APPENDIX D

Transport Impact Statement

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1 Introduction

1.1 Background and Proposal

Stantec has been engaged by JDH & JAM Investments No5 Pty Ltd to prepare a Traffic Impact Statement for the proposed Child Care Centre at Lot 29 (38) Paterson Street, Mundijong, a site located on a street with existing retail uses.

The Child Care Centre will cater for a maximum of 45 children and 12 staff and directly accessed to/from Paterson Street.

1.2 Purpose of the Report

Western Australian Planning Commission Transport Assessment Guidelines (WAPC Guidelines) provide direction on the level of assessment which is necessary to be carried out with respect to the likely traffic impact of a development proposal. Typically, any development which is expected to have a 'high' traffic impact, that is, generating more than 100 trips in the peak hour is satisfied by a Traffic Impact Assessment (TIA). Any development which is expected to generate less than 100 trips in the peak hour requires a Transport Impact Statement (TIS) to be undertaken. Both types of assessment consider the operation and layout of the site, but they differ in their assessment of external traffic impact.

In the context of this proposal, it is estimated there will be less than 100 trips generated in a given peak hour if applying 'typical' traffic generation rates. In this case a TIS is appropriate. This TIS briefly outlines the transport aspects surrounding the proposed development. The intent of a TIS, as per the WAPC Guidelines, is to provide the approving authority with sufficient transport information to confirm that the Applicant has adequately considered the transport aspects of the proposed development and that it would not have an adverse transport impact on the surrounding area.

In accordance with the WAPC Guidelines, this TIS outlines:

- Existing transport conditions proximate to the site
- Suitability of the proposed parking provision within the site
- The adequacy of the proposed site layout
- The traffic generating characteristics of the proposed development
- The anticipated impact of the proposed development on the surrounding movement network.

1.3 References

In preparing this report, reference has been made to the following:

- Shire of Serpentine-Jarrahdale Town Planning Scheme No.2
- Liveable Neighbourhoods Guidelines 2009
- WAPC Transport Assessment Guidelines for Development
- Australian Standard/New Zealand Stand, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2018
- Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
- plans for the proposed development prepared by Motivo Design Studio revision note B dated 23 June 2022
- various technical data as referenced in this report.

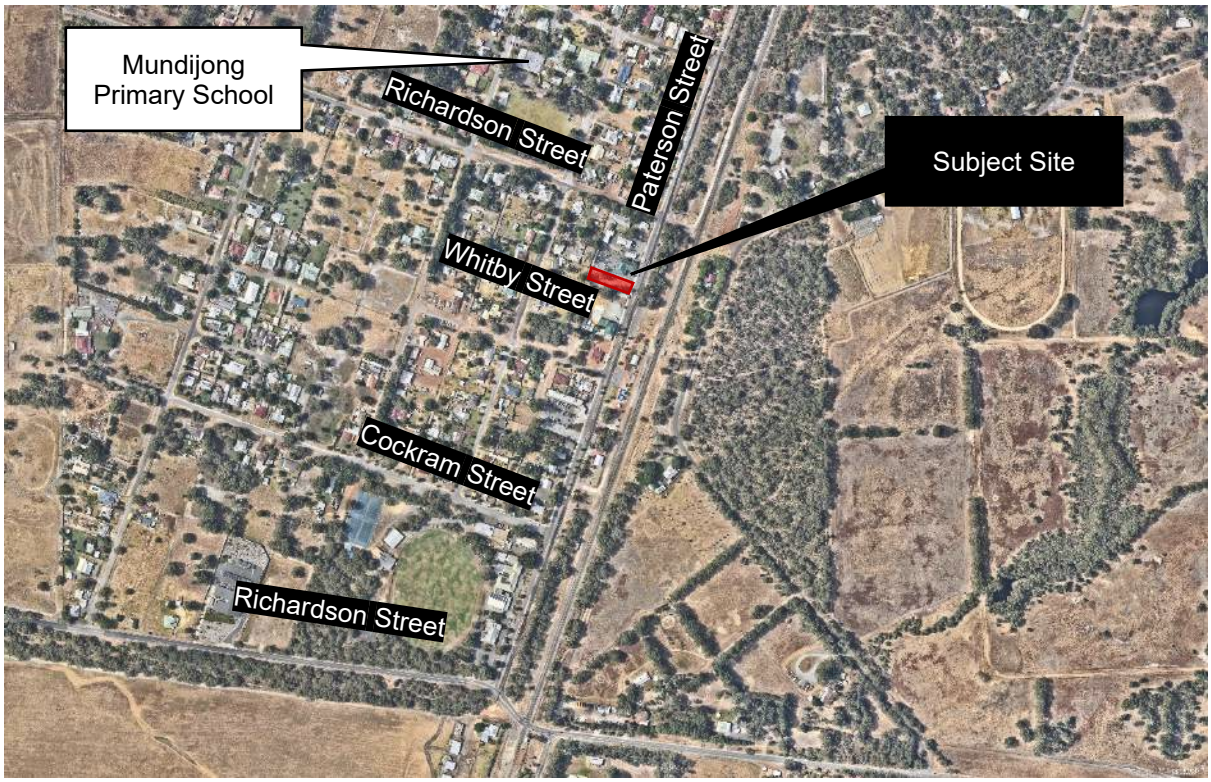
2 Proposed Development

2.1 Subject Site and Surrounding Context

The subject site has a frontage to Paterson Street to the east and is located between Richardson Street and Whitby Street. The Mundijong Train Station is located on the other side (east) of Paterson Street, slightly northeast of the proposed Child Care Centre. To the west of the Child Care Centre are existing residential dwellings which has frontages to Anstey Street. There is an existing 5m wide right-of-way between the land parcels fronting Paterson Street and Anstey Street at the rear of the development site (refer to Figure 1 and Figure 2).

The subject site is located within an Urban Development zone. The surrounding land use is predominantly Urban Development as shown in Figure 3.

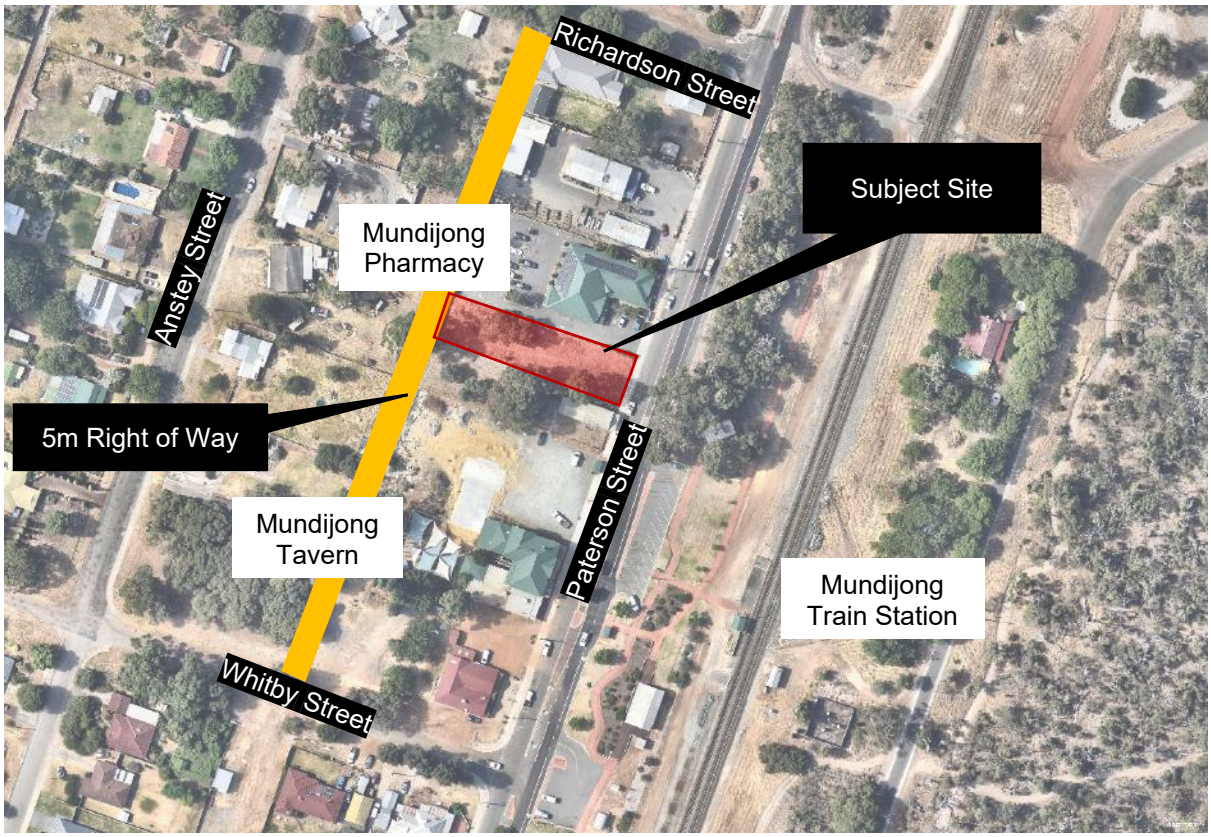
Figure 1: Subject Site and its Environs



(Aerial Image courtesy of Nearmap Australia Pty Ltd)

Mundijong Child Care Centre
2 Proposed Development

Figure 2: Subject Site and Surrounding Context



(Aerial Image courtesy of Nearmap Australia Pty Ltd)

Figure 3: Subject Site and Surrounding Land Use

(Land zone map courtesy of Shire of Serpentine-Jarrahdale)

2.2 Road Network

Characteristics of existing access roads in the vicinity of the subject site are outlined in Table 1.

Table 1: Characteristics of Road Network

Road Name	Paterson Street	Richardson Street	Whitby Street
Jurisdiction	LGA Controlled	LGA Controlled	LGA Controlled
Class Type	Local Distributor	Local Distributor	Access Road
Posted Speed	60 km/h	50 km/h[1]	50 km/h
Lane Formation	Two-lane / two-way / divided	Two-lane / two-way / no marking	Two-lane / two-way / no marking
Carriageway Width	Northbound: 6m Southbound: 3.5m	6.2m	7.3m
Reserve Width	30m	20m	30m
Kerbside Parking	Yes	Yes	Yes
Footpath	West: 2.5m wide footpath East: 2.5m principle shared path to the north of Richardson Street	No	No

2.3 Existing Land Use

The subject site is currently vacant.

2.4 Proposed Land Use

The proposal is to develop a single storey of Child Care Centre. The characteristics of the proposal are as follows:

Child Care Centre

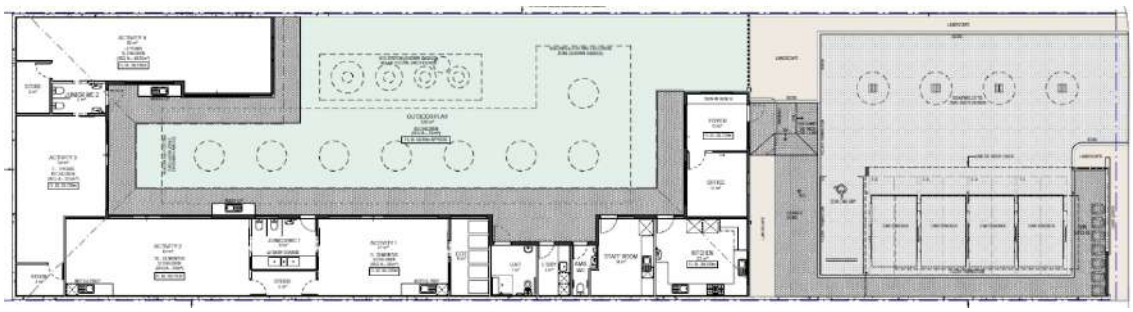
- Four (4) care rooms
    - 0 – 18 months old room (8 children)
    - 18 – 24 months old room (12 children)
    - 2 – 3 years old room (10 children)
    - 3 + year old room (15 children)
- Maximum of 45 enrolled children

[1] Default speed limit for built-up area

- 12 staff (minimum of 9 staff + 3 additional staff for admin, kitchen hand and cleaning)
- Hours of operation are 6:30am to 6:30pm, Monday to Friday.

A total of 9 car parking spaces are proposed to be provided on site in front of the Child Care Centre, including 1 accessible space and 8 within a car stacker. The proposed site layout and floor plan are shown in Figure 4 and **Error! Reference source not found.**.

Figure 4: Proposed Floor Plan



(Floor plan prepared by Motivo Design Studio)

2.5 End of Trip Facilities

A shower facility has been provided within the disabled toilet. Although not shown on the development plan, and not explicitly required under the *Shire of Serpentine-Jarrahdale's Local Planning Policy 4.15 Bicycle Facilities Policy* as the land use is not noted, there is sufficient area to provide bicycle parking on-site and a locker if required for employees if they should want to ride to/from the centre.

3 Access and Parking

3.1 Access and Parking Layout

Within the parking area, there are total of nine (9) car parking spaces. Four (4) of these will be on the ground while four (4) will be elevated via car stackers and the remaining bay will be an accessible DDA compliant bay. The car parking spaces on the ground are for visitors while the car parking spaces on the stackers are for staff. The proposed visitor car parking spaces and staff car parking spaces are 2.5m x 5.4m and 2.4m x 3.93m respectively, with an aisle width of 7.8m.

While the 2.5m wide spacing does not comply with the minimum requirements of *AS2890.1:2004 Part 1: Off-street car parking* for User Class 3 of 2.6m, the aisle width of 7.8m exceeding the minimum requirement of 5.8m will make it possible to manoeuvre into the 2.5m wide car parking.

The size of the car stacker bays are sufficient to support the wheelbase of a B99 vehicle of 1.84m x 3.05m with front and rear overhang. It is the responsibility of the car stacker manufacturer to comply with the design requirement of AS5124:2017 ,thus, this is not assessed in the report.

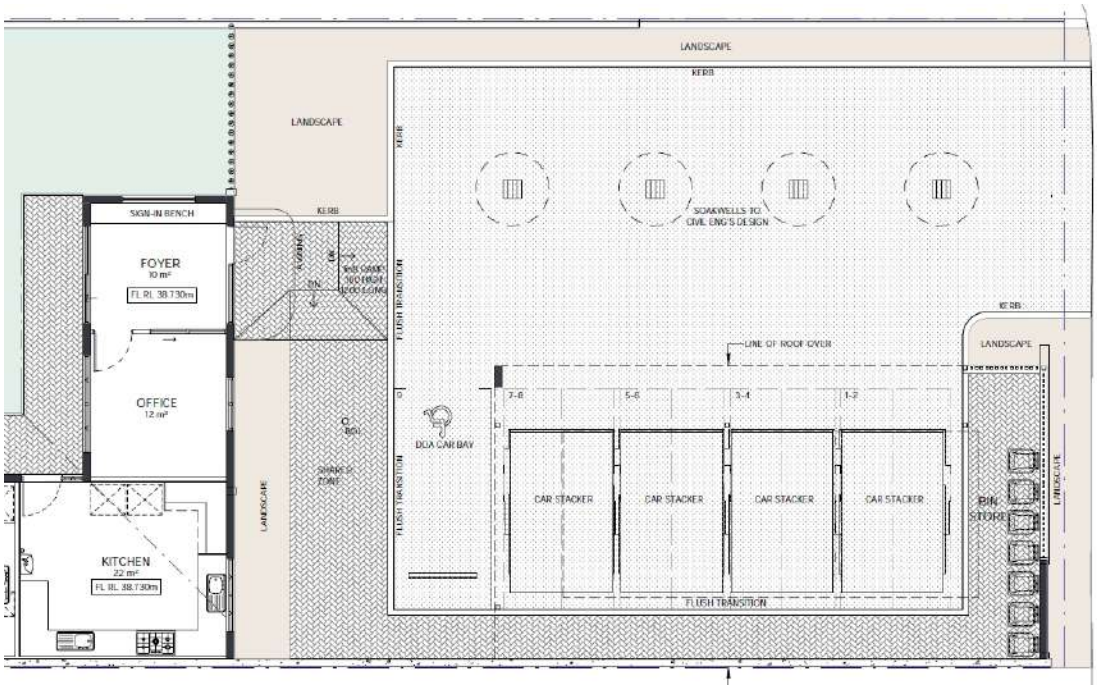
Due to the layout of the parking area, parking management strategy needs to be in place for entering and exiting the parking area. This is to ensure that visitors and parents will have a good experience while manoeuvring the parking area and to ensure ample parking bays are available for parents and staff alike. This has been discussed and provided by Stantec within the *Parking Management Plan* in a separate report. Swept path assessments have also been undertaken ensure vehicles are able to enter and exit any car space with ease.

Pedestrian sight triangles of 2.0m x 2.5m as required in *AS2890.1:2004 Section 3.3 Minimum sight lines for pedestrian safety* have been provided at the driveway. A footpath will be provided along the southern boundary of the lot, connecting the car parking spaces and the Child Care Centre entrance.

A copy of the development plan is provided at Appendix A with an excerpt of the car park shown below in Figure 5.

Mundijong Child Care Centre
3 Access and Parking

Figure 5: Proposed Car Park Layout



(Source: Floor plan prepared by Motivo Design Studio)

4 Service Vehicles

4.1 Waste Collection

There is a bin storage area provided as part of the development, located at the north of the subject site, next to the driveway along Paterson Street.

Waste collection from the road reserve has been previously approved by Shire of Serpentine-Jarrahdale. Bins will be stored within the bin store and ferried onto the road verge to be collected on bin day. 240L bins would be used and are able to be serviced by the Shire's rubbish collection service.

4.2 Site Servicing

The proposed service vehicle requiring semi-frequent access to the site will be a delivery van or similar and is represented by the B99 vehicle detailed in *AS2890.1:2004*. Site servicing (deliveries) are recommended to occur outside of the development's peak set-down and pick-up times with the service vehicle temporarily occupying an on-site parking space or parking aisle.

4.3 Emergency Vehicle

The proposed 7.8m wide parking aisle is adequate to accommodate an emergency vehicle if required.

5 Traffic Volumes and Parking

5.1 Daily or Peak Hour Traffic Conditions

The Child Care Centre is proposed to cater for up to 45 children with 12 staff. To determine the likely traffic generation, reference has been made to *NSW RTA Guide to Traffic Engineering Developments*, which notes:

- AM Peak — 0.8 trips per child
- PM Peak — 0.3 trips per child between 2:30pm and 4:00pm
  0.7 trips per child between 4:00pm and 6:00pm.

Based on the maximum 45 children to be on the site, this development is expected to generate approximately (two-way):

- AM Peak — 36 trips over one hour
- PM Peak — 32 trips over two hour.

Table 2.4 from the Austroads publication, *Guide to Traffic Management Part 6 – Intersections, Interchanges and Crossings* provides advice as to intersection and crossover performance in peak flow conditions about possible further analysis. This is summarised in Table 2. If the calculated expected traffic flows for this development exceed those shown in Table 2 further intersection traffic assessment is typically required.

Table 2: Austroads Guidelines

Major Road Type	Major Road Flow (two-way, vph)	Minor Road Flow (two-way, vph)
Two-lane	400	250
	500	200
	650	100
Four-lane	1,000	100
	1,500	50
	2,000	25

The development is expected to generate two-way traffic flows less than 50 vehicles per hour (the “Minor” road) whilst traffic flows on Paterson Street (the “Major” road) is assumed to be less than 400 vehicles in any peak periods (refer to Section 6). The minor road flows are less than the required trigger of 250 (referring to row one in the above table).

With regards to the intersection of Mundijong Road and Paterson Street, with a 50% north / 50% south split of the generated traffic along Paterson Street, the development is expected to generate two-way traffic flows of less than 25 vehicles per trip at the intersection. Since the increase in traffic is less than 10% of any leg, it is not likely to have a material impact on the intersection.

With the expected traffic flows for the proposed development being distributed on Paterson Street and the surrounding higher-order roads such as Mundijong Road and Soldiers Road, there is no

requirement to undertake a detailed intersection assessment at any of the intersections within the proximity of the subject site.

5.2 Types of Vehicles

The type of vehicles expected to access the site are solely private motor vehicles. It is expected that the largest vehicle to enter the site will be a small delivery van or similar, delivering groceries to the site. A delivery vehicle of this size would be similar in size to the largest expected private motor vehicle, typically a B99 as defined in *Australian Standards* with any site access for the service vehicle expected to be outside of the peak set-down / pick-up period of the Child Care Centre.

5.3 Parking Impacts

5.3.1 STATUTORY REQUIREMENTS

The *Shire of Serpentine-Jarrahdale Town Planning Scheme (TPS) No.2* details the required number of car parking spaces allocated to different land uses. For a 'Child Minding Centre' the requirement is to provide:

- 1 car parking space per 5 children accommodated.

The *National Construction Code 2016 Volume One* details the required number of accessible car parking spaces required for different class of building. For a Child Care Centre with the classification of Class 9b, the requirement is to provide:

- 1 accessible car parking space for every 50 car parking spaces or part thereof.

For the proposed development with a maximum of 45 children at any one time, the car parking space requirement is 8 general car parking spaces and 1 accessible car parking space, for a total of 9 car parking spaces.

The proposal provides 9 on site car parking spaces, including four (4) car parking spaces on ground, four (4) elevated car parking spaces, and an ACROD parking space, therefore meeting the requirements of the *Shire of Serpentine-Jarrahdale TPS*.

5.3.1.1 Bicycle Facilities

As noted in Section 2.5, there is proposed to be a locker provided in addition to the shower within the disabled toilet facility to accommodate employees who may want to ride to/from the centre. The requirement for the provision of these facilities is not explicitly required under the *Shire of Serpentine-Jarrahdale's Local Planning Policy 4.15 Bicycle Facilities Policy* as the land use is not noted, but these facilities have been provided nonetheless over and above the "nil" minimum requirement.

5.3.2 CAR PARKING IMPACTS

Based on the inhouse Stantec parking database, which contains more than 30-years of parking and traffic survey data, a Child Care Centre has a peak parking demand of 0.19 parked cars per child in both the AM and PM peak periods (this is the average peak rate across surveys from 16 different Child Care Centres). Based on the 45 children expected on this site, the peak parking demand is

expected to be 9 (8.55 rounded up) cars parked on site including staff and parents. These peaks are expected to occur at typically prior to 9am and between 4:30pm and 6:00pm when considering the *RTA Guide* peak traffic generation profiles.

As the proposal is for long-day care, which is generally associated with pre-school children (outside of vacation care), all children are required to be walked into and collected from the building. During a typical peak, parking demand the on-site spaces will have high turnover of short-stay parking. Any long-stay parking will be associated with staff parking.

Under the Stantec database peak parking demand referred, the provision of 9 on-site car parking spaces fully accommodate the parking demand of the site, with no-overflow of parking likely to occur off-site. However, it should be noted that staff parking on-site must be limited and managed as the maximum staff on-site at the same time is expected to be equivalent to the available car parking spaces.

To assist with the management of the on-site parking, a Parking Management Plan has been prepared by Stantec in addition to this report.

6 Traffic Conditions

Paterson Street and Richardson Street are both Local Distributor, with a posted speed limit and default speed limits 60km/h and 50km/h respectively.

No traffic volume data is available for the road network in the vicinity of the site, however Mundijong Road to the south has a daily traffic flow of 6,100[2] vehicles per day. To the north, Bishop Road to the west of Soldiers Road has a daily traffic flow of 1,650[3] vehicles per day. As such, it is reasonable to assume that the daily traffic flows along Paterson Street to carry a maximum of 4,000 vehicles per day. This is also consistent to the theoretical maximum capacity of 7,000 vehicles per day for a Local Distributor road.

The low-level traffic generation of the site, in the order of 36 vehicle trips (inbound and outbound) in the peak hours will therefore not have a detrimental effect on the current operation of Paterson Street and the surrounding road network.

[2] Recorded daily traffic flows of 6,068 vehicles per day in 2021/21 as per Main Roads WA's Trafficmap data for Count Site 6789 to the east of King Road.
[3] Recorded daily traffic flows of 1,625 vehicles per day in 2021/21 as per Main Roads WA's Trafficmap data for Count Site 1475 to the west of Soldiers Road.

7 Public Transport

The development has access to public transport services with bus stops and a train station located on Paterson Road, directly adjacent to and opposite to the subject site.

The bus stops provide access to bus service 252 and 253, which services the area 4 to 6 times on each direction daily but limited to peak hours.

The train station provides access to TransWA service which only services the station twice daily on each direction with advance booking.

Table 3: Provision of Public Transport

Service	Route	Route Description	Distance to Nearest Stop (m)	Frequency On/Off Peak
Bus	252	Armadale Station to Mundijong Station via Byford	~20m	4 to 6 times in the AM and PM peaks
Bus	253	Armadale Station to Jarrahdale via Byford and Mundijong	~20m	4 to 6 times in the AM and PM peaks
Train	Australind	Perth to Bunbury	~80m	Twice daily on each direction with advance booking

The nature of a Child Care Centre does not lean toward the use of public transport for parents or visitors. It is expected however that a portion of staff may utilise public transport to travel to/from work.

8 Active Transport

8.1 Pedestrian Access / Facilities

8.1.1 PEDESTRIAN FACILITIES WITHIN THE DEVELOPMENT

There are currently no pedestrian facilities within the subject site as it is currently a vacant lot.

8.1.2 EXISITNG PEDESTRIAN FACILITIES ON SURROUNDING ROADS

There is currently a 2.5m wide footpath on the western verge of Paterson Street and a 2.5m wide principal shared path (PSP) on the eastern verge of Paterson Street. These pedestrian facilities provide an active transport route to the subject site and to/from public transport along Paterson Street.

8.1.3 PROPOSALS TO IMPROVE PEDESTRIAN ACCESS

There is no proposal to improve pedestrian access internally and externally as part of the development. As mentioned in the previous section, there is sufficient pedestrian network to access to/from the subject site and the parking aisle through the car park to reach the building entrance from the driveway. As such, pedestrian access is considered adequate as part of the development.

8.2 Cycle Access / Facilities

8.2.1 CYCLE FACILITIES WITHIN THE DEVELOPMENT

There are currently no cycle facilities within the subject site as it is currently a vacant lot.

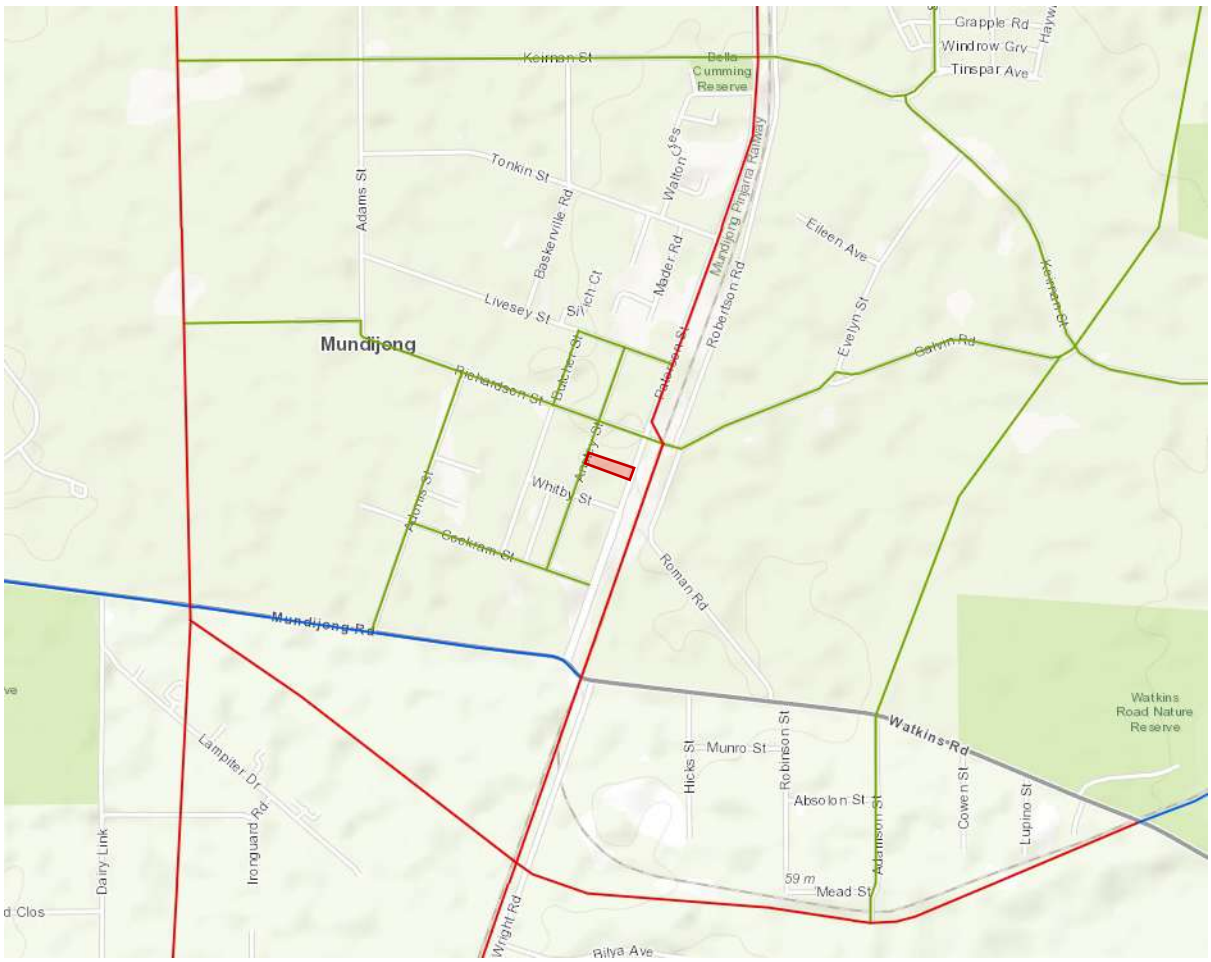
8.2.2 EXISITNG CYCLE FACILITIES ON SURROUNDING ROADS

There is currently a 2.5m wide PSP present, to the east of Paterson Street, connecting between Mundijong Road and the railway crossing further to the north of Keirnan Street. There is also an existing on-street 1.5m wide painted bike lane adjacent the southbound traffic lane on Paterson Street, connecting between Richardson Street and Cockram Street.

8.2.3 PROPOSED CYCLE FACILITIES ON SURROUNDING ROADS

There is no proposal to improve cycling facilities internally and externally as part of the development. The *Long-Term Cycle Network* adopted by the Shire of Serpentine-Jarrahdale includes a future extension of the PSP along Paterson Street and other local cycling routes which will connect to the wider cycling network.

Figure 6: Long-Term Cycle Network



(Source: Department of Transport WA)

8.3 End of Trip Facilities

A shower facility has been provided within the proposed disabled/universal access toilet of the Child Care Centre.

Although not shown on the development plans currently, there is sufficient area to provide bicycle parking and a locker as confirmed by the architect.

9 Site Specific Issues

9.1 Sight Distances

The sight distances required for the crossovers on Paterson Street for the 60km/h posted speed limit is a desirable 83m (for 5s travel time of traffic on Paterson Street) and an absolute minimum of 65m required under *Australian Standard AS/NZS 2890.1:2004*. As shown in Figure 7, the access point has achieved the desirable sight distance of 83m to the left (southbound traffic) with no permanent sight obstruction.

As for the sight distance to the south, there is an existing power pole located approximately 5m from the driveway. There are also on-street parking spaces located within the line-of-sight triangle. However, this is deemed to be acceptable as the obstruction area of the power pole is narrow and there are only 2 car parking spaces per location either side of the development's crossover and parking was noted as being transient and not constant (total of 2 locations). Thus, there is considered to be sufficient sightlines to observe oncoming vehicles.

Figure 7: Approximate Sight Distances Available

(Aerial image courtesy of Nearmap Australia Pty Ltd)

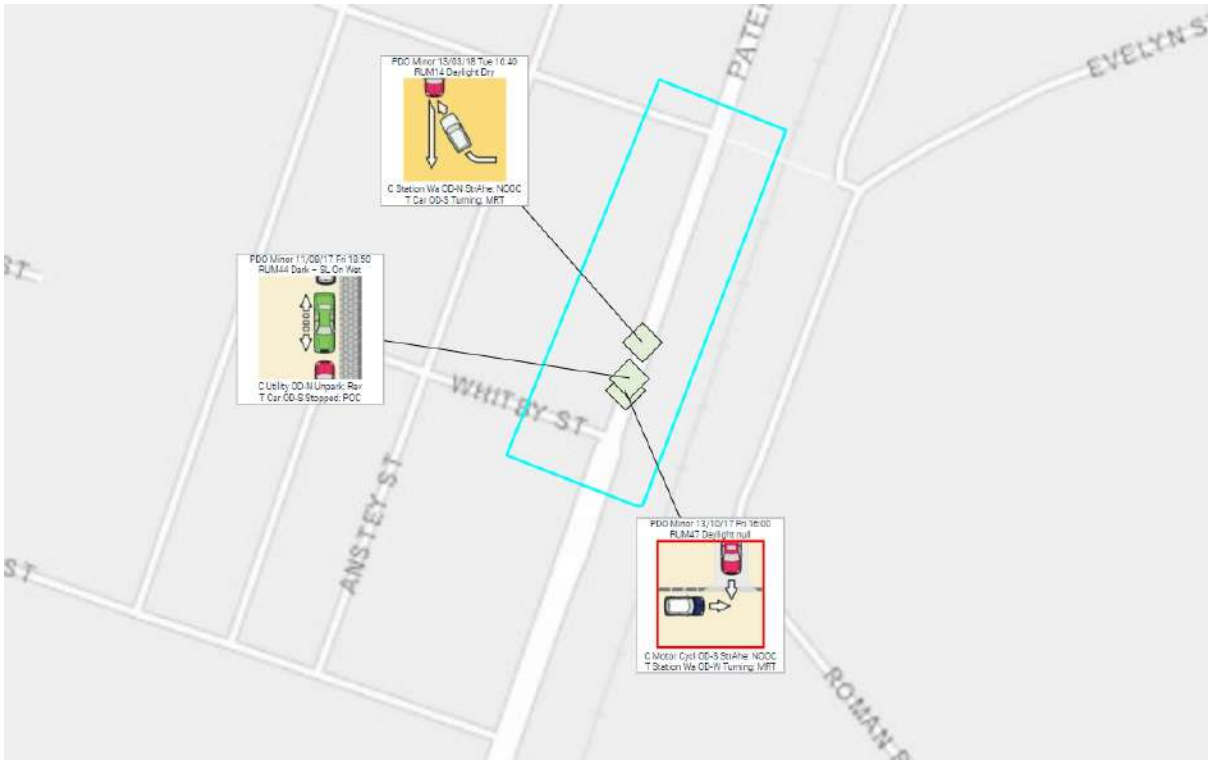
10 Safety Issues

10.1 Crash Statistics

Within the five-year period 2016 – 2020 there were a total of 3 reported crashes on Paterson Street within 150m of the subject site. All of these resulted in minor property damage only, two were right-turn crashes turning out from Mundijong Tavern and Mundijong Fish & Chips and one was a reversing vehicle colliding with a parked vehicle in a roadside car parking space.

Based on the assessed data, it is expected that the proposed development will not greatly exacerbate the crash risk on the road network surrounding of the subject site. There are no specific safety issues identified with this proposal.

Figure 8: Crash Map 2016 – 2020



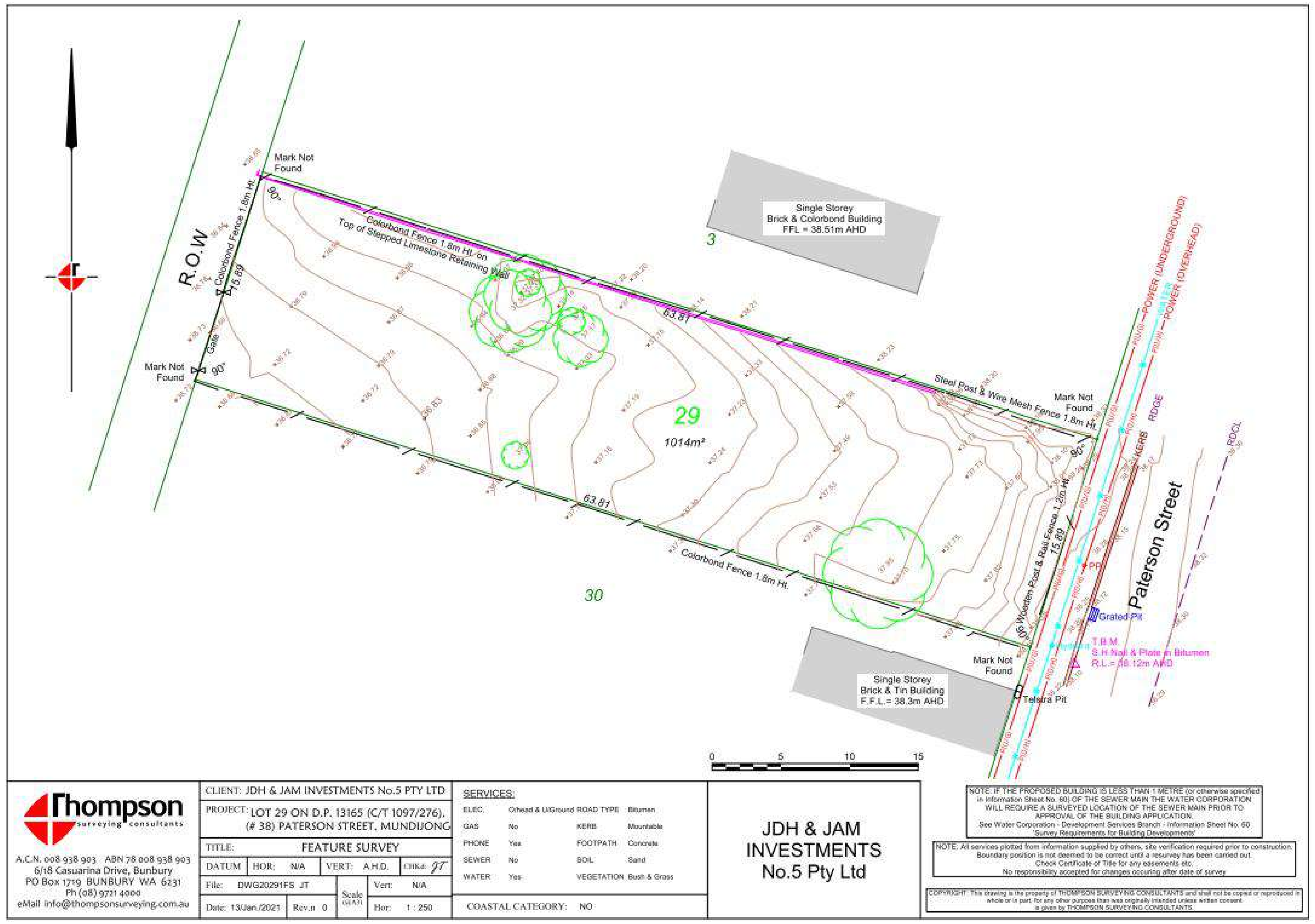
(Crash Map courtesy of Main Roads WA Crash Analysis Reporting System)

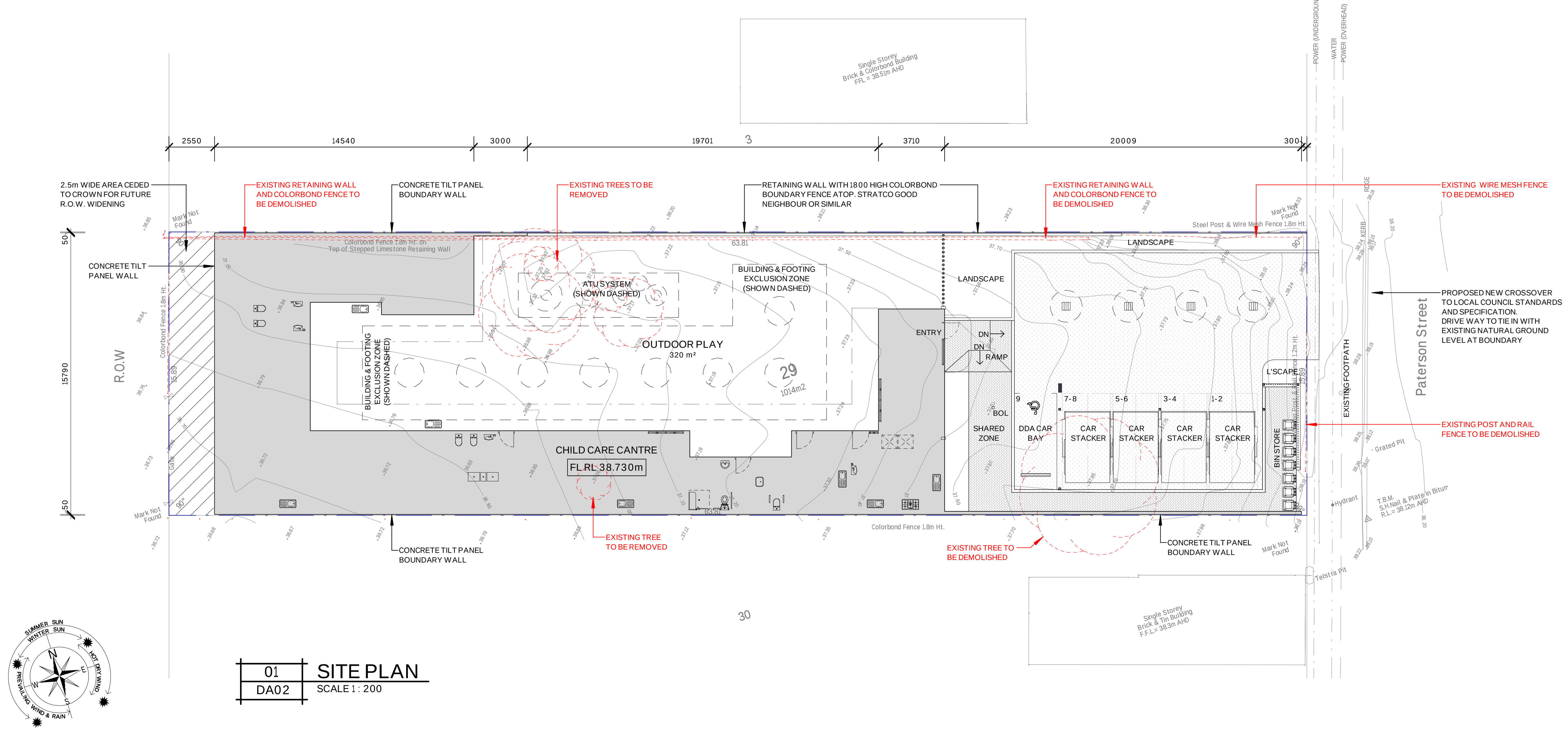
11 Conclusion

As a result of the traffic analysis undertaken for a proposed Child Care Centre development at Lot 29 (38) Paterson Street, Mundijong, the following findings have been made:

- The proposed development is not expected to generate significant vehicular trips, being 36 vehicle trips per peak hour (two-way).
- The impacts of the traffic volumes associated with the development on the road network are considered acceptable.
- Parking has been provide in accordance with the *Shire of Serpentine-Jarrahdale Town Planning Scheme (TPS) No.2* and expected to be contained wholly on-site. Staff parking can be monitored to ensure there will be car spaces available for parents to pick-up and set-down children in line with the proposed Stantec *Parking Management Plan*.
- The proposed car park layout adheres to the requirements of *AS2890.1:2004* and the Shire's Planning Policies.
- The existing pedestrian network will provide adequate access from the wider path network to access the development.

The required WAPC checklist for this Transport Impact Statement is provided within Appendix B.


R.O.W
Mark Not Found
Colorbond Fence 1.8m Ht. on Top of Stepped Limestone Retaining Wall
Single Storey Brick & Colorbond Building FFL = 38.51m AHD
3
29
1014m²
30
Steel Post & Wire Mesh Fence 1.8m Ht.
Colorbond Fence 1.8m Ht.
Wooden Post & Rail Fence 1.0m Ht.
Paterson Street
POWER (UNDERGROUND)
POWER (OVERHEAD)
Grated Pit
T.B.M. S.H.Nail & Plate in Bitumen R.L.= 38.12m AHD
Telstra Pit
Single Storey Brick & Tin Building F.F.L.= 38.3m AHD
Thompson surveying consultants
A.C.N. 008 938 903 ABN 78 008 938 903
6/18 Casuarina Drive, Bunbury
PO Box 1719 BUNBURY WA 6231
Ph (08) 9721 4000
eMail info@thompsonsurveying.com.au
CLIENT: JDH & JAM INVESTMENTS No.5 PTY LTD
PROJECT: LOT 29 ON D.P. 13165 (C/T 1097/276), (# 38) PATERSON STREET, MUNDIJONG
TITLE: FEATURE SURVEY
DATUM HOR: N/A VERT: A.H.D.
File: DWG20291FS JT
Date: 13/Jan./2021 Rev.n 0
Hor: 1 : 250
SERVICES:
COASTAL CATEGORY: NO
JDH & JAM INVESTMENTS No.5 Pty Ltd


2.5m WIDE AREA CEDED TO CROWN FOR FUTURE R.O.W. WIDENING
CONCRETE TILT PANEL WALL
EXISTING RETAINING WALL AND COLORBOND FENCE TO BE DEMOLISHED
CONCRETE TILT PANEL BOUNDARY WALL
EXISTING TREES TO BE REMOVED
RETAINING WALL WITH 1800 HIGH COLORBOND BOUNDARY FENCE ATOP. STRATCO GOOD NEIGHBOUR OR SIMILAR
EXISTING WIRE MESH FENCE TO BE DEMOLISHED
PROPOSED NEW CROSSOVER TO LOCAL COUNCIL STANDARDS AND SPECIFICATION. DRIVE WAY TO TIE IN WITH EXISTING NATURAL GROUND LEVEL AT BOUNDARY
EXISTING POST AND RAIL FENCE TO BE DEMOLISHED
ATU SYSTEM (SHOWN DASHED)
BUILDING & FOOTING EXCLUSION ZONE (SHOWN DASHED)
OUTDOOR PLAY 320 m²
CHILD CARE CANTRE
FL.RL 38.730m
LANDSCAPE
ENTRY
RAMP
SHARED ZONE
DDA CAR BAY
CAR STACKER
BIN STORE
L'SCAPE
EXISTING FOOTPATH
Paterson Street
R.O.W.
EXISTING TREE TO BE REMOVED
EXISTING TREE TO BE DEMOLISHED
CONCRETE TILT PANEL BOUNDARY WALL
2550
14540
3000
19701
3710
20009
3000
15790

01 DA02 **SITE PLAN**
SCALE 1 : 200

ROOM CONFIGURATION				
ROOM	AGE GROUP	CHILDREN	STAFF	INTERNAL SPACE
ACTIVITY 1	0-18 month	8	2	27m²
ACTIVITY 2	18-24 month	12	3	40m²
ACTIVITY 3	2-3 year	10	2	34m²
ACTIVITY 4	+3 year	15	2	50m²
	TOTAL =	45	9	

TOTAL INTERNAL SPACE = 151m²
(Min 3.25m² PER CHILD Req) (146.25m² Req)

TOTAL OUTDOOR PLAY = 320m²
(Min 7m² PER CHILD Req) (315m² Req)

BUILDING AREAS

CHILD CARE CENTRE	308.5m²
BIN STORE	12.2m²
CAR PARK	204m²
PATH & LANDSCAPE	97.4m²

OPEN SPACE

SITE AREA = 1014m²
OPEN SPACE = 705m² (69.5%)

CAR PARK

1 BAY PER 5 CHILDREN 9 BAYS PROVIDED
9 BAYS REQUIRED

M2639 MUNDIJONG CHILD CARE

ALL DIMENSIONS SHALL BE CHECKED ON SITE BEFORE COMMENCING ANY WORK. FIGURED DIMENSIONS SHALL BE USED. DIMENSIONS NOT TO BE SCALED FROM DRAWINGS. ANY DISCREPANCIES MUST BE REFERRED TO THIS OFFICE OR NO RESPONSIBILITY WILL BE TAKEN BY MOTIVO DESIGN STUDIO. ANY CHANGES MUST BE REFERRED TO THIS OFFICE FOR AUTHORISATION. IMAGES ARE DIAGRAMMATIC. HARDWARE AND ACCESSORIES DEPICTED IN THESE IMAGE ONLY MAY NOT RESEMBLE THE FINAL PRODUCT AND TO BE USED AS EXAMPLE ONLY. ALL IMAGES, DESIGN WORK AND PLANS ARE COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF MOTIVO DESIGN STUDIO PTY LTD

PROJECT ADDRESS	SHEET NAME	REVISION #	DATE	SCALE	SHEET #	PAGE SIZE
LOT 29 No. 38 PATERSON STREET, MUNDIJONG, WA 6123	SITE PLAN	B	19/07/22	As indicated	DA00	A1
		ISSUE FOR PLANNING APPROVAL				

MOTIVO Co-Create | Connect | Commit

ROOM CONFIGURATION

ROOM	AGE GROUP	CHILDREN	STAFF	INTERNAL SPACE
ACTIVITY 1	0-18 month	8	2	27m²
ACTIVITY 2	18-24 month	12	3	40m²
ACTIVITY 3	2-3 year	10	2	34m²
ACTIVITY 4	+3 year	15	2	50m²
	TOTAL =	45	9	
		TOTAL INTERNAL SPACE = (Min 3.25m² PER CHILD Req)		151m² (146.25m² Req)
		TOTAL OUTDOOR PLAY = (Min 7m² PER CHILD Req)		320m² (315m² Req)

BUILDING AREAS

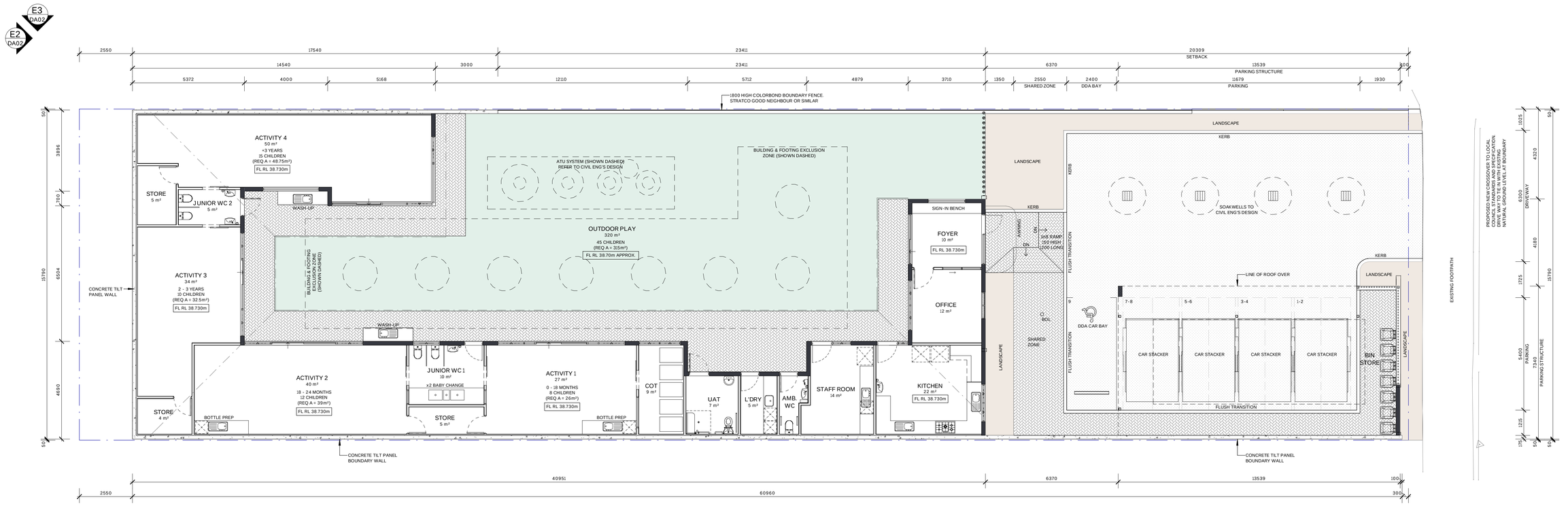
CHILD CARE CENTRE	308.5m²
BIN STORE	12.2m²
CAR PARK	204m²
PATH & LANDSCAPE	97.4m²

OPEN SPACE

SITE AREA = 1014m²
OPEN SPACE = 705m² (69.5%)

CAR PARK

1 BAY PER 5 CHILDREN — 9 BAYS PROVIDED
9 BAYS REQUIRED



FLOOR PLAN
SCALE 1 : 100

M2639 MUNDIJONG CHILD CARE	PROJECT ADDRESS: LOT 29 No. 38 PATERSON STREET, MUNDIJONG, WA 6123	SHEET NAME: FLOOR PLAN	REVISION # D	DATE 19/07/22	SCALE 1:100
			ISSUE FOR PLANNING APPROVAL		SHEET # DA01

ALL DIMENSIONS SHALL BE CHECKED ON SITE BEFORE COMMENCING ANY WORK. FIGURED DIMENSIONS SHALL BE USED. DIMENSIONS NOT TO BE SCALED FROM DRAWINGS. ANY DISCREPANCIES MUST BE REFERRED TO THIS OFFICE OR NO RESPONSIBILITY WILL BE TAKEN BY MOTIVO DESIGN STUDIO. ANY CHANGES MUST BE REFERRED TO THIS OFFICE FOR AUTHORISATION. IMAGES ARE DIAGRAMMATIC. HARDWARE AND ACCESSORIES DEPICTED IN THESE IMAGE ONLY MAY NOT RESEMBLE THE FINAL PRODUCT AND TO BE USED AS EXAMPLE ONLY. ALL IMAGES, DESIGN WORK AND PLANS ARE COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF MOTIVO DESIGN STUDIO PTY LTD.

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Appendix B WAPC Checklist

Mundijong Child Care Centre
WAPC Checklist

Item	Provided	Comments/Proposals
Proposed Development		
Existing Land Uses	Y	
Proposed Land Use	Y	
Context with Surrounds	Y	
Vehicular Access and Parking		
Access Arrangements	Y	
Public, Private, Disabled Parking Set Down/Pick Up	Y	
Service Vehicle (Non-Residential)		
Access Arrangements	Y	
On/Off-Site Loading Facilities	N/A	
Service Vehicles (Residential)		
Rubbish Collection and Emergency Vehicle Access	N/A	
Hours of Operation (Non-Residential Only)	Y	
Traffic Volumes		
Daily or Peak Hour Traffic Volumes	Y	
Type of Vehicles (E.G. Cars, Trucks)	Y	
Traffic Management on Frontage Streets	Y	
Public Transport Access		
Nearest Bus/Train Routes	Y	
Nearest Bus Stops/Train Stations	Y	
Pedestrian/Cycle Links to Bus Stops/Train Station	Y	
Pedestrian Access/Facilities		
Existing Pedestrian Facilities Within the Development (If Any)	Y	
Proposed Pedestrian Facilities Within Development	Y	
Existing Pedestrian Facilities on Surrounding Roads	Y	
Proposals to Improve Pedestrian Access	Y	
Cycle Access/Facilities		
Existing Cycle Facilities Within the Development (If Any)	Y	
Proposed Cycle Facilities Within Development	Y	
Existing Cycle Facilities on Surrounding Roads	Y	
Proposals to Improve Cycle Access	Y	
Site Specific Issues	Y	
Safety Issues		
Identify Issues	Y	
Remedial Measures	Y	