Harley Dykstra
PLANNING & SURVEY SOLUTIONS

Our Ref: 22480 – 20210602 –DR 143/2021

9 June 2021

City of Karratha
PO Box 19
KARRATHA WA 6714

Attn: Chris Sayer – Principal Planner

Dear Chris

WARREN PISANI AND CITY OF KARRATHA (DR 43/2021)
LOT 221 (NO.3) WALKINGTON CIRCLE, MILLARS WELL

I refer to the Orders of the Tribunal arising from the mediation session on 6 May 2021 in relation to the above matter.

This supplementary submission has been prepared to address the following reasons for refusal:

The proposed development would have unacceptable adverse impacts on surrounding properties and the amenity of the residential area due to the following reasons:

1. *Traffic congestion – generation of a higher number of vehicles not typical for a residential street.*
2. *Unacceptable on-site parking – four visitor bays for a maximum number of 20 children at any one time will allow people to park in the street and on the verge of other residential properties for drop off/pickup.*
3. *Noise – excessive noise generated from traffic and children that is not typical for a residential street and therefore not compatible with the character of the area.*
4. *Inappropriate location – being a commercial use in a residential setting makes the proposed Child Care Centre not compatible within its setting.*
5. *Building appearance not being compatible with the existing streetscape – the proposed external appearance of the dwelling will differ from the general character of dwellings in Walkington Circle, therefore giving it a commercial appearance which is not compatible within its residential setting.*

This supplementary submission is supported by a Transport Impact Statement **(Appendix A)** and draft Operations Noise Management Plan **(Appendix B)** along with photographs of the existing streetscape **(Plates 1 -8).**

REASONS FOR REFUSAL

TRAFFIC CONGESTION

A Transport Impact Statement has been prepared which considers any potential impacts on the road network as a result of the application being approved. The Transport Impact Assessment concludes the additional trips generated by the proposed development will not alter the function and characteristics of Walkington Circle and that overall, use of the site for a child care premises is anticipated to have no material impact on the surrounding road network and no material impact on residential amenity.

UNACCEPTABLE ON-SITE PARKING

The Transport Impact Statement includes a review of the proposed parking arrangements and concludes, based on the

results of a swept path analysis, that the car park can safely cater for the parking manoeuvres required to be executed by both visitors and staff.

The parking review anticipates there will be no parking shortfall at the site and even when a very conservative visitor 'length of stay' figure is applied, any queueing on adjacent roads is expected to be unlikely.

It is envisaged compliance with the recommendations of the parking management section of the Transport Impact Statement could be required as a condition of development approval, or alternatively, a stand - alone Parking Management Plan could be prepared and implemented as a condition of approval. It is noted the draft Operations Noise Management Plan also includes recommendations in relation to parking/traffic management to mitigate potential noise impacts on neighbouring residential premises.

NOISE

A draft Operations Noise Management Plan has been prepared which is intended to be read in conjunction with the Noise Assessment prepared by Herring Storer Acoustics (March 2021).

It is envisaged compliance with the commitments set out in the Operations Noise Management Plan could be required as a condition of development approval.

INAPPROPRIATE LOCATION

Having regard to the additional information provided in the Transport Impact Statement, the commitments included as part of the draft Operations Noise Management Plan and further details below in relation to the building appearance and existing streetscape, it is our view the proposed use is appropriate in this location.

BUILDING APPEARANCE AND STREETSCAPE

The height, bulk, scale and orientation of the proposed Child Care Premises is commensurate with the existing development in Walkington Circle. Façade modifications to the existing single house will be very minor in nature. Removal of the existing carport will not, in our view, result in a material change to the overall amenity of the locality. Whilst a car park shall be located within the front setback of the property, it is our observation this is not incompatible with the treatment of front setbacks and verge areas in the case of other existing dwellings in Walkington Circle.

Plates 1 – 8 *overpage* illustrate the presentation of the existing dwelling at 3 Walkington Circle (**Plate 1**) and other dwellings within the immediate locality.

Front setbacks and verge treatments generally comprise:

- Extensive areas of hard landscaping due to climatic conditions; and
- Widened crossovers to accommodate additional parking of vehicles, including boats.

The development proposes increased landscaping within the street verge and within the site itself. Ongoing maintenance of landscaping will be in the interest of the operator so that the premises presents well to its customers and reflects positively on the professionalism of the business. The provision of appropriate landscaping and its ongoing maintenance could be required as a condition of development approval.

Signage is conceptually shown on the front façade of the building in the elevation plans. Signage is not formally part of this application and if required, a separate application would be submitted for consideration in the event the development application for the proposed change of use was granted. In any case, a future application for signage would need to satisfy the objectives and relevant development standards as set out in the City's Local Planning Policy DP22 – Advertising Signs.

PLATE 1 –3 WALKINGTON CIRCLE (SUBJECT LAND)

PLATE 2 – 13 WALKINGTON CIRCLE

PLATE 3 – 19 WALKINGTON CIRCLE

PLATE 4 –23 WALKINGTON CIRCLE

PLATE 5 - 25 WALKINGTON CIRCLE

PLATE 6 – 37 WALKINGTON CIRCLE

PLATE 7 –38 WALKINGTON CIRCLE

PLATE 8 –35 WALKINGTON CIRCLE

DEMAND FOR CHILD CARE SERVICES

It is noted a workshop session was held at the Council Chambers on 25 March 2021 to consider the provision of child care in the City of Karratha, which was attended by various stakeholders including the City of Karratha. It would be appreciated if contact details could be provided for the relevant officer to enable us to discuss the key outcomes from this workshop session and future actions.

CONCLUSION

It would be appreciated if you could review this supplementary submission with a view to progressing the proposed Child Care Premises for reconsideration at Council's Ordinary Meeting in July. Please do not hesitate to contact the undersigned to discuss any aspect of this submission in the first instance.

Yours sincerely

David Maiorana

Planning Director
HARLEY DYKSTRA PTY LTD

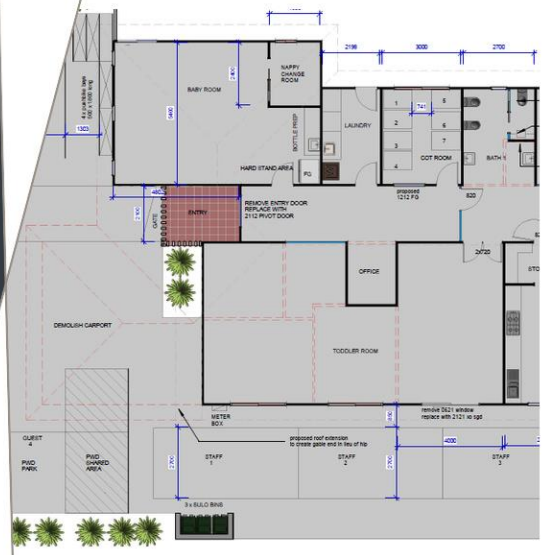
E-mail: *David@HarleyDykstra.com.au*

APPENDIX A | Transport Impact Statement

Transport Impact Statement

3 Walkington Circle, Millars Well

CW1181200



Prepared for

Early Learning Australia Pty Ltd

9 June 2021

Cardno

Contact Information

Cardno (WA) Pty Ltd
ABN 77 009 119 000

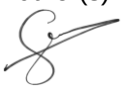
11 Harvest Terrace
West Perth WA 6005
PO Box 447

www.cardno.com
Phone +61 8 9273 3888
Fax +61 8 9486 8664

Document Information

Prepared for	Early Learning Australia Pty Ltd
Project Name	3 Walkington Circle, Millars Well
File Reference	CW1181200-TR-R001-3 Walkington Cir Millars Well Child Care TIS-V3SLA.docx
Job Reference	CW1181200
Date	9 June 2021
Version Number	A

Author(s):



Sedrik Aralar
Traffic Engineer

Effective Date 8/06/2021

Approved By:

Ray Cook
Business Leader - Traffic & Transport

Date Approved 8/06/2021

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
A	8/06/2021	For Issue	SLA	RJC

Table of Contents

1	Introduction		1
	1.1	Background	1
2	Existing Situation		2
	2.1	Site Location	2
	2.2	Surrounding Land Use	3
	2.3	Existing Road Network	4
	2.4	Existing Traffic Volumes	5
	2.5	Existing Public Transport Facilities	6
	2.6	Existing Pedestrian/Cycling Facilities	7
	2.7	Crash Assessment	8
3	Changes to Surrounding Area		10
	3.1	Road Network	10
	3.2	Pedestrian/Cycle Networks	10
	3.3	Public Transport Services	10
4	Development Proposal		11
	4.1	Proposed Development	11
	4.2	Hours of Operation	11
	4.3	Waste Collection	11
	4.4	Access Arrangements	12
	4.5	Parking Review	12
	4.6	Development Trip Generation	16
5	Integration with Surrounding Area		17
	5.1	Surrounding Attractors/Generators	17
	5.2	Level of Accessibility	17
6	Summary		18

Appendices

Appendix A WAPC Checklist

Appendix B Development Plans

Appendix C Swept Path Analysis

Tables

Table 2-1	Road Network Classification	4
Table 2-2	Traffic Volumes from Trafficmap	5
Table 2-3	Crashes near the Site	8
Table 2-4	Intersection Crashes	9
Table 2-5	Midblock Crashes	9
Table 4-1	Car parking requirements	12
Table 4-2	Compliance with AS2890.1/AS2890.6	15
Table 4-3	Peak Hour Trip Generation	16
Table 4-4	Daily Trip Generation	16

Figures

Figure 2-1	Site Location	2
Figure 2-2	Zoning	3
Figure 2-3	Road Hierarchy	5
Figure 2-4	TransKarratha Route 880 and 881	6
Figure 2-5	Existing/Proposed Footpaths	7
Figure 2-6	Crash Locations	8
Figure 3-1	Cycling Network	10
Figure 4-1	Site Plan	11
Figure 4-2	Site Access Arrangements	12
Figure 4-3	Staff Parking – B99	13
Figure 4-4	Visitor Parking 2 – B99 – reverse in	14
Figure 4-5	Visitor Parking 3 – B99 – forward in	14
Figure 5-1	Site Location relative to Perth CBD	17

1 Introduction

1.1 Background

Cardno was commissioned by Early Learning Australia Pty Ltd to prepare a Transport Impact Statement (TIS) to supplement a Development Application (DA) for the proposed child care centre located at Lot 221 (#3) Walkington Circle, Millars Well, within the City of Karratha.

This TIS has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)* and the checklist is included in **Appendix A**.

This report aims to focus on traffic access, circulation, and safety of the proposed development. Discussion regarding pedestrian and cycle facilities are also provided.

2 Existing Situation

2.1 Site Location

The Site is located at Lot 221 (#3) Walkington Circle, Millars Well, within the City of Karratha. The lot is currently occupied by a single dwelling. The location of the Site is shown in **Figure 2-1.**

The Site is bordered by Walkington Circle to the southwest, parkland/drainage reserve to the northeast, a residential dwelling to the southeast, and a drainage reserve to the northwest.

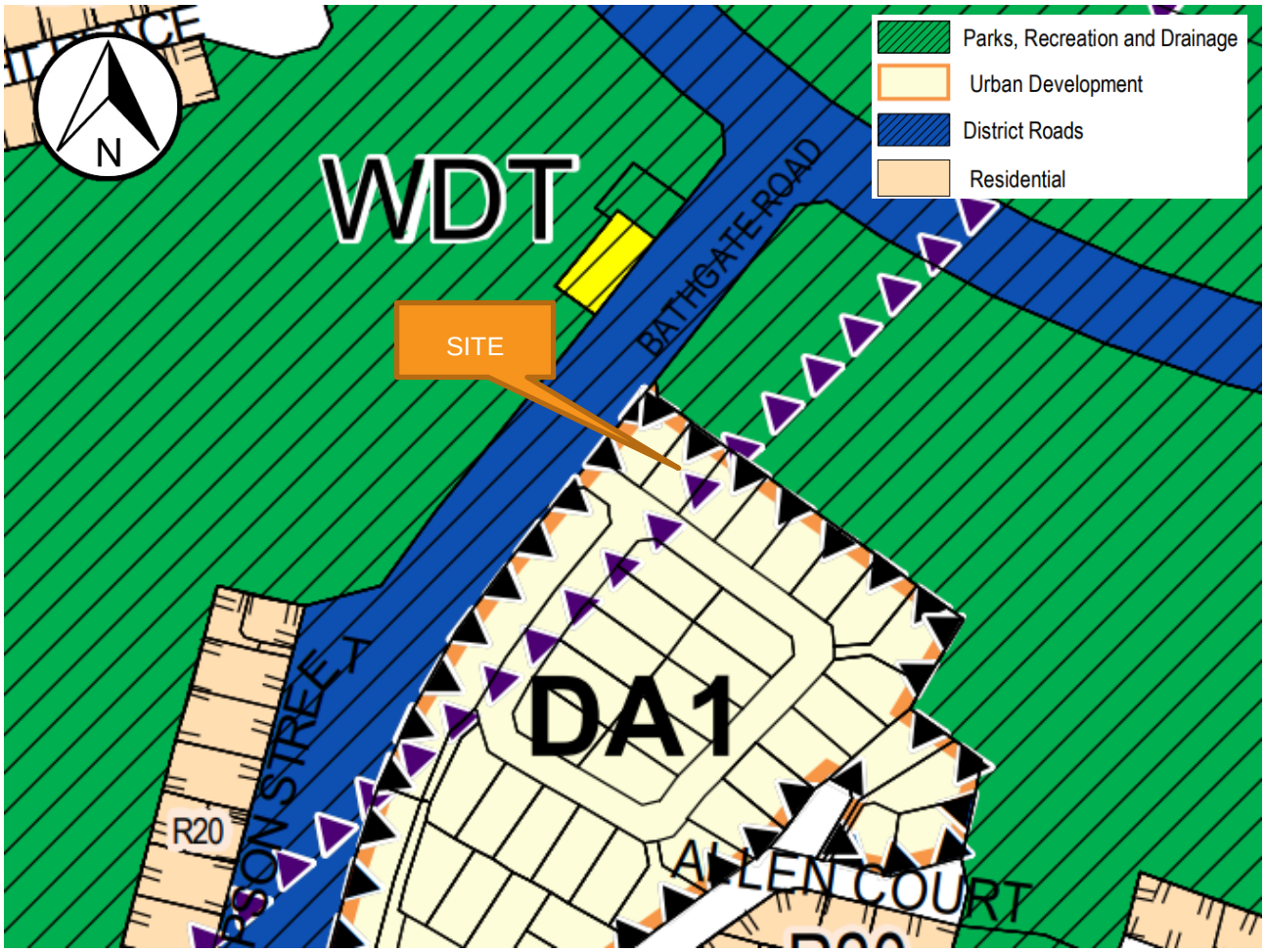
Figure 2-1 Site Location

Source: Nearmap (May 2021)

2.2 Surrounding Land Use

The Site is zoned as 'Urban Development' under the *City of Karratha Local Planning Scheme No.8* as shown in **Figure 2-2.** Properties to the northwest, southeast, and southwest are also zones as 'Urban Development', with the land to the northwest zoned as 'Parks, Recreation and Drainage'. The district road reserve of Bathgate Road is located northwest of the Site.

Figure 2-2 Zoning



Source: City of Karratha Local Planning Scheme No.8

2.3 Existing Road Network

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

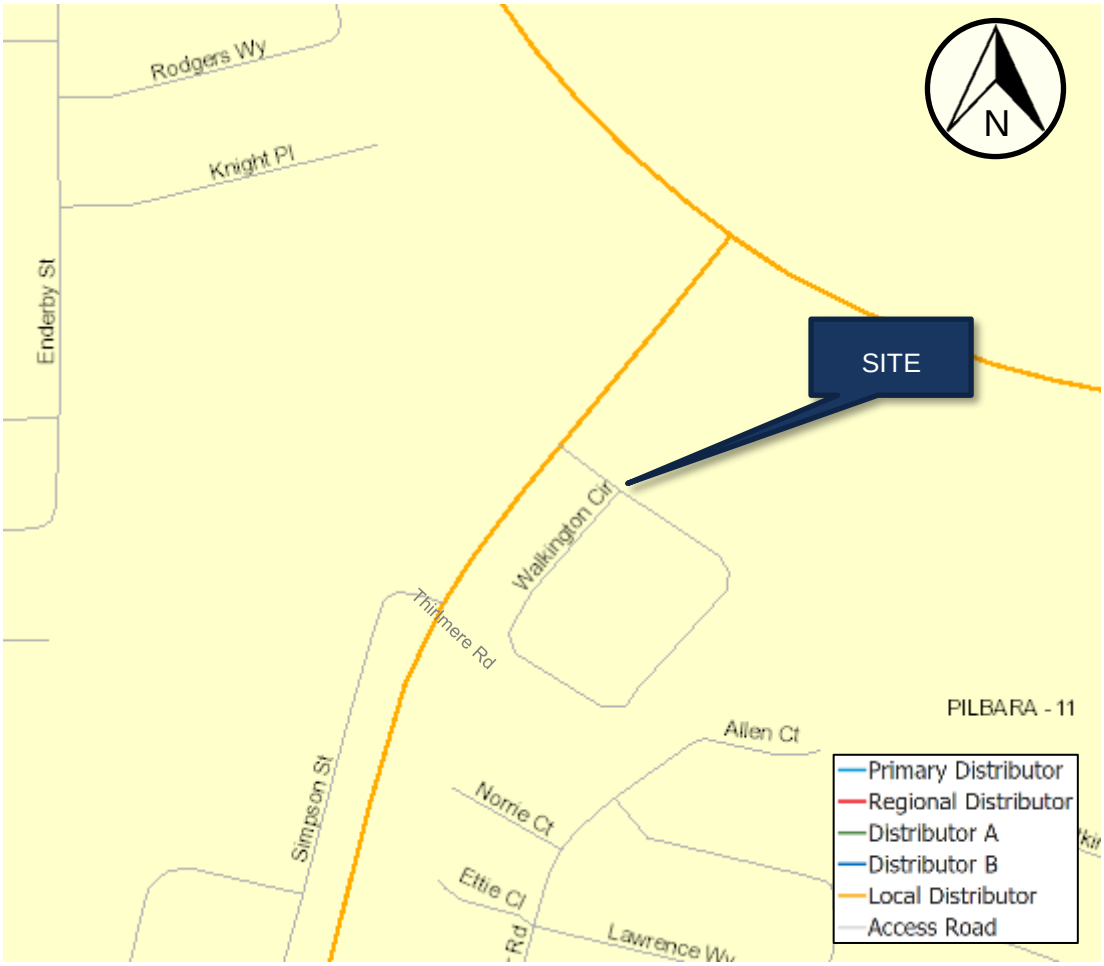
- **Primary Distributors (light blue):** Form the regional and inter-regional grid of Main Roads WA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State roads which are managed by Main Roads WA.
- **Regional Distributors (red):** Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas which are managed by Local Government.
- **District Distributor A (green):** These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to the adjoining property which are managed by Local Government.
- **District Distributor B (dark blue):** Perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside the adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks and are managed by Local government.
- **Access Roads (grey):** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian-friendly and are managed by Local government.

The surrounding road network is further described in **Table 2-1** and **Figure 2-3** shows the road hierarchy as per the *Main Roads Road Information Mapping System.*

Table 2-1 Road Network Classification

Street Names	Road Hierarchy		Road Network			
	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Width (m)	Posted Speed (km/h)
Walkington Cirle	Access Road	Local Govt.	2	0	6.0	50
Bathgate Road	Local Distributor	Local Govt.	2	0	7.0	60
Bayview Road	Local Distributor	Local Govt.	2	1	7.2	70

Figure 2-3 Road Hierarchy



Source: Road Information Mapping System - Main Roads

2.4 Existing Traffic Volumes

Existing traffic volumes for the surrounding road network were sourced from the *Main Roads WA Traffic Map*. The data is summarised in **Table 2-2** below.

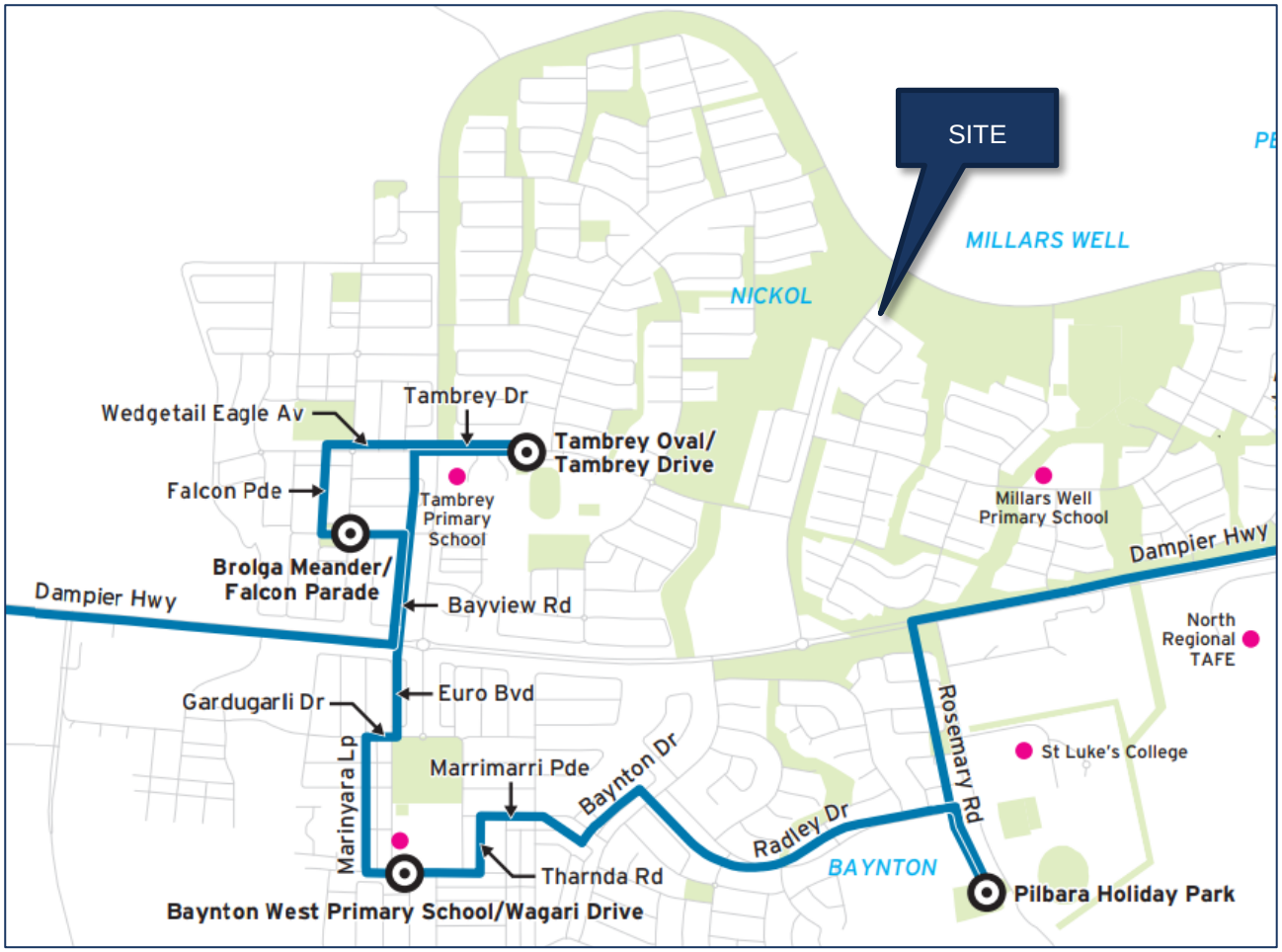
Table 2-2 Traffic Volumes from Trafficmap

Road Name	Source	Year	Weekday AM Peak	Weekday PM Peak	Weekend (mid-day) Peak	Average Weekday Daily Traffic Volume
Bayview Rd (8140675) East of Bathgate Rd (SLK 3.60)	Main Roads WA	2018/2019	530 (7:45 AM)	686 (4:30 PM)	451 (12:00 AM)	6,673 (HV: 3.3%)

2.5 Existing Public Transport Facilities

Figure 2-4 illustrates the bus routes of TransKarratha Route 880 and 881 which operate within the City of Karratha. The nearest stop is located at Tambrey Oval/Tambrey Drive which is approximately 1.4km away from the Site.

Figure 2-4 TransKarratha Route 880 and 881



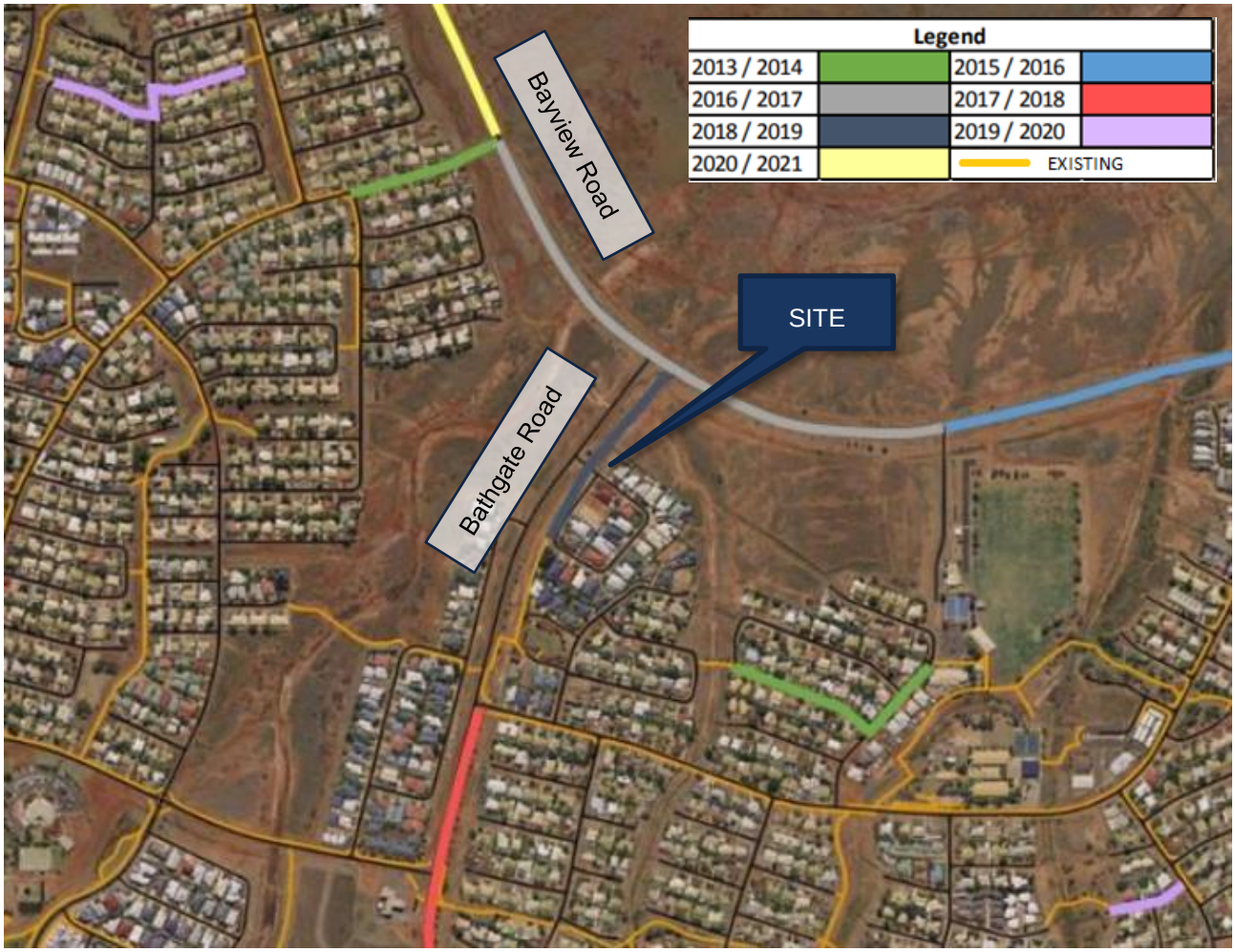
Source: Public Transport Authority

Due to the distance of the nearest bus stop to the Site, it is unlikely that visitors or staff will use public transportation to access the Site.

2.6 Existing Pedestrian/Cycling Facilities

The Future Works Report – Footpaths 2013-2023 presents a map of existing and proposed footpaths near the Site as shown in **Figure 2-5.**

Figure 2-5 Existing/Proposed Footpaths



Source: Shire of Roebourne Future Works Report - Footpaths 2013-2023

A check of the latest aerial view of the area (dated 9 May 2021) indicates that the majority of the planned footpaths have been constructed, except for 2019/2020 footpaths (pink) and 2018/2019 footpath (dark blue) which is proposed along Bathgate Road on the west boundary of the Site.

The lack of pedestrian footpaths from Bathgate Road to Bayview Road makes it unlikely for staff/visitors to walk/cycle to the Site via the footpaths on Bayview Road. However, there are several footpaths to the south of the Site which extends to the east, west, and south directions which are anticipated to encourage access to the Site via walking/cycling.

2.7 Crash Assessment

A crash assessment for the surrounding road network of the subject site has been completed. The assessment covers all the recorded accidents between 1 January 2016 and 31 December 2020 within the following roads:

- Bathgate Road between Simpson Street (SLK 0.94) and Bayview Road (SLK 1.25)
- Bayview Road between Nickol Road (SLK 3.15) and Tilbrook Close (SLK 4.10)

The crashes locations and severity are plotted in the heatmap shown in **Figure 2-6**.

Figure 2-6 Crash Locations

Six crashes in total were recorded, none of which occurred at the intersection of Bathgate Road and Walkington Circle. All recorded crashes in the area are detailed in **Table 2-3**.

Table 2-3 Crashes near the Site

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	-	-	1	1	**2**
Hit Object	-	-	-	2	-	**2**
Head On	-	1	-	-	-	**1**
Rear End	-	-	-	1	-	**1**
Total	**-**	**1**	**-**	**4**	**1**	**6**

Table 2-4 Intersection Crashes

Intersection Name	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Bathgate Rd - Bayview Rd	-	-	-	1	1	**2**
Bayview Rd - Nickol Rd	-	-	-	1	-	**1**
Total	**-**	**-**	**-**	**2**	**1**	**3**

Table 2-5 Midblock Crashes

Road Name	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Bayview Rd	-	1	-	2	-	**3**
Total	**-**	**1**	**-**	**2**	**-**	**3**

Crashes are summarised as follows:

- A total of 6 crashes were recorded near the Site
- No fatal and medical crashes were recorded
- 1 hospital crash was recorded on Bayview Road midblock
- 3 intersection crashes were recorded, 1 at Bayview Road – Nichol Road intersection and 2 at Bathgate Road – Bayview Road intersection
- No crashes were recorded on Bathgate Road midblock and Walkington Circle midblock

Overall, the number of crashes in the immediate vicinity of the Site is considered low.

3 Changes to Surrounding Area

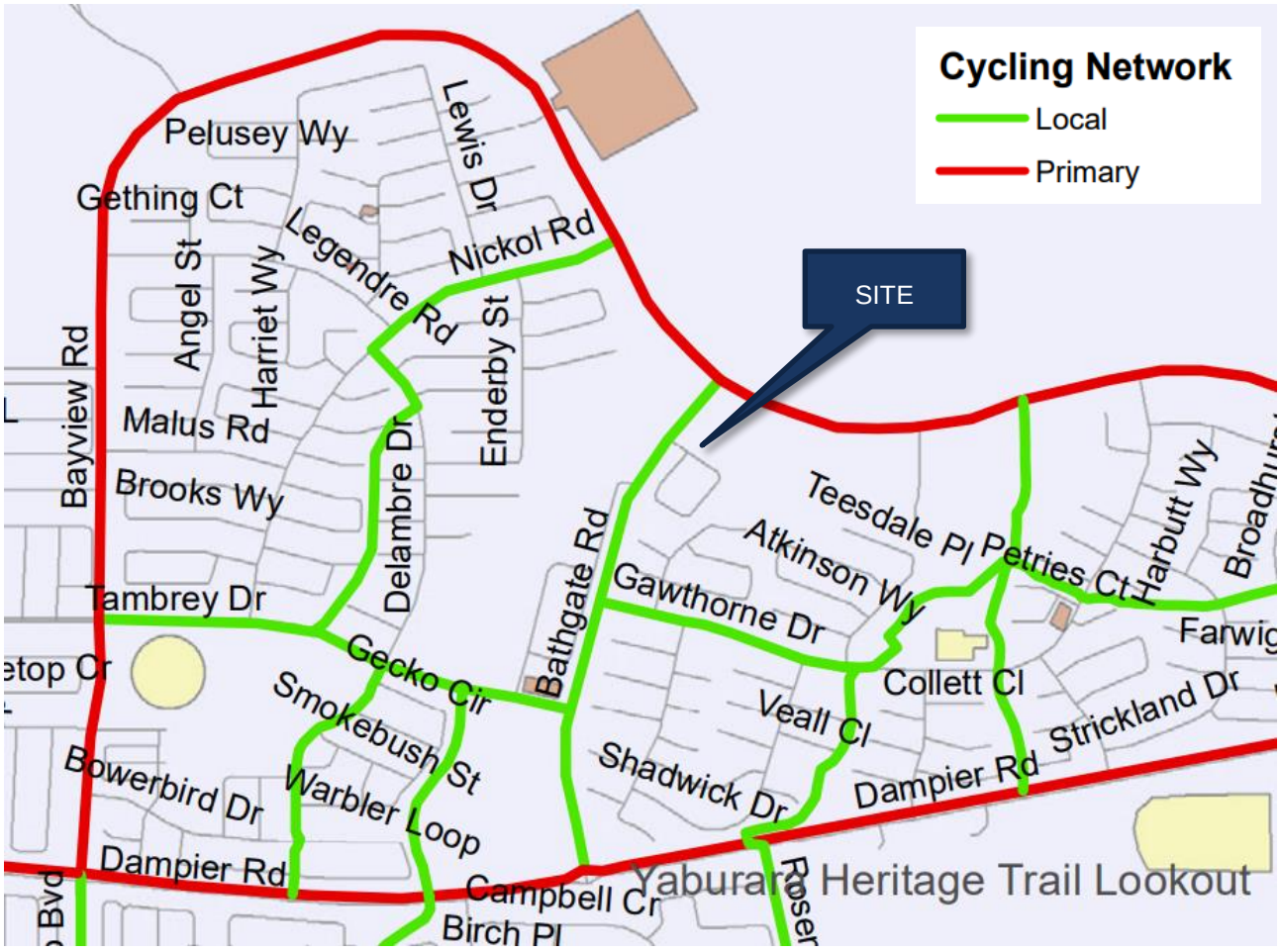
3.1 Road Network

Cardno has contacted the City of Karratha and has not (at the time of completion of this report) received a response regarding any planned changes to the existing road network near the Site.

3.2 Pedestrian/Cycle Networks

The Draft Cycling Network for the City of Karratha presented in the Department of Transport Pilbara Regional 2050 Cycling Strategy Consultation is illustrated in **Figure 3-1**. It shows that Bathgate Road located to the west of the Site is proposed to be designated as a Local Route, while Bayview Road to the north of the Site and Dampier Road further south are to be designated as Primary Routes. These roads together with other local routes shown in the figure are anticipated to provide the Site with excellent accessibility in terms of active modes of transportation.

Figure 3-1 Cycling Network



Source: Pilbara Regional 2050 Cycling Strategy Consultation

3.3 Public Transport Services

Cardno has contacted the Public Transport Authority and was informed that the Go West Tours vehicles which currently services Gawthorne Drive and Bathgate Road have no scheduled changes.

4 Development Proposal

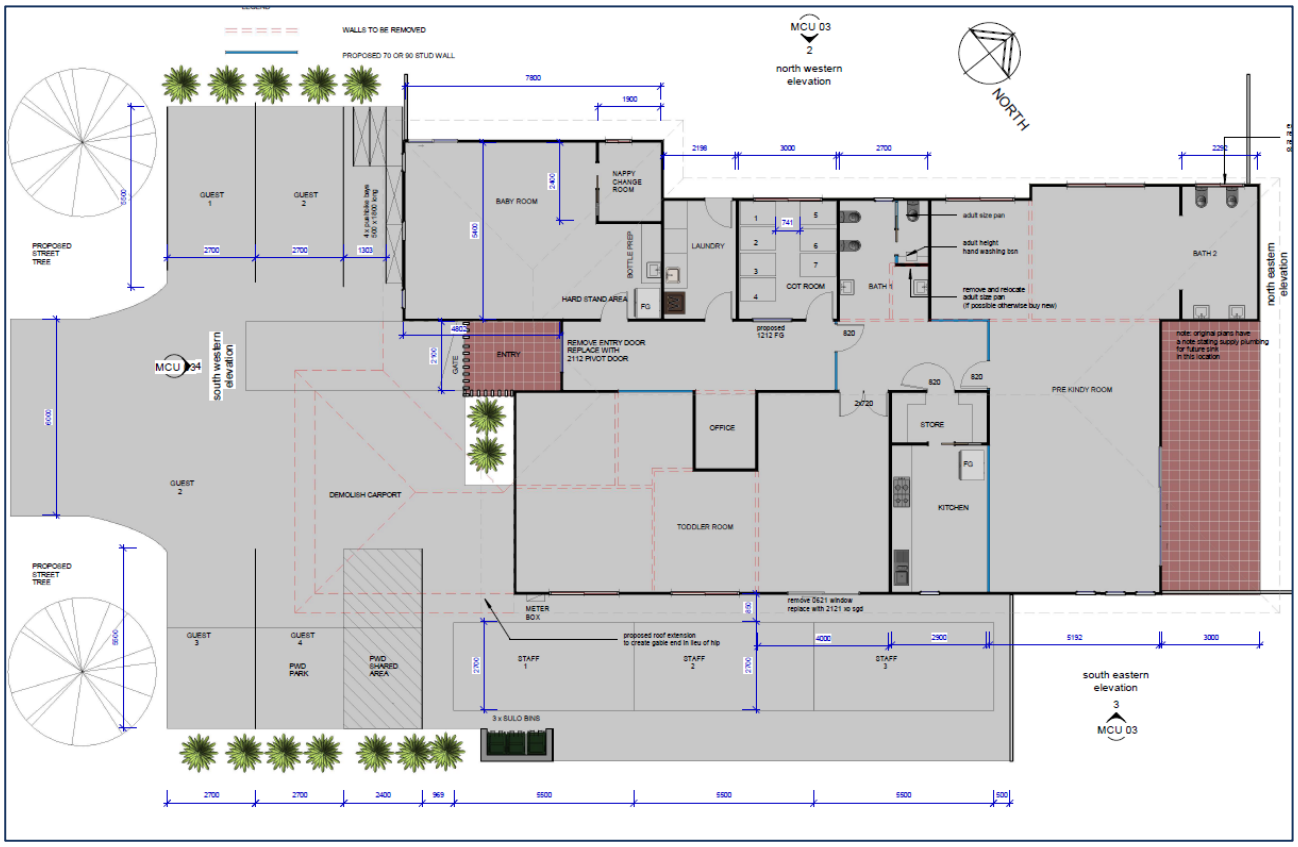
4.1 Proposed Development

The proposed development is a Child Care Centre at 221 (#3) Walkington Circle, Millars Well, within the City of Karratha. It is an existing single dwelling to be renovated and converted to a child care centre. The proposed land use is detailed as follows:

- 1 baby room;
- 1 toddler room;
- 1 pre-kindy room;
- 4 bicycle bays, and
- 7 car bays (including 3 staff parking bays).

The Site Plan of the proposed development is shown in **Figure 4-1**. A larger version of the plan is provided in **Appendix B**.

Figure 4-1 Site Plan



Source: Harley Dykstra

4.2 Hours of Operation

The proposed development is to operate from 7:30 AM to 5:30 PM Monday to Friday.

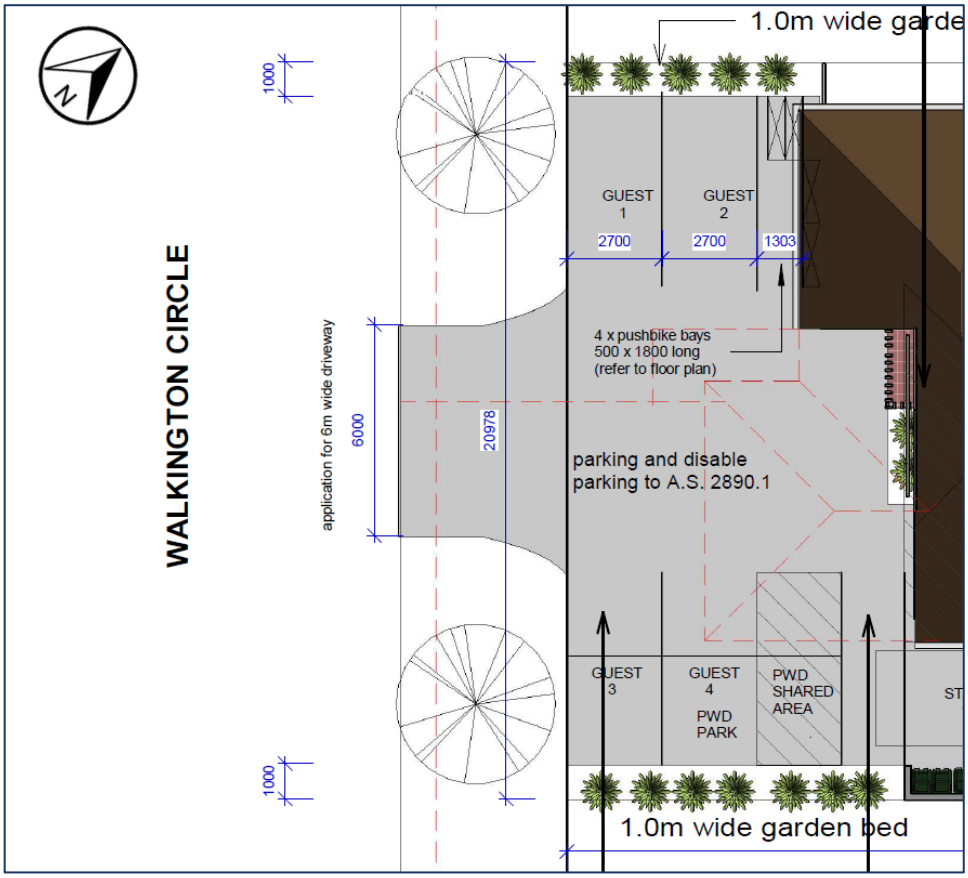
4.3 Waste Collection

Waste collection for the proposed development is anticipated to be undertaken on-street at a location deemed suitable by the City.

4.4 Access Arrangements

Vehicle access to the Site is proposed to be from Walkington Circle on the southwest boundary of the proposed development via a 6m-wide driveway as shown in **Figure 4-2**. Pedestrian access is also proposed from Walkington Circle.

Figure 4-2 Site Access Arrangements



Source: Harley Dykstra

4.5 Parking Review

4.5.1 Car Parking Provision

The parking requirement for the development is based on the *City of Karratha Local Planning Scheme No. 8*. Details of the statutory parking requirements for the proposed child care centre are summarised in **Table 4-1**.

Table 4-1 Car parking requirements

Land Use	Yield	Rate	Required bays
Child Care Premises	20 children	1 bay per 10 children	2
	3 staff	1 space per employee	3
TOTAL			**5**

The local planning scheme requires a total of 5 bays to be provided for the 20 children and 3 staff to be accommodated by the proposed development. A total of 7 parking bays including one ACROD bay is proposed which satisfies the requirements of the City with a surplus of 2 bays.

4.5.2 Swept Paths

Swept paths for a B99 design vehicle for the proposed parking bays are illustrated in **Figure 4-3, Figure 4-4**, and **Figure 4-5**. Larger versions of the swept paths are provided in **Appendix C**.

Figure 4-3 Staff Parking – B99

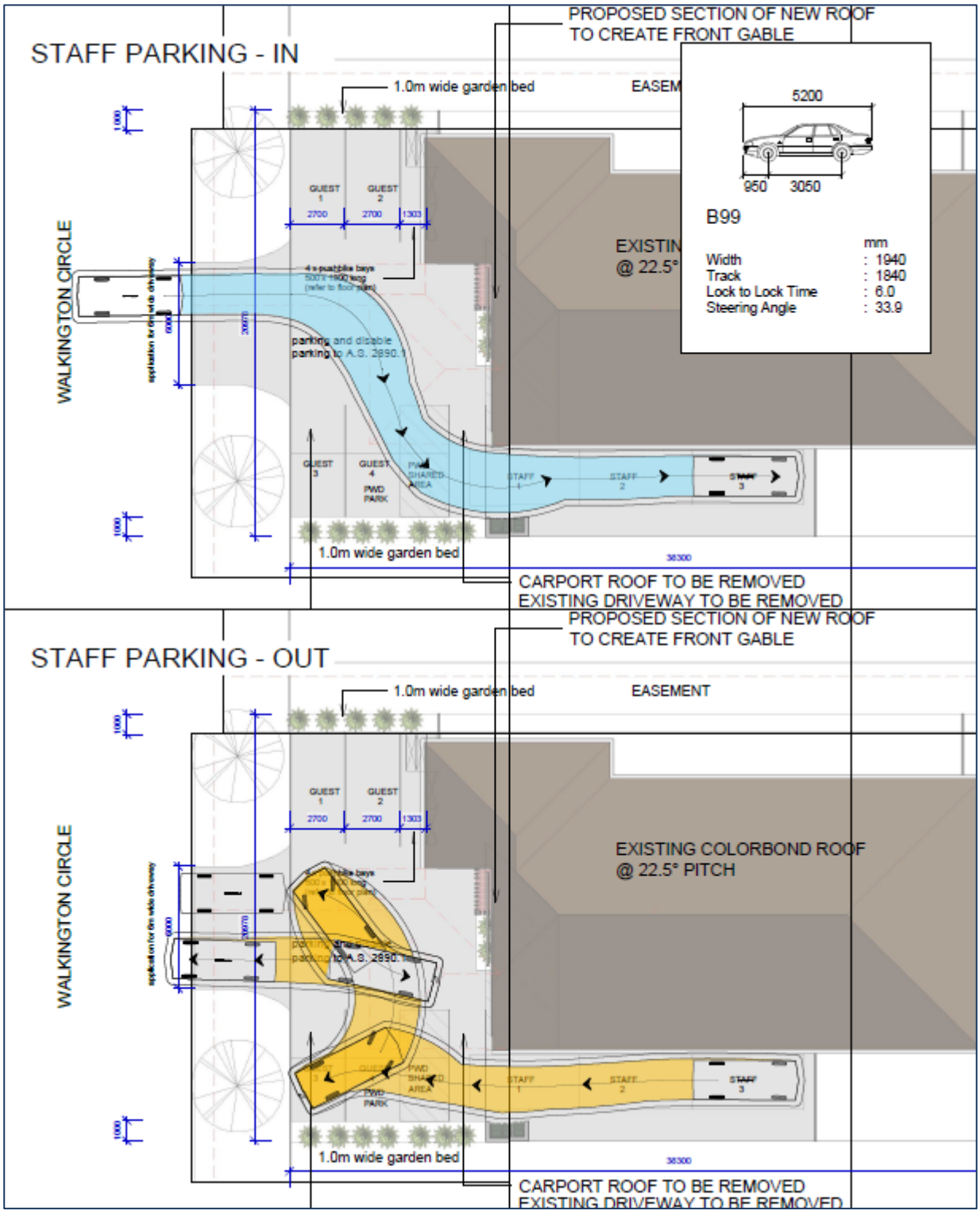


Figure 4-4 Visitor Parking 2 – B99 – reverse in

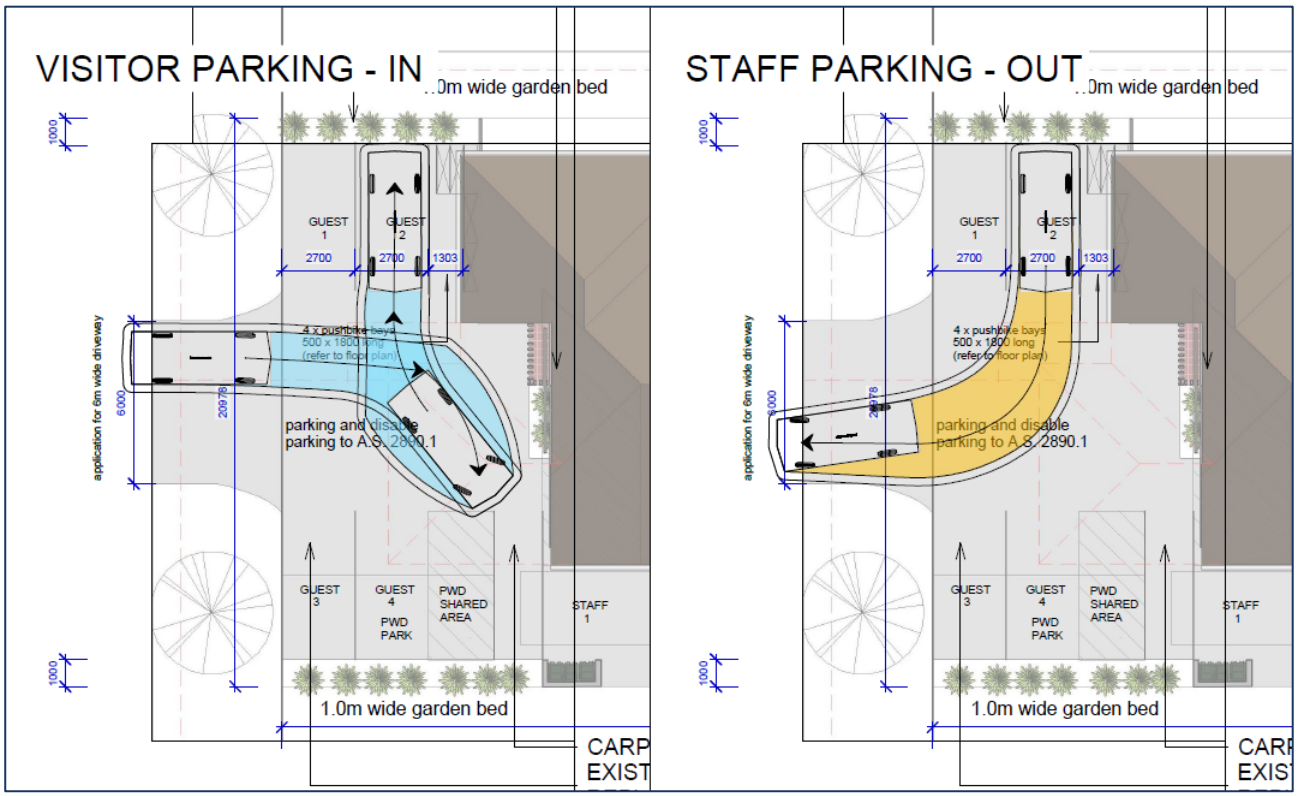
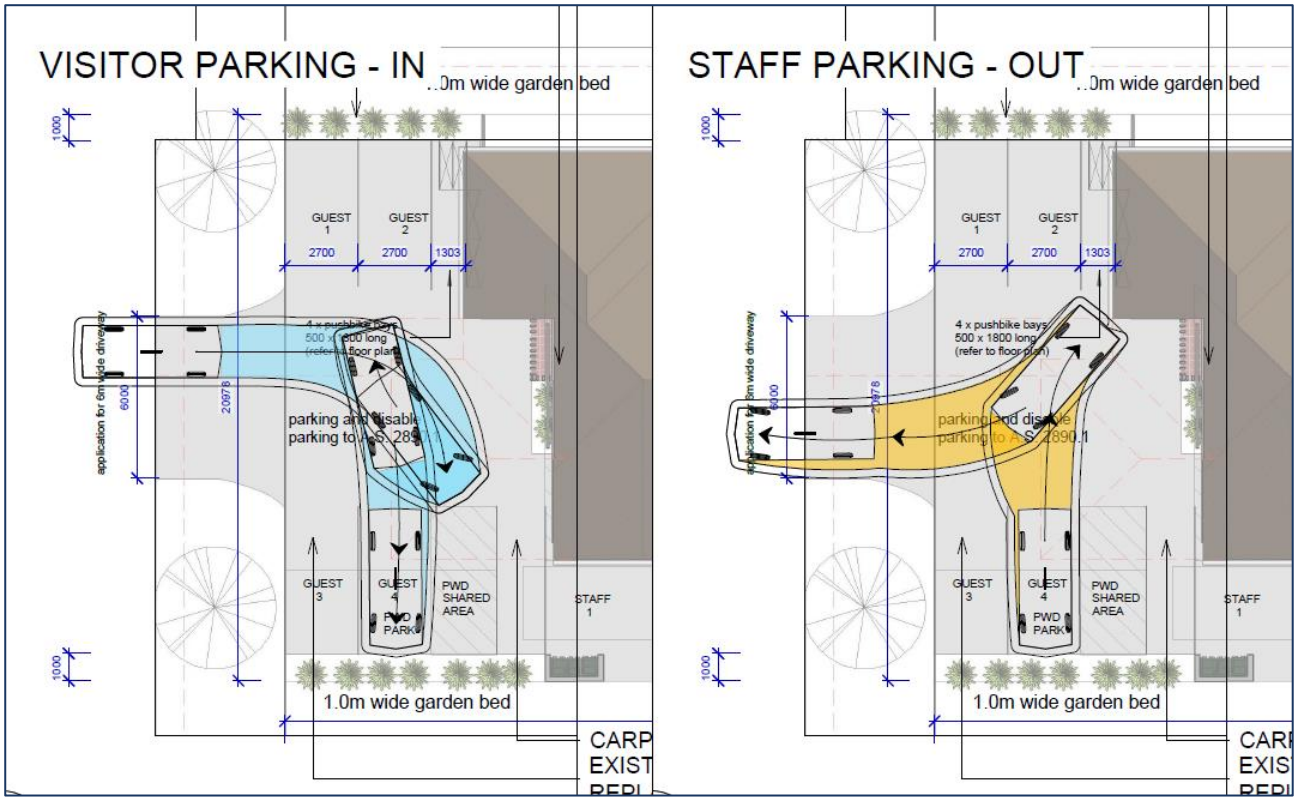


Figure 4-5 Visitor Parking 3 – B99 – forward in



Staff parking bays may be accessed by a B99 design vehicle via forward in and exit in reverse. The swept paths show that visitor parking bays 3 and 4 are anticipated to be encroached by the staff swept paths. However, it should be noted that staff are anticipated to arrive before opening and leave after closing of the proposed child care centre. In addition, signage may be installed within the car park to instruct visitors to use guest parking bays 1 and 2 if they are available to allow entry/exit of staff vehicles during operation hours.

The analysis also shows that a B99 design vehicle would be able to enter the visitor bays in either forward-in or reverse-in manoeuvres without any encroachment to adjacent bays or kerbs. It should be noted that reverse-in parking can be executed in fewer turns than forward-in parking.

Based on the swept path analysis, the proposed car park is anticipated to safely cater to the parking maneouvres to be executed by both visitors and staff. The smaller B85 design vehicle is also anticipated to execute the same parking maneouvres. To maximize parking turnover, designation of the non-ACROD visitor parking bays as reverse-in only may be considered to lessen the number of turns needed to enter the bays.

4.5.3 Queueing

According to *Roads and Traffic Authority (RTA) (NSW) V2.2* Section 3.11.3, the average length of stay for child care centres is approximately 6.8 minutes. For a robust assessment, it is assumed that for this development the average stay is 10 minutes. In the same Section, it is indicated that long-day care generates about 0.8 vehicle trips per child during the peak hour. This is equivalent to 16 vehicle trips for 20 children. This results in a total of 160 minutes of parking stay for the development. Dividing this value with 60 minutes for the peak hour, the development will require 2.67 or about 3 bays to cater for the demand. Since the development is proposing 4 visitor bays, it is anticipated that there will be no parking shortfall at the proposed site. In case that two visitors arrive at the same time, the proposed driveway has sufficient length to provide refuge to one car without encroaching the frontage road. As such, queueing on adjacent roads is expected to be unlikely.

4.5.4 Compliance with Australian Standards

The Site's parking bay location and layout have been reviewed in accordance with the Australian Standard AS2890.1:2004 – Part 1: Off-street Car Parking and AS2890.6 – Part 6: Off-street parking for people with disabilities. Results of the review are presented in **Table 4-2**.

Table 4-2 Compliance with AS2890.1/AS2890.6

Parameter	Subcategory	Required	Provided	Remarks
Regular bay Width, m	User Class 3A	2.7	2.7	Complies
Regular bay Length, m		5.4	5.4	Complies
Aisle width, m	User Class 3A	6.2	8.1	Complies
ACROD bay width, m		2.4	2.7	Complies
ACROD bay length, m		5.4	5.4	Complies
Shared area width, m		2.4	2.4	Complies
Shared area length, m		5.4	5.4	Complies
Bollard at shared area		1 bollard	None	Not Complied
Access width, m	Category 1 (<25 parking spaces fronting local road)	3.0 to 5.5 (combined)	6.0	Complies
Blind aisle extension, m		1	1.3	Complies

The table shows that the proposed car park complies with the requirements of Australian Standards except for the required bollard at the ACROD bay shared area. A bollard in the shared area adjacent to the ACROD bay is typically provided to prevent vehicles from using this space for parking. However, it is anticipated that the need for vehicles to park in the shared space is low given that adequate parking bays are being provided for visitors. If required, a key-lockable/collapsible bollard may be installed within the shared area. This type of bollard may be locked in place after staff arrive and dropped down when they leave.

4.6 Development Trip Generation

4.6.1 Peak Hour Trip Generation

Rates from the *Roads and Traffic Authority (RTA) (NSW)* were utilised in calculating the potential traffic generation of the development. The estimated trips to be generated by the development during typical weekday peak hours are presented in **Table 4-3**.

Table 4-3 Peak Hour Trip Generation

Land Use	Yield	Units	Reference	Rate		Total Vehicle Trips	
				AM Peak	PM Peak	AM Peak	PM Peak
Long-day care	20	Children	RTA	0.80 per child	0.70 per child	16	14

Based on **Table 4-3,** the anticipated trips expected to be generated during the AM and PM peak hours are 16 and 14 respectively. According to WAPC Transport Impact Assessment Guidelines, developments generating between 10 and 100 trips during the peak hour falls under the 'moderate impact' category and is not considered to have a significant impact on the surrounding road network.

4.6.2 Daily Trip Generation

Based on its street reserve and pavement width, Walkington Circle is considered to be an 'Access street D' from Table 4 of Liveable Neighbourhoods (2015). According to the table, the projected maximum volume for an Access street D is 1,000 vehicles per day (vpd). The total daily trips anticipated to be generated by the child care centre and residential dwellings within the neighbourhood were calculated and presented in **Table 4-4**.

Table 4-4 Daily Trip Generation

Land Use	Yield	Units	Reference	Rate	Daily Vehicle Trips
Long-day care	20	children	ITE	4.09 per child	82
Dwelling	28	dwellings	RTA	9 per dwelling	252
				Total	**334**

The above table shows that 334 vehicles are anticipated to be generated on Walkington Circle. This volume is expected to only affect the short segment of Walkington Circle between Bathgate Road and the proposed development. The trips generated by the proposed development are not expected to pass by the frontage of other dwellings in the neighbourhood. The calculation also assumes a worst-case scenario where all visitors of the proposed child care centre live outside the neighbourhood. If visitors of the proposed development are from within the Walkington Circle neighbourhood, no additional trips are generated as this will only be considered as pass-through trips.

Based on the above, the trips anticipated to be generated is significantly less than the projected maximum volume for an Access street D. Therefore, the additional trips generated by the proposed development will not alter the function and characteristics of Walkington Circle.

5 Integration with Surrounding Area

5.1 Surrounding Attractors/Generators

Based on the locations of existing child care centres in the area, traffic generated and attracted by the Site are anticipated to be mainly from the residences within the 'potential catchment area' indicated in **Figure 5-1**.

Figure 5-1 Site Location relative to Perth CBD

Source: Google Maps (2021)

5.2 Level of Accessibility

Access to the Site will mainly be for private vehicles where parents are expected to drop off their children on their way to work. Traffic is anticipated to reach the Site via Bathgate Road from the north and south directions.

6 Summary

This Transport Impact Statement outlines the transport aspects of the proposed development focusing on traffic operations, access and provision of car parking. Included are discussions regarding pedestrian, cycle and public transport considerations.

This statement has been prepared in accordance with the *WAPC Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2016).

The following conclusions are drawn for the proposed development:

- The proposed child care centre is proposed to accommodate up to 20 children.
- The estimated trips to be generated by the proposed development are 16 vehicles in the AM peak hour and 14 vehicles in the PM peak hour which falls under the 'moderate impact' category according to WAPC Transport Impact Assessment Guidelines.
- The total traffic volume on Walkington Circle including residential dwellings and the proposed development is 334 vpd which is significantly less than the projected maximum volume for Walkington Circle (Access street D) of 1,000 vpd based on Liveable Neighbourhoods (2015)
- The number of crashes near the Site is low.
- The proposed carpark is expected to safely accommodate ingress and egress manoeuvres for a B99 design vehicle.

Overall, the Site is anticipated to have no material impact on the surrounding road network and no material impact on residential amenity.

APPENDIX

A

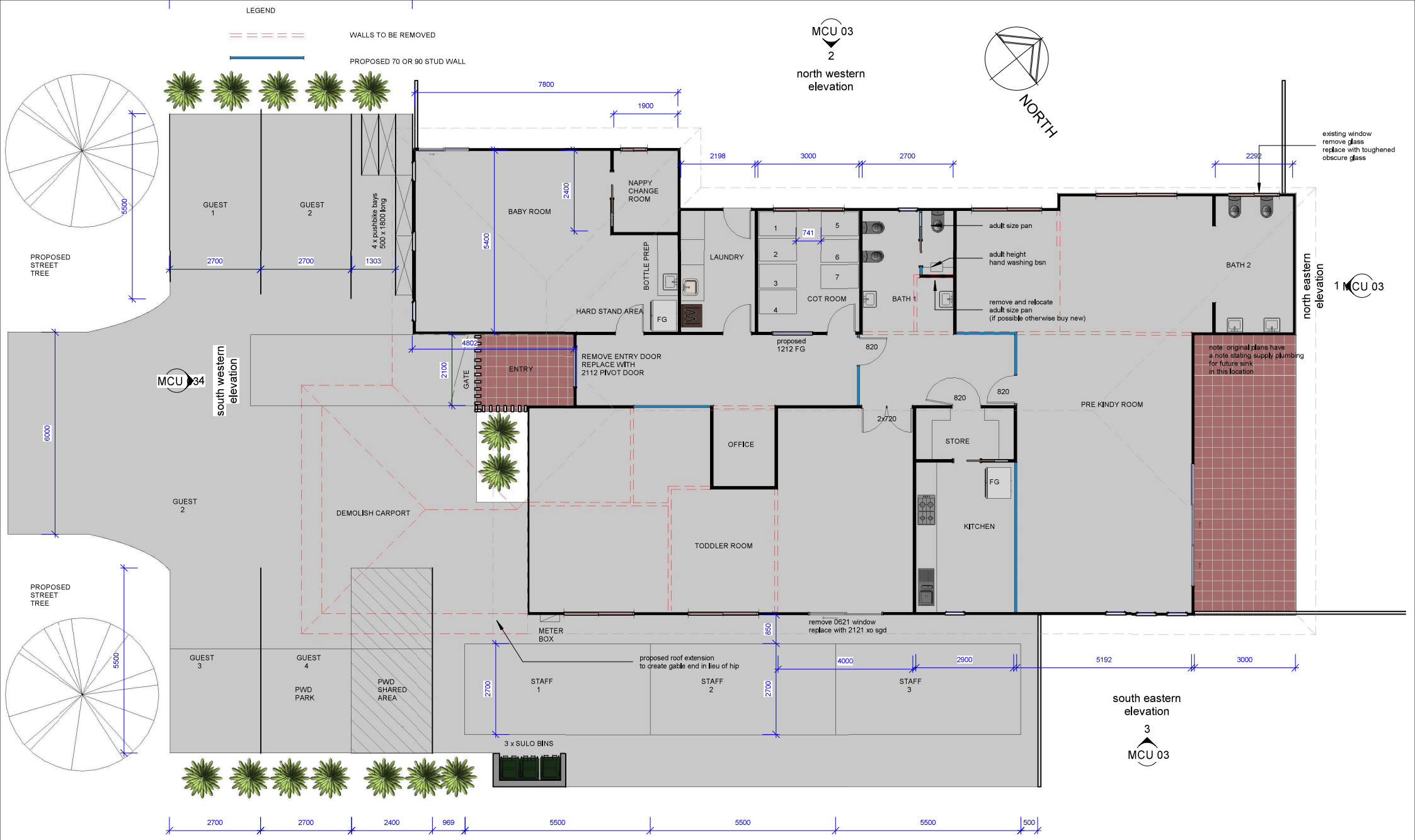
WAPC CHECKLIST

Item	Status	Comments/Proposals
Proposed development		
proposed land use	Section 4	
existing land uses	Section 2	
context with surrounds	Section 5	
Vehicular access and parking		
access arrangements	Section 4	
public, private, disabled parking set down / pick up	Section 4	
Service vehicles (non-residential)		
access arrangements	Section 4	
on/off-site loading facilities	Section 4	
Service vehicles (residential)		
Rubbish collection and emergency vehicle access	N/A	
Hours of operation (non-residential only)	Section 4	
Traffic volumes		
daily or peak traffic volumes	Section 2	
type of vehicles (e.g. cars, trucks)	N/A	
Traffic management on frontage streets	N/A	
Public transport access		
nearest bus/train routes	Section 2	
nearest bus stops/train stations	N/A	
pedestrian/cycle links to bus stops/train station	N/A	
Pedestrian access/facilities		
existing pedestrian facilities within the development (if any)	N/A	
proposed pedestrian facilities within development	N/A	
existing pedestrian facilities on surrounding roads	Section 2	
proposals to improve pedestrian access	N/A	
Cycle access/facilities		
existing cycle facilities within the development (if any)	N/A	
proposed cycle facilities within the development	N/A	
existing cycle facilities on surrounding roads	Section 2	
proposals to improve cycle access	N/A	
Site specific issues	N/A	
Safety issues		
identify issues	N/A	
remedial measures	N/A	

APPENDIX

B

DEVELOPMENT PLANS



PROPOSED MCU - RESIDENCE TO CHILD CARE CENTRE

Client: Warren Pisani

3 Walkington Circle - Millars Well - WA

studio 4 building design

ABN 21740673639

www.studio4.com.au

FLOOR PLAN

MCU 02

Drawn by	JH	Date	02.02.2021
Checked by	Checker	Scale	1 : 100

3/02/2021 3:05:37 PM

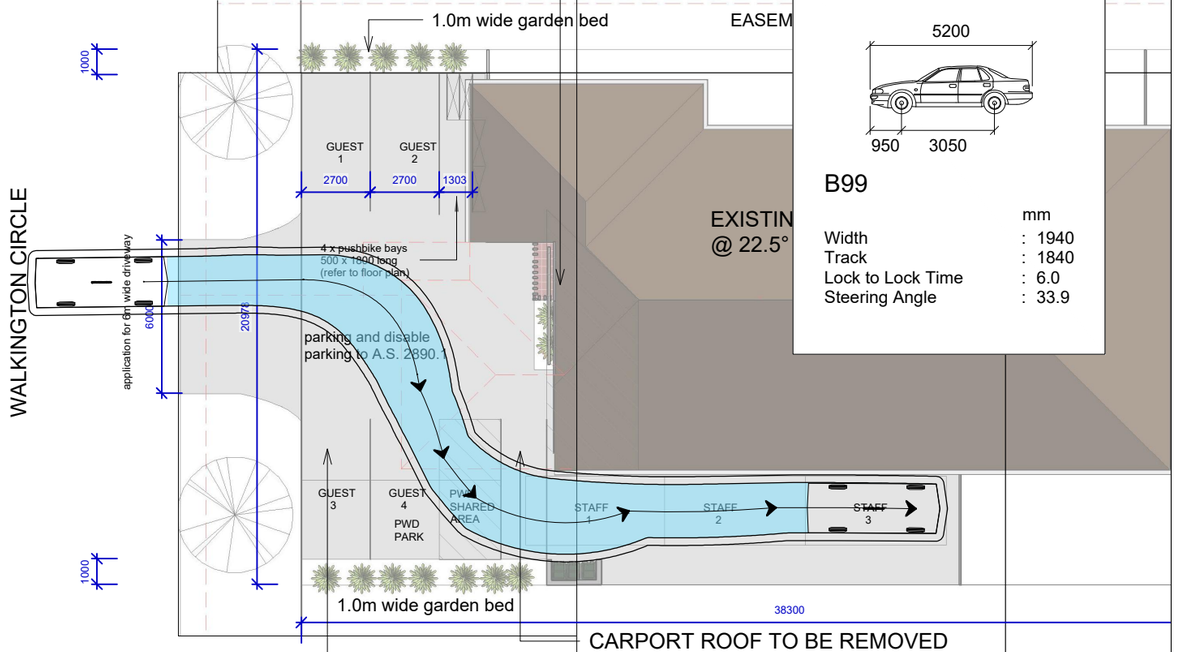
APPENDIX

C

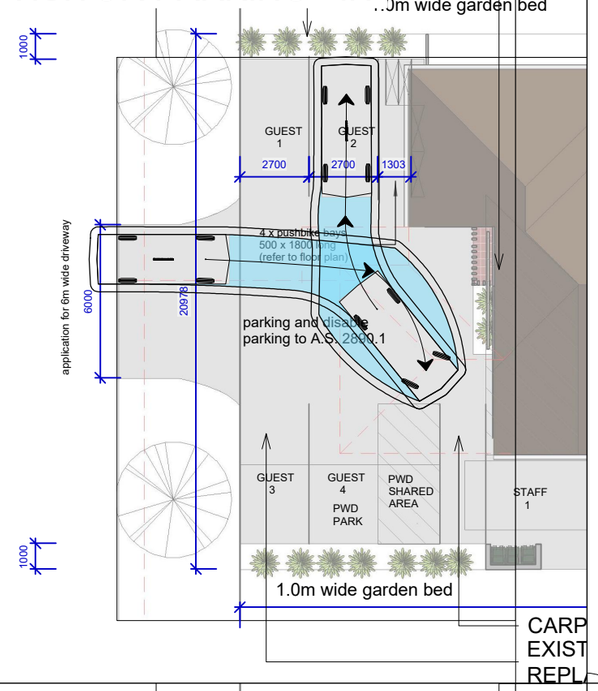
SWEPT PATH ANALYSIS

DATE PLOTTED: 2 June 2021 3:18 PM BY : SEDRIK ARALAR

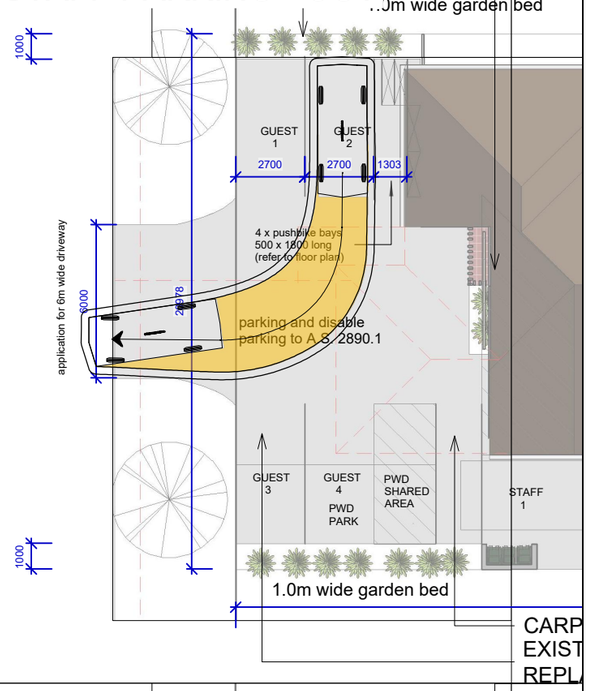
STAFF PARKING - IN



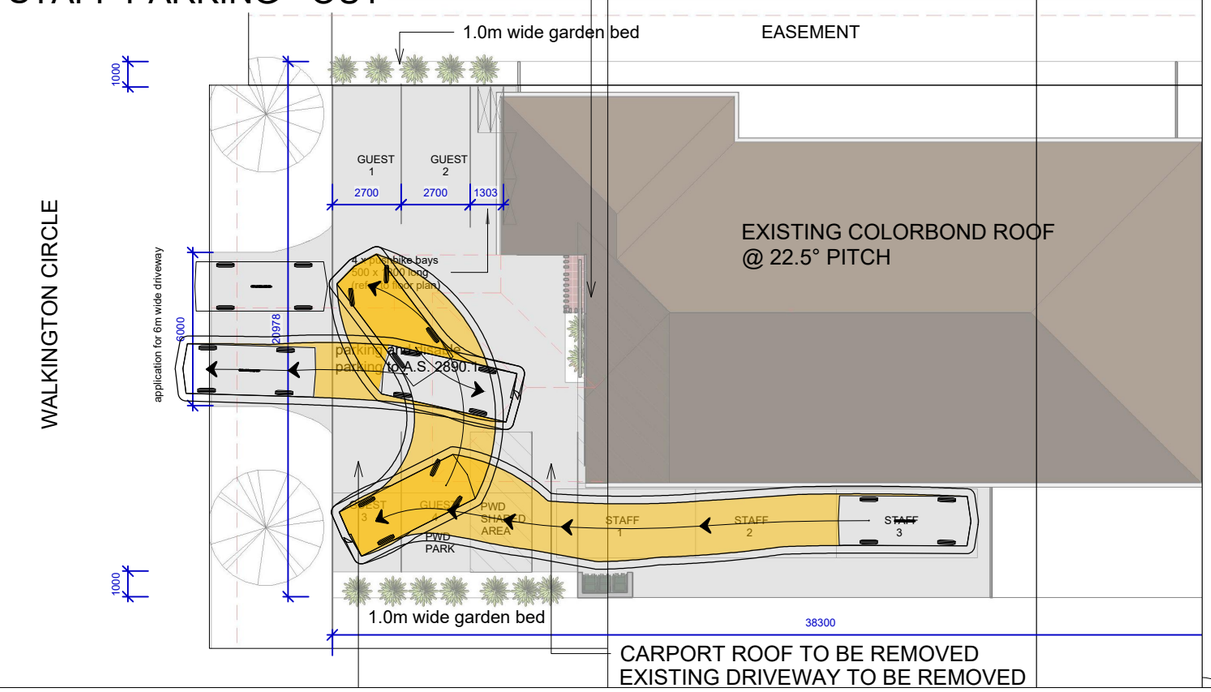
VISITOR PARKING - IN



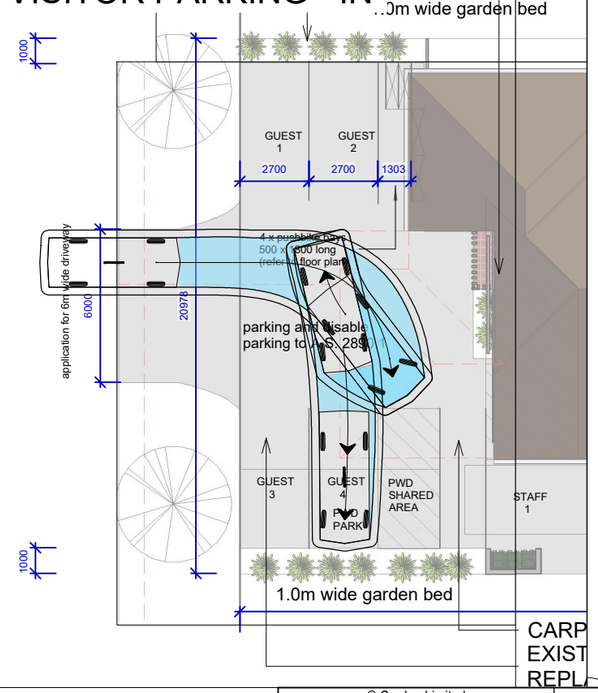
STAFF PARKING - OUT



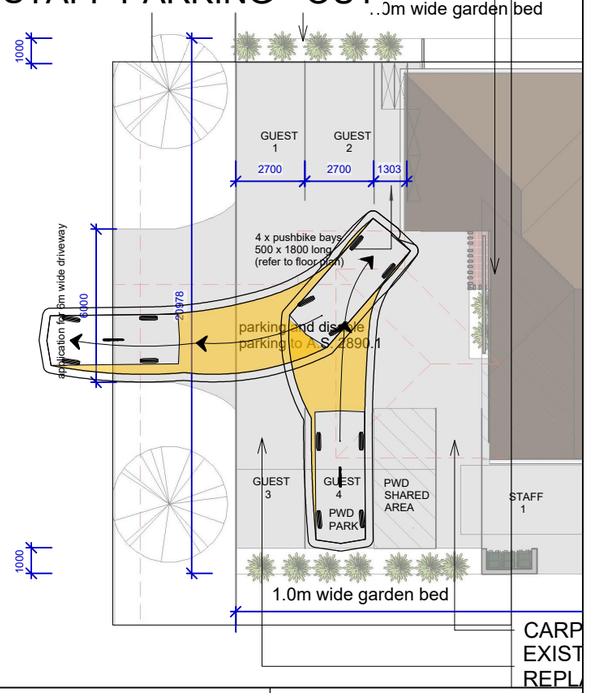
STAFF PARKING - OUT



VISITOR PARKING - IN



STAFF PARKING - OUT



OUT
IN

Cardno (Qld) Pty Ltd | ABN 57 051 074 992

Tel: Fax:
Web: www.cardno.com.au

HARLEY DYKSTRA
PROPOSED CHILD CARE CENTRE
3 WALKINGTON CIRCLE, MILLARS WELL
CITY OF KARRATHA
SWEPT PATH ANALYSIS - B99 VEHICLE

Datum	Date	Scale	Size
	02-06-21		A3

Drawing Number	Revision
CW1181200-SK001	A

XREFs:
CAD File: C:\Users\sedrik.aralar\OneDrive - Cardno\Desktop\CW1181200 3 Walkington Cir Millars Well\CAD\CW1181200 Swept Path v1.dwg

APPENDIX B | Operations Noise Management Plan

INTRODUCTION

PREAMBLE

This Operations Noise Management Plan (ONMP) details the ongoing operation of the proposed Child Care Premises and has been prepared to satisfy a condition of Development Approval.

LOCATION

The Child Care Premises to which this ONMP applies is located at 3 Walkington Circle, Millars Well (Karratha).

PURPOSE & SCOPE

The purpose of this ONMP is to assist in managing activities associated with the operation of the Child Care Premises that have the potential to affect the amenity of neighbouring residential properties. For information, a site plan for the proposed development layout is attached.

OPERATION DETAILS

HOURS OF OPERATION

The site will be operated in a manner that is as sensitive (as practicable) to adjoining residential occupants with operating hours limited to between the hours of 7:30 am and 5:30 pm Monday to Friday.

Staff may access the site from before 7:30 am to set up the site for the day's activities, and may also be on-site for roughly an hour after the close of business each day for general tidying, cleaning activities meetings and/or training, however, staff will normally set up during operational hours. Note: Staff are not to arrive on site and park in the 3 designated Staff Parking bays before 7:00 am.

Staggered drop-off and pick-up of children typically occurs over a two-hour period in both the morning and afternoons.

NUMBER OF CHILDREN

The centre is proposed to accommodate up to 20 children. The final number of children that may be enrolled at the facility is also dependent on licensing approval.

Outdoor play is both weather and program dependent. As a guiding principle, the operator intends to promote an indoor/outdoor experience that is operated based on the following parameters:

· Play spaces have been designed to facilitate individual or small group engagement rather than large group clustering of children. Classrooms will have their own play area, reducing the number of children in one area. Ages of children shall be:

18 months to 2 years
2 years – 3years
3years and over

· Experiences will be grouped in developmental segments to limit the number of children engaged in each activity at any one point in time.

· Educators will be actively engaged in monitoring children's behaviour at all times.

· Staff are trained in these practices, with regular reviews imbedded into the procedures of the service.

Children will not play outdoors in any extreme weather conditions, such as extreme heat or rain.

STAFF NUMBERS

Staffing will depend on the number of enrolments and regulatory requirements (National specific law and regulations). Three (3) staff are anticipated at the centre during service operation hours.

PARKING & TRAFFIC MANAGEMENT

The aim of this section of the ONMP is to ensure that access and egress to/from the site and parking occurs in an appropriate manner from a noise management perspective and to ensure that appropriate arrangements are in place to coordinate vehicle parking between staff and parents and/or carers. This ONMP should be read in conjunction with the Transport Impact Statement prepared for the facility and any parking management recommendations contained therein.

ACCESS & EGRESS

Staff will advise parents and carers that 'drop-off' and 'pick-up' of children is to occur within the drop-off designated bays, so as to reduce any potential noise emissions.

Parents and carers are required to accompany their child (or children), when accessing the site from the car parking area, and will be advised of these requirements as part of the enrolment process.

Parents will be discouraged from entering into conversations with other parents in the car parking area as this is deemed to be unsafe. This information will be specified in the information packs on enrolment and monitored on-site by staff. Parents will be encouraged to converse together within the building only within suitable areas as directed by staff.

Appropriate signage and line-marking will be provided to direct parents and carers to appropriate 'drop-off' and 'pick-up' car parking bays.

The Centre Staff will monitor and review use of the parking areas in accordance with these traffic management provisions. Any unsafe behaviour or behaviour contrary to the requirements of this ONMP will be discussed with the person(s) involved to ensure compliance.

GENERAL NOISE MANAGEMENT

Any noise resulting from on-site activities are required to meet the requirements of the Environmental Protection (Noise) Regulations 1997. Operations on-site will be undertaken in such a manner as to comply with the above Regulations, as informed by the recommendations contained in the site-specific *Environmental Noise Assessment* prepared by *Herring Storer Acoustics* (dated March 2021), and any subsequent addendums.

INDOOR PLAY

· Indoor play spaces have been designed to facilitate individual or small group engagement rather than large group clustering of children, lessening the potential for additional noise transmission.

· Children will engage indoor experiences in group sizes that will limit potential for excessive noise generation.

· Music played indoors is to be of a reasonable level, without a heavy bass.

· Internal noise levels will not exceed those from outdoor play for each age group.

OUTDOOR PLAY

· Outdoor experiences will be grouped in developmental segments to limit the number of children engaged in each activity.

· Children will engage outdoor experiences in group sizes that will limit potential for excessive noise generation.

· Curriculum planning will ensure that children are engaged in play, not running aimlessly and creating excessive noise or disruption.

· Children crying will be comforted by staff and taken indoors in a reasonable time frame (ie being dependent on nature or cause of the crying).

· Preference will be given to the use of soft balls and rubber wheeled toys.

MONITORING & MANAGEMENT

The contact details of the Centre will be provided to the neighbouring properties. This provides residents with a point of contact, should an issue relating to the matters contained within this ONMP arise. If complaints are received, the centre staff will take the appropriate action(s) to rectify the complaint.

The staff and parents will all be made aware and required to comply with this ONMP. Parents of children attending this centre will be provided with the information outlined in this ONMP (which will be reviewed and revised as required).

RESPONSIBILITIES OF STAFF

To help achieve the purpose of this ONMP, staff will be responsible for the following:

· Participate in a formal induction at the beginning of employment in regards to behaviour and noise management strategies. The centre provides for all children to be in a safe and comforting environment, therefore positive behaviours and choices will be encouraged at all times.

· Children are energetic, and develop through exploring and playing. Sometimes this results in children hurting themselves and others and crying. Every attempt will be made to address the issues of crying, however children's play is not to be discouraged.

· All outdoor play is to be monitored by staff. Staff will be required to ensure that there are sufficient and engaging play activities for the children both during indoor and outdoor play.

Regular updates will be provided to ONMP will be communicated through our electronic platforms or other appropriate means.

CONTACT DETAILS & COMPLAINTS PROCEDURE

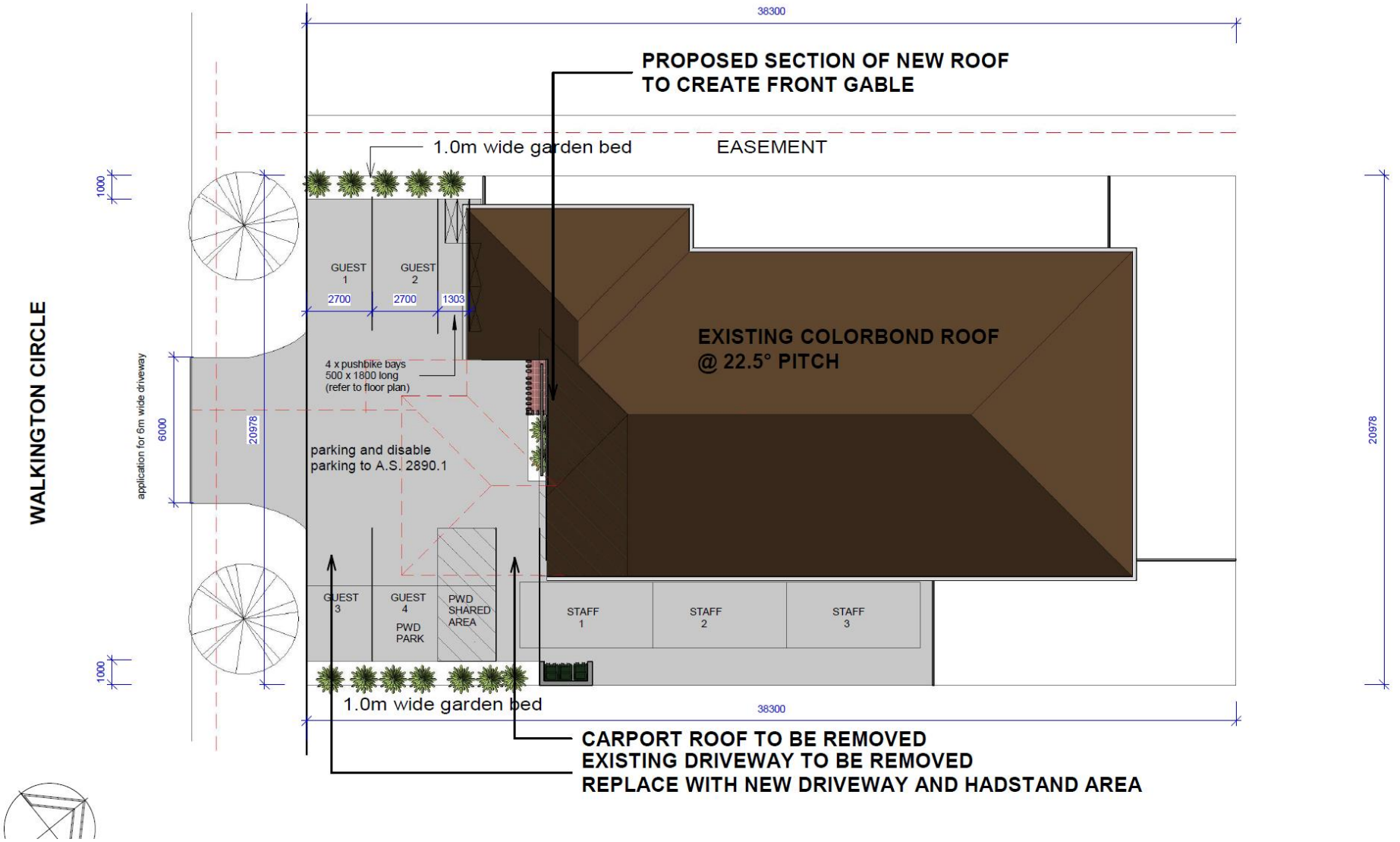
Any complaints relating to the operation of the business should be directed in the first instance to the Centre. They can do so by calling the business on:

· *TBC prior to commencement of operation, when a landline has been connected to the site.*

An answering machine or service shall allow for a message to be left in the event that the call is not immediately answered. The Centre Staff member will call the resident back as soon as practical (within 2 working days of receipt).

FUTURE CHANGES & MODIFICATIONS

This ONMP will be reviewed periodically by the operator. Variation to the Development Plans and Conditions of Approval shall require the written consent of the City of Karratha (unless otherwise exempt under relevant Planning & Building Regulations).


WALKINGTON CIRCLE
38300
PROPOSED SECTION OF NEW ROOF
TO CREATE FRONT GABLE
1.0m wide garden bed
EASEMENT
1000
GUEST
1
GUEST
2
2700
2700
1303
EXISTING COLORBOND ROOF
@ 22.5° PITCH
4 x pushbike bays
500 x 1800 long
(refer to floor plan)
application for 6m wide driveway
6000
20978
parking and disable
parking to A.S. 2890.1
GUEST
3
GUEST
4
PWD
PARK
PWD
SHARED
AREA
STAFF
1
STAFF
2
STAFF
3
1000
1.0m wide garden bed
38300
20978
CARPORT ROOF TO BE REMOVED
EXISTING DRIVEWAY TO BE REMOVED
REPLACE WITH NEW DRIVEWAY AND HADSTAND AREA