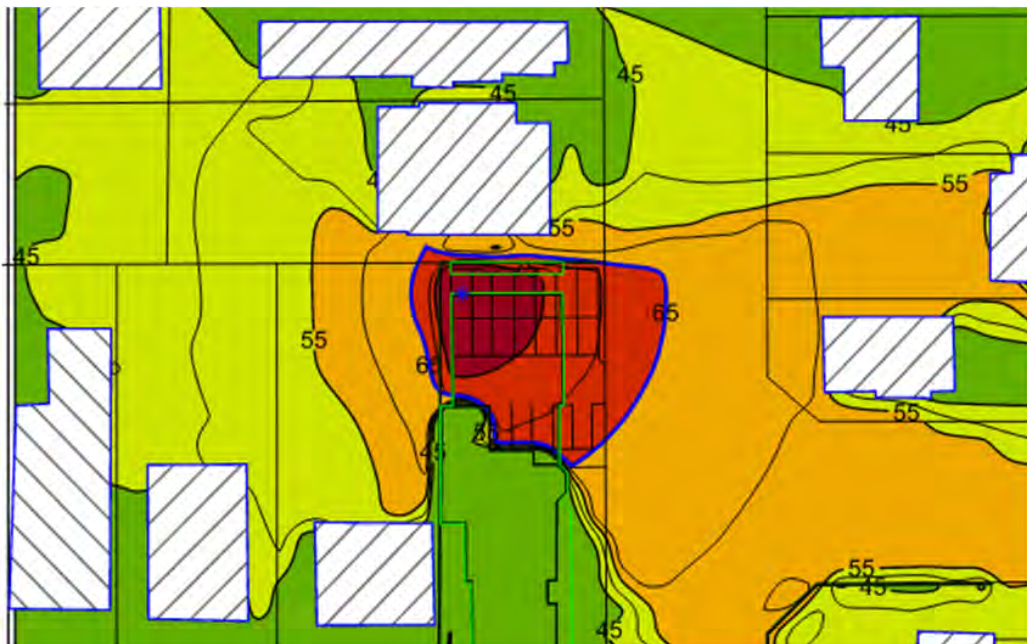
R502 veh_LAmax 65 Imp_post 7am - with 2.1m Boundary Fence + CRANK WALL
compliant



CAR BAY 14 with 2.1m Boundary Fence + CRANK WALL



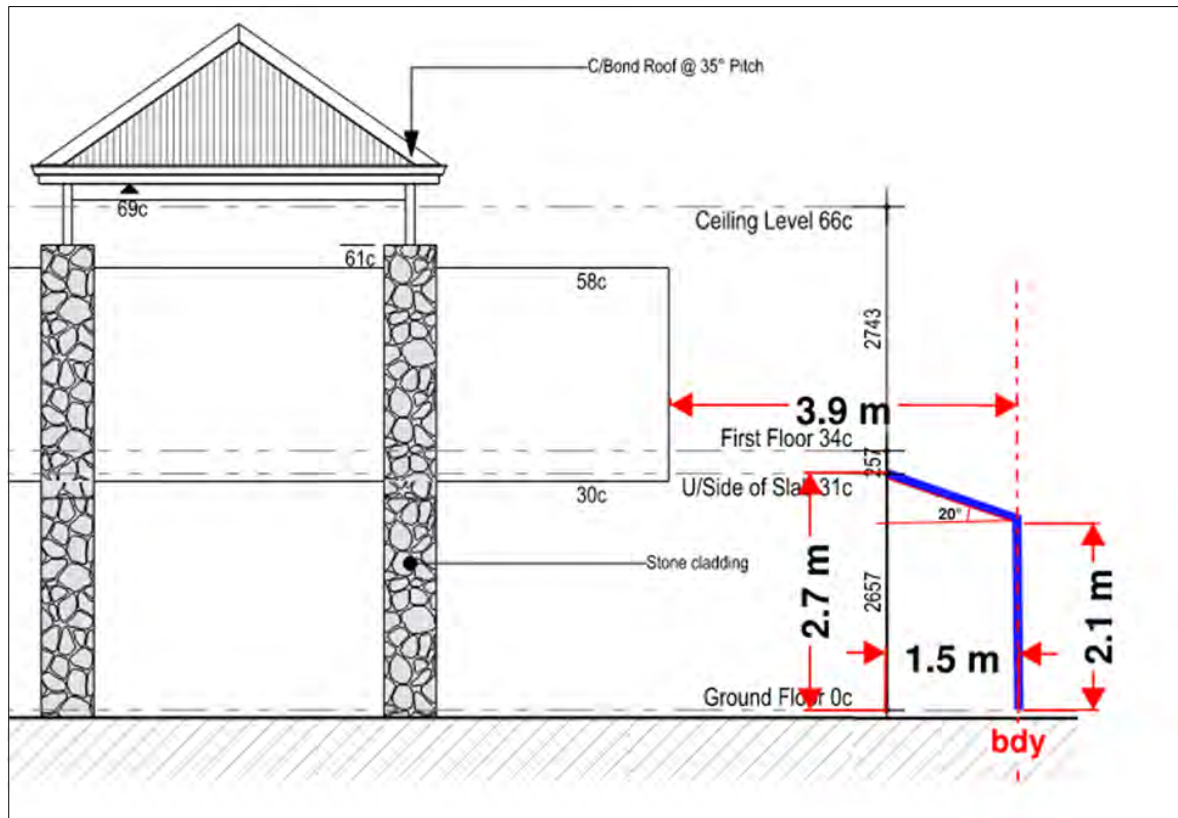
R514 veh_LAmax 65 Non-Imp_post 7am + CRANK WALL
compliant



R514 veh_LAmax 65 Imp_post 7am + CRANK WALL
compliant



2.1m Boundary Fence + Crank Wall



PROPOSED CHILD CARE CENTRE – 94 WEST RD, BASSENDEAN SITE ACCESS REVIEW

TECHNICAL NOTE 1

4.10.2024

1. INTRODUCTION

The Town of Bassendean (the Town) has received a development application for a Child Care Centre to be located at 94 West Road, Bassendean, which has raised some concerns with respect to sight distance and proposed driveway location.

Donald Veal Consultants (DVC) has conducted an independent review of the following issues:

1. whether the sightlines shown on page 50 of the Transport Impact Statement are correctly shown;
2. whether there is agreement with the suggestion that the location of the proposed crossover, whilst non-compliant with AS2890.01, represents a safe option for vehicular access to the site as demonstrated by the Safe System Assessment shown on page 7 of TIS addendum; and
3. whether an option to remove the tree and realign the crossover would provide a compliant outcome.

This technical note presents our findings and recommendations for consideration by the Town.

2. DOCUMENT REVIEW

DVC reviewed the documents provided, comprising:

- Transport Impact Statement - Revision C, dated 7.06.2024 and prepared by KCTT;
- TIS Addendum letter dated 30.08.2024; and
- Revised plans - Revision 16, dated 4.09.2024; and
- Sightlines Review letter dated 30.09.2024.

The TIS report (page 13) identifies compliance with achieving a minimum of 45m of Safe Stopping Distance (SSD). However, the Sightlines Review drawing KC01664.000_S40 revision C dated 5.06.2024, whilst showing compliant sight distances, has not taken the measurements from the proscribed setback from the kerb line. The measurements are taken from a position further forward to compensate for the trunks of trees on the verge.

The TIS Addendum letter accepts that the sight distance requirements of AS2890.01 are not met and presents a safe systems framework analysis to address the non-compliance, arguing that the three options identified by the traffic engineer for locating the crossover all have similar Safe System Matrix scores with the proposed location being no 'less safe' than the two compliant options that would require removal of the nearby tree.

The revised plans show a 6m wide proposed crossover located 1.785m from the centreline of the trunk of the existing verge tree.

The sightlines review letter provides dimensioned drawings demonstrating the required minimum sight distances are only met if measured 1.5m from the kerb and fall significantly short if measured from the proscribed setback of 2.5m.

3. SITE INVESTIGATION

DVC undertook a site visit on the afternoon of Tuesday 1st October 2024. Some site photos are attached.

Many of the trees along the verge of West Road in the vicinity of the site have plaques individually displaying their Town of Bassendean Significant Tree Registration Number and describing their history. These are English Oak trees planted around 1950, originally planted both sides of West Road but removed on one side in the 1970s to widen the road.

West Road has a carriageway width of approximately 8m adjacent the proposed development site with an urban default speed limit of 50 km/h. **Photos 1 and 2** show general views north and south of the proposed crossover.

To retain the oak tree whilst providing the required minimum sight distance, DVC investigated whether an engineering solution could be adopted. If nibs were provided to narrow the carriageway by 1.5m or 2m then both objectives would be met as a driver exiting the site would be well clear of the tree when 2.5m from the revised kerb line and have a clear line of sight in both directions.

When leaving the site, we noted that West Road is already narrowed by some 2.5m in the vicinity of Bassendean Primary School to accommodate embayed on street parking on both sides. See **Photo 3**.

The narrowing of West Road in the vicinity of the proposed development should have no detrimental impact on movements to and from Hyland Street as we note West Road is narrowed by some 2.5m by a painted edge line opposite Harcourt Street, adjacent the Primary School with no adverse impact on turning traffic. (See **Photo 4**).

4. SIGHT DISTANCE CALCULATIONS

The sight distance calculations shown in the Sightlines Review letter dated 30.09.2024 appear correct. Those described in the initial Transport Impact Statement report are misleading, claiming the appropriate standards are met when in fact they are not.

5. PROPOSED CROSSOVER COMPLIANCE

DVC does not agree with the arguments provided that the location of the proposed crossover, whilst non-compliant with AS2890.01, represents a safe option for vehicular access to the site. The tree poses a significant obstruction to the sight distance and drivers will need to pull into the carriageway to achieve adequate sight distance.

6. TREE REMOVAL OPTION

Clearly, removal of the tree would resolve the sight distance issues. However, given the significance of the tree that has been in place for over 70 years and will possibly live another 70 years or more, it is worth considering alternatives to preserve it.

7. RECOMMENDATIONS

DVC recommends consideration be given to localised narrowing of West Road by 1.5m or 2m so that exiting vehicles can pull further forward and achieve adequate sight distance.

Prepared: Ken Lak & Donald Veal

Approved: Donald Veal, Director

Date: 4/10/2024

PHOTOS



Photo 1: Oak Tree north of proposed crossover on West Road



Photo 2: View looking south on West Road from proposed crossover



Photo 3: Road narrowing on West Road near Bassendean Primary School



Photo 4: Truck turning right from Harcourt Street on narrowed portion of West Road

Environmentally Sustainable Design (ESD) Report



Proposed Childcare Centre

Lot 85 (#94) West Road, Bassendean WA

Job No:	23019
Version:	4.0
Date:	31 Oct 2024

Executive Summary

This Environmentally Sustainable Design (ESD) report has been prepared for the proposed childcare centre located at Lot 85 (#94) West Road, Bassendean, in response to recommendations from the Town of Bassendean's Design Review Panel. The Panel encouraged the engagement of an ESD professional to consider sustainability measures, including material selection, electric vehicle charging points, heat pumps, water catchment, and optimal solar panel placement. In alignment with this, the Metropolitan Redevelopment Authority's (MRA) Sustainable Design Assessment Report (SDAR) methodology has been applied to guide the incorporation of sustainability initiatives into the development.

The project integrates the following key environmentally sustainable design elements:

- **Material Selection:** Sustainable materials with low embodied energy and high durability have been selected, contributing to reduced environmental impact and alignment with Green Star best practices.
- **Electric Vehicle Charging Points:** The design incorporates provisions for electric vehicle (EV) charging infrastructure, promoting low-carbon transport solutions and supporting future transitions to electric mobility.
- **Heat Pumps:** Energy-efficient heat pumps are specified to provide heating and cooling, significantly reducing greenhouse gas emissions compared to traditional systems and enhancing thermal comfort while minimising energy use.
- **Water Catchment:** A rainwater harvesting system is proposed to capture and store rainwater for irrigation and non-potable uses, contributing to water conservation efforts and reducing reliance on mains water.
- **Solar Panel Placement:** The optimal placement of solar panels has been determined to maximize energy generation on-site, supporting the project's commitment to renewable energy and reducing operational carbon emissions.

By adopting a Sustainable Design Assessment Report (SDAR) pathway, the project demonstrates a strong commitment to environmentally sustainable design, contributing to energy efficiency, water conservation, and lower emissions. These efforts align with the Town of Bassendean's planning policies and the Design Review Panel's recommendations, ensuring the Childcare Centre delivers long-term environmental, social, and economic benefits for the community.

Project Overview

The proposed development is a single storey childcare centre development. The project site is located at Lot 85 (#94) West Road, Bassendean.



Introduction

MRA Development Policy 1 – Green Building Requirements

- The MRA Development Policy 1 – Green Building policy identifies ten key Sustainable Building Categories that must be addressed using a holistic Environmental Sustainable Design (ESD) review:
 - Indoor Environment Quality (IEQ)
 - Energy Efficiency
 - Water Efficiency
 - Stormwater Management
 - Building Materials
 - Transport
 - Waste Management
 - Urban Ecology
 - Innovation
 - Construction and Building Management

Objectives

- Provide a sustainability pathway that demonstrates sustainability initiatives have been incorporated into the development in accordance with the Town of Bassendean's local planning policies.

Proposed Sustainability Pathway

- The ten key Sustainable Design Categories specified in MRA Development Policy 1 – Green Building provide a holistic rating framework for the design and construction of new buildings and major refurbishments, whereby the sustainability attributes of a building are assessed through ten categories.
- The ten key Sustainable Design Categories specified in MRA Development Policy 1 – Green Building closely align with the 9 categories that comprise the Green Star Design & As Built rating tool.
- Therefore, the proposed sustainability pathway is to achieve an equivalent rating, using the Green Star Design & As Built rating tool as a guide.

Applicable Performance Standards

- 4 Star Green Star Design & As Built V1.3 equivalency

Indoor Environment Quality (IEQ)

Objectives

- To achieve a healthy indoor environment quality for the wellbeing of building occupants; and
- To provide a naturally comfortable indoor environment which will lower the need for building services, such as artificial lighting, mechanical ventilation and cooling and heating devices.

Relevant Standards

- Green Star Design and As-Built V1.3 equivalent rating system.

Proposed Design Response

- Indoor Air Quality Provision of Outdoor Air.
- Indoor Air Quality Exhaust or Elimination of Pollutants.
- Acoustic Comfort Internal Noise Levels.
- Acoustic Comfort Reverberation.
- Lighting Comfort Minimum Lighting Comfort.
- Lighting Comfort General Illuminance and Glare Reduction.
- Lighting Comfort Localised Lighting Control.
- Visual Comfort Glare Reduction.
- Visual Comfort Daylight.
- Indoor Pollutants Paints, Adhesives, Sealants and Carpets.
- Indoor Pollutants Engineered Wood Products.
- Thermal Comfort.

Energy Efficiency

Objectives

- To ensure the efficient use of energy; and
- To reduce total operating greenhouse emissions; and
- To reduce energy peak demand.

Relevant Standards

- Green Star Design and As-Built V1.3 equivalent rating system.

Proposed Design Response

- High efficiency LED lighting.
- High efficiency HVAC systems.
- High efficiency HWS.
- High efficiency façade design.
- Provision of 10kW photovoltaic system to be installed on the roof.
- No fossil fuels burnt on site to generate electricity, heating or cooling.

Water Efficiency

Objectives

- To ensure the efficient and sustainable use of water resources; and
- To minimise total potable water use; and
- To maximise the use of alternative water sources.

Relevant Standards

- Green Star Design and As-Built V1.3 equivalent rating system.

Proposed Design Response

- High efficiency fittings and fixtures.
- Drip irrigation with moisture sensors for landscaping.
- Low water use landscape design.

Stormwater Management

Objectives

- To reduce the impact of stormwater run-off; and
- To improve the water quality of stormwater run-off such as erosion and pollution of waterways; and
- To achieve best practice stormwater quality outcomes; and
- To incorporate water sensitive urban design principles.

Relevant Standards

- Green Star Design and As-Built V1.3 equivalent rating system.

Proposed Design Response

- Reduction peak discharge and pollution to stormwater system

Building Materials

Objectives

To minimise the environmental impacts of materials used by encouraging the use of materials with a favourable lifecycle assessment based on the following factors:

- Fate of material
- Recycling/reuse
- Embodied energy
- Impact on biodiversity
- Human health
- Environmental toxicity including carbon emissions
- Environmental responsibility

Relevant Standards

- Green Star Design and As-Built V1.3 equivalent rating system.

Proposed Design Response



- Minimise mass of steel framing.
- Sourcing of responsible structural and reinforcing steel
- Sourcing of responsible PVC products including permanent formwork, pipes, flooring, blinds and cables
- Target 90% recycling rate for construction and demolition waste.

Transport

Objectives

- To minimise car dependency; and
- To ensure that the built environment is designed to promote the use of public transport, walking and cycling.

Relevant Standards

- Green Star Design and As-Built V1.3 equivalent rating system.

Proposed Design Response

- Pram locks to promote walkability for parents.
- Secure bicycle parking and end of trip facilities.
- Connection with local bike and pedestrian pathways.
- Access to public transport.

Waste Management

Objectives

- To ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development; and
- To ensure long term reusability of building materials.

Relevant Standards

- Green Star Design and As-Built V1.3 equivalent rating system.

Proposed Design Response

- Waste streams separated.
- Dedicated waste storage areas with appropriate access.

Urban Ecology

Objectives

- To protect and enhance biodiversity; and
- To provide sustainable landscaping such as low water use, low fertiliser requirements and local native plant species selection; and
- To protect and manage all remnant indigenous plant communities; and
- To encourage the planting of indigenous vegetation.

Relevant Standards



- Green Star Design and As-Built V1.3 equivalent rating system.

Proposed Design Response

- Light coloured roof to reduce Heat Island Effect.
- Maximise use of native planting throughout all proposed landscaping.

Innovation

Objectives

To encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings.

Relevant Standards

- Green Star Design and As-Built V1.3 equivalent rating system.

Proposed Design Response

- Electric vehicle charging station.
- Onsite renewable energy (10kW PV system).

Construction and Building Management

Objectives

To encourage a holistic and integrated design and construction process and ongoing high performance.

Relevant Standards

- Green Star Design and As-Built V1.3 equivalent rating system.

Proposed Design Response

- Definition of environmental targets.
- Service and maintainability review to assist handover processes.
- Commissioning & tuning of building systems, to ensure the building optimises the investment into energy efficiency that has occurred.
- Building information to be provided to all relevant stakeholders.
- Environmental Management System for construction.

Conclusion

The proposed sustainability pathway strategy will achieve compliance with a 4-star Green Star equivalency rating. The final initiatives will be specified on the construction drawings and include the relevant obligations for As-Built deliverables.

Briscola PTY LTD
Address: Lot 85 (#94) West Road, Bassendean
Childcare Centre
Job Number: 23019

Drawing No	Description
01	Cover Page
02	3D
03	Existing Site Survey
04	Site Plan
05	Context Plan
06	Aerial Map
07	Ground Floor Plan
08	First Floor Plan
09	Roof Plan
10	Elevations





10.00	Changes	28.10.24
10.00	Changes	18.10.24
17.00	Changes	10.10.24
16.00	Changes	04.09.24
15.00	Changes	30.08.24
14.00	Changes	31.07.24
13.00	Changes	29.02.24
12.00	Changes	09.02.24
11.00	Changes	26.04.24
Revision	Description	19.01.24



Client	Briscola PTY LTD
Project Name	Childcare Centre

Project Address
Lot 85 (#94) West Road, Bassendean

Drawing Title:
3D

Scale:	Sheet Size:	A1
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Project No:	Revision Number:
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23019	19.00
Drawing No.:	



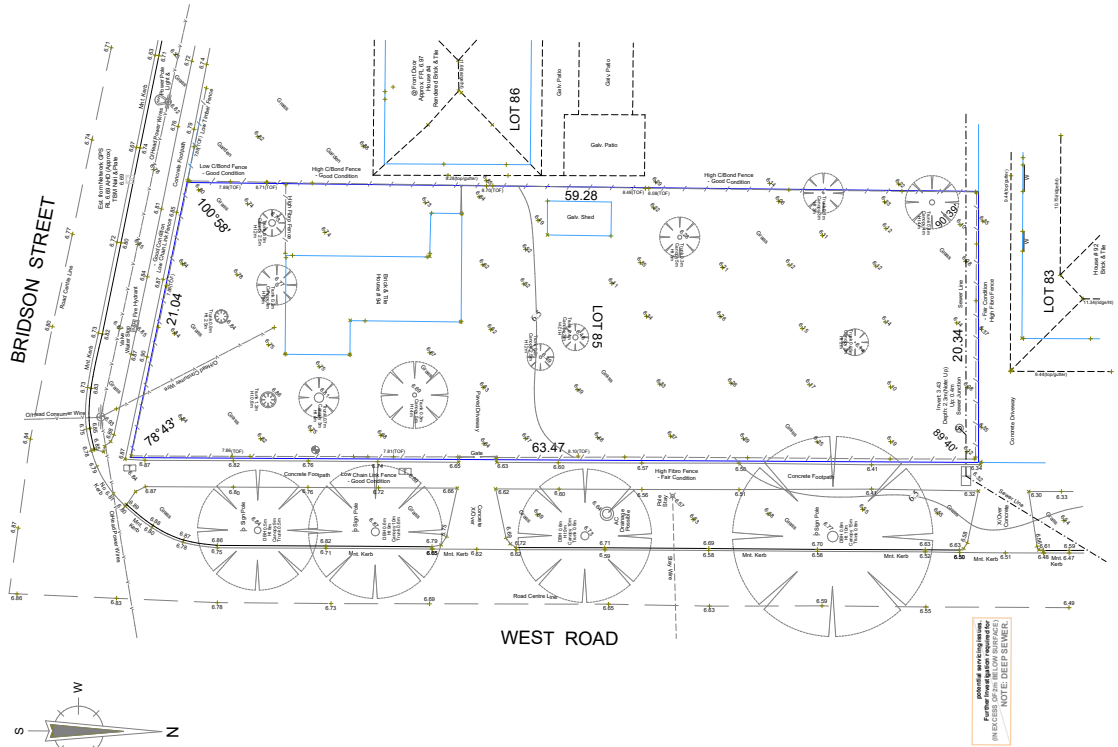
E: frank@macroblders.com.au
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Attachment 12.8.12

FEATURE SURVEY		STREET NAME West Road	LOT # 85	HOUSE # 84	SUBURB Bassendean	LOCAL AUTHORITY Town of Bassendean	LOT AREA 1239m ²	EG CODE R20	SURVEY DATE 21/11/2022	SCALE 1:250
CLIENTS DETAILS Briscola Pty Ltd		LEGEND WATER METER <input type="checkbox"/> SEWER AC <input type="checkbox"/> TELSTRAN PIN <input type="checkbox"/> POWER POLE <input type="checkbox"/> TREE (TO SCALE) <input type="checkbox"/> WINDOW SEWER CONN. (TOP) TOP OF FENCE <input type="checkbox"/> TEMP. BENCHMARK								
LEVEL DATUM WGS 84										
MWD (Applicable) Final SA F - v1.0										

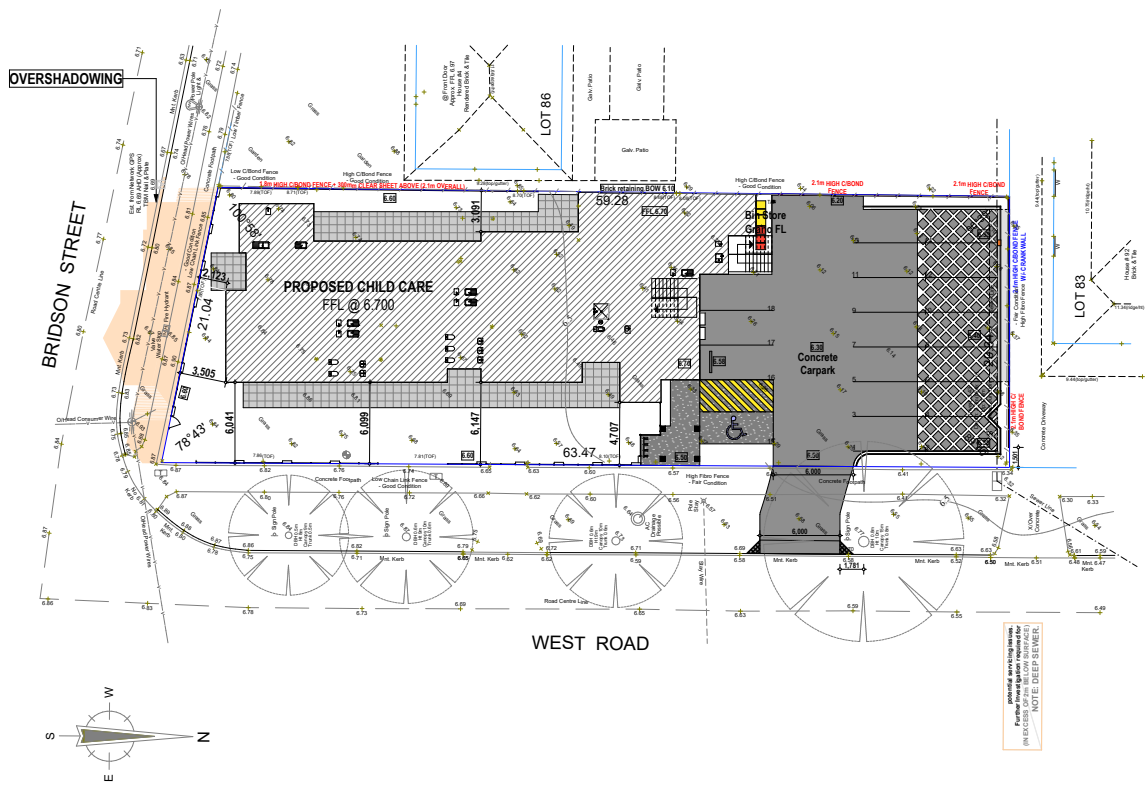
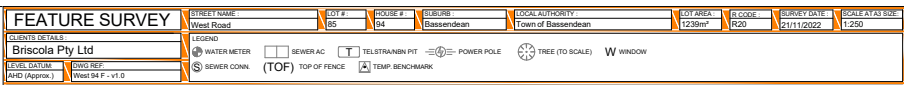


		T: (08) 6144 0000 F: (08) 6144 0099 59 SCARBOROUGH BEACH RD. SCARBOROUGH WA 6019 Email: info@visionconsulting.com.au www.visionconsulting.com.au		IMPORTANT NOTES: THIS DOCUMENT IS THE PROPERTY OF VISION CONSULTING. IT IS TO BE USED FOR THE PURPOSES SPECIFIED IN THE TITLE ONLY. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF VISION CONSULTING. THE USER AGREES TO HOLD VISION CONSULTING HARMLESS FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING REASONABLE LEGAL AND ATTORNEY'S FEES, ARISING OUT OF OR FROM THE USE OF THIS DOCUMENT. THE USER AGREES TO INDEMNIFY AND HOLD VISION CONSULTING HARMLESS FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING REASONABLE LEGAL AND ATTORNEY'S FEES, ARISING OUT OF OR FROM THE USE OF THIS DOCUMENT. THE USER AGREES TO INDEMNIFY AND HOLD VISION CONSULTING HARMLESS FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING REASONABLE LEGAL AND ATTORNEY'S FEES, ARISING OUT OF OR FROM THE USE OF THIS DOCUMENT.	
PLAN / DIAG / SP	P1784	TELSTRA	YES		
ELECTRICITY	OVERHEAD	SEWERAGE	YES		
WATER	YES	DRAINAGE	GOOD		
DATE	YES	VEG / SOIL	AS DESCRIBED		

Revis	Change	Date
1	Change	20/11/22
2	Change	18/11/22
3	Change	17/11/22
4	Change	16/11/22
5	Change	15/11/22
6	Change	14/11/22
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336	Change	1



Attachment 12.8.12



Zone	Area	Pctn
Stew HF	4.22	8.90%
Bldg	5.65	11.70%
Fuel Tank	111.61	42.32%
Children Centre	446.77	122.70%
	162.22 m ²	193.74 m ²
Zoning:	Residential R20	
Policies:	Residential	
Policy Heritage	No	
Bushfire	No	
SAL	No	
TAA	No	
Access Sewer	Inside North	
Power	Overhead	
Cooling	No	
Water	Meter on Site	
Wind Protection	No	
15-00 - Change		28.25.24
15-00 - Change		18.00.25
15-00 - Change		10.25.24
15-00 - Change		10.25.24
15-00 - Change		10.25.24
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15-00 - Change		10.25.24
15-00 - Change		10.25.24
15-00 - Change		10.25.24
15-00 - Change		10.25.24
Revisions Description		10.00.24



Client Briscola PTY LTD	
Project Name Childcare Centre	
Project Address Lot 85 (#94) West Road, Bassendean	
Drawing Title Site Plan	
Scale: 1:200	Sheet Size: A1
Project No: 23019	Revision Number: 19.00
Drawing No.: 04 of 10	



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PLAN / DIAG / SP	P1704	TELSTRA	YES
ELECTRICITY	OVERHEAD	SEWERAGE	YES
WATER	YES	DRAINAGE	GOOD
GAS	YES	VEG. / SOIL	AS DESCRIBED



Hawaiian Bassendean



Commerical Development



Bassendean Primary School

10:00	Change	18.10.24
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21:00	Change	18.10.24
22:00	Change	18.10.24
23:00	Change	18.10.24
24:00	Change	18.10.24

Project North:



Client:

Briscola PTY LTD

Project Name:

Childcare Centre

Project Address:

Lot 85 (954) West Road, Bassendean

Drawing Title:

Context Plan

Scale:

Sheet Size:

A1

Project No:

23019

Revision Number:

19.00

Drawing No:

05 of 10



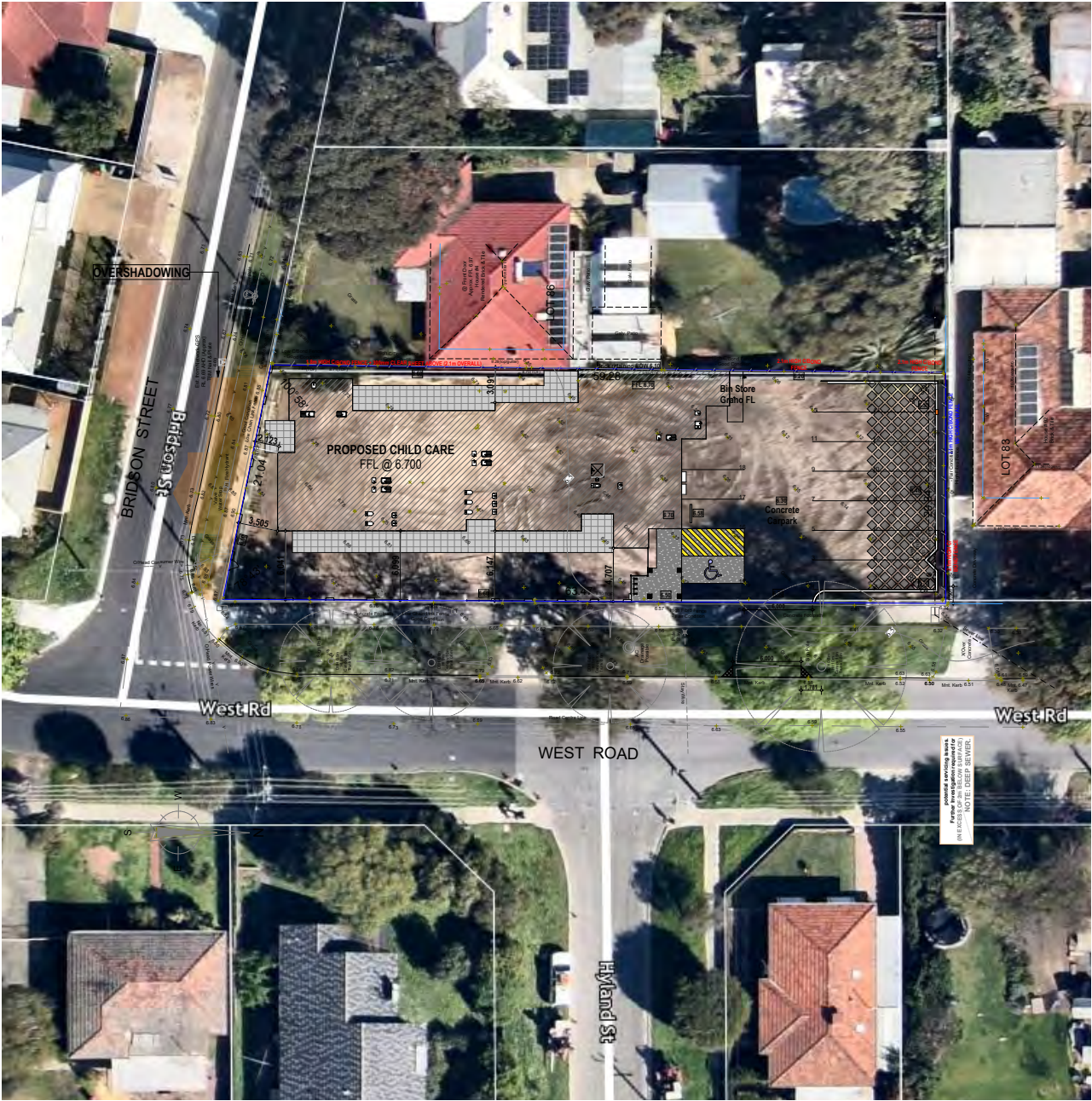
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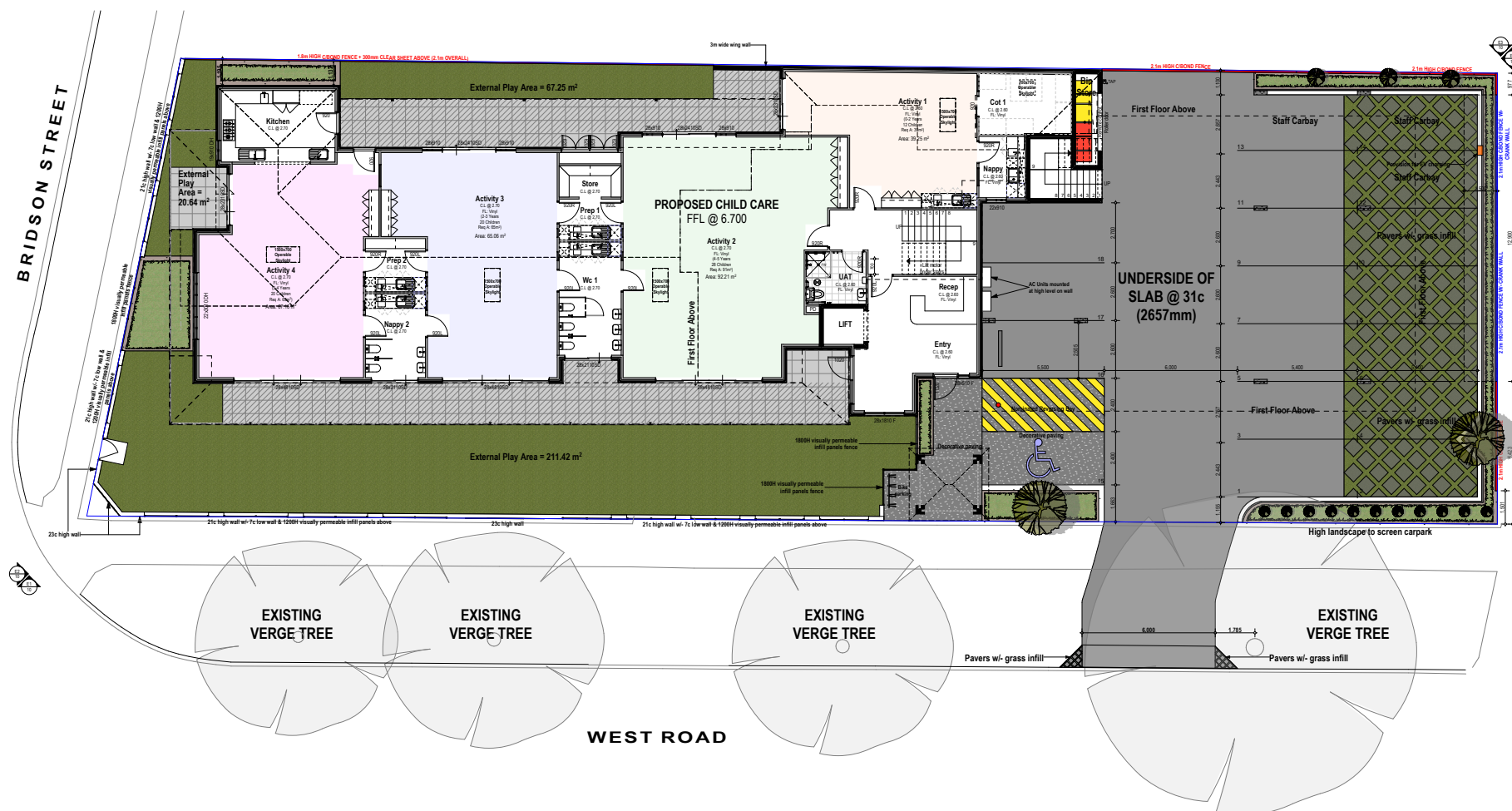


Project Name	
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Project Address	
Lot 85 (954) West Road, Bassendean	
Drawing Title	
Aerial Map	
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Project No.	Revision Number
23019	19.00
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Parking Calculations	
(As per local planning policy)	
Description	Required
1 bay per employee	14
1 bay per 10 childs	8
Required =	22
Provided =	18



Zone	Area	Perf
Store FF	4.22	8
Bin	5.62	11
First Floor	111.61	52
Childcare Centre	440.77	122
	562.22 m²	195,774

Site Calculations	
Site Area:	1,258m ²
Building Footprint:	457m ²
Site Coverage:	36.32%
Allowable Site Coverage:	50%

Zoning:	Residential R
Policies:	Residential
Policy	
Heritage:	No
Bushfire:	No
BAL:	No
Acoustic:	TBA
Sewer:	Inside North
Power:	Overhead
Coastal:	No
Water:	Meter on Site

Wind Rating	No
15.00	28.10
16.00	16.10
17.00	10.10
18.00	04.00
19.00	30.00
20.00	31.60
21.00	29.00
22.00	09.00
23.00	28.04
Revision	Description



Client
Briscola PTY LTD

Project Name
Childcare Centre

Project Address
Lot 85 (#94) West Road, Bassendean

Drawing Title:
Ground Floor Plan

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Project No:	Revision Number:
23019	19.00

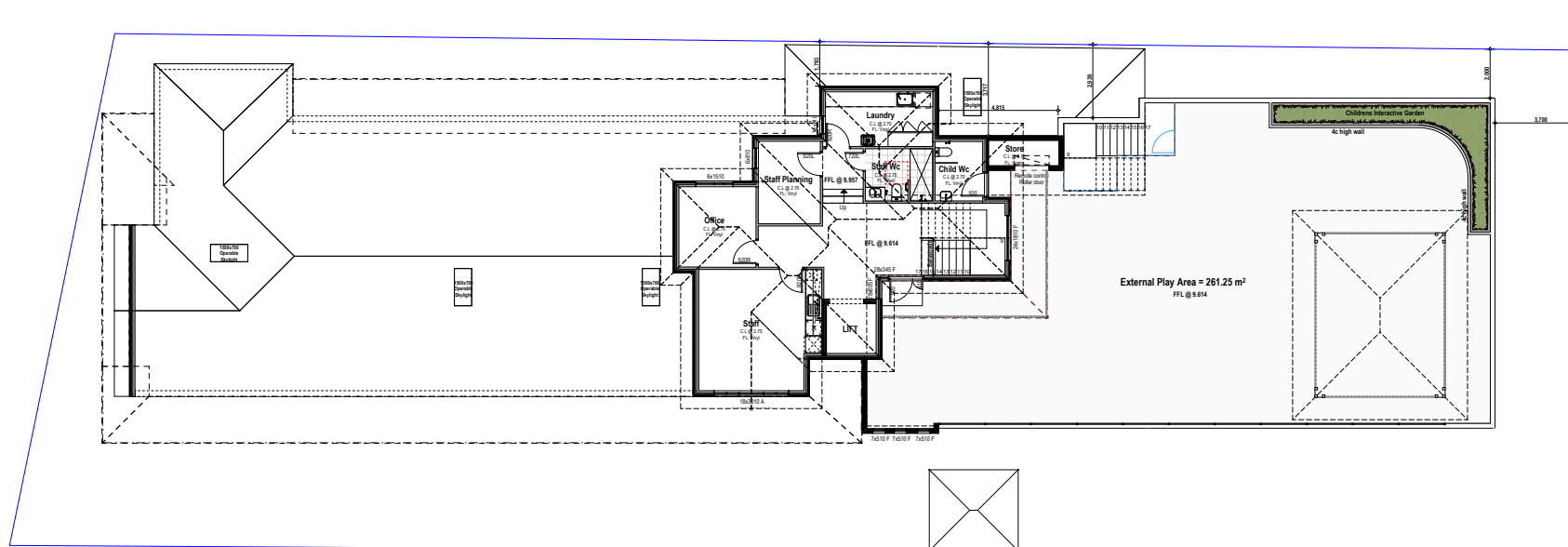
Drawing No.: 07 of 10



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Parking Calculations	
(As per local planning policy)	
Description	Required
1 bay per employee	14
1 bay per 10 childs	8
Required =	22
Provided =	18



Zone	Area	Perim.
Store FF	4.22	8.85
Bin	5.62	11.75
First Floor	111.61	52.38
Childcare Centre	440.77	122.78
	563.72 m ²	195.75 m

362.22 m²		193.71 m
Zoning:	Residential R20	
Policies:	Residential	
Policy		
Heritage:	No	
Buflines:	No	
BAL:	No	
Acoustic:	TBA	
Sewer:	Inside North	
Power:	Overhead	
Coastal:	No	
Water:	Meter on Site	
Wind Rating:	Ng	
10.00:	Changes	26.10.2
11.00:	Changes	15.10.2
12.00:	Changes	10.10.2
13.00:	Changes	04.02.2
14.00:	Changes	30.08.2
15.00:	Changes	31.07.2
16.00:	Changes	23.05.2
17.00:	Changes	26.04.2
Revision:	Description	19.10.2

Revision	Description	10/28/2
Project North:		



Client
Briscola PTY LTD

Project Name
Childcare Centre

Project Address
Lot 85 (#94) West Road, Bassendean

First Floor Plan

Scale:	Sheet Size:
1:100	A1
Project No:	Revision Number:
23019	19.00

Drawing No.: 08 of 10



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M: 0407 727 766

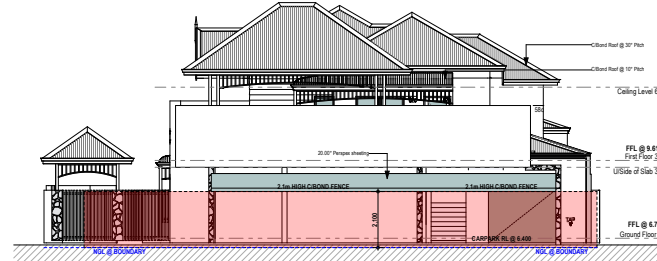
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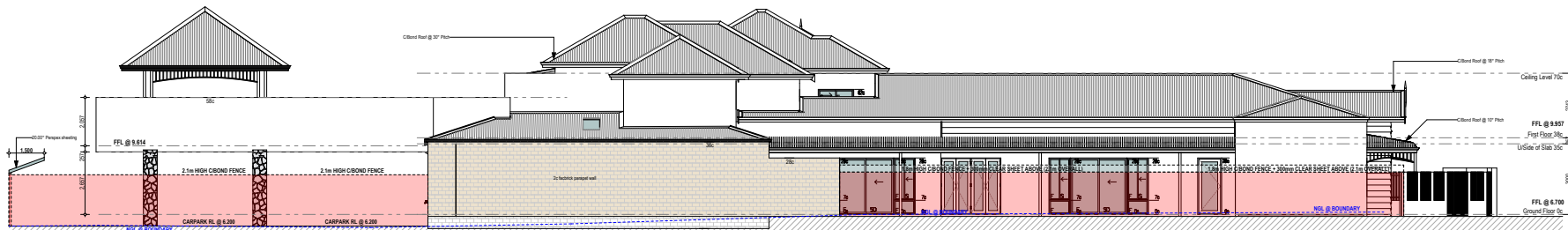
E1 East Elevation
1:100



E2 South Elevation
1:100



E4 North Elevation
1:100



E3 West Elevation
1:100

Attachment 12.8.12

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SUBJECT:

PRELIMINARY ARBORICULTURAL REPORT (PAR) UPON 1No OF
OAK TREE LOCATED WITHIN ROADSIDE VERGE AT 94 WEST
ROAD BASSENDEAN

PREPARED FOR:

Trish Byrne
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E: trish@rpoint.com.au

PREPARED BY:

ArborCulture Australia Pty Ltd
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Arborist/ assessor: Rick Thomas
ISA Tree Risk Assessment Qualified #SG-0176A
E: arborculture.australia@gmail.com



DATED AT:

24th June 2024

TABLE OF CONTENTS

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1.0 INTRODUCTION

The subject site located at Lot 85 (No 94) West Road Bassendean is proposed for land development and the build of a Childcare Centre.

This Preliminary Arborists Report (PAR) is the result of a tree & site assessment of a visual nature performed on the 17th June 2024 upon 1No's of Quercus robur (English Oak) tree located within the roadside verge at 94 West Road Bassendean and, the study of proposed development plans issued to the arborist-assessor for the assessment and reporting of construction impacts and the necessary impact mitigations and tree protection measures as recommendations to apply.

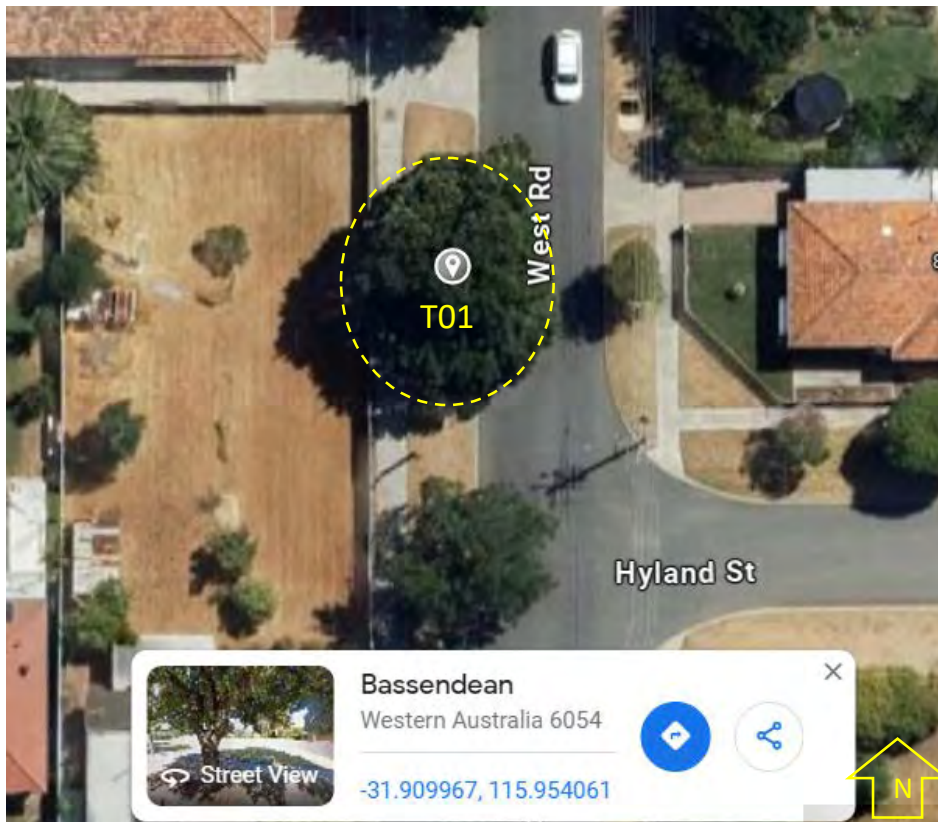
In the absence of a tree identification number attached to the tree (tag-ID) or annotated on plan drawings and for the purpose of this report, the arborist-assessor has allocated the ID# as T01 to the subject Oak tree.

The Oak tree (T01) together with approximately 31No other Oak trees along West Road, are listed on the City of Bassendean's Significant Tree Register

2.0 LIMITATIONS

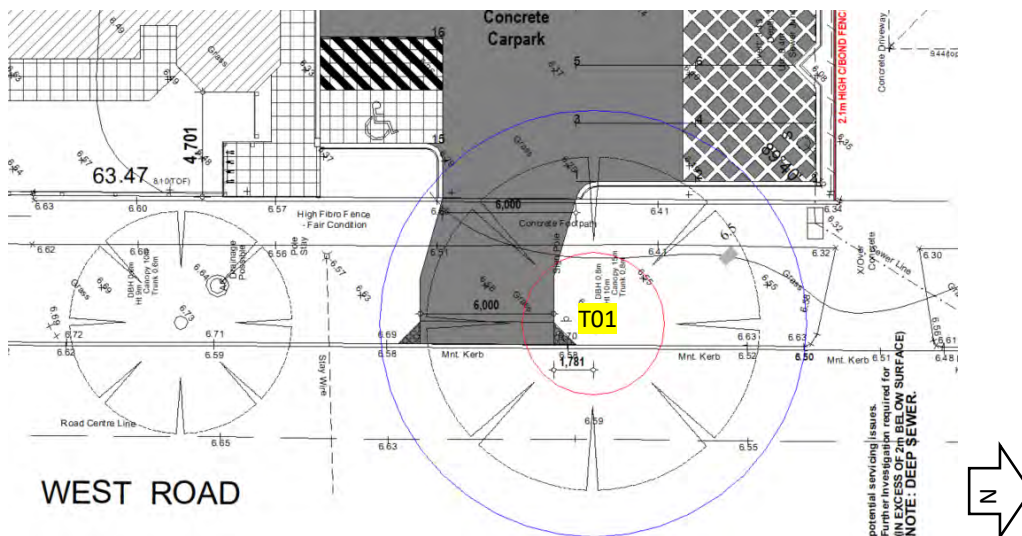
At the time of writing this report, the arborist-assessor was not aware of any sub-level utilities being proposed for demolition, diversion, or installation within the TPZ of T01.

3.0 SITE PLAN (PART PLANS)



Aerial – Existing Plan View




T01 = the subject Oak tree, located on the northern side of the public verge of Lot 85, (No.94) West Road, Bassendean



Part Plan - Proposed Layout View

- Tree Protection Zone (TPZ) = 9.6m Radius from trunk centre
- Structural Root Zone (SRZ) = 3.2m Radius from trunk centre

4.0 – VISUAL TREE ASSESSMENT (VTA)

T01 - Baseline biodata (summary)		
 Img-4481 (Whole tree - facing west direction)	TREE ID#	T01
	SPECIES (Common name)	Quercus robur (English Oak)
	HEIGHT Est. (m)	10.0
	TRUNK DBH Est. (m) Measured at 1.4m from EL	0.8
	TREE PROTECTION ZONE (TPZ) Radius from trunk centre at base (m)	9.6
	TRUNK DRC Est. (m) Measured above root collar/ trunk flare	0.9
	STRUCTURAL ROOT ZONE (SRZ) Radius from trunk outer at base (m)	3.2
	CROWN WIDTH Est. (m) Along widest axis north/ south	15.0
	TREE HEALTH CONDITION	Good
	CROWN STRUCTURAL/ ARCHITECTURAL CONDITION	Good
	CROWN FORM	Fair/ good
	VERTICAL DISTANCE TO FIRST BRANCH North side, over proposed crossover (m)	3.0
 Img-4476 (Trunk collar, facing west direction)	<u>T01 – Observations (summary)</u>	
	<p>Tree is growing within the public green-verge. The trunk centre is located 0.9m from existing road kerb on the east side and 3.5m from edge of 2.0m wide footpath on the west side</p> <p>Soil conditions appeared as a brown sandy loam as organic layer, conditions were moist and clean. There were no visible structural surface roots present.</p> <p>Tree rises off a single main stem to the first main unions at approx. 2.5m above existing ground level. Main unions appeared sound, no visible defects observed.</p> <p>Tree crown is stout, compact and slightly asymmetrical, broader across the north-south axis. Leaf size, density and colour appeared seasonally normal, there was no evidence of pests or diseases observed.</p> <p>Amounts of deadwood >8cmØ observed as present in the crown, especially on the East and North sides of tree</p>	
 Img-4394 (Trunk collar, facing south-west direction)		

5.0 – CONSTRUCTION IMPACT ASSESSMENT





5.1 IDENTIFIED CONSTRUCTION IMPACTS & MITIGATION METHODS

SN #	Identified Construction Impacts	Impact Mitigation(s) – Method summary	Pictorial description (in support, if and where necessary)
5.11	Disturbances to the green-verge ground areas within the TPZ	<ul style="list-style-type: none">Contractor to install a Tree Protection Fence (TPF), prior to mobilizing any heavy machinery, equipment, or materials to site (Refer Tree Protection Plan under item 6.0 below)	Refer Tree Protection Plan under item 6.0 below
5.12	Establishment and utilization of site access into the site, during constructions (Note: T01 crown vertical height clearance over proposed crossover/ existing footpath is est. 3.0m)	<ul style="list-style-type: none">Building contractors to establish & utilize access for heavy vehicles (eg: concrete trucks/ track mounted and other heavy machines) from Bridson Street. There are no trees on the verge fronting the property on Bridson Street.Alternatively, existing crossover south of T01 and outside the TPZ of T01 on West Road may be used, subject to the relevant Authorities approval.	

SN #	Identified Construction Impacts	Impact Mitigation(s) – Method summary	Pictorial description (in support, if and where necessary)
5.13	Establishment and site utilizations generally, during constructions	<ul style="list-style-type: none"> Building contractor is advised to coordinate the works to commence and complete from the carpark and crossover to the North of site and, progress and work their way out southwards to the child-care buildings and out from the proposed established site access on Bridson Street. The builders site office (if applicable) may be situated upon the completed carpark surface. 	
5.14	Any proposed sub-level utilities demolitions, diversions, or installations	<ul style="list-style-type: none"> At the time of assessment, the arborist-assessor was not aware of any sub-level utility proposals within TPZ of T01, at this DA stage. (TBC) 	
5.15	Proposed new 6.0m wide crossover on south side of tree, edge is 1.78m from trunk centre and approx. 1.38m from trunk outer. Closest edge of crossover truncated splay-corner is 1.2m from trunk centre and approx. 0.8m from trunk outer	<p>Refer img-5.15a</p> <ul style="list-style-type: none"> Contractor to engage a project arborist to provide standing supervision during the proposed crossover excavation works. Commence by trenching using hand-tools along the north edge / tree side of crossover alignment to the depth of the proposed construction layers, exposing any tree roots with care. (eg: approx. 200mm comprising of 100mm compacted base course + 100mm reinforced concrete, according to construction details - City of Bassendean Asset Services 'Specification for the construction of crossovers') Progress the excavations to the specified depth within the main body of proposed crossover using light mini-excavator machine and a spotter person applying manual method; project arborist severing tree roots cleanly if and as they occur and; pictorially recording/ documenting the process. 	 <p>Img-5.15a: Proposed crossover</p>

SN #	Identified Construction Impacts	Impact Mitigation(s) – Method summary	Pictorial description (in support, if and where necessary)
	Proposed demolition of the existing non-mountable kerb and proposed construction of mountable kerb and construction of crossover truncated/ splayed corner, at the proposed crossover abutting roadside.	<p>Refer img-5.15b</p> <ul style="list-style-type: none"> ○ Retain kerb 'A' ○ Demo kerb 'B' breaking and removing using hand-held breaker machine with care. ○ Construct crossover and truncated/ splayed corner according to construction details - City of Bassendean Asset Services '<i>Specification for the construction of crossovers</i>' 	 <p>Img-5.15b: demo existing kerb, construct truncated/ splay corner</p>  <p><u>Example only:</u> truncated/ splayed corner at existing neighbouring property along West Street</p>
5.16	Proposed construction of concrete carpark and car bays, within the TPZ and site boundary	<p>Refer Img-5.16</p> <ul style="list-style-type: none"> ○ Contractor to engage a project arborist to provide standing supervision during the proposed trenching works. ○ Trench along the edge (site side/ west side) of the existing footpath using hand-tools to the depth of the proposed construction layers, exposing any tree roots with care. ○ Progress the excavations to the specified depth within the main body of proposed carpark/ car-bays within the TPZ using light mini-excavator machine and a spotter person; project arborist severing tree roots cleanly if and as they occur and; pictorially recording/ documenting the process. 	 <p>Img-5.16: trench to depth of proposed constructions along the edge of existing footpath, site side (red-dashed line)</p>

6.0 TREE PROTECTION PLAN

SN #	Item description	Pictorial description (in support, if and where necessary)
6.1	<p><u>Installing the Tree Protection Fence (TPF).</u></p> <p>Contractor to install the (TPF) prior to mobilizing any heavy equipment or machines to site or, the movements or storage of heavy materials to or on site respectively.</p>	 <p>Img-6.1: Install TPF along perimeter of conservation zone (shaded in magenta); the TPF to be installed via two separate enclosures, 1x south of proposed crossover and, 1x north of proposed crossover.</p>
6.2	<p><u>TPF materials & installation</u></p> <p>TPF should comprise a minimum of 2.0m vertical height and constructed of sturdy galvanised weld-mesh panels, coupled together, and supported by sleeved base-weights; to ensure the TPF stability. Cross-bracing with steel tubes to support the TPF structure may also be necessary.</p> <p>Man-access gate(s) should be installed to each TPF enclosure, to facilitate tree maintenance & inspection activities.</p>	 <p>Img-6.2: Example of TPF materials; subject to the relevant Authorities approval for erection on street verges</p>
6.3	<p><u>Mulching the conserved soil areas.</u></p> <p>Contractor to install recycled tree green-waste (wood-chip & mulched twigs and leaves) material to the total area(s) within the perimeter of TPF(s) to a thickness of 10cm (excluding 50cm lateral distance from tree trunk outer)</p> <p>Mulch material and its composition, to be sourced from the City of Bassendean approved supplier/ source and, replenish mulch periodically to maintain a minimum of 5cm thickness cover</p>	
6.4	<p><u>Maintenance watering & weeding</u></p> <p>a. Watering (over duration of construction period)</p> <p>Apply potable water evenly distributed over the total conserved soil areas within the perimeter(s) of TPF(s)</p> <p>Watering should be seasonally applied and in the absence of soaking rain,</p>	

SN #	Item description	Pictorial description (in support, if and where necessary)
	<p>commencing September through to May.</p> <p>During dry periods apply 2m³ at minimum of twice weekly, to each of the north and south TPF enclosures.</p> <p>Monitor conditions and, increase the water volumes and regularities as necessary, to ensure that conserved soils are always moist, to a depth of 60cm</p> <p>b. Weeding</p> <p>Remove weeds by hand, as they emerge.</p>	
6.5	<p><u>Tree crown management</u></p> <p>A quantity of deadwood material >8cmØ was observed as present within tree crown of T01.</p> <p>It is recommended the developer or contractor submit application to the City of Bassendean to have the deadwood removed since, deadwood is in the process of decaying and will inevitably, break out and fall from the tree</p>	
6.6	<p><u>TPZ & site cleanliness (general)</u></p> <p>The contractor shall not store any materials or equipment within the TPZ(s) enclosures nor, store or place any materials or equipment against any TPF structure.</p> <p>The contractor shall ensure that cement trucks and other vessels used to carry and or work with cement-phytotoxins, are not washed or slurries discharged within the TPZ(s) and/ or; the entire green-verge along West Street.</p>	

7.0 CONCLUSION

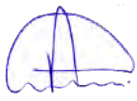
- a. Tree T01 can be successfully retained, with acknowledgment and the subsequent method considerations contained under item 5.1 above 'Identified Construction Impacts & Mitigation Methods' and; the timely and continual actioning of the 'Tree Protection Plan' under item 6.0 above.

8.0 RECOMMENDATIONS

- a. Consider and adopt the impact mitigating measures under item 5.1 above and, apply the tree protection measures under item 6.0 above.
- b. The land-developer or building contractor to engage a project arborist to advise and supervise, tree related works including any excavation(s) within the TPZ of T01, mulching conserved soil areas and installation of TPF and, the ongoing tree maintenance operations.

---End Report---

Yours sincerely;



Rick Thomas
ArborCulture Australia Pty Ltd

9.0 LITERATURE CITED & DISCLAIMER

LITERATURE CITED:

- o AS 4970-2009 "Protection of Trees on Development Sites"
- o AS 4373-2007 "Pruning of Amenity Trees"
- o The Body Language of Trees – A handbook for Failure Analysis [Mattheck & Breloer 2003; edited by D Lonsdale from translation by R Strouts]
- o The Face of Failure in Nature and Engineering – 1st edition [Mattheck 2004]
- o The Landscape Below Ground (G. Watson 1st ed 1994)
- o Illustrated Guide to Pruning; 3rd edition [Ed Gilman]
- o Urban Soils – Applications and Practices [Craul]
- o Files and records held by ArborCulture Australia Pty Ltd

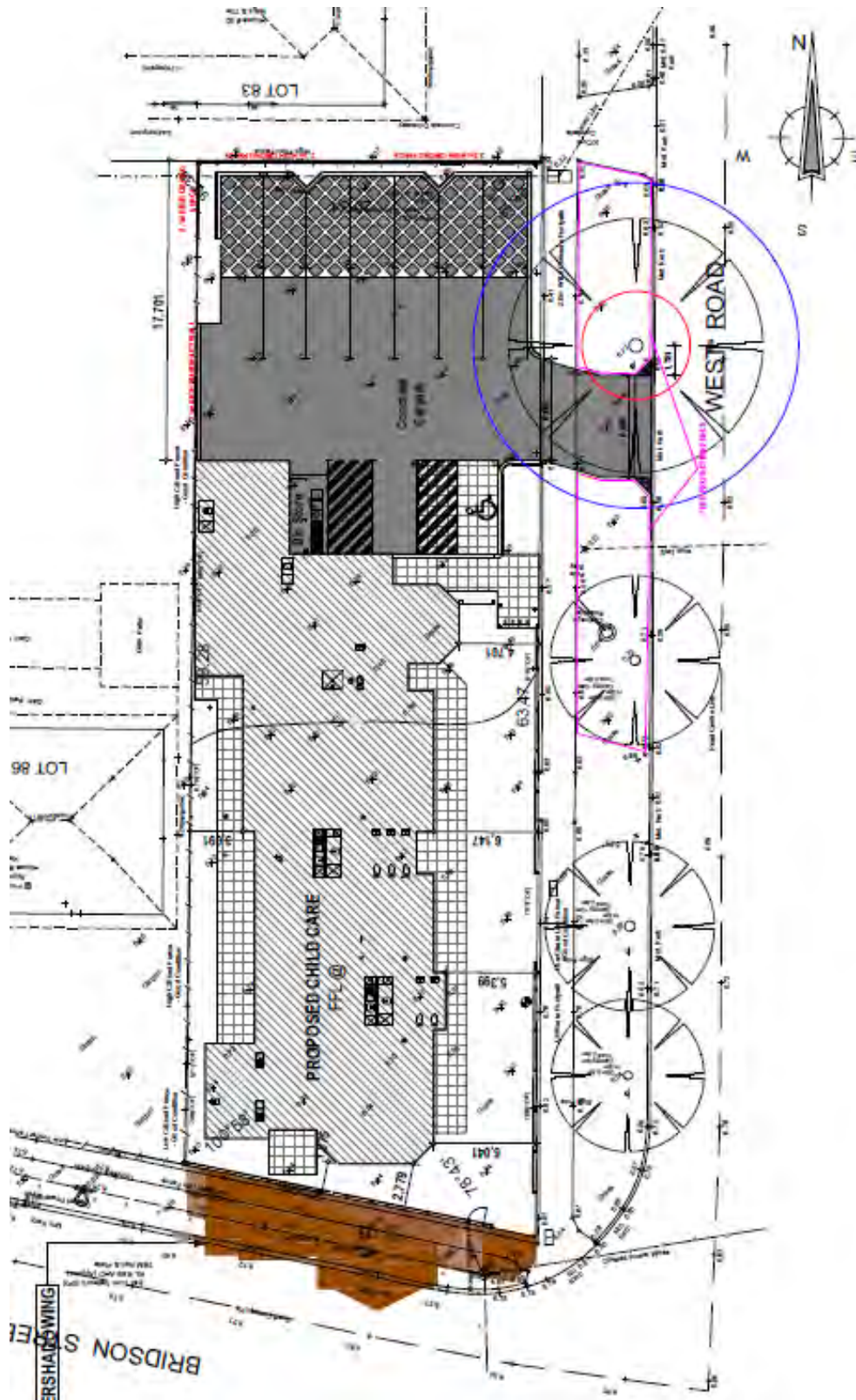
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10.0 SITE LAYOUT PLAN



11.0 GLOSSARY

GLOSSARY OF ARBORICULTURAL TERMS

Abscission. The shedding of a leaf or other short-lived part of a woody plant, involving the formation of a corky layer across its base; in some tree species twigs can be shed in this way

Abiotic. Pertaining to non-living agents; e.g. environmental factors

Absorptive roots. Non-woody, short-lived roots, generally having a diameter of less than one millimetre, the primary function of which is uptake of water and nutrients

Adaptive growth. In tree biomechanics, the process whereby the rate of wood formation in the cambial zone, as well as wood quality, responds to gravity and other forces acting on the cambium. This helps to maintain a uniform distribution of mechanical stress

Adaptive roots. The adaptive growth of existing roots; or the production of new roots in response to damage, decay or altered mechanical loading

Adventitious shoots. Shoots that develop other than from apical, axillary or dormant buds; see also 'epicormic'

Age Class. The age of the tree is represented as Juvenile, Semi-mature, Mature or Senescent.

Juvenile. A young tree, given normal environmental conditions for that tree it will not yet flower or fruit.

Semi-mature. Able to reproduce but not yet nearly the size of a mature specimen in that location.

Mature. Has reached or nearly reached full size and spread for that species in the given location.

Senescent. Has passed maturity, tree health in a state of decline.

Anchorage. The system whereby a tree is fixed within the soil, involving cohesion between roots and soil and the development of a branched system of roots which withstands wind and gravitational forces transmitted from the aerial parts of the tree

Architecture. In a tree, a term describing the pattern of branching of the crown or root system

Axil. The place where a bud is borne between a leaf and its parent shoot

Bacteria. Microscopic single-celled organisms, many species of which break down dead organic matter, and some of which cause diseases in other organisms

Bark. A term usually applied to all the tissues of a woody plant lying outside the vascular cambium, thus including the phloem, cortex and periderm; occasionally applied only to the periderm or the phellem

Basidiomycotina (Basidiomycetes). One of the major taxonomic groups of fungi; their spores are borne on microscopic peg-like structures (basidia), which in many types are in turn borne on or within conspicuous fruit bodies, such as brackets or toadstools. Most of the principal decay fungi in standing trees are basidiomycetes

Bolling. A term sometimes used to describe pollard heads

Bottle-butt. A broadening of the stem base and buttresses of a tree, in excess of normal and sometimes denoting a growth response to weakening in that region, especially due to decay involving selective delignification

Bracing. The use of rods or cables to restrain the movement between parts of a tree

Branch:

Primary. A first order branch arising from a stem

Lateral. A second order branch, subordinate to a primary branch or stem and bearing sub-lateral branches

Sub-lateral. A third order branch, subordinate to a lateral or primary branch, or stem and usually bearing only twigs

Branch bark ridge. The raised arc of bark tissues that forms within the acute angle between a branch and its parent stem

Branch collar. A visible swelling formed at the base of a branch whose diameter growth has been disproportionately slow compared to that of the parent stem; a term sometimes applied also to the pattern of growth of the cells of the parent stem around the branch base

Brown-rot. A type of wood decay in which cellulose is degraded, while lignin is only modified

Buckling. An irreversible deformation of a structure subjected to a bending load

Buttress zone. The region at the base of a tree where the major lateral roots join the stem, with buttress-like formations on the upper side of the junctions

Cambium. Layer of dividing cells producing xylem (woody) tissue internally and phloem (bark) tissue externally

Canker. A persistent lesion formed by the death of bark and cambium due to colonisation by fungi or bacteria

Canopy species. Tree species that mature to form a closed forest canopy

Cleaning out. The removal of dead, crossing, weak, and damaged branches, where this will not damage or spoil the overall appearance of the tree

Compartmentalization. The confinement of disease, decay or other dysfunction within an anatomically discrete region of plant tissue, due to passive and/or active defences operating at the boundaries of the affected region

Compression strength. The ability of a material or structure to resist failure when subjected to compressive loading; measurable in trees with special drilling devices

Compressive loading. Mechanical loading which exerts a positive pressure; the opposite to tensile loading

Condition. An indication of the physiological vitality of the tree. Where the term 'condition' is used in a report, it should not be taken as an indication of the stability of the tree

Crown/Canopy. The main foliage bearing section of the tree

Crown lifting. The removal of limbs and small branches to a specified height above ground level

Crown thinning. The removal of a proportion of secondary branch growth throughout the crown to produce an even density of foliage around a well-balanced branch structure

Crown reduction/shaping. A specified reduction in crown size whilst preserving, as far as possible, the natural tree shape

Crown reduction/thinning. Reduction of the canopy volume by thinning to remove dominant branches whilst preserving, as far as possible the natural tree shape

Deadwood. Branch or stem wood bearing no live tissues. Retention of deadwood provides valuable habitat for a wide range of species and seldom represents a threat to the health of the tree. Removal of deadwood can result in the ingress of decay to otherwise sound tissues and climbing operations to access deadwood can cause significant damage to a tree. Removal of deadwood is generally recommended only where it represents an unacceptable level of hazard

Decurrent. In trees, a system of branching in which the crown is borne on a number of major widely-spreading limbs of similar size (cf. excurrent). In fungi with toadstools as fruit bodies, the description of gills which run some distance down the stem, rather than terminating abruptly

Defect. In relation to tree hazards, any feature of a tree which detracts from the uniform distribution of mechanical stress, or which makes the tree mechanically unsuited to its environment

Delamination. The separation of wood layers along their length, visible as longitudinal splitting

Dieback. The death of parts of a woody plant, starting at shoot-tips or root-tips

Disease. A malfunction in or destruction of tissues within a living organism, usually excluding mechanical damage; in trees, usually caused by pathogenic micro-organisms

Distal. In the direction away from the main body of a tree or subject organism (cf. proximal)

Dominance. In trees, the tendency for a leading shoot to grow faster or more vigorously than the lateral shoots; also the tendency of a tree to maintain a taller crown than its neighbours

Dormant bud. An axial bud which does not develop into a shoot until after the formation of two or more annual wood increments; many such buds persist through the life of a tree and develop only if stimulated to do so

Dysfunction. In woody tissues, the loss of physiological function, especially water conduction, in sapwood

DBH (Diameter at Breast Height). Stem diameter measured at a height of 1.5 metres or the nearest measurable point. Where measurement at a height of 1.5 metres is not possible, another height may be specified

Endophytes. Micro-organisms which live inside plant tissues without causing overt disease, but in some cases capable of causing disease if the tissues become physiologically stressed, for example by lack of moisture

Epicormic shoot. (sprout) A shoot/ sprout having developed from a dormant or adventitious bud activated from beneath the bark

Excessive end-weight. Branch foliage biomass excessively loaded towards branch ends is a common cause of stem/branch union failure in trees; particularly when combined with environmental forces such as wind and rain loading

Excrecence. Any abnormal outgrowth on the surface of tree or other organism

Excurrent. In trees, a system of branching in which there is a well-defined central main stem, bearing branches which are limited in their length, diameter and secondary branching (cf. decurrent)

Flush-cut. A pruning cut which removes part of the branch bark ridge and or branch-collar

Form. relates to main trunk and main stem formation from a structural perspective & general stem architecture as well as what is deemed as being typical of a well-managed specimen. Crown structure and stem capacity to bear dead-weight loads are subjects of significance and often cannot be confirmed without aerial examination of main branch unions.

Aerial inspections are usually confined to large mature trees, and/or when the presence of epiphytes is suspected of masking hidden defects within the tree and/or in high-risk category areas [impact potential, target value etc]. For the purpose of this report ratings are given based on inspection from ground level by the arborist. The rating 'Good' being the highest or best 'Fair' refers to the presence of an abnormality whilst crown structure is usually still sustainable. In this instance an aerial inspection is recommended unless stated otherwise; 'Poor' refers to disorder(s) of stem/branch structure with potential to cause failure in the future and 'Hazardous' refers to notable disorder(s) with high potential for failure.

Girdling root. A root which circles and constricts the stem or roots possibly causing death of phloem and/or cambial tissue

Girth. is the tree main trunk circumference measured at 500mm above existing soil level

Guying. A form of artificial support with cables for trees with a temporarily inadequate anchorage

Habit (see form). The overall growth characteristics, shape of the tree and branch structure

Hazard beam. An upwardly curved part of a tree in which strong internal stresses may occur without being reduced by adaptive growth; prone to longitudinal splitting

Health. is an aspect requiring in-depth analysis to properly determine and encompasses tree vitality. However, for this report health condition is based upon visual analysis from ground level and what is deemed as being a general comparison to tree of same species growing under similar conditions. The ratings provided are 'Good' being good result and reflecting species typical in Australia and, 'Fair' refers to one or more minor health defects being noted yet generally sustainable and; 'Poor' being the lowest rating and used when disorder(s) have had or are having a significant adverse effect on tree health condition

Heartwood/false-heartwood/ripewood. Sapwood that has become dysfunctional as part of the natural aging processes

Heave. A term mainly applicable to a shrinkable clay soil which expands due to re-wetting after the felling of a tree which was previously extracting moisture from the deeper layers; also the lifting of pavements and other structures by root diameter expansion; also the lifting of one side of a wind-rocked root-plate

Height. - refers to the overall estimated height of total tree mass from existing ground level to the apex or peripheral extent of canopy

High canopy tree species. Tree species having potential to contribute to the closed canopy of a mature forest

Image numbers. are the image(s) recorded by the assessor(s) at the time inspection(s) were conducted for this report. Images that refer most descriptively and relative to the topic addressed are included if & where necessary.

Incipient failure. In wood tissues, a mechanical failure which results only in deformation or cracking, and not in the fall or detachment of the affected part

Included bark (ingrown bark). Bark of adjacent parts of a tree (usually forks, acutely joined branches or basal flutes) which is in face-to-face contact

Increment borer. A hollow auger, which can be used for the extraction of wood cores for counting or measuring wood increments or for inspecting the condition of the wood

Infection. The establishment of a parasitic micro-organism in the tissues of a tree or other organism

Internode. The part of a stem between two nodes; not to be confused with a length of stem which bear nodes but no branches

Lever arm. A mechanical term denoting the length of the lever represented by a structure that is free to move at one end, such as a tree or an individual branch

Lignin. The hard, cement-like constituent of wood cells; deposition of lignin within the matrix of cellulose microfibrils in the cell wall is termed Lignification

Lions tailing. A term applied to a branch of a tree that has few if any side-branches except at its end, and is thus liable to snap due to end-loading

Loading. A mechanical term describing the force acting on a structure from a particular source; e.g. the weight of the structure itself or wind pressure

Longitudinal. Along the length (of a stem, root or branch)

Lopping. A term often used to describe the removal of large branches from a tree, but also used to describe other forms of cutting

Microdrill. An electronic rotating steel probe, which when inserted into woody tissue provides a measure of tissue density

Minor deadwood. Deadwood of a diameter less than 25mm and or unlikely to cause significant harm or damage upon impact with a target beneath the tree

Mulch. Material laid down over the rooting area of a tree or other plant to help conserve moisture; a mulch may consist of organic matter or a sheet of plastic or other artificial material

Mycelium. The body of a fungus, consisting of branched filaments (hyphae)

Occluding tissues. A general term for the roll of wood, cambium and bark that forms around a wound on a woody plant (cf. woundwood)

Occlusion. The process whereby a wound is progressively closed by the formation of new wood and bark around it

Pathogen. A micro-organism which causes disease in another organism

Photosynthesis. The process whereby plants use light energy to split hydrogen from water molecules, and combine it with carbon dioxide to form the molecular building blocks for synthesizing carbohydrates and other biochemical products

Phytotoxic. Toxic to plants

PICUS. A device which uses sound-waves to measure decay in wood.

Pollarding. The removal of the tree canopy, back to the stem or primary branches. Pollarding may involve the removal of the entire canopy in one operation, or may be phased over several years. The period of safe retention of trees having been pollarded varies with species and individuals. It is usually necessary to re-pollard on a regular basis, annually in the case of some species

Scaffold or Primary branch. A major branch, generally having a basal diameter greater than 0.25 x stem diameter

Probability. A statistical measure of the likelihood that a particular event occurring

Proximal. In the direction towards from the main body of a tree or other living organism (cf. distal)

Pruning. The removal or cutting back of twigs or branches, sometimes applied to twigs or small branches only, but often used to describe most activities involving the cutting of trees or shrubs

Radial. In the plane or direction of the radius of a circular object such as a tree stem

Rams-horn. In connection with wounds on trees, a roll of occluding tissues which has a spiral structure as seen in cross-section

Rays. Strips of radially elongated parenchyma cells within wood and bark. The functions of rays include food storage, radial translocation and contributing to the strength of wood

Reactive Growth/Reaction Wood (also response wood). Production of woody tissue in response to altered mechanical loading; often in response to internal defect or decay and associated strength loss (cf. adaptive growth)

Removal of dead wood. Unless otherwise specified, this refers to the removal of all accessible dead, dying and diseased branch-wood and broken snags

Removal of major dead wood. The removal of, dead, dying and diseased branch-wood above a specified size

Respacing. Selective removal of trees from a group to provide space and resources for the development of retained trees.

Residual wall. The wall of non-decayed wood remaining following decay of internal stem, branch or root tissues

RET. See Root Exploratory Trench

Root-collar. The transitional area between the stem/s and roots

Root-collar examination. Excavation of surfacing and soils around the root-collar to assess the structural integrity of roots and/or stem

Root Exploratory Trench. A trench excavated using hand-tools only for the purpose of investigating root presence within soils proposed for disturbance. RET are typically excavated to a depth of 800mm – 1000mm and 400mm wide

Root injury. A tree with a root disease or decay [i.e. *Armillaria ostoyae* or *Heterobasidion annosus*] is at an increased risk of failing. Advanced infections may result in whole tree failure. Root loss through physical injury or severance, heightens whole tree failure risk considerably. Scaffold roots are primary in providing tree stability

Root protection Zone (RPZ). An area of ground surrounding a tree that contains sufficient rooting volume to ensure the tree's survival. (see TPZ)

Root zone. Area of soils containing absorptive roots of the tree/s described. The **Primary** root zone is that which we consider of primary importance to the physiological well-being of the tree

RPZ. See 'Root Protection Zone'

Sapwood. Living xylem tissues

Scaffold roots. are the larger diameter roots that are primary in providing stability to the tree. Most mature tree species commonly possess between 5 and 7 scaffold roots [although this is species and environmentally specific]. Scaffold roots are usually within the top 0.6m of soil surface and in addition to stability they also provide the functions of energy storage and water and mineral absorption [transportation] from the fine roots arising from them

Secondary branch. A branch, generally having a basal diameter of less than 0.25 x stem diameter

Selective delignification. A kind of wood decay (white-rot) in which lignin is degraded faster than cellulose

Shedding. In woody plants, the normal abscission, rotting off or sloughing of leaves, floral parts, twigs, fine roots and bark scales

Simultaneous white-rot. A kind of wood decay in which lignin and cellulose are degraded at about the same rate

Snag. In woody plants, a portion of a cut or broken stem, branch or root which extends beyond any growing-point or dormant bud; a snag usually tends to die back to the nearest growing point.

Soft-rot. A kind of wood decay in which a fungus degrades cellulose within the cell walls, without any general degradation of the wall as a whole

Species. is stated as botanical name [Genus and species] in each case

Spores. Propagules of fungi and many other life-forms; most spores are microscopic and dispersed in air or water

Shrub species. Woody perennial species forming the lowest level of woody plants in a forest or woodland and not normally considered to be trees

Sporophore. The spore bearing structure of fungi

Sprouts. Adventitious shoot growth erupting from beneath the bark

Stem/s. The main supporting structure/s, from ground level up to the first major division into branches

Stress. In plant physiology, a condition under which one or more physiological functions are not operating within their optimum range, for example due to lack of water, inadequate nutrition or extremes of temperature

Stress. In mechanics, the application of a force to an object

Stringy white-rot. The kind of wood decay produced by selective delignification

Structure. The structure rating takes into consideration above and below ground architecture to give an overall rating for tree structural integrity and potential for failure

Structural roots. Roots, generally having a diameter greater than ten millimetres, and contributing significantly to the structural support and stability of the tree

Structural Root Zone (SRZ). An area given in radius metres from trunk outer that is deemed necessary for protection and sustainable stability of a tree. (Calculated in accordance with AS 4970-2009 *Protection of Trees on Development Sites*)

Subsidence. In relation to soil or structures resting in or on soil, a sinking due breakdown of organics or settlement due to soil pore-space reduction or to shrinkage when certain types of clay soil dry out, sometimes due to extraction of moisture by tree roots

Subsidence. In relation to branches of trees, a term that can be used to describe a progressive downward bending due to increasing weight

Taper. In trunks and stems, the incremental degree of change in girth size along a given trunk, or stem length

Target canker. A kind of perennial canker, containing concentric rings of dead occluding tissues

Targets. In tree risk assessment (with slight misuse of normal meaning) persons or property or other things of value which might be harmed by mechanical failure of the tree or by objects falling from it

Topping. In arboriculture, the removal of the crown of a tree, or of a major proportion of it

Torsional stress. Mechanical stress applied by a twisting force

Translocation. In plant physiology, the movement of water and dissolved materials through the body of the plant

Transpiration. The evaporation of moisture from the surface of a plant, especially via the stomata of leaves; it exerts a suction which draws water up from the roots and through the intervening xylem cells

Tree Protection Zone (TPZ). An area given in radius metres from trunk outer that is deemed necessary for protection and sustainability of tree health condition. (Calculated in accordance with AS 4970-2009 *Protection of Trees on Development Sites*)

Understorey tree species. Tree species not having potential to attain a size at which they can contribute to the closed high canopy of a forest.

Vascular wilt. A type of plant disease in which water-conducting cells become dysfunctional

Vessels. Water-conducting cells in plants, usually wide and long for hydraulic efficiency; generally not present in coniferous trees

White-rot. A range of kinds of wood decay in which lignin, usually together with cellulose and other wood constituents, is degraded

Wind exposure. The degree to which a tree or other object is exposed to wind, both in terms of duration and velocity

Wind force. The force exerted by a wind on tree parts

Windthrow. The uprooting of a tree caused by wind force.

Wound dressing. A general term for sealants and other materials used to cover wounds in the hope of protecting them against desiccation and infection; only of proven value against fresh wound parasites, not typically recommended in urban/ amenity tree settings.