



Regional Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 15 May 2025; 1:00pm
Meeting Number: RDAP/43
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[RDAP/43 - 15 May 2025 - Shire of Capel - Shire of Narrogin](#)

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Members on Leave of Absence
4. Noting of Minutes

PART B – SHIRE OF CAPEL

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 Lots 4333, 4334, 4338 and 4339 Corner of Ferndale Avenue, Ashberg Link and Starlite Bend- Proposed Child Care Premises – DAP/25/02848
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – SHIRE OF NARROGIN

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 Lots 21, 22, 7067, 1189 Contine and Parks Road, Lots 3014, 3015, 3017, 2922, 2921, 1976 Great Southern Highway and Lots 1195, 29, 27, 7207, 6349 Wanerie Road, Narrogin - Propsed Solar and Battery Hybrid Project – DAP/25/02861
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. Meeting Closure

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation



ATTENDANCE	
<i>Specialist DAP Members</i>	<i>DAP Secretariat</i>
Francesca Lefante (Presiding Member)	Kristen Parker
Dale Page (Deputy Presiding Member)	Ashlee Kelly
Mike Mouritz	
<i>Part B – Shire of Capel</i>	
Cr Peter McCleery (Local Government DAP Member, Shire of Capel)	
Cr John Fergusson (Local Government DAP Member, Shire of Capel)	
<i>Part C – Shire of Narrogin</i>	
Cr Graham Broad (Local Government DAP Member, Shire of Narrogin)	
Cr Leigh Bollard (Local Government DAP Member, Shire of Narrogin)	



PART A – INTRODUCTION

- 1. Opening of Meeting, Welcome and Acknowledgement**
- 2. Apologies**
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PART B – SHIRE OF CAPEL

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

- 3.1 Lots 4333, 4334, 4338 and 4339 Corner of Ferndale Avenue, Ashberg
Link and Starlite Bend- Proposed Child Care Premises – DAP/25/02848

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 3.1 - LOTS 4333, 4334, 4338, 4339 CORNER OF FERNDAL AVENUE, ASHBERG LINK AND STARLITE BEND, DALYELLUP – PROPOSED CHILD CARE PREMISES

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Regional DAP	
Local Government Area:	Shire of Capel	
Applicant:	Dynamic Planning and Developments	
Owner:	Dalyellup Beach Pty Ltd	
Value of Development:	\$2.4 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	Shire of Capel	
Authorising Officer:	Karen Holmes, Senior Planning Officer	
LG Reference:	PA337/2024	
DAP File No:	DAP/25/02848	
Application Received Date:	20 January 2025	
Report Due Date:	1 April 2025	
Application Statutory Process Timeframe:	90 Days (stop the clock) Clause 65A on 21 st February 2025 for 28 days, recommencing on 21 st March 2025. The RAR due Tuesday, 6 th May 2025.	
Attachment(s):	1. Development Application Plans dated 21 March 2025. 2. Transport Impact Statement dated 21 March 2025. 3. Environmental Noise Assessment dated 19 December 2024. 4. Parking Management Plan dated 21 March 2025. 5. Design Review Panel Minutes dated 31 January 2025. 6. Schedule of submissions (public). 7. Schedule of submissions (agencies).	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input checked="" type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

It is recommended that the Regional Development Assessment Panel (DAP) resolves to:

1. **Approve** DAP Application reference DAP/25/02848 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 Shire of Capel Local Planning Scheme No 8, in accordance with development plans and accompanying reports and plans, subject to the following condition(s):

Conditions

1. This decision constitutes development approval only and is valid for a period of 2 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.
2. The development shall be in accordance with the attached approved development plans and documentation which form part of this development approval, subject to modifications required as a consequence of any condition(s) of this approval. The approved plans shall not be modified or altered without first obtaining approval from the Shire.

Prior to the lodgement of a Building Permit

3. Prior to an approved Building Permit, a Construction Management Plan shall be submitted to the satisfaction of the Shire of Capel. This plan is to address the following matters:
 - a) noise – construction work and deliveries;
 - b) hours of construction;
 - c) traffic management;(parking, access, loading/unloading of vehicles, heavy vehicle access
 - d) dust management;
 - e) waste management;
 - f) protection of infrastructure footpaths, street trees etc within the road reserve;
 - g) the need for a dilapidation report of adjoining properties.

The approved Construction Management Plan shall be implemented at all times throughout the construction process to the satisfaction of the Shire of Capel

4. Prior to lodgement of a building permit, the noise levels relating to the design, selection and location of the mechanical plant and equipment shall be reviewed by a suitably qualified noise consultant for compliance under the Environmental Protection (Noise) Regulations 1997 and shall incorporate the recommendations under item 5.1.2 for Mechanical Plant of Lloyd George Acoustics Environmental Noise Assessment Reference 24119628-01.
5. Prior to the lodgement of a building permit, acoustic barriers to be designed as per an environmental noise assessment and to the satisfaction of the Shire. Prior to occupation the acoustic barriers are to be installed and maintained to the Shire's satisfaction.

6. Prior to the lodgement of a Building Permit, details are to be submitted regarding the provision for onsite storage and collection of garbage and other solid waste. A waste storage and collection area must be sealed, drained and screened from public view, and the garbage collected regularly, to the satisfaction of the Shire of Capel.

7. Prior to the lodgement of a Building Permit, a Waste Management Plan shall be submitted to the Shire of Capel for approval. The plan shall include:

- a) Details of collection times and methods;
- b) An approved Noise Management Plan under Regulation 14A Environmental Protection (Noise) Regulations 1997 will be required prior to occupation for waste collection activities that fall outside of class 1 works i.e specified works carried out outside of the following hours

0700 hours and 1900 hours on any day that is not a Sunday or a public holiday; or 0900 hours and 1900 hours on a Sunday or public holiday;

This noise management plan must be submitted by the waste contractor to the CEO of the Shire of Capel, finalised, advertised and approved prior to operation for any out of hours waste collection activities.

- c) Appropriate traffic management measures to mitigate conflicts between private vehicles and waste collection vehicles.

The plan shall be implemented and adhered to throughout the life of the development to the satisfaction of the Shire of Capel.

8. Prior to the lodgement of a Building Permit, a Landscaping Plan must be submitted for approval by the Shire of Capel. The Landscape Plan must address the following:
 - a) A site plan of existing and proposed development with natural and finished ground levels.
 - b) The location, species and size of existing vegetation and vegetation to be removed.
 - c) Exact species, location and number of proposed plants to be planted.
 - d) A key or legend detailing proposed species type grouped under the subheadings of tree, shrub and ground cover.
 - e) Mulching or similar treatments of garden beds including edges.
 - f) Details of reticulation of landscaped areas including the source of the water supply and proposed responsibility for maintenance.
 - g) Treatment of paved areas (parking and pedestrian areas).
 - h) Screening of car parking areas.

Before the development is occupied, the landscaped area(s) must be planted, established and reticulated in accordance with the endorsed landscape plan(s). These areas must be maintained as landscaped areas at all times and to the satisfaction of the Shire of Capel.

9. Prior to the lodgement of a Building Permit, the acoustic walls fronting Ferndale Avenue, Ashberg Link & Starlite Bend shall be designed and constructed to the satisfaction of the Shire of Capel.

Prior to commencement of development

Prior to commencement of development, an amalgamation application is to be submitted for Lots 4333, 4334, 4338, 4339 Ferndale Avenue, Ashberg Link and Starlite Bend, Dalyellup with the lots to be legally amalgamated prior to occupation of the development or alternatively the owner may enter into a legal agreement with the Shire of Capel, drafted by the Shires solicitors at the expense of the owner and be executed by all parties concerned prior to the commencement of the works. The legal agreement will allow the owner twelve (12) months to amalgamate the lots.

10. Prior to the commencement of development, a detailed lighting plan of the access way(s), parking area(s), and turning area(s) must be submitted and approved by the Shire of Capel. The lighting is to be designed in accordance with *AS 428-1997 Control of the Obtrusive Effects of Outdoor Lighting*, baffled and located to prevent any increase in light spill onto the adjoining properties.
11. Prior to the commencement of development, a detailed Engineering design for public foot paths, car parking area, driveways crossovers, manoeuvring areas, drainage thereof being submitted for approval of the Shire of Capel, and thereafter implemented in accordance with the approved design to the satisfaction of the Shire of Capel.

All off-street parking and access thereto shall comply with Australian Standard 2890.1 to the satisfaction of the Shire of Capel.

12. Prior to the commencement of development, a Stormwater Management Plan shall be submitted for approval of the Shire of Capel, and thereafter implemented in accordance with the approved plan to the satisfaction of the Shire of Capel.

Prior to occupation and/or use of the approved development

13. Prior to occupation, the noise management plan must include (but not limited to):
 - Accessibility of outdoor play area;
 - Activities schedule for outdoor play area;
 - Limitation of number of children being able to access the outdoor play area simultaneously.
 - Management of nine staff car parks on the east of the car park - not to be used prior to 7am.
14. Prior to occupation of the development, an Operational Management Plan is to be submitted and approved to the satisfaction of the Shire of Capel. The management plan is to include specific details as to the hours of operation, staff and customer parking, how deliveries for the development will be managed, including timing and frequency of deliveries. The approved management plan is to be implemented, thereafter to the satisfaction of the Shire of Capel.

15. Prior to occupation, all air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof of the building shall be located or screened so as not to be highly visible from beyond the boundaries of the development site to the satisfaction of the Shire of Capel.
16. Prior to occupation, the property shall be connected to reticulated water and sewerage and install grease traps to the satisfaction of the Shire, on advice of the Water Corporation.

Advice Notes

1. Further to Condition 15, the hours of operation will be determined as a part of the Operational Management Plan, including the proposed four (4) days per year to accommodate an open day on weekends between 7am and 5pm.
2. A building permit is required for the proposed development and compliance with the Building Act 2011, Building Regulations 2012, and National Construction Code, Building Code of Australia and referenced documents is required.
3. The development that is the subject of this planning approval must comply with the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997* in relation to noise emissions.
4. The applicant will need to conform to the requirements of the Food Standards Code, specifically:
 - Standard 1.2.1 Labelling and other information requirements;
 - Standard 3.2.1 Food Safety Programs;
 - Standard 3.2.2 Food Safety Practises and General Requirements;
 - Standard 3.2.3 Food Premises and Equipment.
5. Prior to the commencement of development, a fit-out plan is to be submitted to the Shire's Environmental Health section for assessment and approval, showing the full structural fit out of the kitchen area, including fixtures, fittings and finishes.
6. Fit out plans for the kitchen will need to include information on types of foods to be prepared on site, and noting that the proposed kitchen is quite limited, consideration will need to be made as to how food preparation can safely be managed, as follows:
 - Separation of clean and dirty areas
 - Separation of foods for children with allergies and special dietary requirements

Additionally, the registration as a Food Premises as per the Food Act 2008 and Food Regulations 2009 will be required prior to the premises opening.

7. The applicant is advised to of the need to comply with licencing requirements of the Child Care Services (Child Care) Regulations 2006.
8. In relation to condition 14, the applicant is advised that outdoor amplified music will not be supported and indoor music will need to be regulated through site management practices including volume restrictions and ensuring doors and windows are closed.
9. In relation to Condition 5, the applicant is advised that material selection should consider treatments to reduce the potential for noise creation when struck.
10. Requirements for mechanical extraction for the kitchen/food preparation area must be compliant with AS 1668.2 -2012 as applicable
11. In relation to Condition 9, the design of the acoustic walls shall include treatments to improve streetscape outcomes. This may include options such as;
 - Screening vegetation, and additional street trees.
 - Planter boxes.
 - Articulation.
 - Murals, possibly local indigenous art.
 - Mix of materials and colours.
12. Further to condition 12, bicycle parking facilities should be provided in accordance with Local Planning Policy 6.1.

Details: outline of development application

Region Scheme	Greater Bunbury Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Shire of Capel Local Planning Scheme No. 8 (LPS8)
Local Planning Scheme - Zone/Reserve	Urban Development
Structure Plan/Precinct Plan	<ul style="list-style-type: none"> • Dalyellup East Local Structure Plan (DELSP); • Lot 4 Bussell Hwy, Dalyellup East - Stage 18 Local Development Plan.
Structure Plan/Precinct Plan - Land Use Designation	Residential R20
Use Class and permissibility:	Child Care Premises – Urban Development states having due regard to the DELSP as per Clause 18(6). Residential zone under the DELSP, therefore the permissibility would be an ‘A’ use.

Lot Size:	2024m ² (combined lot area).
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:

The applicant is seeking development approval for a Child Care Premises at Lots 4333, 4334, 4338, 4339, corner of Ferndale Avenue, Ashberg Link and Starlite Bend, Dalyellup.

The subject site has a combined area of is 2024m² and has three road frontages (Ferndale Avenue, Ashberg Link and Starlite Bend (Refer to Figure 1 below).



Figure 1: Subject Site.

The proposal is a single storey building for a Child Care Premise. The development comprises of a 683m² building footprint, 648m² of outdoor play area, 19 onsite car

parking bays and a further 8 street bays, and associated landscaping consisting of 18 trees onsite.

The proposal was submitted on 20 January 2025. Details of the original proposal were submitted as follows:

- 92 children with 17 staff working at the facility;
- Opening hours of 6:30am to 6:30pm Monday to Friday. On four days per year there will be an open day that occurs on weekends within between 7am and 5pm;
- The nature of the parking at the proposed development is that onsite parking will be primarily used by staff who will arrive at intermittent times, with staff on site during pick up and drop off times limited to around 10am – 12pm. Additional staff then arrive after these peak periods for the primary education period with some staff then leaving before the peak pick up period, in the afternoons.
- The signage consists of entry signage and ground signage on the façade of the building and fencing.
- Fencing will consist of solid 2.1m high Evowall fencing with sections of transparent tinted glass panels.
- Bin storage situated against the communal access leg wall on the north eastern elevation of the building.

Amendments were made to the proposal and its operations following recommendations from the South West Design Review Panel, and the Shire of Capel's Engineering and Works Department. These amendments were as follows:

- The vehicle access was reconfigured to be one way in from Ferndale and out on Starlight Bend via the carriageway.
- The entrance to the building made more identifiable.
- Changes to the window configuration.
- ACROD car space moved to provide better access.
- The carpark given feature coloured concrete providing a more pedestrian-friendly environment.
- Eastern fencing made compliant with acoustic requirements.
- Fencing around play areas replaced with solid transparent glass panels
- Eastern car bays reduced in size from 4900m to 5400m with added landscaping.
- Bin store moved to make collection more accessible.
- The internal layout modified to improve internal flow.
- The signage moved closer to the entrance.
- Footpath extension shown to Ferndale Avenue parallel parking.

Proposed Land Use	Child Care Premises
Proposed Net Lettable Area	683m ² building footprint & 648m ² outdoor play area
Proposed No. Storeys	Single Storey
Proposed No. Dwellings	N/A

Background:

Pre-lodgement Commentary:

The applicant approached the Shire in late 2024 to advise that a DAP application was to be lodged before the end of the year. The discussions between the Shire and the applicant were mostly querying the deadlines and requirements for the Design Review Panel process.

Shire Officers strongly advised the applicant to include a pre-lodgement discussion with the Shire to explain the concept drawings, and to undertake a South West Design Review Panel (DRP) meeting prior to formal lodgement of the DAP, however the applicant lodged the DAP on 6 January 2025 without pre-lodgement discussions or Design Review Panel advice.

Further Information Request:

The application required a 'Stop the Clock' request to be undertaken in order to address the Design Review Panel's comments when it came to presenting the item a Stop the Clock request was agreed upon at time of a further information request, confirming the acceptance of Clause 65A on 21st February 2025 for 28 days, recommencing on 21st March 2025. The Responsible Authority Report (RAR) was lodged on Tuesday, 6th May 2025.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005* (P&D Act);
- *Planning and Development (Local Planning Schemes) Regulations 2015* (LPS Regulations; (P&D Regs);
- *Planning and Development (Development Assessment Panels) Regulations 2011* (DAP Regulations);
- Greater Bunbury Region Scheme (GBRS); and
- Shire of Capel Local Planning Scheme No. 8 (LPS8).

State Government Policies

- State Planning Policy 7.0 – Design of the Built Environment (SPP7.0); and
- Planning Bulletin 72 and Draft Position Statement: Child Care Premises.

Structure Plans/Activity Centre Plans

- Dalyellup East Local Structure Plan (DELSP); and
- Lot 4 Bussell Hwy, Dalyellup East Stage 18 Local Development Plan.

Local Policies

- Local Planning Policy 6.1 – Vehicle Parking (LPP6.1);
- Local Planning Policy 6.7 – Community Engagement (LPP 6.7);
- Local Planning Policy 6.8 – Landscaping (LPP6.8); and
- Local Planning Policy 6.11 – Signage and Advertising (LPP6.11).

Consultation:

Public Consultation

In accordance with Clause 64 of the P&D Regs and LPP6.7 – Community Engagement, the application was advertised for public comments.

The application was also made available on the Shire's website for the duration of the public consultation period.

The application was advertised for a period of 21 days, which concluded on 7 February 2025. Three public submissions were received, all of which objected the proposal.

Issues Raised
<ul style="list-style-type: none"> • The subject site under the LDP was presented as a residential lot, and had provided nearby landowners an understanding that it would be limited to single dwelling development. • Increase in traffic. • Change in traffic flow. • Noise. • Parking on the street. • Excessive number of childcare centres in Dalyellup.

The applicant was provided an opportunity to respond to submissions received (see **Attachment 6**).

Referrals to Government Agencies

The application was referred to the following agencies for initial comment:

- Department of Planning, Lands, and Heritage (DPLH);
- Department of Mines, Energy, Industry Regulations and Safety (DEMIRS);
- Water Corporation;
- Department of Water and Environmental Regulation.

No issues were raised in the agency submissions and a copy of the external referral comments relating to the development are contained in **Attachment 7**.

Internal Referrals

Internal Departments	Summary of Comments
Building Services	<ul style="list-style-type: none"> • The issue of a building permit is required, and the structure must comply with the Building Act 2011, Building Regulations 2012, National Construction Code, Building Code of Australia, and associated reference documents.
Environmental Health	<ul style="list-style-type: none"> • Food premises food standards • Kitchen fit out plans required for kitchen with compliance with food legislation. • Construction management plan required. • Noise management plan required • Waste management plan required. • Mechanical plant selections need to be confirmed. (advice note added) • Requirement for compliance with Child Care Services Regulation.

	<ul style="list-style-type: none"> • Sewerage and install grease traps to be installed on the advise of Water Corporation. • Acoustic fencing issue resolved.
Technical Services (Engineering)	<ul style="list-style-type: none"> • Engineering had concerns in relation to access in and out of Ferndale Avenue. The proposal was reconfigured to a one-way in via Ferndale Avenue and one way exit out to Starlight Bend. • Stormwater management plan condition added. • Car park parking area, driveways, crossovers and vehicle manoeuvring areas to be specified (conditioned)

South West Design Review Panel Advice

The proposal was presented to the South West Design Review Panel (DRP) on Friday, 31 January 2025 (see Attachemnt 5). At the meeting, the DRP provided the following points of feedback to the applicant:

Commentary:

Context and Character

- An improved level of active street frontage that is more welcoming.
- Management of traffic flow, noise & safety appear to be key issues, which could be managed with acceptable hours of operation, traffic calming devices and boundary treatment.

Landscape quality

- Landscape provision to the street is minimal. Consider returning the fence to the building face to provide landscaping to the entry and improve the relationship of the building to the street.
- The limited dimensions of the carpark landscape areas on the boundary makes the inclusion of significant tree plantings very difficult. Consider the use of arbours and permeable surfaces in front of wheel stops.
- Consider the use of deciduous as well as native trees for winter light and seasonal change.
- Minimise the use of artificial turf due to heat island effect.

Built form and scale

- There is room for a little more fun the exterior form and colours.

Functionality and build quality

- Review the Acrod bay configuration. The car is too close the building entry. Consider flipping the access and parking bay and increase entry landscape by possible reduction in staff bay widths. Paving of the access bay might change to the pedestrian surface.
- The areas allocated to different paving could improve the perception that the entrance/carpark area favours pedestrians.
- The acoustic report reveals some minor issues.

- Despite being in a convenient location, the bin store is near the entrance and might be better located behind the building. Access from the interior might be improved.

Sustainability

- There is an opportunity for water tanks and efficient drip watering. Consider Greywater re-use from bathrooms and sub-surface irrigation
- Commitment to ESD standards is encouraged.
- Consider educational opportunities associated with the weather, the seasons and the building.

Amenity

- Carpark & entry.
- Low level windows are focussed on the cars, but could provide a better outlook.

Legibility

- The primary street frontage requires a more prominent visitor entry. Consider pulling back the fencing at the pedestrian path to expose the building frontage and create a significant garden interface to the street, modify windows for passive surveillance and an improve sense of welcome.
- Signage scheme required as planning proceeds.

Safety

- Carpark movement across the dog leg to the rear and lack of pedestrian priority. Focus more on pedestrian safety.
- Passive surveillance could better.

Community

- Connections to local parks and environment could be worked into the program of the centre.
- The mingling area concept is a two sided sword with community engagement in mind that may come with after-hours noise issues. Provide evidence to support.

Aesthetics

- The entry is rather remote from the street. The entry sequence could create a better sense of arrival - use of colour, perhaps another curved element or public art.
- Car parking dominates the entry.
- There is room for a little more fun in the exterior form and colours.

Revised Design

It was acknowledged that the design initially submitted to the Shire did not satisfy the 10 design principles of SPP7.0 and that further revisions of the proposal would be required.

The applicant was requested to review the DRP comments and provide a revised design that addressed the concerns. Such changes in the design to address the above included:

ISSUES TO ADDRESS	CHANGES IN DESIGN
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Active street frontage	An harbour structure has been added that leads from the street pathway to a covered secure entrance point.
Improvement to legibility, connecting the building to the street.	Connectivity between the car parking and the building has been improved by the addition of circular windows creating visual interest and replacing the uniform windows that were originally proposed.
Safety and amenity	The traffic flow has been altered to a single way entering from Ferndale and exiting out Starlite Bend via the carriageway, there are line markings and signage for clarification. The crossing at Ferndale Avenue has been reduced to 4.5m in width to encourage the lowering of speed limits, creating a safer pedestrian environment.
ACROD bay functionality	The access in and out of the ACROD car space has been improved by moving the space south with the addition of a shared area allowing access into and of the ACROD bay.
Carpark aesthetics and safety	The car park is coloured with feature swirls. This acts as a natural traffic calming measure, providing a more pedestrian-friendly environment.
Noise amenity	<p>Evowall acoustic panels have replaced some of the fencing along Ashberg Link providing an alternative of solid tinted glass.</p> <p>The eastern fencing complies with acoustic requirements.</p>
Carpark safety and aesthetics	The car bays to the east have been reduced from 5400m to 4900m providing additional landscaping beds along the fence line where the front of the vehicles can overhang into.
Function and built quality	<p>The bin collection with the location of the bin storage area and dry yard was switched with improved gate access. There is no longer an overhang of the roofline to the access way. Lower roof over part of the kitchen reducing build of access way wall.</p> <p>The internal flow within the laundry, kitchen and educator's retreats has been improved with minor changes to the internal layout.</p>
Fencing and signage improvements to the frontage	Fencing to the entrance has been increased and improved. Signage has been moved closer to the entrance with a swap to the educators retreat window.
Pedestrian access	The footpath is proposed to be extended to the Ferndale Avenue parallel parking.

The final design being presented to the DAP for consideration addresses the DRP's comments and presents as a satisfactory design outcome against SPP7.0. Each of the 10 design principles are now considered to be addressed.

A copy of the DRP Minutes is contained in **Attachment 5**. Further commentary around the development's changes and the acceptability against SPP7.0 is contained below in the Planning Assessment section.

Planning Assessment:


Shire of Capel Local Planning Scheme No. 8 (LPS8)

Land Use

The proposed land use is listed as a discretionary use (see table below).

Land Use	Zone	Permissibility	Comments
Child Care Premises	Urban Development (Residential under DELSP)	Refer to Clause 18(6) – Residential under DELSP – 'A' use	Discretionary – Advertised in accordance Cl64 of P&D Regs prior to any approval

The subject land is zoned "Urban Development" under LPS8. The objectives of this zone and comments are provided in the table below.

Urban Development Zone	
Objectives	Comments
<p>Urban Development</p> <ul style="list-style-type: none"> • To provide an intention of future land use and a basis for more detailed structure planning in accordance with the provisions of this Scheme. • To provide for a range of residential densities to encourage a variety of residential accommodation. • To provide for the progressive and planned development of future urban areas for residential purposes and for commercial and other uses normally associated with residential development. • To provide an intermediate transitional zone prior to or following the lifting of an Urban Deferred zoning within the Greater Bunbury Region Scheme. 	<p>There is an approved Dalyellup East Local Structure Plan (DELSP) that applies to the site. See extract below.</p>  <p>The DELSP provides an appropriate framework for addressing residential densities and local road networks. The DELSP identifies the site as Residential with a density code of R20.</p> <p>A Child Care Premises can be considered under the Residential zone (listed as a discretionary use "A").</p> <p>Satisfied</p>

The objectives of the Residential zone in LPS8 and comments are provided in the table below.

Residential Zone	
Objectives	Comments
<p>To provide for a range of housing and a choice of residential densities to meet the needs of the community.</p> <ul style="list-style-type: none"> • To facilitate and encourage high quality design, built form and streetscapes throughout residential areas. • To provide for a range of non-residential uses, which are compatible with and complementary to residential development. 	<p>The development is not a residence however the design is of a single storey nature, and is generally consistent with the dwellings of the immediate surroundings.</p> <p>The roof is proposed of a skillion style roof with colours and materials that reflect the current residential character of the Dalyellup area.</p> <p>The building orientation, fencing and setbacks are consistent to that of the established streetscape.</p> <p>Satisfied</p>

Dalyellup Detailed Guide Plan (LDP) – Dalyellup East Stage 18: Adopted on 8 August 2024:

The above LDP applies to the subject land (see Figure 2). The LDP provides guidance on development, addressing elements associated with building orientation, setbacks and access.

In relation to access, the LDP does not permit direct vehicular access to Ferndale Avenue as proposed by the proposal.

Changes to the road system in December 2024 have resulted in traffic from Ferndale Avenue having left-in, left out access to Bussell Highway, previously intended traffic light controlled four-way intersection.

The median along Ferndale Avenue means there is only left in access available to the subject site. In this instance, the proposed access arrangement is considered reasonable on the following basis:

- The proposal is for access only and will not result in vehicular movements that reverse onto Ferndale Avenue, noting that this is primary issue that the access restrictions have been applied to address in the LDP.
- The proposal is not for a single residential dwelling which would normally present a garage structure facing Ferndale Avenue if access was proposed.
- The setbacks and building orientation align with the established street pattern along Ferndale Avenue.
- The proposed access point has been demonstrated to be safe and efficient and will not impact the function of the local road network.




Figure 2 – LDP

Notes: left-in left-out access onto the Bussell Hwy constructed 12/2024

Draft Position Statement: Child Care Premises


The draft position statement updates the *Planning Bulletin 72 Child Care Centres* (August 2009) and provides decision-makers, proponents and the community with a consistent policy approach to planning for child care premises in Western Australia.

The key objectives of the position statement have been assessed in the table below.

Objective	Comments
Encourage the co-location of child care premises on scheme reserves (intended for community and educational uses) and mixed commercial type zones.	<p>The childcare premises is not co-located, however, it is proximity to an existing primary school and local commercial centre (see map below).</p>  <p>Satisfied</p>

<p>Locate childcare premises where they are compatible with and complementary to residential land use and the road network.</p>	<p>The subject site fronts onto three roads, and is not flanked by residential dwellings on multiple boundaries, thus mitigating its potential amenity impacts or amplifying the effects of noise on multiple properties. Further the design of outdoor areas and building footprint has been designed to minimise impacts on immediate abutting residential properties by locating outside play areas on the eastern side, furthest away from adjoining properties.</p> <p>The proposal is supported by a traffic assessment that demonstrates how traffic will be managed in a safe and convenient manner.</p> <p>Satisfied</p>
<p>Ensure childcare premises do not have a detrimental impact on the amenity of the adjoining residents and the locality.</p>	<p>The design of the premises has been amended to reflect outcomes of a design review panel process. This has ensured that impacts on local amenity have been addressed by considering traffic movement, location of outdoor play areas, building design and orientation, fencing detail and landscaping treatments as well as site management/operational hours.</p> <p>Satisfied</p>
<p>Minimise any detrimental impact that surrounding land uses may have on a childcare premises</p>	<p>The subject site abuts lots identified for single residential housing and this form of land use will not have any detrimental impact on the proposal.</p> <p>The access arrangements proposed have been designed to minimise impacts with the adjoining property which shares a battleaxe access leg onto Starlite Bend.</p> <p>Satisfied</p>
<p>Ensure childcare premises are appropriately designed to ensure the health and safety of children attending the early childhood education and care service.</p>	<p>The Design Review Panel process has resulted in amended plans being prepared to ensure that the health and safety of children attending are addressed. This has included:</p> <ul style="list-style-type: none"> • a review of the carparking and access arrangements, • paving treatments and interface with the building entrance • the orientation and design of the building; • fencing and security treatments; and

	<ul style="list-style-type: none"> location, configuration and design of the outdoor play areas. <p>There is a secure gate area at entry providing security for occupants of the centre</p> <p>Satisfied</p>
Suitable requirements for child care premises	Comments
Child care premises and playgroups may be co-located on a private or public school site....	N/A
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 where application and do not have an adverse impact on the amenity of the locality.	N/A – The comment discusses the appropriateness of the layout when adjoining a school.
Child care premises may be co-located on suitable region or local scheme reserves... with adequate setback from residential dwellings.	N/A – The site is not located on a Region or Local Scheme Reserve.
Child care premises may be co-located on shopping centres, office or commercial zoned land where the land use is permitted or permissible.	N/A
It should be suitably located to provide safe and convenient access to the community it serves.	<p>The centre is suitably located within a residential area to service the community.</p> <p>Satisfied</p>
It should be located in areas where adjoining land uses do not adversely impact a child care premises	N/A - There are no land uses that present a risk.
It should be located in areas considered suitable from a transport planning /engineering pedestrian and vehicle safety point of view	<p>Transport planning and engineering have been addressed in the transport impact statement.</p> <p>Satisfied</p>
It should provide convenient access to public transport	<p>Public transport is located within a reasonable walking distance of bus routes.</p> <p>Please see a location plan below showing the location of a bus stop on Bussell Hwy near the subject site.</p>

	 <p>Satisfied</p>
Undesirable characteristics for child care premises site	Comments
The size and dimension of the site is inadequate to accommodate the development and accordingly likely to adversely affect the amenity of the locality	The site consists of the amalgamation of four residential lots to create a 1331m ² lot adequate for a development of this nature. Satisfied
The amenity of the adjoining and nearby properties would be adversely affected by noise, traffic movement, insufficient parking and pedestrian safety.	Traffic movement has been addressed by amendments to the original proposal to create a one-way in and out configuration. Satisfied
Access is proposed from a major road or is located within proximity to a major intersection where there may be safety concerns for pedestrians and vehicles.	Access is not gained directly from a major road. A transport impact statement has been provided as a part of the application. Satisfied
Access is from a local access street which may impact on the amenity or the area due to high peak-hour traffic volumes	A transport impact statement has been provided as a part of the application.
The current use or any permissible use within the zone of the adjoining properties generates unacceptable levels of air, dust, noise and odour emissions or poses a potential fire or chemical hazard because of activities or materials stored or used on site.	N/A - Nearby properties surrounding the site are residential.
Noise and/or emissions generated by roads railway and aerodromes or airports are likely to have an adverse impact on the child care premises.	N/A
The site is located within the separation distance for either a noxious or offensive industry, sewerage treatment plant or extractive industry.	N/A
The site is in a river floodway/flood fringe or bushfire prone area.	N/A
It does not comply with separation distances identified in the Guidance for the Assessment of Environmental Factors (Environmental Protection Authority, June 2005).	N/A

Soil contamination exceeds the levels regarded by the Department of Water and Environmental Regulations (DWER) and the Department of Health as suitable for standard residential land uses....	N/A
Contaminated groundwater is proposed to be used for the irrigation of gardens and play area within the child care premises....	N/A

The draft Position Statement contains the following text:

‘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 and residential aged care facilities. Play areas adjacent to state roads are not encouraged.’

The proposal will accommodate 92 children and 17 staff. There are no outdoor play areas directly adjoining residential properties.

State Planning Policy 7.0 Design of the Built Environment (SPP7.0)

SPP 7.0 applies to all development in Western Australia. The purpose of SPP 7.0 is to inform and guide landowners, proponents, designers, reviewers and decision-makers to achieve good design outcomes in the built environment.

SPP 7.0 Design Principles	Comments
Context and character <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>	<p>The proposal is located within a residential area servicing the local community with other childcare centres in the area directly adjoining residential properties</p> <p>The development is within proximity of Tuart Forest Primary School and both Ferndale and Starlite parks assisting with connection with the area and community</p> <p>Satisfied</p>
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>The application has been prepared by childcare landscape architects.</p> <p>The landscaping includes different ground treatments providing interest and has good flow from indoors to outdoor areas.</p> <p>Additional landscaping has been added to the fence line along the carpark.</p> <p>Satisfied</p>

<p>Built form and scale</p> <p><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>	<p>The proposal is single storey, which is consistent with a significant percentage of houses nearby in terms of building height. Large eaves are proposed over the windows. The walls of the dwelling provide staggered articulations to break up the perception of massing and bulk which would otherwise be evident with long, continuous walls.</p> <p>The colours and materials used are complimentary to the local area and streetscape.</p> <p>The proposal has some outdoor play areas oriented to the street and includes an arbour structure to the front entry.</p> <p>The circular windows along the eastern facade provide interest, with the addition of some taller windows connect the car park and the building.</p> <p>Satisfied</p>
<p>Functionality and build quality</p> <p><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>	<p>The build quality consists of natural finishes. The entry point from Ferndale Street and changes to a single-way traffic flow improve functionality and walkability within the site and benefits the users of the site which are predominantly families with young children.</p> <p>Satisfied</p>
<p>Sustainability</p> <p><i>Good design optimise the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>	<p>Quality landscaping with water-sensitive design is proposed.</p> <p>There are deep eaves providing shade.</p> <p>Solar panels and shade sails are also proposed.</p> <p>Satisfied</p>
<p>Amenity</p> <p><i>Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i></p>	<p>The materials and colours are complementary and include various textured finishes.</p> <p>The perimeter fencing has been amended to provide a solid but transparent playscape fence, in an effort to mitigate noise impacts within the neighbourhood.</p>

	<p>The fencing and signage are of a high standard, with the addition of landscaping along the perimeter.</p> <p>The car park concrete surface finish was adjusted to include feature coloured concrete to provide delineation and provide a family friendly environment.</p> <p>Satisfied</p>
<p>Legibility</p> <p><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>	<p>The centre is on a corner side with good orientation to three streets.</p> <p>There is a single point of entry with an arbour structure leading along the pathway from the street to the entrance point.</p> <p>Fencing to the entrance has been increased and improved to provide clear direction into the building and around the site.</p> <p>Signage was moved closer to the entrance which provides a clearer, more identifiable point of entry for wayfinding purposes.</p> <p>These design elements result in good legibility to the centre.</p> <p>The access in and out of the ACROD car space has been improved by moving the space south with the addition of a shared area allowing access into and of the ACROD bay.</p> <p>Satisfied</p>
<p>Safety</p> <p><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>	<p>The addition of coloured concrete to car parking circulation area considers pedestrian priority.</p> <p>There is a secure gate area at entry providing security for occupants of the centre</p> <p>The secure fencing designates and controls public access into a secure area, with the children's WC locations aligned with closed fencing.</p>

	Vehicle site lines in and out of the site have been provided. Satisfied
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>	The childcare service is a necessary and welcome community function and employer. It is noted that the site is in proximity to a local primary school which provides a convenient location for young families. Satisfied
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>	The overall design of the centre lends itself to accessing direct and borrowed light through generous window area and north facing openings. The openable windows are also conducive to well-ventilated children's rooms. The proposed entrance has been improved from the original design with the inclusion of an arbour structure providing an attractive invitation to the entrance. Professional signage has been proposed to ensure a balance between scale and proportions to the building as well as providing wayfinding. Satisfied

Local Planning Policy 6.1 Vehicle Parking

Car parking requirements and proposed provisions are detailed in the table below.

LPP standards	Required parking bays	Proposed parking bays
1 bay per 1 children approved to accommodate	92 children (9 bays)	19 on site including on ACROD bay.
1 bay per employee	17 staff (17 bays)	Applicant proposes to utilise 4 on-street bays along Ashberg Link and 4 on Ferndale Avenue directly adjacent to the development.
Bay for visiting service vehicles	Servicing (1 bay)	

Sub total car parking	27 bays	19 on site bays (non compliant) Please see assessment below.
Bicycles 1 space per 100m2 nla	Bicycles 6 (spaces)	Nil (non compliant) Can be conditioned if necessary*

The requirement for 27 on site car bays is proposed to be satisfied by:

- 19 bays being provided on site;
- Use of 8 on-street car parking bays along Ferndale Avenue and Ashberg Link (adjacent to the site and connected to the centre via a footpath)

This arrangement is considered reasonable on the grounds that:

- The bays would be required only during peak periods (drop offs and pick-ups).
- There is adequate parking available near the adjoining community purpose site located approximately 200m to the west as well as significant areas of on-street parking in the immediate locality (see Figure 3 below).
- The DPLH draft position statement for Child Care Premises notes parking 1 per 5 children requiring 19.2 bays which complies with the on-site numbers provided.
- Minimum of six on-site bays have been reserved for pick up and drop off activities with four on-street bays on Ashberg Link signed and line marked as 15 minutes only between 7am and 9pm and 3pm and 6pm to cater for short-term pickup and drop-offs. The four proposed on-street bays on Ferndale Avenue can accommodate any parking overflow. The remaining 13 bay are allocated for staff.
- Staff numbers fluctuated throughout a typical weekday in accordance with the children's attendance rate, which has the potential to reduce the dependency on the bays onsite. 17 staff employed on the site will not all work at the centre at the same time.
- It is reasonable to assume that some families that are local residents will walk to the centre.
- It is also considered that the centre will not always operate at 100% occupancy as such the numbers of staff and children may be lower than suggested.

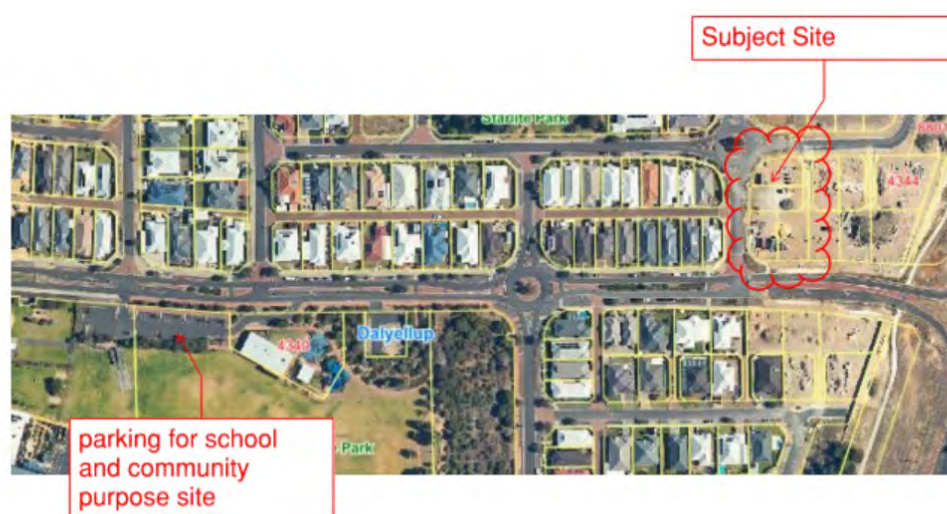


Figure 3 – parking available in the locality

The proposed signage on site is not consistent with the Shires Local Planning Policy 6.11 Signage and Advertising (LPP 6.11)

Figure 4 below provides details on the signage proposed.

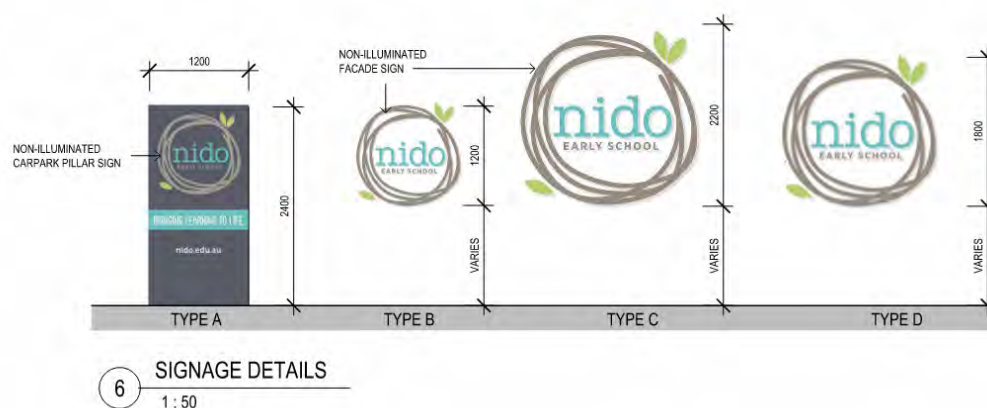


Figure 4 – signage details

LPP 6.11 provides guidance on types of signage and their acceptability within specific zones. The proposal contains two types of signs, directional signage (associated with an entry statement) and wall signs. LPP 6.11 states that these forms of signs are not permitted in a Residential zone. In this instance, these forms of signs are considered reasonable on the grounds that:

- The signage scale and design satisfy the criteria for these forms of signs (see table below).
- The proposed use of the site is not intended as a residential use;

- The proposed location of the signs are limited to appropriate locations and are of a scale and include a colour pallet selection that is appropriate to the type and use of the built form; and
- The policy only requires due regard to be considered and is not mandatory. In this case, the signage is considered appropriate and necessary to support the use of the site and will provide wayfinding functions to identify the entry and parking access.

Requirements for a Wall Sign	Comments
A wall sign is to only display the name, logo or slogan of the business premises to which the sign is applied	Complies
The maximum single face area is 45m ² and must not extend beyond 12.0m above the ground	<45m ² Complies
Must not project more than 300mm from the wall and/or fascia to which it is affixed	Complies
Must not project beyond the edges of a wall and/or fascia	Complies
A wall sign, which extends above a wall, may be considered as a roof sign.	note
Requirements for Entry Statement Sign	Comments
Must be fully contained within the boundaries of the lot on which the entry statement is proposed.	Complies
Must not be distracting to motorised road users. • The structure or wall shall be located and designed to ensure that vehicular and pedestrian sightlines are not compromised	Complies
Entry statements that extend beyond a height of 1.20m above natural ground level will require engineering certification and/or building approval	Does not extend beyond 1.2m Complies
Approval will be subject to a Landscaping Plan to the specification and satisfaction of the local government.	Landscape plan conditioned as a part of the approval. Complies

Clause 67 lists matters that the local government is required to have due regard when considering an application. The following table details relevant matters and comments.

Relevant matters to be considered	Comments
(a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	Refer to LPS8 assessment. Satisfied
(b) The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	Refer to the draft Child Care Centres Position Statement assessment. Satisfied
(c) Any approved State Planning Policy	Refer to SPP 7.0 and draft Child Care Centres Position Statement in a separate section of report. Satisfied
(e) Any policy of the Commission;	See comment above. Satisfied
(g) Any local planning policy for the Scheme area;	Refer to the Local Planning Policy assessment. Satisfied
(h) Any structure plan or local development plan that relates to the development;	Refer to the LDP Dalyellup East Structure Plan assessment. Satisfied
(m) The compatibility of the development with its setting, including: <ul style="list-style-type: none"> i. The compatibility of the development with the desired future character of its setting; and ii. The relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development. 	The location and configuration of the outdoor play area being along adjacent road boundaries mitigate adverse impacts on existing adjoining residential development, by virtue of noise. Satisfied

<p>(n) The amenity of the locality including the following –</p> <ul style="list-style-type: none"> i. Environmental impacts of the development; ii. The character of the locality; iii. Social impacts of the development. 	<p>The amenity of the locality has been addressed through redesigns resulting from the Design Review Panel assessment process.</p> <p>The redesigns have considered:</p> <ul style="list-style-type: none"> • Access arrangements to ensure safe and convenient traffic movement within and off the site. • Reducing noise impacts through: • Scheduling staff roster times to reduce noise associated with the arrival and departure of vehicles at one time. • Building design and location and configuration of outdoor play areas away from abutting residential properties. • Location of acoustic fencing. <p>Satisfied</p>
<p>(r) The suitability of the land for the development taking into account the possible risk to human health or safety;</p>	<p>The land is of an appropriate size and configuration to accommodate the scale of development proposed and the layout and treatments ensure no unreasonable risk to human health or safety.</p> <p>Satisfied</p>
<p>(s) The adequacy of –</p> <ul style="list-style-type: none"> i. The proposed means of access to and egress from the site; and ii. Arrangements for the loading, unloading, manoeuvring and parking of vehicles. 	<p>Traffic movement throughout the site and on the local road network has been adequately addressed through amended plans and confirmed through traffic impact assessments.</p> <p>The design includes a traffic management plan, a parking management plan, a swept path analysis and is subject to conditions.</p> <p>The pedestrian footpath access is proposed via the existing footpaths located on the east side of Ashberg Link and the north side of Ferndale Avenue providing pedestrian safety.</p> <p>Satisfied</p>
<p>(t) The amount of traffic likely to be generated by the development, particularly in relation to the capacity of</p>	<p>The applicant has addressed traffic concerns with a left-in only crossover at Ferndale Avenue and an exit-only</p>

the road system in the locality and the probable effect on traffic flow and safety.	<p>crossover at Starlight Bend, improving traffic flow and safety around the site.</p> <p>Parking includes a suitable supply of bays including the use of nearby on-street parking including management arrangements for bays on Ashberg link to be signed and line marked as 15 minutes only between 7am and 9pm and 3pm and 6pm to cater for short-term pickup and drop-offs. The 4 proposed on-street bays on Ferndale Avenue can accommodate any parking overflow. The remaining 13 bay are allocated for staff.</p> <p>Staff numbers fluctuated throughout a typical weekday in accordance with the children's attendance rate to reduce the amount of traffic.</p> <p>Transcore have provided detail in a traffic impact statement with no safety issues being identified.</p> <p>Satisfied</p>
(v) The potential loss of any community service or benefit resulting from the development other than potential that may result from economic competition between new and existing businesses.	<p>There is a demand for Child Care Centre within the general community and working population.</p> <p>Satisfied</p>
(x) The impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals.	<p>There is a demand for Child Care Centre within the general community and working population.</p> <p>Satisfied</p>
(y) Any submissions received on the application	<p>Submissions have been received with objections raised. These have been addressed in the submissions assessment in this report.</p> <p>Satisfied</p>
(za) Any comments or submissions received from any authority consulted under clause 66.	<p>No objections comments received.</p> <p>Satisfied</p>

Conclusion:

The proposed Child Care Premise development has been subject to refinement and redesign resulting from feedback of the design review panel process. Further, these

amended plans have been assessed against the relevant planning framework and deemed to be acceptable development.

The impacts on the existing residential amenity of the immediate locality, and the impacts to the local traffic network that have potential to reduce safety of road users have been addressed in modifications to the original design and detailed in the Transport Impact Statement and Parking Management Plan.

It is considered that the scale of use, hours of operation and resulting potential noise impacts will not generate have adverse impacts on local amenity. Any impacts to the could be resolved through operational controls as conditioned such as a noise management plan, operational management plan and waste management plans as a part of the approval.

For these reasons, it is recommended that the DAP approve the proposal.

Alternatives

It is recommended that the Development Assessment Panel (DAP) resolves to:

Refuse DAP Application reference DAP/25/02848 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 Shire of Capel Local Planning Scheme No. 8, for the following reasons:

Reasons:

1. The proposed development is not compatible with the objectives of the Residential zone clause 16(2) of Local Planning Scheme No. 8.
2. The proposed scale of the land use will adversely impact local residential amenity in terms of noise and local traffic conditions.
3. The proposed configuration and location of the outdoor play area will adversely impact amenity of the immediate residential properties, and remains inconsistent with Planning Bulletin 72/2009.
4. The proposed development is inconsistent with policy measures for site selection within the Draft Position Statement: Child Care Premises.
5. The proposed development does not satisfy on-site parking requirements as set out in Local Planning Scheme No 8.
6. The proposed development does not satisfactorily address the requirements of the Planning and Development (Local Planning Schemes) Regulations 2015 Clause 67(2) sub clauses (a), (b), (c), (m) (n), (r), (s), (t), (y), (za).

PROPOSED CHILDCARE CENTRE

CORNER FERNDALE AVE & ASHBERG LINK, DALYELLUP W.A.



DRAWING REGISTER PLANNING

SHEET NUMBER	SHEET NAME	ISSUE	DESCRIPTION	DATE
DA00	COVER SHEET	B	DRP REVISION	20/03/25
DA01	SITE PLAN	B	DRP REVISION	20/03/25
DA02	FLOOR PLAN	B	DRP REVISION	20/03/25
DA03	ROOF PLAN	B	DRP REVISION	20/03/25
DA04	ELEVATIONS	B	DRP REVISION	20/03/25
DA05	INDICATIVE SECTIONS	B	DRP REVISION	20/03/25

GENERAL NOTES

DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT. PREPARATION OF SHOP DRAWINGS OR MANUFACTURING: FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, RELEVANT STATE BUILDING ACT AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

B	DRP REVISION	20/03/25	
A	DEVELOPMENT APPLICATION	09/01/25	
ISSUE	DESCRIPTION	DATE	

insite
ARCHITECTS

4/120 Upper Heidelberg Road, Ivanhoe VIC 3079
1 (03) 9499 5174
www.insitearchitects.com.au



CLIENT:
SATTERLY PROPERTY GROUP PTY LTD

PROJECT:
PROPOSED CHILDCARE CENTRE (92 places)

LOCATION:
CNR FERNDALE AVE & ASHBERG LINK,
DALYELLUP W.A.

DRAWING TITLE:
COVER SHEET

SCALE: DATE: NOV 2024

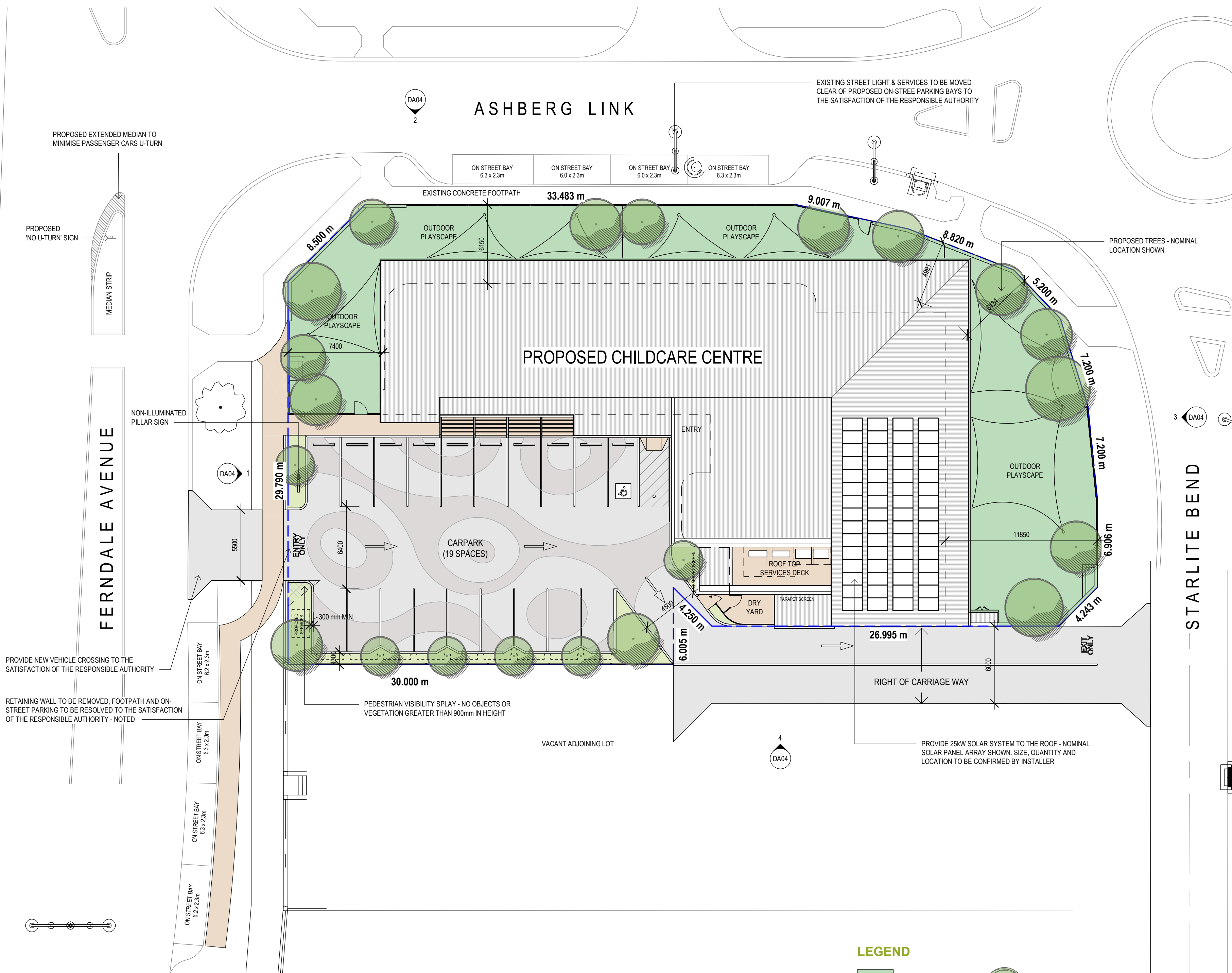
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DA00_B

DA ISSUE



1 SITE PLAN
1 : 200

AREA ANALYSIS

TOTAL SITE AREA 2026m²
SITE COVERAGE 730m²
BUILDING AREA
GROUND FLOOR 684m² gross leaseable area
ON SITE PARKING -
19 bays provided (including one accessible)

LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar
- PROPOSED TREE nominal location shown
- EXISTING TREE TO BE RETAINED & PROTECTED
- EXISTING TREE TO BE REMOVED



2 SITE CONTEXT
1 : 1000



3 AERIAL IMAGE
1 : 2000

GENERAL NOTES			
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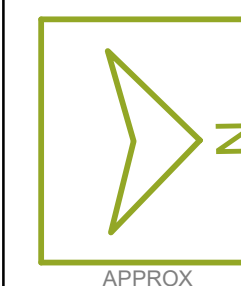
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DALYELLUP W.A.
DRAWING TITLE:
SITE PLAN

SCALE: As indicated @A1 DATE: NOV 2024
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CHECKED: AH JOB No.: J0001182



DA01 /B
DA ISSUE

ASHBERG LINK

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days

GROUP ROOM 1	0-24months	12 PLACES	3 EDUCATORS
GROUP ROOM 2	24-36months	10 PLACES	2 EDUCATORS
GROUP ROOM 3	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 4	24-36months	15 PLACES	3 EDUCATORS
GROUP ROOM 5	36+ months	20 PLACES	2 EDUCATORS
GROUP ROOM 6	36+ months	20 PLACES	2 EDUCATORS
			+ 2 STAFF
			17 STAFF (minimum at capacity)

LEGEND

UNENCUMBERED PLAYSPACE	PROPOSED TREE nominal location shown
LANDSCAPING	EXISTING TREE TO BE RETAINED & PROTECTED
BUILDING AREA	NOMINAL PROPOSED FINISHED FLOOR LEVEL
CAR PARK	
PAVING or similar	

FERNDALE AVENUE

STARLITE BEND

1 GROUND FLOOR PLAN
1 : 100

GENERAL NOTES

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CNR FERNDALE AVE & ASHBERG LINK,
DALYELLUP W.A.

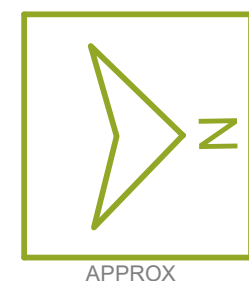
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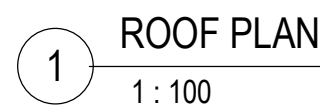
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DA ISSUE

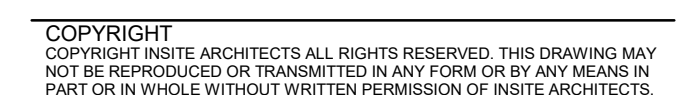


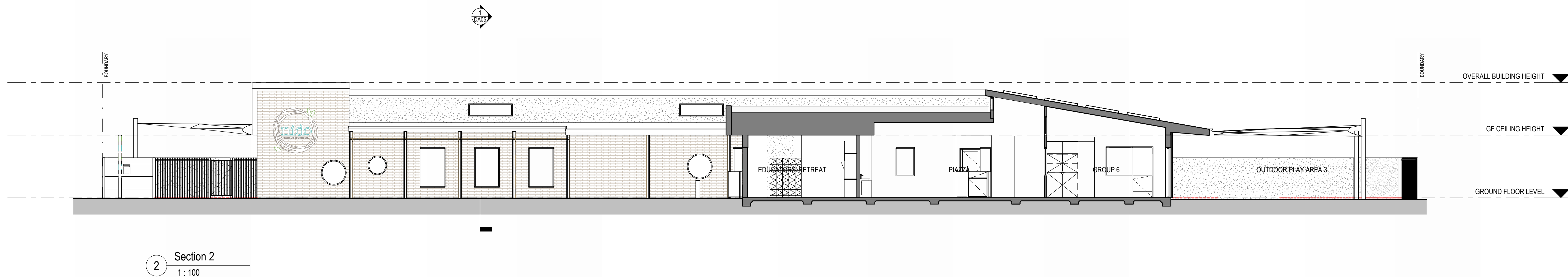
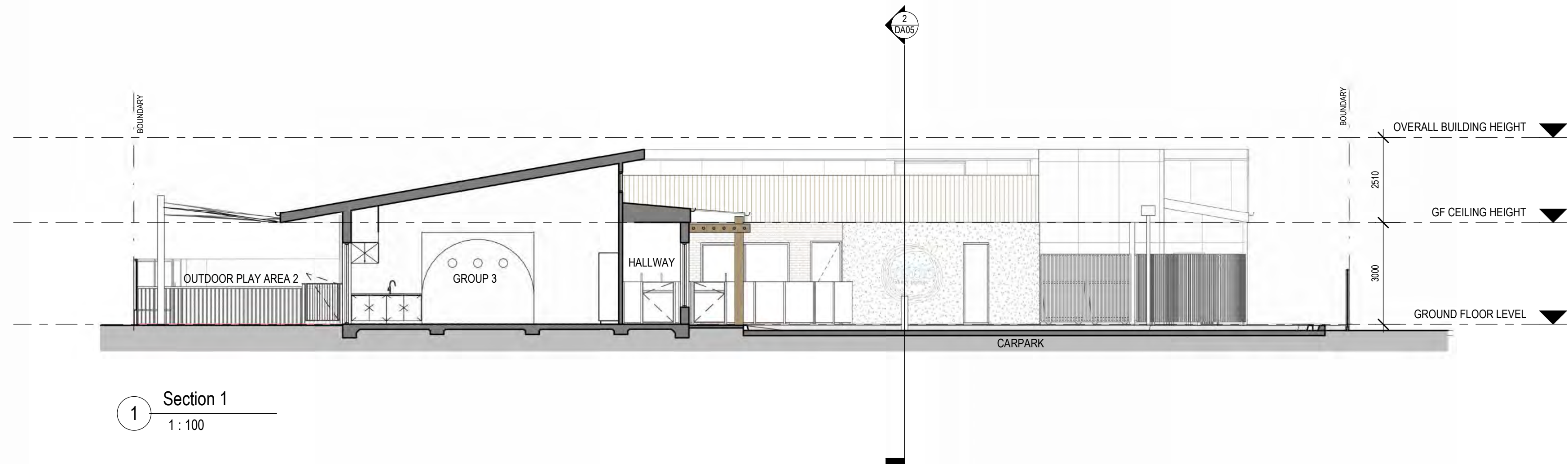
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VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA, RELEVANT STATE BUILDING ACT AS AMENDED, STANDARD BUILDING BY-LAWS AND RELEVANT AUSTRALIAN STANDARDS.

B	DRP REVISION	20/03/25
A	DEVELOPMENT APPLICATION	09/01/25
ISSUE	DESCRIPTION	DATE





GENERAL NOTES			
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B	DRP REVISION	20/03/25	
A	DEVELOPMENT APPLICATION	09/01/25	
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CLIENT:
SATTERLY PROPERTY GROUP PTY LTD

PROJECT:
PROPOSED CHILDCARE CENTRE (92 places)

LOCATION:
CNR FERNDAL AVE & ASHBERG LINK,
DALYELLUP W.A.

DRAWING TITLE:
INDICATIVE SECTIONS

SCALE: 1 : 100@A1 DATE: NOV 2024

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DA05_B

DA ISSUE



Engineering a better future for over 20 years!

Proposed Childcare Centre

Corner Ferndale Avenue and Ashberg
Link, Dalyellup

Transport Impact Statement

PREPARED FOR:
Satterley Property Group
C/- Fergosia

March 2025

Document history and status

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Author: Saeed Kamran Disfani

Project manager: Behnam Bordbar

Client: Satterly Property Group

Project: Proposed Child Care Centre - Corner Ferndale Avenue and Ashberg Link, Dalyellup

Document revision: r01a

Project number: t24.307

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1 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Satterley Property Group C/- Fergosia with regard to a proposed childcare centre to be located at the north east corner of Ferndale Avenue/Ashberg Link intersection, Dalyellup in the Shire of Capel.

The subject site is currently vacant. The site is bounded by Ferndale Avenue to the south, Ashberg Link to the west, Starlite Bend to the north and a proposed easement to the east as shown in **Figure 1**. Tuart Forest Primary School is located approximately 400m due west of the site along Ferndale Avenue.



Figure 1: Location of the subject site

The property is located within the Dalyellup East Structure Plan Area which is shown in **Figure 2**.

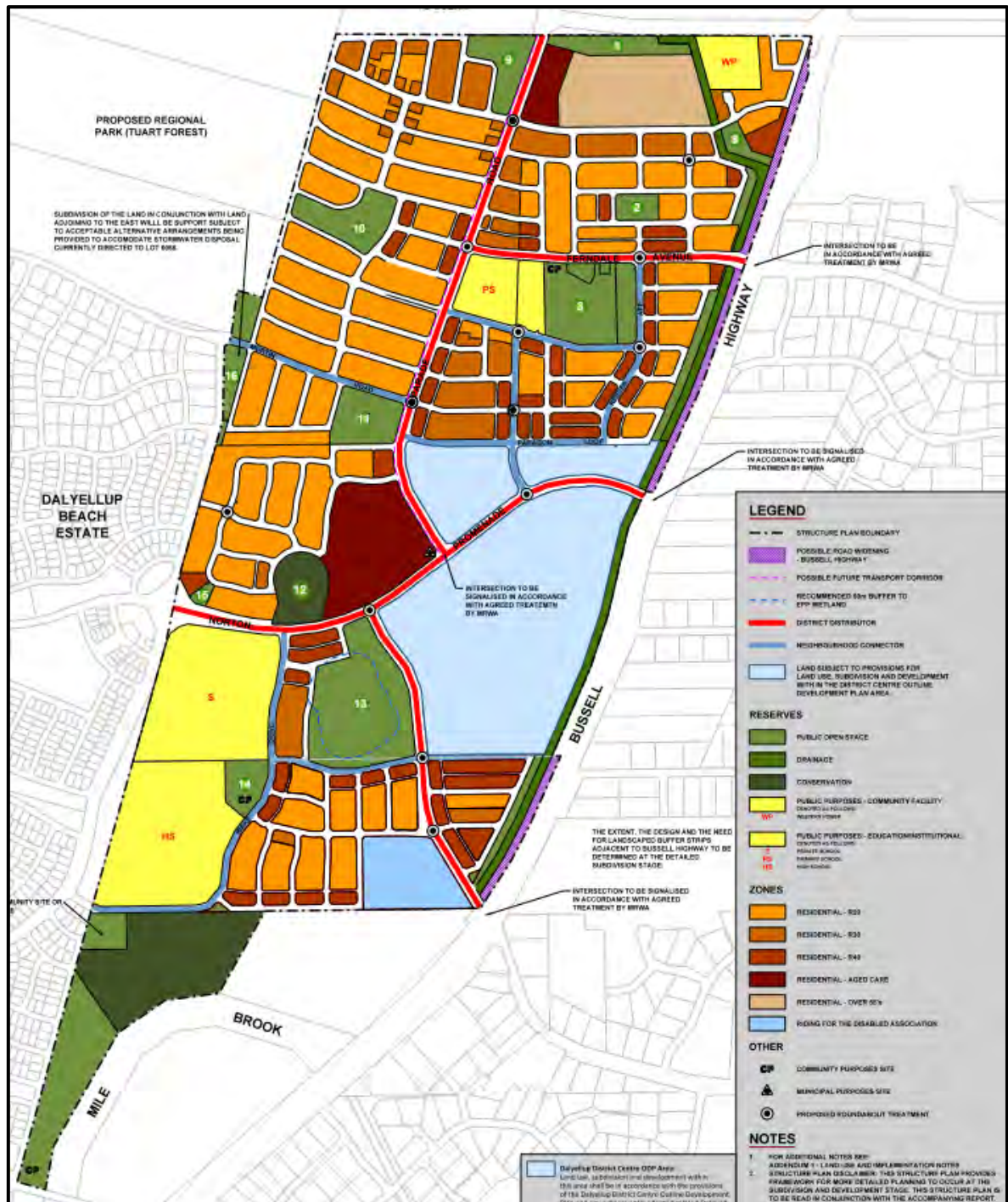


Figure 2: Dalyellup East Structure Plan Area (Amendment No. 29, 2021)

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) state: “A *Transport Impact Statement* is required for those developments that would be likely to generate moderate volumes of traffic¹ and

¹ Between 10 and 100 vehicular trips per hour

therefore would have a moderate overall impact on the surrounding land uses and transport networks”.

Section 6 of Transcore’s report provides details of the estimated trip generation for the proposed development.

Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns and parking demand and supply.

2 Development Proposal

The Development Application (DA) for the subject site proposes the development of a childcare centre with an associated car park and on-street parking in the suburb of Dalyellup within the Shire of Capel. This childcare centre is proposed to accommodate up to 92 children and 17 staff members.

According to the development plan provided in **Appendix A**, a total of 19 on-site parking bays, including one ACROD bay, are proposed to address the parking demand of the proposed childcare centre. Currently, there are 12 on-street public car parking bays available on Ferndale Avenue, west of Ashberg Link, within a short walking distance to the site. In addition, this development proposes to add four (4) additional on-street parallel parking bays along the western boundary of the site on Ashberg Link, as well as another four (4) parallel bays along the southern boundary of the site on Ferndale Avenue.

A bin storage area is provided within the site along the internal driveway. Waste collection and deliveries will be accommodated within the site via entry from Ferndale Avenue, Park adjacent to the bin store and exit via Starlite Bend. It is proposed that servicing will be conducted outside the operating hours of the childcare centre.

Proposed vehicular access to the proposed development consists of a left-in only crossover to the south of the site at Ferndale Ave and an exit only crossover located at the northern end of the easement (right-of-carriageway) along the eastern boundary of the site. Pedestrian access is proposed via the existing footpaths located on the east side of Ashberg Link and the north side of Ferndale Avenue.

3 Vehicle Access and Parking

3.1 Access

The access to the site would be provided via a left in only crossover on Ferndale Avenue and the egress would be via an exit only crossover on Starlink Bend as illustrated in **Figure 3**.

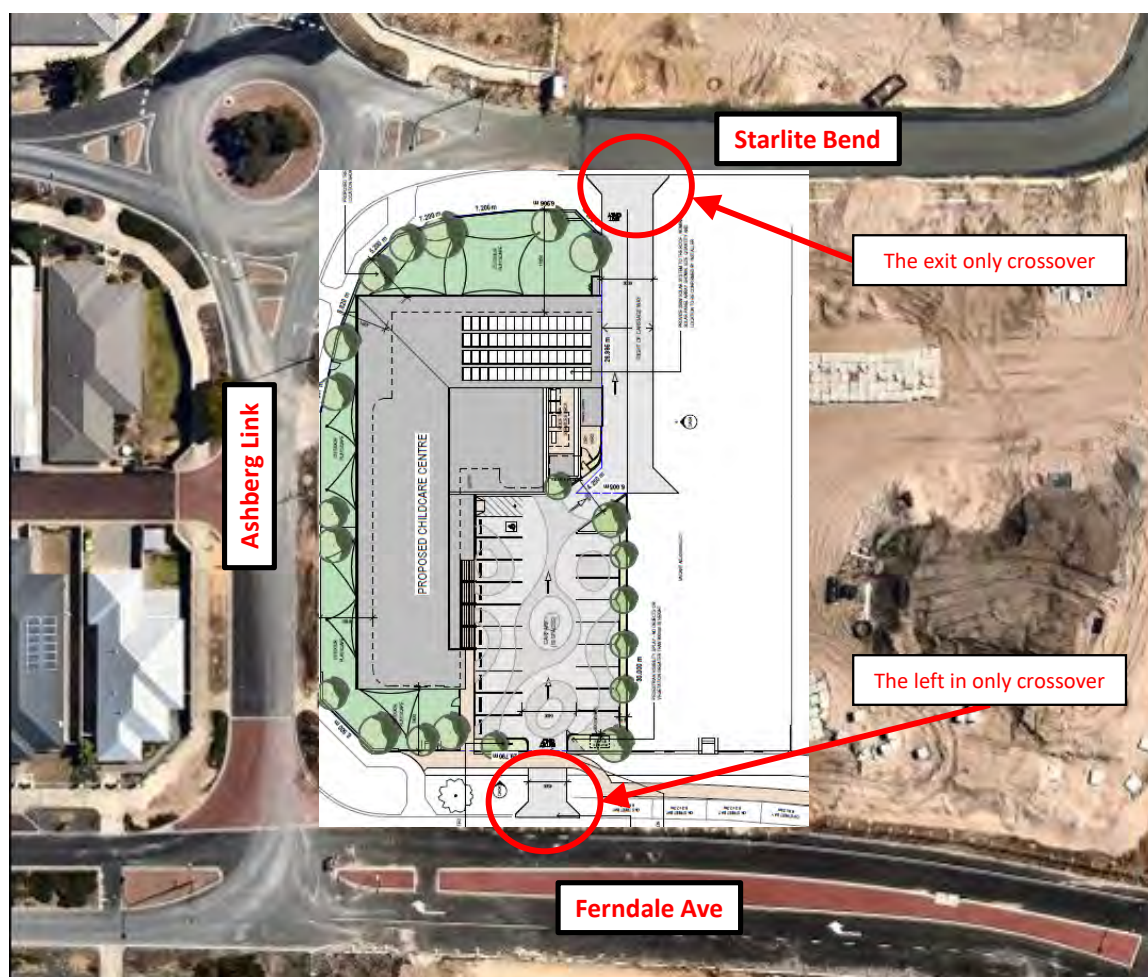


Figure 3: Proposed Site Crossover Arrangements

3.2 Parking Demand and Supply

Based upon the Shire of Capel's *Local Planning Policy 6.1 LPP 6.1: Vehicle Parking*, the car parking standards for the site is as follows:

- 1 space for each staff member; plus,
- 1 bay per 10 children.

The proposed childcare centre is proposed to accommodate up to 92 children and 17 staff members. Accordingly, the theoretical required car parking supply for the proposed child care centre is 27 bays.

The proposed development provides a total of 19 on-site bays (inclusive of one ACROD bay) plus eight (8) on-street parallel bays to be provided along the Ashberg Link and Ferndale Avenue resulting in a total of 27 bays.

It should be noted that there is an additional established on-street supply of 12 bays on Ferndale Avenue within close walking distance to the site. The parking supply and demand of the proposed childcare centre are further discussed in the following section of the report.

3.3 Estimated Actual Parking Demand Based on Trip Generation

Transcore has undertaken a parking analysis based on the anticipated peak hour traffic generation of the proposed childcare centre, to estimate the actual peak parking demand of the centre.

Section 6.1 of this report details the anticipated peak hour traffic generation of the proposed childcare centre. It is established that the calculated weekday roadway a.m. peak hour trip generation of the proposed childcare centre is 46 vehicles in and 34 vehicles out of the car park with the weekday roadway p.m. peak hour estimated to generate fewer trips.

This represents a potential 46 vehicles using the childcare centre car park during the critical peak hour.

The NSW *“Guide to Traffic Generating Developments”* section on childcare centres provides commentary on childcare centre mode share, parking utilisation and parking length of stay. It should be noted that the commentary provided in the NSW guide is based on surveys of actual parking activity undertaken in New South Wales. The NSW guide indicates the highest parking demand of 0.23 cars per child (which represents a parking requirement of 21 bays for the proposed childcare centre) and the average recorded length of stay for all surveyed childcare centres of 6.8 minutes.

Conservatively assuming that the maximum length of stay for pick-up/drop-off parking for the proposed childcare centre is 7 to 8 minutes, it is calculated that each pick-up/drop-off parking bay can accommodate a turnover of up to 7 vehicles per hour.

It is therefore recommended that six (6) bays on-site be allocated to pick-up/drop-off activities supplemented by the four (4) bays on Ashberg Link totalling ten (10) bays which can accommodate up to 70 movements during the peak hour which is more than the anticipated peak design demand during the weekday a.m. peak hour. The proposed parking bays on Ferndale Avenue can function as overflow parking. The on-

street parking on Ashberg Link can be signed and line marked as 15-minute maximum during peak demand periods of 7:00 a.m. to 9:00 a.m. and 3:00 to 6:00 p.m. Monday-Friday in order to encourage appropriate utilisation and turnover of these bays.

3.3.1 Childcare Centre Staff Bays

It is proposed that CCC operations will be managed by 17 staff. Based upon the staffing information provided by the proposed operator, the number of staff will fluctuate throughout the typical weekday in accordance with the children's attendance rate but is indicatively envisaged to occur as outlined in **Table 1**.

Table 1: Staff Schedule

Time	Staff Rostered
6:30AM – 7:00AM	4
7:00AM – 8:00AM	7
8:00AM – 9:00AM	10
9:00AM – 10:00AM	14
10:00AM – 3:00PM	17
3:00PM – 4:00PM	11
4:00PM – 5:00PM	7
5:00PM – 6:30PM	6

As can be seen, although there will be a total of up to 17 staff, a maximum of 10 staff members are required during the peak drop-off period (7:00AM – 9:00AM) in the morning and a maximum of 11 staff members are required during the peak pick-up period in the afternoon (3:00PM – 5:00PM). The staff will be at full capacity at the site only between 10:00AM – 3:00PM. During this time period, they can utilise the visitor bays for parking which will be underutilised during this period.

Accordingly, the estimated actual maximum demand for staff parking bays during the peak pick-up/ drop-off period of the centre is 11 bays. Therefore, the overall estimated actual parking demand of the proposed childcare centre during the peak drop off/pick up period is 17 bays (11 staff bays plus 6 visitor bays).

The proposed development provides a total of 27 bays inclusive of eight (8) on-street short-term parking bays which satisfies and exceeds the estimated actual parking demand for the proposed childcare centre.

Moreover, it also should be noted that:

- Some patrons of the childcare centre are likely to come from the local residential catchment and as such parents may walk their children to/from the childcare centre reducing the demand for on-site parking.
- Some of the staff of the childcare centre are expected to use ride share or be dropped off or walk to the centre.
- An additional established on-street car parking supply is in place along Ferndale Avenue in close walking distance to the site.

For the reasons outlined above, it is considered that sufficient parking has been proposed on and off site to address the actual parking demand of the proposed childcare centre.

4 Provision for Service Vehicles

A bin storage area is located along the eastern edge of the building adjacent to the crossover to the easement (right-of-carriageway) as shown in the site plan in **Appendix A**.

Waste collection and deliveries will take place within the site with a private contractor engaged to collect waste using a maximum size 7m service vehicle. Waste collection vehicles will enter via the Ferndale Avenue, park adjacent to the bin store and exit via the Starlite Bend crossover in forward gear.

It is proposed that service and delivery activities will be conducted outside of the operating hours of the proposed childcare centre. It is expected that the childcare centre will generate a relatively low volume of additional service vehicle traffic primarily associated with the deliveries for the childcare centre. It is recommended that smaller vehicles such as vans should be used for deliveries.

A swept path analysis is undertaken for an 7m service vehicle and included in **Appendix B** which indicates that these movements can enter and exit the site in a safe, efficient, and effective manner.

5 Hours of Operation

The proposed childcare centre is proposed to operate during weekdays between 6:30 AM to 6:30 PM Monday to Friday with the facility closed on weekends and public holidays.

6 Daily Traffic Volumes and Vehicle Types

6.1 Proposed Development Trip Generation

In order to establish an accurate traffic generation rate for the proposed childcare centre, traffic count surveys undertaken by Transcore at similar centres in the Perth Metropolitan Area during 2022 and 2023 were sourced.

Discussions with the respective centre managers revealed that the peak drop-offs and pick-ups for these centres occur between the hours of 7:30AM – 9:30AM and 3:00PM – 5:00PM.

From the total number of children at each of the centres on the surveyed days, the following average generation rates were established for the morning and afternoon surveyed periods:

- 7:30AM–9:30AM: 1.25 trips per child (57% in / 43% out); and,
- 3:00PM–5:00PM: 1.10 trips per child (49% in / 51% out).

From this information, the traffic generation rate for the combined period of 07:30AM–09:30AM and 3:00PM–05:00PM was calculated as 2.36 trips per child. To convert this figure to a daily generation rate, this figure was increased to 3.5 trips per child to account for any trips outside of the surveyed times. It was assumed that the daily in and out split for vehicle trips was 50/50.

Furthermore, the following peak hour generation rates were established from the surveys for the Child Care Centres:

- AM peak hour: 8:00AM – 9:00AM: 0.87 trips per child (57% in / 43% out); and,
- PM peak hour: 4:00PM – 5:00PM: 0.71 trips per child (47% in / 53% out).

Accordingly, the following number of trips were estimated for the proposed childcare centre, assuming a maximum scenario of 92 children and 17 staff being present (i.e., centre at full capacity):

- AM peak hour: **80** trips generated (46 in / 34 out); and,
- PM peak hour: **65** trips generated (31 in / 34 out); and,
- Daily traffic generation: **322** trips generated (161 in / 161 out).

6.2 Traffic Flow

Based on the general spatial distribution of existing residential developments in the immediate area and the permeability of the local road network, the childcare centre's traffic distribution adopted for this analysis is as follows:

- 20% to and from the south via Bussell Highway/Ferndale Avenue and
- 40% to and from the west and north via Ferndale Avenue.
- 40% to and from the south and south-west via Parade Road and Norton Promenade.

Figure 4 illustrates trip generation and traffic distribution over the local road network for the proposed childcare centre.

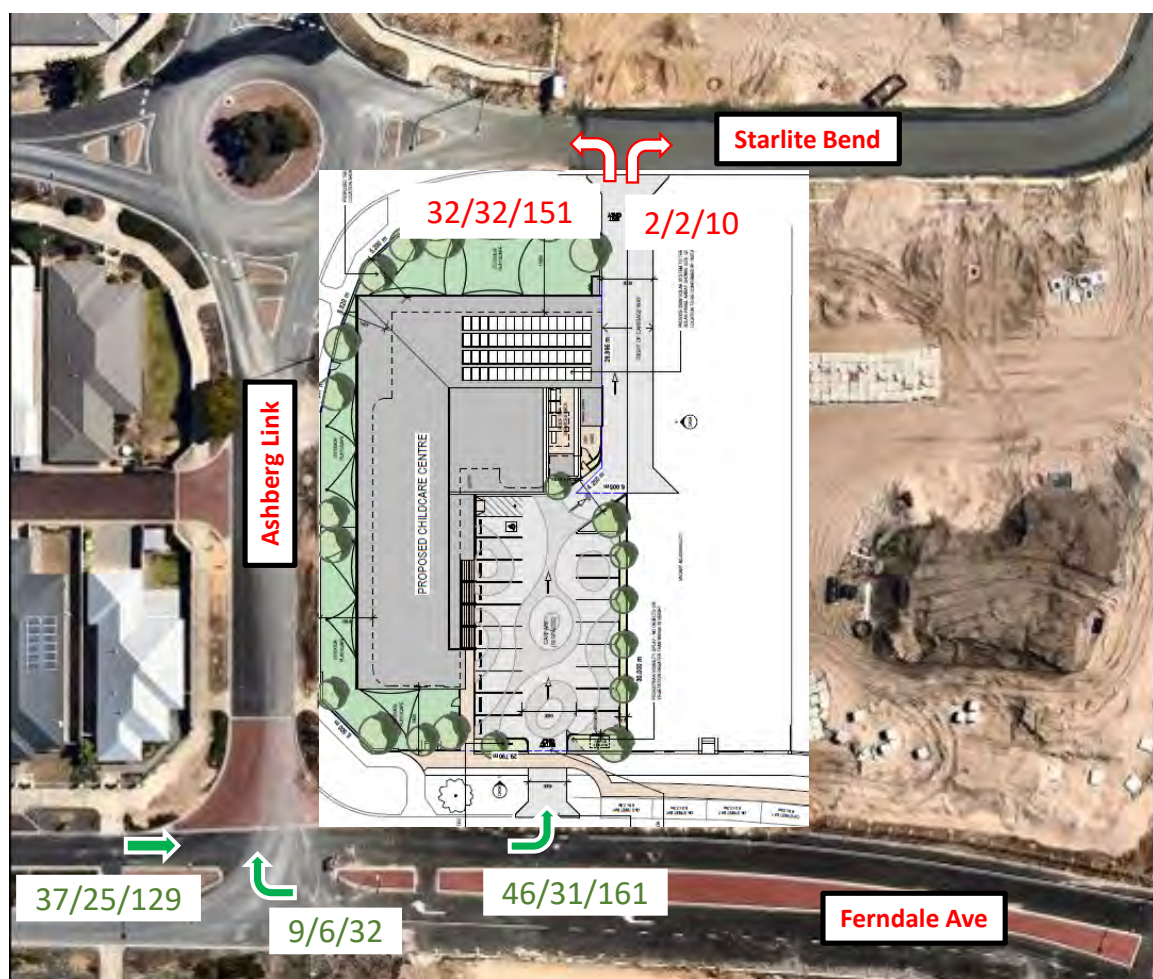


Figure 4: Estimated Daily and Weekday Peak Hour Site-Generated Traffic Generation Volumes

As urban development continues to progress within the Dalyellup East Structure Plan Area, the traffic distribution will progressively change with a higher proportion from

the north and less from the south, but traffic distribution at the childcare centre driveway is not expected to change significantly.

6.3 Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines (2016) provides guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 per cent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

It is clear that the traffic increase from the proposed childcare centre would be significantly less than the critical threshold (100vph per lane). As detailed in **Section 6.2**, the proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph, therefore the impact of the development traffic on the surrounding road network will not be significant.

7 Traffic Management on the Frontage Streets

Bussell Highway, to the east of the site, is a primary north-south road connecting regional centres of Bunbury through the suburbs of Busselton and Capel through to Busselton, Margaret River, and Augusta. It has been constructed as a dual divided carriageway with a raised fixed central median in the vicinity of the site. It has been classified as a *Primary Distributor* road under the *Main Roads WA Functional Road Hierarchy*. It operates under a posted speed limit of 100kph and is operated and maintained by Main Roads WA.

Parade Road, to the west of the site, is a north-south connecting road providing direct access into the Dalyellup Town Centre and the Dalyellup East urban cell as well as the commercial uses situated on Norton Promenade to the south of the site. It has been constructed as a wide divided single carriageway with a raised 'boulevard-style' fixed central median.

Parade Road is currently classified as a *Local Distributor* road under *Main Roads WA Functional Road Hierarchy* but as part of the build-out of the Dalyellup East Structure Plan Area, it will likely be reclassified as a *District Distributor* road, as per the approved structure plan. It operates under a posted speed limit of 60kph and is operated and maintained by the Shire of Capel. The intersection of Parade Road with Ferndale Avenue operates under 4-way single circulating roundabout control.

Ferndale Avenue, which runs along the southern boundary of the site is an east-west connecting road providing direct access to and from Bussell Highway via a partial movements (left-in/left-out only) unsignalised T-intersection. It has been constructed as a single divided carriageway with a raised fixed central median in the vicinity of the site.

Ferndale Avenue is currently classified as an *Access Road* under *Main Roads WA Functional Road Hierarchy* but has been designated as a *District Distributor* road in the approved structure plan. It operates under a posted speed limit of 50kph and is operated and maintained by the Shire of Capel. The intersection of Ferndale Avenue with Ashberg Link operates under full movements T-intersection control with Give Way control on the Ashberg Link approach.

Ashberg Link and **Starlite Bend**, which run along the western and northern boundaries of the site, respectively, are local access roads providing direct access to abutting properties. Both roads have been constructed as single undivided carriageways in the vicinity of the site and are classified as *Access Roads* under *Main Roads WA Functional Road Hierarchy*. Both roads operate under a posted speed limit of 50kph and are operated and maintained by the Shire of Capel. The intersection of Ashberg Link and Starlite Bend operates under 4-way single circulating roundabout control.

Table 2 shows the documented and estimated traffic volumes on the boundary road network. Existing traffic volumes have been sourced from Main Roads WA and other documented studies with traffic volumes on lower order roads estimated based upon a review of existing and future travel patterns, documented transport modelling for the area and spatial distribution of land uses. Future traffic volumes have been based upon modelling for the Dalyellup East Structure Plan area.

Table 2: Existing and 2031 Traffic Volumes

Road	Existing Daily Traffic Volume (vpd)	Future 2031 Traffic Volume (vpd)	Practical Capacity
Bussell Highway (North of Norton Promenade)	25,500 vpd (MRWA, 2023)	30,000 (est.)	40,000 to 50,000 vpd
Parade Road (North of Norton Promenade)	10,800 vpd (MRWA, 2021/2022)	12,000 to 15,000 vpd (est.)	15,000 to 20,000 vpd
Ferndale Avenue (West of Bussell Highway)	2,500 vpd (est.)	3,500 vpd (based upon 2031 modelling)	10,000 to 15,000 vpd
Ashberg Link (North of Ferndale Avenue)	<500 vpd (est.)	1,500 vpd (est.)	3,000 vpd
Starlite Bend (Jagoon Approach-End Road at Bussell Highway)	<500 vpd (est.)	1,200 vpd (est.)	3,000 vpd

8 Public Transport Access

There are limited bus services within the Dalyellup East urban cell with Route 842 (Park Centre-Dalyellup via Bunbury Health Campus) and Route 843 (Bunbury-Dalyellup via Bunbury Plaza) providing service between Dalyellup and Bunbury. These services provide a combined service frequency of 30-to-45-minute service during the weekday peak periods with midday frequencies of 30-minutes and hourly service on weekends and public holidays with bus stops in place on both sides of Parade Road to the west of the site. **Figure 5** shows the public transport services in the area.

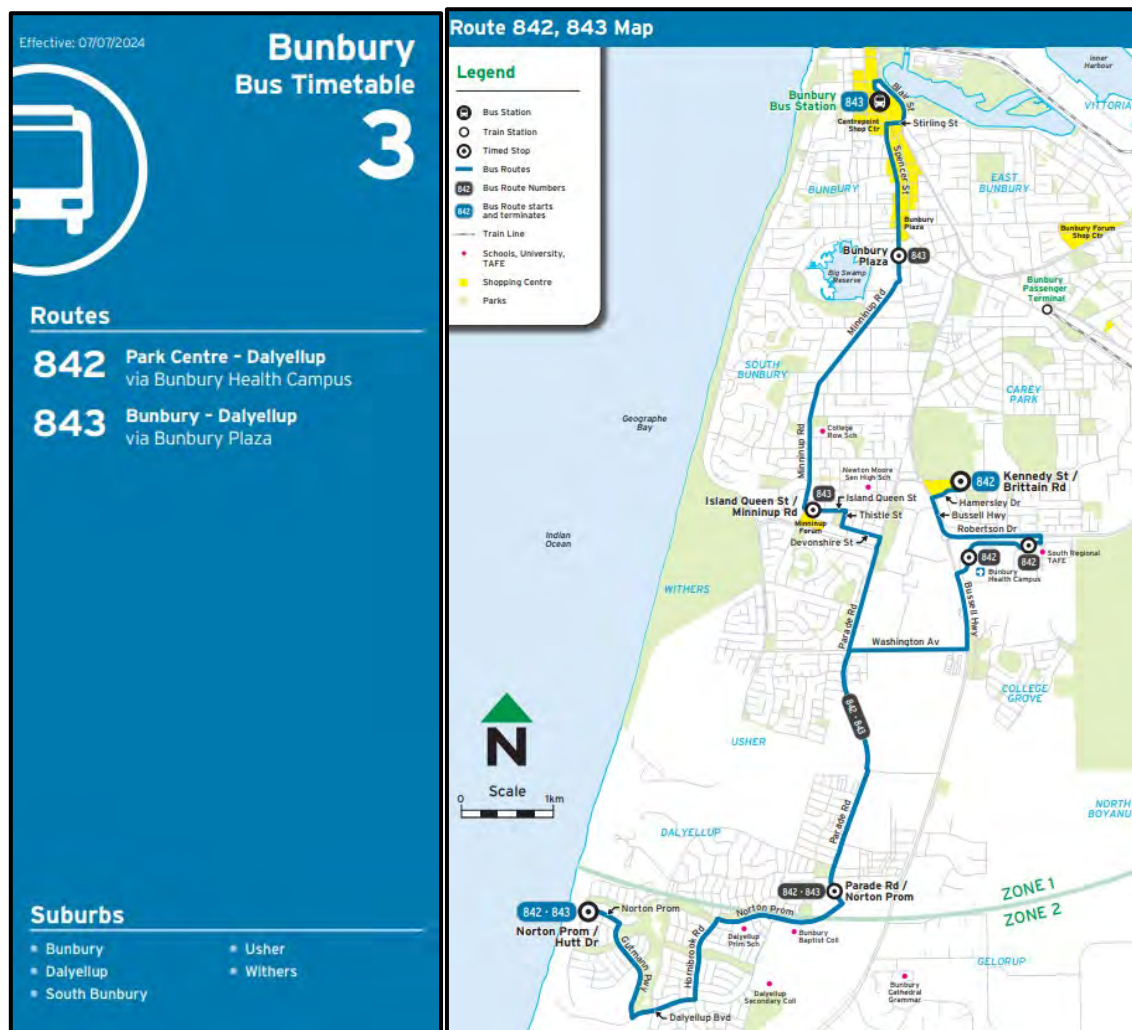


Figure 5: Local Bus Services (Source: Public Transport Authority/TransBunbury)

9 Pedestrian and Cycling Access

Shared paths are in place on both sides of Ferndale Avenue along the southern boundary of the site and on the east side of Ashberg Link and south side of Starlite Bend, in the vicinity of the site. On-road cycle lanes are in place on both sides of Parade Road to the west of the site with an off-road shared place on the east side of the road and a footpath in place on the west side of the road. A shared path is in place on the west side of Bussell Highway in the vicinity of the site.

Figure 6 shows an excerpt of the existing and future cycling network within the vicinity of the site as per the Shire of Capel's Bike Plan.

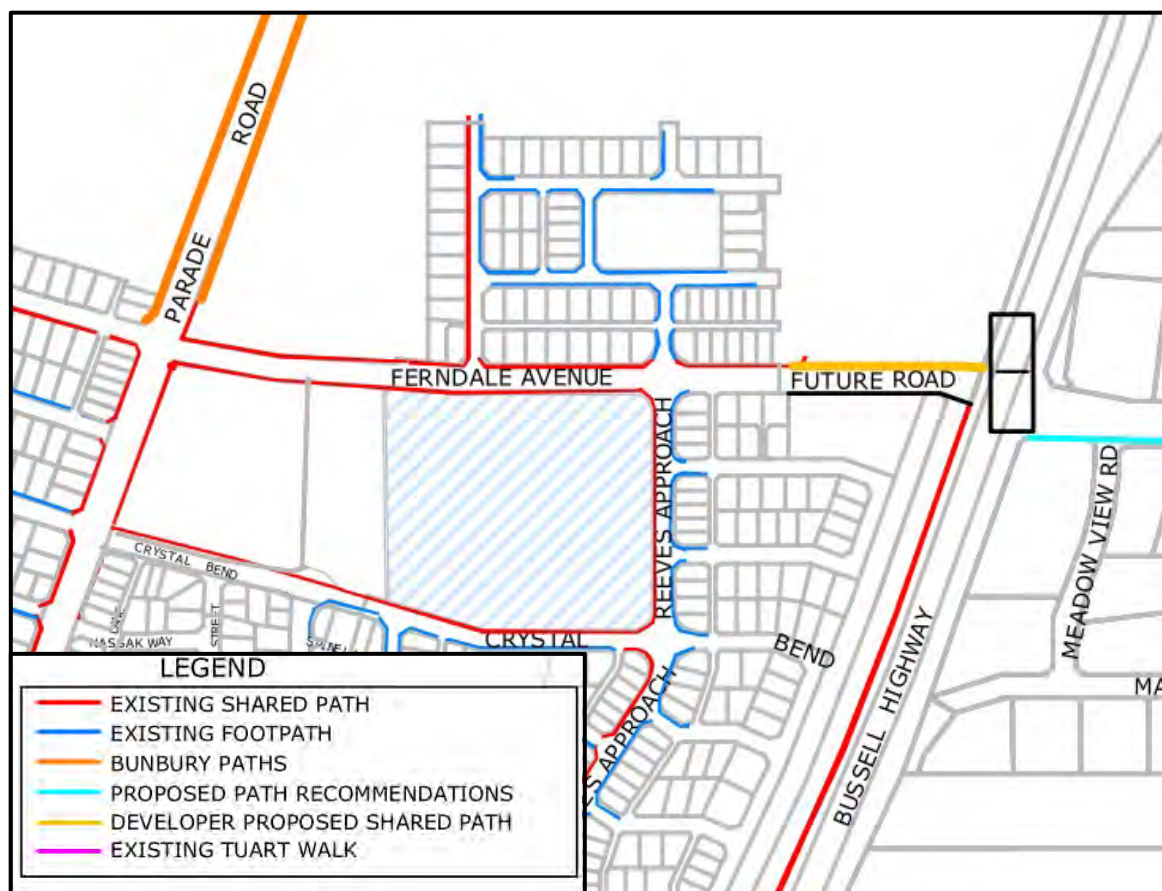


Figure 6: Existing and Future Cycling Network (Source: Shire of Capel Bike Plan)

10 Site Specific Issues

Other than the theoretical parking shortfall for the centre (which has been addressed in this report and the PMP), no other site-specific issues have been identified for the proposed childcare centre.

11 Safety Issues

A review of the documented 5-year crash history for the reporting period 2019-2023 indicates no crashes on the boundary road network in the vicinity of the site. A review of the sight distances at the respective site crossover was undertaken with regard to both relevant Australian Standards and Austroads guidelines and the results of this review confirm that adequate sight distances are in place to ensure safe, efficient, and effective traffic operations at these locations.

No particular safety issues have been identified for the proposed childcare centre.

12 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Satterley Property Group C/- Fergosia with regard to a proposed childcare centre to be located at the north-east corner of Ferndale Avenue/Ashberg Link intersection, Dalyellup in the Shire of Capel.

The subject site is currently vacant. The site is bounded by Ferndale Avenue to the south, Ashberg Link to the west, Starlite Bend to the north and an easement (right-of-carriageway) to the east. Bussell Highway is located to the east of the site. Tuart Forest Primary School is located to the west of the site.

The Development Application (DA) for the subject site proposes the development of a childcare centre proposed to accommodate up to 92 children and 17 staff members.

The access to the site would be provided via a left in only crossover on Ferndale Avenue and the egress would be via an exit only crossover on Starlink Bend.

A total of 19 on-site parking bays, including one ACROD bay, plus eight (8) additional purpose-built on-street public parking bays are proposed to address the parking demand of the proposed childcare centre.

Based on the estimated actual peak parking demand documented in this report, it is established that a minimum of six (6) on-site bays should be reserved for pick-up and drop-off activities with the four (4) proposed on-street bays on Ashberg Link signed and line marked as 15-minutes only between 7:00 a.m. and 9:00 p.m. and 3:00 p.m. and 6:00 p.m. to cater for short-term pick-up/drop-off activities. Also, the four (4) proposed on-street bays on Ferndale Avenue can accommodate any parking overflow. The balance of 13 on-site car parking bays should be allocated to staff.

It should be noted that additional established on-street parking supply consisting of 12 bays on Ferndale Avenue to the immediate west of the site is also available. The proposed development provides a total of 27 new bays (inclusive of both on and off-site car parking) which satisfies and exceeds the estimated maximum parking demand of the proposed childcare centre. Therefore, it is considered that sufficient parking has been provided both on-site and off-site in the form of new and established public on-street parking bays.

It is estimated that the proposed development would generate approximately **322** total daily trips with approximately **80** and **65** trips during typical weekday AM and PM peak hours, respectively. These trips include both inbound and outbound trips. Thus, the traffic generation of the proposed development is relatively low and as such the traffic operations of the road network in the vicinity of the proposed childcare centre would not be adversely impacted by the additional development traffic.

Deliveries and waste collection activities will be accommodated within the site. It is proposed that servicing will be conducted outside of the operating hours of the proposed childcare centre. A swept path analysis has demonstrated that inbound and outbound movements by a maximum size 7m service vehicle can be accommodated safely, efficiently, and effectively into and out of the site.

The site features good connectivity via the existing road network and path network and access to the public transport service in this area is expected to be extended as this area becomes more fully developed.

No particular transport or safety issues have been identified for the proposed childcare centre development within the scope of this report.

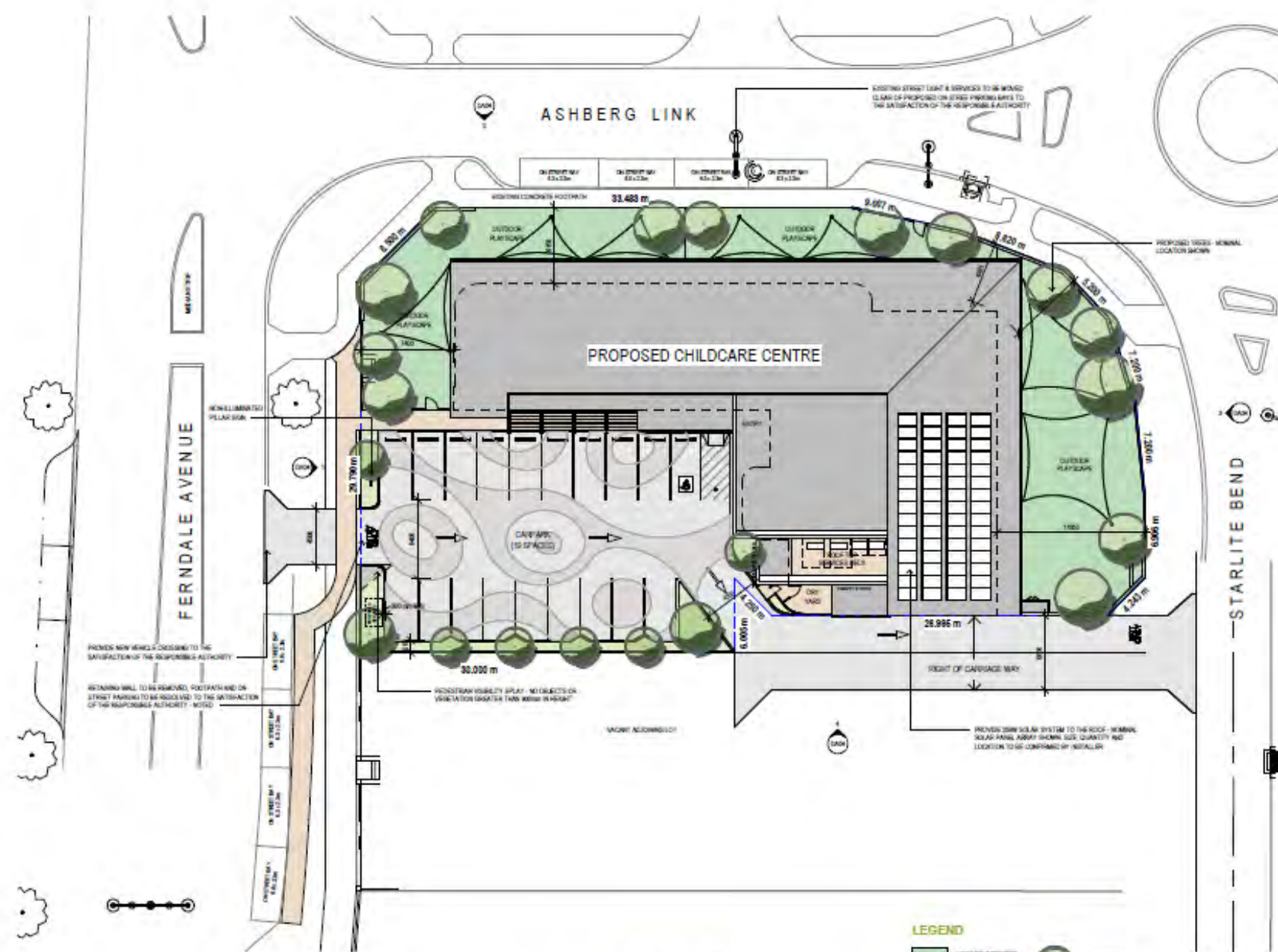
It is concluded that the findings of this Transport Impact Statement are supportive of the proposed childcare centre development.

Appendix A

PROPOSED DEVELOPMENT PLANS



Engineering a better future for over 20 years!



1 SITE PLAN
1:200

AREA ANALYSIS

TOTAL SITE AREA 2028m²
 SITE COVERAGE 730m²
 BUILDING AREA 624m² (GFA) (gross leasable area)
 ON SITE PARKING - 15 (space provided including on-site accessible)

LEGEND

- UNIMULCHED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar
- PROPOSED TREE (retention location shown)
- EXISTING TREE TO BE RETAINED & PROTECTED
- EXISTING TREE TO BE REMOVED



2 SITE CONTEXT
1:1000



3 AERIAL IMAGE
1:2000

GENERAL NOTES

1. THIS DRAWING IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN APPROVAL OF THE ARCHITECT.
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NO.	DESCRIPTION	DATE
1	PRELIMINARY DESIGN	11/01/2024
2	CONCEPT DESIGN	11/01/2024
3	FINAL DESIGN	11/01/2024

insite
ARCHITECTS



CLIENT: SATTERLY PROPERTY GROUP PTY LTD

PROJECT: PROPOSED CHILDCARE CENTRE (92 places)

LOCATION: CNR FERNDAL AVE & ASHBERG LINK, DALYELLUP W.A.

DRAWING TITLE: SITE PLAN

SCALE: AS SHOWN DATE: NOV 2024

DRAWN: CIV PRINTED: 11/01/2024 10:45 AM

CHECKED: RH JOB No.: 20011102

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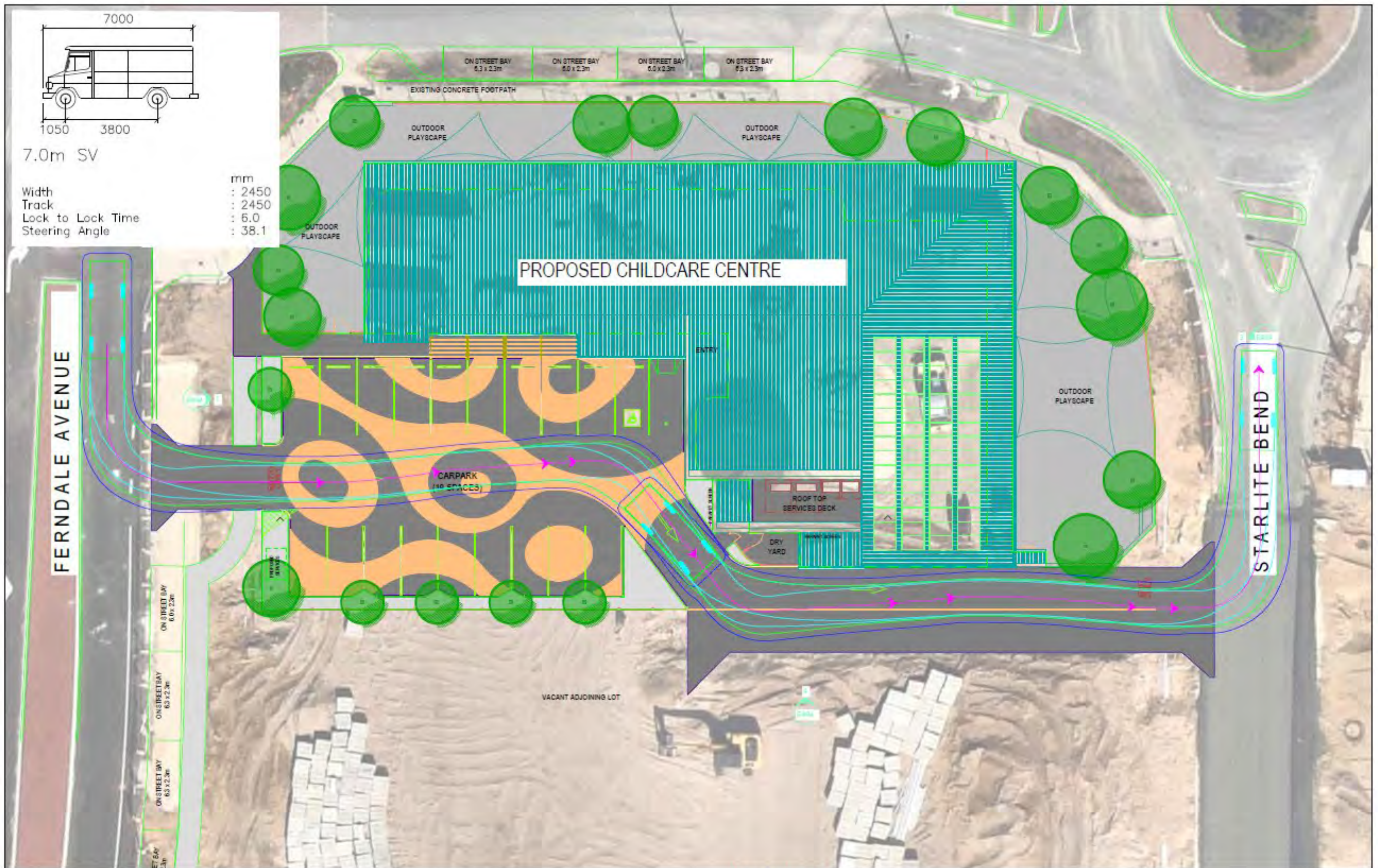
DA ISSUE

Appendix B

SWEPT PATH ANALYSIS



Engineering a better future for over 20 years!



Cnr Ferndale Ave & Ashberg Link, Dalyellup
7m Waste Collection Truck
Bin Store Access and Egress

LEGEND
Vehicle Body
Wheel Path
500mm Clearance



t24.307.sk10
20/03/2025
Scale: 1:250 @ A3



Noise Assessment – Childcare Centre

Corner of Ferndale Ave & Ashberg Link, Dalyellup

Reference: 24119628-01

Prepared for:
Satterley Property Group

Reference: 24119628-01

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Date	Rev	Description	Author	Verified
19-Dec-24	0	Issued to Client	Matt Nolan	Matt Moyle

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EXECUTIVE SUMMARY

Lloyd George Acoustics was engaged by Satterley Property Group to undertake a noise assessment for a proposed childcare centre (CCC) to be located on the Corner of Ferndale Ave & Ashberg Link, Dalyellup. This report considered noise emissions from the proposed childcare centre to surrounding properties, as well as the impact of road traffic noise to the childcare centre.

With regard to the noise emission assessment, this was undertaken using noise modelling and considered child play, mechanical plant and car door closings. The predicted noise from all children playing outside is compliant provided the fencing around the child play areas (not including a small section on the southeast side) is 2.1 metres high as per the *Appendix A* plans. The predicted noise from car doors was also shown to be compliant provided there is a 1.8-metre-high fence located on the east boundary, noting a gap was included for the driveway. Outside of these noted gaps, this fencing is to be solid, free of any gaps and have a minimum surface mass of 8 kg/m² which includes such material as brick, limestone or double sheeted *Colorbond*.

Mechanical plant noise was calculated to be compliant at all receivers except at future receivers located to the east of site. It must be noted that the assessment is based on assumptions in relation to the number, location, size and type of mechanical plant. Therefore, once the mechanical plant has been designed and selected, noise is to be reviewed by a suitably qualified acoustical consultant.

It is also noted that single storey receivers have been used within the model for the future residential receivers. If these were double storey, additional noise mitigation may be required.

With regard to road traffic noise impacts, an assessment was undertaken in accordance with State Planning Policy 5.4 Guidelines. The CCC was determined to be located in an area below the outdoor noise target. As a result, no further mitigation measures are required.

1. INTRODUCTION

Lloyd George Acoustics was engaged by Satterley Property Group to undertake a noise assessment for a proposed childcare centre (CCC) to be located on the Corner of Ferndale Ave & Ashberg Link, Dalyellup (refer *Figure 1-1*) with the site plan shown in *Figure 1-2* and full Development Application (DA) plans provided in *Appendix A*. The purpose of this report is to consider noise emissions from the proposed childcare centre to surrounding properties, as well as the impact of road traffic noise to the childcare centre.



Figure 1-1: Subject Site Location (Source: DPLH PlanWA)

The proposed childcare centre will be open Monday to Friday, 6.30am to 6.30pm and consist of the following:

- Six internal teaching spaces capable of accommodating up to 92 children, grouped as follows:
 - Group 1: 12 places for children aged 0-2 years;
 - Group 2: 10 places for children aged 2-3 years;
 - Group 3: 15 places for children aged 2-3 years;
 - Group 4: 15 places for children aged 2-3 years;
 - Group 5 & 6: each with 20 places for children aged 3+ years;
- Three outdoor play areas (not used prior to 7.00am);
- Amenities and associated mechanical plant such as:
 - Kitchen exhaust fan assumed to be located on roof above;
 - Various exhaust fans (toilets, laundry, nappy room) assumed to be located on the roof above;
 - Air-conditioning (AC) plant, assumed to be located on the ground in the Drying Yard as shown on the DA Plans;
- Car parking on the southeast side of the lot including nine staff car parks only to be used after 7.00am.



Figure 1-2: Proposed Site Plan

With regard to noise emissions, consideration is given to noise from child play, mechanical services and closing car doors at neighbouring properties, against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*.

With regard to road traffic noise impacts, the childcare centre is considered noise sensitive and is located within approximately 130 metres from Bussell Highway. This road is considered a 'Strategic Freight/Major Traffic Route' in accordance with the PlanWA Maps and as such, a noise assessment is required against *State Planning Policy No. 5.4 Road and Rail Noise*.

Appendix C contains a description of some of the terminology used throughout this report.

2. CRITERIA

2.1. Environmental Noise

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

2.1.1. Regulations 7, 8 & 9

This group of regulations defines the prescribed standard for noise emissions applicable to child play, mechanical services and car door closing as follows:

“7. Prescribed standard for noise emissions

- (1) *Noise emitted from any premises or public place when received at other premises –*
 - (a) *must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and*
 - (b) *must be free of –*
 - (i) *tonality; and*
 - (ii) *impulsiveness; and*
 - (iii) *modulation,**when assessed under regulation 9.*
- (2) *For the purposes of subregulation (1)(a), a noise emission is taken to significantly contribute to a level of noise if the noise emission ... exceeds a value which is 5 dB below the assigned level at the point of reception.”*

Tonality, impulsiveness and modulation are defined in regulation 9 (refer Appendix C). Under regulation 9(3), “Noise is taken to be free of the characteristics of tonality, impulsiveness and modulation if -

- (a) *the characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and*
- (b) *the noise emission complies with the standard prescribed under regulation 7(1)(a) after the adjustments in the table [Table 2-1] ... are made to the noise emission as measured at the point of reception.”*

Table 2-1 Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music*			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

* These adjustments are cumulative to a maximum of 15 dB.

The assigned levels (prescribed standards) for all premises are specified in regulation 8(3) and are shown in *Table 2-2*. The L_{A10} assigned level is applicable to noises present for more than 10% of a representative assessment period, generally applicable to “steady-state” noise sources. The L_{A1} is for short-term noise sources present for less than 10% and more than 1% of the time. The L_{Amax} assigned level is applicable for incidental noise sources, present for less than 1% of the time.

Table 2-2 Baseline Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area ¹	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial Premises	All hours	60	75	80
Industrial and Utility Premises	All hours	65	80	90

1. *highly sensitive area* means that area (if any) of noise sensitive premises comprising —

- (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
- (b) any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor (IF), in relation to noise received at noise sensitive premises, has been calculated as 2 dB, as determined in *Appendix B*. *Table 2-3* shows the assigned levels including the influencing factor and transport factor at the receiving locations.

Table 2-3 Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
+2 dB IF Noise sensitive premises: highly sensitive area ¹	0700 to 1900 hours Monday to Saturday (Day)	47	57	67
	0900 to 1900 hours Sunday and public holidays (Sunday)	42	52	67
	1900 to 2200 hours all days (Evening)	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	37	47	57

It must be noted the assigned levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces.

The assigned levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as *“a period of time of not less than 15 minutes, and not exceeding 4 hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission”*. An inspector or authorised person is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Water Environmental Regulation. Acoustic consultants or other environmental consultants are not appointed as an inspector or authorised person. Therefore, whilst this assessment is based on a 4-hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

2.1.2. Regulation 3

“3. Regulations do not apply to certain noise emissions

(1) Nothing in these regulations applies to the following noise emissions –

(a) Noise emissions from the propulsion and braking systems of motor vehicles operating on a road;”

The childcare centre car park is open to the public and considered a road and therefore vehicle noise (propulsion and braking) is not assessed. Noise from vehicle car doors however are assessed, since these are not part of the propulsion or braking system.

2.1.3. Regulation 14A

“14A. Waste Collection and Other Works

- (2) Regulation 7 does not apply to noise emitted in the course of carrying out class 1 works if –*
- (a) The works are carried out in the quietest reasonable and practicable manner; and*
 - (b) The equipment used to carry out the works is the quietest reasonably available;*

class 1 works means specified works carried out between -

- (a) 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday; or*
- (b) 0900 hours and 1900 hours on a Sunday or public holiday.*

specified works means -

- (a) The collection of waste; or*
- (b) The cleaning of a road or the drains for a road; or*
- (c) The cleaning of public places, including footpaths, cycle paths, car parks and beaches;”*

In the case where specified works are to be carried out outside of class 1, a noise management plan is to be prepared and approved by the CEO.

2.2. Road Traffic Noise

The criteria for road traffic noise is provided in *State Planning Policy No. 5.4 Road and Rail Noise* (hereafter referred to as SPP 5.4) produced by the Western Australian Planning Commission (WAPC). SPP 5.4 is supported by the *Road and Rail Noise Guidelines* (the Guidelines) and the Department of Planning, Lands and Heritage mapping. The objectives of SPP 5.4 are to:

- Protect the community from unreasonable levels of transport noise;
- Protect strategic and other significant freight transport corridors from incompatible urban encroachment;
- Ensure transport infrastructure and land-use can mutually exist within urban corridors;
- Ensure that noise impacts are addressed as early as possible in the planning process; and
- Encourage best practice noise mitigation design and construction standards.

Table 2-4 sets out noise targets that are to be achieved by proposals under which SPP 5.4 applies. Where the targets are exceeded, an assessment is required to determine the likely level of transport noise and management/mitigation required.

Table 2-4: Noise Targets for Noise Sensitive Land-Use

Scenario	Outdoor Noise Target		Indoor Noise Target	
	55 dB L _{Aeq} (Day)	50 dB L _{Aeq} (Night)	40 dB L _{Aeq} (Day) (Living and Work Areas)	35 dB L _{Aeq} (Night) (Bedrooms)
Noise-sensitive land-use and/or development				

Notes:

- Day period is from 6am to 10pm and night period from 10pm to 6am.
- The outdoor noise target is to be measured at 1-metre from the most exposed, habitable¹ facade of a noise sensitive building.
- For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonably drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 *Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors* (as amended) for each relevant time period.
- Outdoor targets are to be met at all outdoor areas as far as is reasonable and practicable to do so using the various noise mitigation measures outlined in the Guidelines.

The application of SPP 5.4 is to consider anticipated traffic volumes for the next 20 years from when the noise assessment has been undertaken.

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

- Indoor noise levels as specified in Table 2-4 in noise-sensitive areas (e.g. activity and cot rooms); and
- A reasonable degree of acoustic amenity for outdoor play areas.

¹ A habitable room is defined in State Planning Policy 3.1 as a room used for normal domestic activities that includes a bedroom, living room, lounge room, music room, sitting room, television room, kitchen, dining room, sewing room, study, playroom, sunroom, gymnasium, fully enclosed swimming pool or patio.

3. METHODOLOGY

3.1. Environmental Noise Modelling

Computer modelling has been used to predict the noise emissions from the development to all nearby receivers. The software used was *SoundPLAN 9.0* with the ISO 9613 algorithms (ISO 17534-3 improved method) selected, as they include the influence of wind and are considered appropriate given the relatively short source to receiver distances. Input data required in the model are listed below and discussed in *Section 3.1.1* to *Section 3.1.4*:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1.1. Meteorological Conditions

Meteorological information utilised is provided in *Table 3-1* and is considered to represent worst-case conditions for noise propagation. At wind speeds greater than those shown, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

Table 3-1: Modelling Meteorological Conditions

Parameter	Day (7.00am to 7.00pm)	Night (7.00pm to 7.00am)
Temperature (°C)	20	15
Humidity (%)	50	50
Wind Speed (m/s)	Up to 5	Up to 5
Wind Direction*	All	All

* The modelling package allows for all wind directions to be modelled simultaneously.

Alternatives to the above default conditions can be used where one year of weather data is available and the analysis considers the worst 2% of the day and night for the month of the year in which the worst-case weather conditions prevail (source: *Draft Guideline on Environmental Noise for Prescribed Premises*, May 2016). In most cases, the default conditions occur for more than 2% of the time and therefore must be satisfied.

3.1.2. Topographical Data

Topographical data was adapted from publicly available information (e.g. *Google*) in the form of spot heights and combined with the site plan, noting flat terrain has been assumed for the CCC and nearby surrounding area.

Surrounding existing buildings were also incorporated in the noise model, as these can provide noise shielding as well as reflection paths. Single storey buildings are modelled with a height of 3.5-metres with receivers 1.4-metres above floor level.

The childcare centre building is incorporated in the noise model as per the *Appendix A* plans. Solid fencing around the child play areas (not including a small section on the southeast side) is noted as being 2.1 metres high in the drawings as per the *Appendix A* plans. In addition to this, a 1.8-metre-high fence has been included on the east boundary and surrounding the Drying Yard within the model as shown in *Figure 3-1*. This fencing is to be solid, free of any gaps and minimum surface mass 8 kg/m^2 . Such material includes brick, limestone or double sheeted *Colorbond*. For areas where visual permeability is required, sound-rated plexiglass can be used.

Figure 3-1 shows a 2D overview of the noise model with the location of all relevant receivers identified. Pink dots represent point sources in the noise model (mechanical plant) with the pink polygon representing child play and car doors.

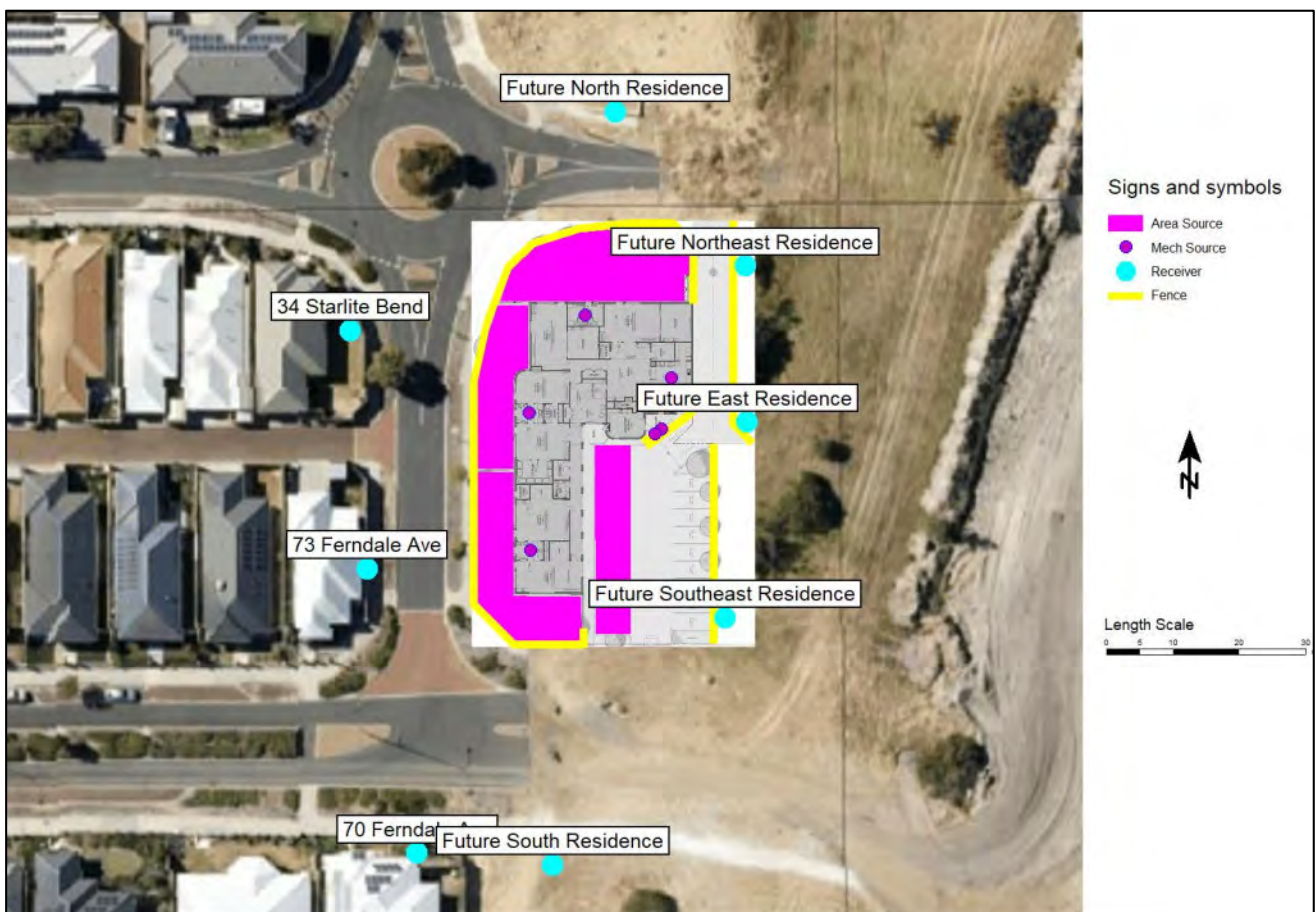


Figure 3-1: Overview of Noise Model

3.1.3. Ground Absorption

The ground absorption has been assumed to be 0.1 (10%) for the roads, 0.5 (50%) outside of the roads and 1.0 (100%) for the play areas, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

3.1.4. Source Sound Levels

The source sound power levels used in the modelling are provided in *Table 3-2*.

Table 3-2: Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Babies Play Aged 0-2 Years (10 kids), L_{10}	54	60	66	72	74	71	67	64	78
Toddler Play Aged 2-3 Years (10 kids), L_{10}	61	67	73	79	81	78	74	70	85
Kindy Play Aged 3+ Years (10 kids), L_{10}	64	70	75	81	83	80	76	72	87
AC Plant, double fan unit (each), L_{10}	72	74	68	69	63	61	53	47	70
General Exhaust Fans (each), L_{10}	60	65	62	63	60	61	56	53	67
Kitchen Exhaust Fan, L_{10}	50	64	61	70	69	66	62	50	73
Closing Car Door (each), L_{max}	71	74	77	81	80	78	72	61	84

The following is noted in relation to *Table 3-2*:

- Child play source levels are based on *Guideline for Childcare Centre Acoustic Assessments Version 3.0* produced by the Association of Australasian Acoustical Consultants (AAAC) published September 2020. Where the number of children for individual play areas is specified in the plans, these have been adjusted from the reference source levels using appropriate acoustical calculations. Outdoor child play was modelled as area sources at 1.0-metre above ground level. The sound power levels used in the model were scaled as follows:
 - Outdoor Play Area 1:
 - 12 children aged 0-2 years = 78 dB(A);
 - 10 children aged 2-3 years = 85 dB(A).
 - Outdoor Play Area 2:
 - 30 children aged 2-3 years = 89 dB(A);
 - Outdoor Play Area 3:
 - 40 children aged 3+ years = 93 dB(A).
- Based on the AAAC Guideline 3.0, source sound power levels for AC condensing units were assumed. Medium sized (double fan) outdoor units were deemed appropriate with two (2) modelled as point sources in the Drying Area.
- Other mechanical plant includes four (4) exhaust fans (toilets and laundry) and one kitchen exhaust fan. All were modelled as point sources approximately 0.5-metres above roof level and above the area serviced.
- Car doors closing were modelled as an area source 1.0-metre above ground level, with the results showing the total sound power located in the 'worst-case' location for each receiver. Since noise from a car door closing is a short term event, only the L_{Amax} level is applicable. The nine daytime staff car parks on the east side of the car park were not included within the night period car door noise assessment.

3.2. Transportation Noise

A combination of noise measurements and modelling have been undertaken in accordance with the requirements of SPP 5.4 and associated Guidelines, as described in *Section 3.2.1* and *Section 3.2.2*.

3.2.1. Transportation Site Measurements

Noise monitoring was undertaken on site using a Brüel & Kjær 2250 (S/N: 3024760) sound level meter (refer *Figure 3-2*). This meter complies with the instrumentation requirements of *Australian Standard 2702-1984 Acoustics – Methods for the Measurement of Road Traffic Noise*. The meter was field calibrated before and after the measurement session and found to be accurate to within ± 1 dB. Lloyd George Acoustics holds current laboratory calibration certificates for the meter.

The microphone was approximately 1.4-metres above existing ground level and approximately 86-metres from the edge of Bussell Highway main carriageway. The measurements were recorded on 18 November 2024, between 2.00pm and 3.00pm.



Figure 3-2: Photograph of Sound Level Meter on Site

From the one-hour measurement, a relationship between noise levels and the hourly traffic volumes can then be derived to determine the existing $L_{Aeq(Day)}$ and $L_{Aeq(Night)}$ at the measurement location.

3.2.2. Transportation Noise Modelling

The computer program *SoundPLAN 9.0* was utilised incorporating the *Calculation of Road Traffic Noise* (CoRTN) algorithms, modified to reflect Australian conditions. The modifications included the following:

- Vehicles were separated into heavy (Austroads Class 3 upwards) and non-heavy (Austroads Class 1 and 2) with non-heavy vehicles having a source height of 0.5-metres above road level and heavy vehicles having two source heights at 1.5-metres and 3.6-metres above road level;
- A -0.8 dB correction has been applied to the lower level heavy vehicle noise source and -8.0 dB to the higher level noise source based on the *Transportation Noise Reference Book*; Paul Nelson (1987), so as to provide consistent results with the CoRTN algorithms.

Predictions are made at heights of 1.4-metres above floor level and at 1.0-metre from various rooms of the proposed building, resulting in a + 2.5 dB correction due to reflected noise. For the outdoor play areas, this correction is not applicable and the height above ground level is 1.0-metres, to reflect the height of the children.

Various input data are included in the modelling and these are discussed in *Section 3.2.2.1* to *Section 3.2.2.3*, noting that some inputs are common to both environmental noise and road traffic noise (topography and ground absorption).

3.2.2.1. Road Surface

The corrections applied for different road surface finishes are provided in *Table 3-3*.

Table 3-3: Noise Relationship Between Different Road Surfaces

Chip Seal				Asphalt			
14mm	10mm	5mm	Slurry	Dense Graded	Novachip	Stone Mastic	Open Graded
+3.5 dB	+2.5 dB	+1.5 dB	+1.0 dB	0.0 dB	-0.2 dB	-1.5 dB	-2.5 dB

The existing road surface is dense graded asphalt and assumed to remain unchanged into the future.

3.2.2.2. Vehicle Speed

The existing posted speed is 80 km/hr and assumed to remain unchanged into the future.

3.2.2.3. Traffic Volumes

Existing traffic volumes were obtained from Main Roads WA Traffic Map. Main Roads WA indicates a growth rate of 0.2% along Bussell Highway which would total 27,578 vehicles per day by 2046. Additionally, the Bunbury Outer Ring Road Alignment Selection Report provides long-term traffic projections for Bussell Highway near Dalyellup, estimating traffic volumes between 32,700 and 36,500 vehicles per day. As a worst case, a total of 36,500 vehicles per day have been assumed for the future 2046 volumes. Note that the percentage heavy vehicles and the ratio of northbound/southbound vehicles per day are assumed to be the same in the future as existing.

Table 3-4: Traffic Information Used in Noise Modelling

Parameter	Scenario			
	Existing – 2023/24		Future – 2046	
	Northbound	Southbound	Northbound	Southbound
24-hour Volume	13,548	14,283	17,768	18,732
% Heavy	11.8	11.6	11.8	11.6

4. RESULTS AND ASSESSMENT

4.1. Environmental Noise

4.1.1. Outdoor Child Play Noise

The childcare development will host up to 92 children. It is noted play time is generally staggered and therefore not all children would be playing outside at once for extended periods of time. However, noise levels were conservatively predicted for all children playing simultaneously, as a worst-case scenario with the results provided and assessed in *Table 4-1*. The critical assigned level is during the day, as whilst the childcare centre will open at 6.30am, child play will not commence until after 7.00am. Noise from child play is not considered to contain annoying characteristics within the definition of the Regulations and therefore no adjustments are made to the predicted noise levels. A noise contour plot is also provided in *Figure 4-1* showing noise levels at ground floor.

Table 4-1: Child Play Noise Predicted Levels and Assessment, dB L_{A10}

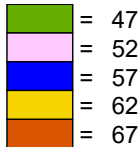
Receiver	Babies (0-2 yo)	Toddler (2-3 yo)	Kindy (3+ yo)	Total	Assigned Level	Assessment
34 Starlite Bend	32	43	44	46	47	Complies
70 Ferndale Ave	26	39	32	40	47	Complies
73 Ferndale Ave	30	44	36	45	47	Complies
Future Residential East (single storey)	15	32	34	36	47	Complies
Future Residential North (single storey)	27	34	46	46	47	Complies
Future Residential Northeast (single storey)	18	27	45	45	47	Complies
Future Residential South (single storey)	23	39	28	39	47	Complies
Future Residential Southeast (single storey)	15	40	28	40	47	Complies

Based on a conservative scenario of all 92 children playing outside simultaneously, the assessment demonstrates compliance is achieved during the day.

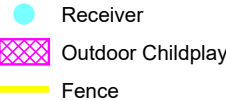
Figure 4-1 Child Play Noise Contour Plot (1.4m AGL), dB LA10




Predicted Noise level



Legend



Project No: 24119628
Consultant: MN
Date: 19/12/2024
Algorithm: ISO 9613
SoundPLAN Version: 9.0



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4.1.2. Mechanical Plant Noise

Mechanical plant noise consists of the outdoor AC condensing units and exhaust fans. Predicted and assessed noise levels are provided in *Table 4-2*. The critical assigned level is during the night, as the plant may operate prior to 7.00am. An adjustment of + 5 dB is included for tonality, since this may be present for such noise sources. A noise contour plot is also provided in *Figure 4-2* showing noise levels at ground floor.

Table 4-2: Mechanical Plant Noise Predicted Levels and Assessment, dB L_{A10}

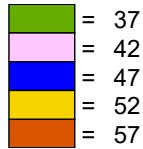
Receiver	AC	Exhaust Fans	Total	Total Adjusted	Assigned Level	Assessment
34 Starlite Bend	10	31	31	36	37	Complies
70 Ferndale Ave	11	23	24	28	37	Complies
73 Ferndale Ave	11	29	29	34	37	Complies
Future Residential East (single storey)	29	37	37	42	37	+5 dB
Future Residential North (single storey)	10	30	30	35	37	Complies
Future Residential Northeast (single storey)	15	33	33	38	37	+1 dB
Future Residential South (single storey)	20	26	27	32	37	Complies
Future Residential Southeast (single storey)	24	31	32	36	37	Complies

The calculations show compliance at all receiver locations except at future receivers located to the east of the site. It must be noted that the assessment is based on assumptions in relation to the number, location, size and type of mechanical plant. Therefore, once the mechanical plant has been designed and selected, noise is to be reviewed by a suitably qualified acoustical consultant.

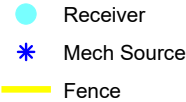
Figure 4-2 Mechanical Plant Noise Contour Plot (1.4m AGL), dB LA10




Predicted Noise level



Legend



Project No: 24119628
Consultant: MN
Date: 19/12/2024
Algorithm: ISO 9613
SoundPLAN Version: 9.0



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4.1.3. Car Door Closing Noise

Predicted and assessed noise levels for car doors closing are provided in *Table 4-3* being the maximum noise level from all car bays except the nine daytime staff only bays. The critical assigned level is during the night, as car door closings will occur prior to 7.00am. An adjustment of + 10 dB is included for impulsiveness, since this may be present for such noise sources. The nine daytime staff only car bays are shown in *Figure 4-3* and a noise contour plot is also provided in *Figure 4-4* showing noise levels at ground floor.

Table 4-3: Car Door Closing Noise Predicted Levels and Assessment, dB L_{Amax}

Receiver	Car Door	Total Adjusted	Assigned Level	Assessment
34 Starlite Bend	22	32	57	Complies
70 Ferndale Ave	42	52	57	Complies
73 Ferndale Ave	36	46	57	Complies
Future Residential East (single storey)	43	53	57	Complies
Future Residential North (single storey)	22	32	57	Complies
Future Residential Northeast (single storey)	35	45	57	Complies
Future Residential South (single storey)	44	54	57	Complies
Future Residential Southeast (single storey)	45	55	57	Complies

Noise from car doors closing from all car bays except the nine daytime staff only bays is predicted to comply at all nearest receivers during the critical night period. Where parking occurs in all the bays after 7.00am, compliance is predicted given the assigned level is increased by +10 dB.

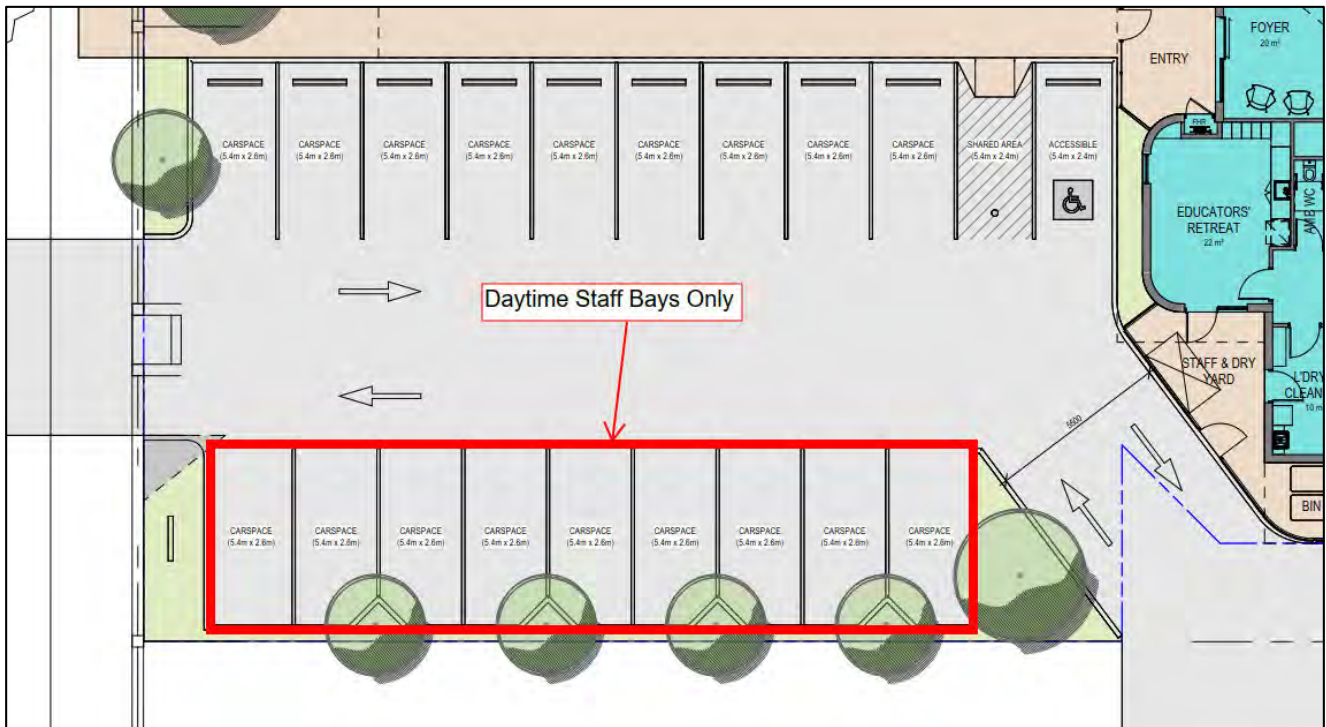


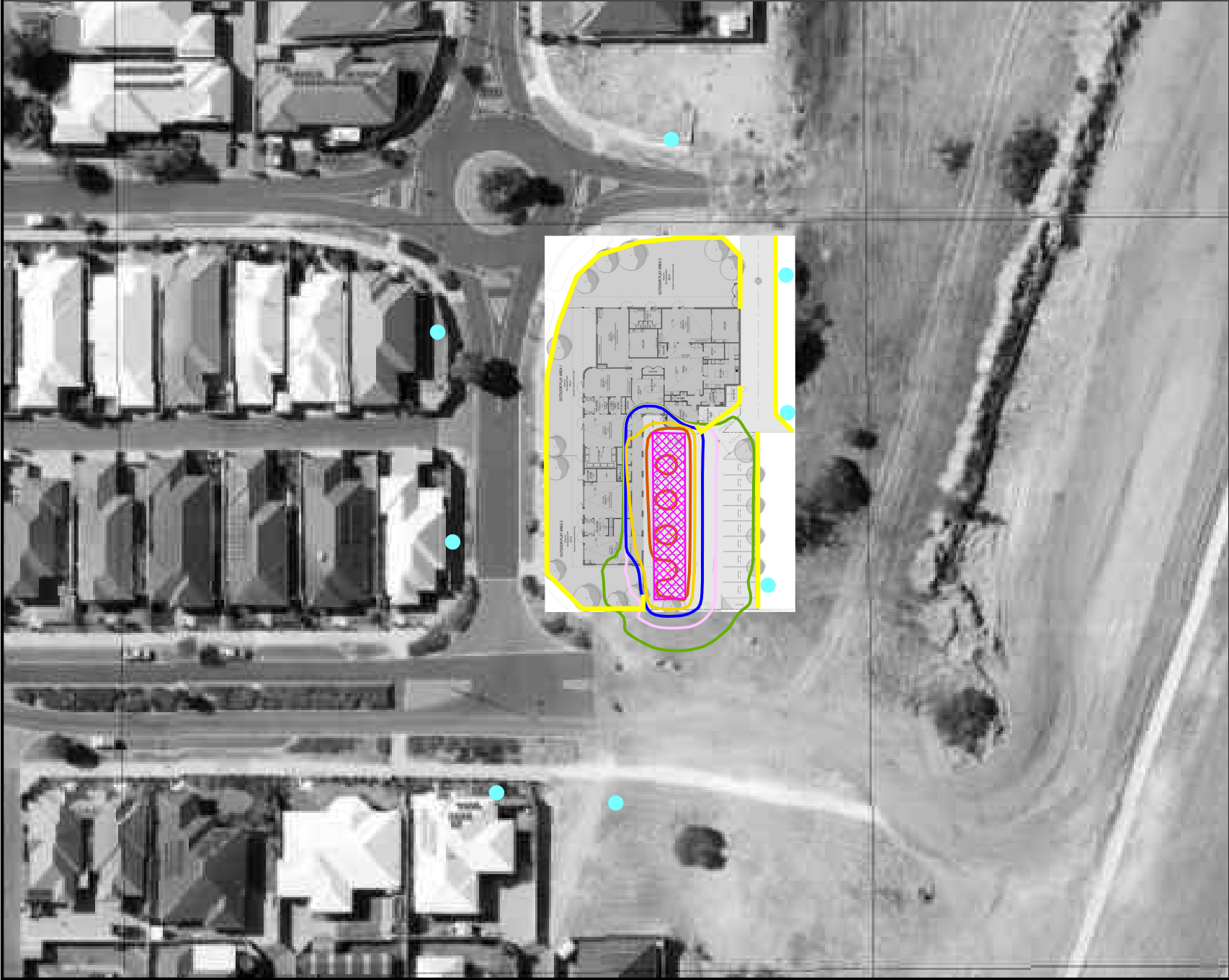
Figure 4-3: Daytime Staff Bays

4.1.4. Indoor Child Play

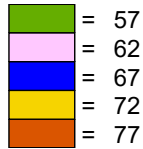
An assessment of noise levels from indoor child play was carried out and the resulting noise levels at all locations were predicted to be well below that of outdoor child play considered in *Section 4.1.1*. This assessment was carried out based on the following considerations:

- Internal noise levels within activity rooms would not exceed those from outdoor play for each age group, regardless of windows being open or closed; and
- Any music played within the internal activity areas would be 'light' music with no significant bass content and played at a relatively low level.

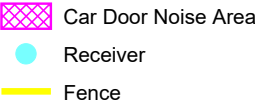
Figure 4-4 Car Door Noise Contour Plot (1.4m AGL), dB L_{Amax}



Predicted Noise level



Legend



Scale 1:900



Project No: 24119628
Consultant: MN
Date: 19/12/2024
Algorithm: ISO 9613
SoundPLAN Version: 9.0



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4.2. Transportation Noise

The results of the hourly noise level measurements, in free-field conditions, were:

- 18 November 2024: 2.00pm and 3.00pm – 53.7 dB $L_{Aeq,1hour}$.

Combining the measured noise level with the corresponding hourly traffic volume, as shown in *Figure 4-5*, results in 52.7 $L_{Aeq}(Day)$.

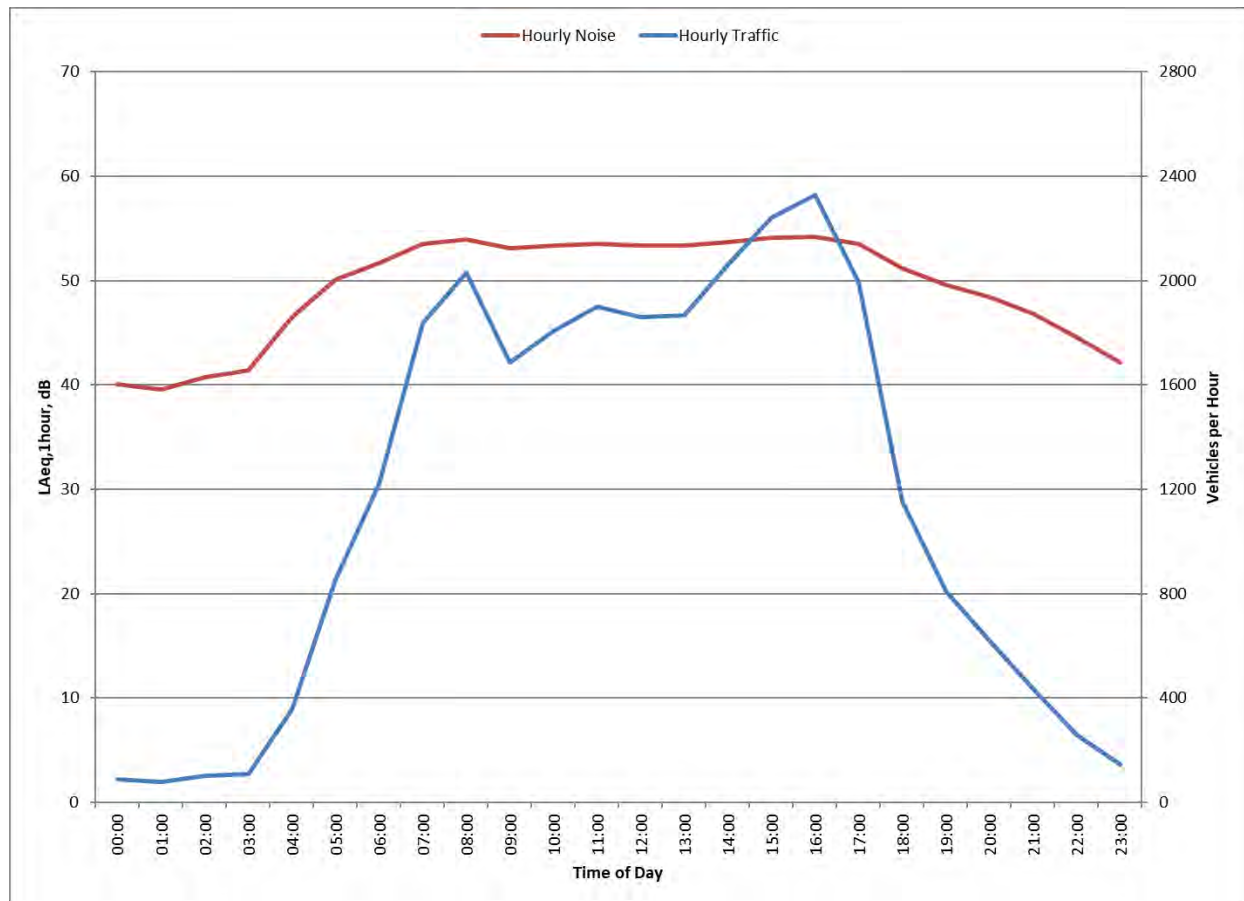


Figure 4-5: Noise Level Relationship to Hourly Traffic Volumes






The noise model is initially calibrated for existing daytime conditions and then modified for future conditions, including increased traffic and the inclusion of the proposed development. The results of this modelling are presented in *Figure 4-6* and *Figure 4-7* as noise contour plots. These are effectively the same plot with *Figure 4-6* including the facade reflection, appropriate for building upgrade design, and *Figure 4-7* without the facade correction, appropriate for assessment to the outdoor play areas.

From *Figure 4-6* and *Figure 4-7*, it can be seen that noise levels at the CCC building and all outdoor play areas will be located in an area below the outdoor noise target. As a result, no further mitigation measures are required.

**Figure 4-6 Future Road Traffic Noise Contour Plot with Facade Correction
(1.4m AGL), dB L_{Aeq}**



Predicted Noise level

-  = 56
-  = 57
-  = 58
-  = 59
-  = 60



Scale 1:500


Project No: 24119628
Consultant: MN
Date: 19/12/2024
Algorithm: ISO 9613
SoundPLAN Version: 9.0

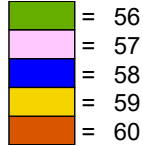


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Figure 4-7 Future Road Traffic Noise Contour Plot with No Facade Correction (1.0m AGL), dB LAeq



Predicted Noise level



Project No: 24119628
Consultant: MN
Date: 19/12/2024
Algorithm: ISO 9613
SoundPLAN Version: 9.0



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5. RECOMMENDATIONS

5.1. Environmental Noise

5.1.1. Child Play

The predicted noise from all children playing outside is compliant provided the fences noted on the DA Plans are constructed. This includes 2.1-metre-high solid fencing around the child play areas (not including a small section on the southeast side) which must be free of any gaps and have a minimum surface mass of 8 kg/m². Such material includes brick, limestone or double sheeted *Colorbond*. For areas where visual permeability is required, sound-rated plexiglass can be used.

Whilst not necessarily required for compliance, to further minimise noise impacts as part of best practice, the following are provided:

- The behaviour and 'style of play' of children should be monitored to prevent particularly loud activity e.g. loud banging/crashing of objects, 'group' shouts/yelling;
- Favour soft finishes in the outdoor play area to minimise impact noise (e.g. soft grass, sand pit(s), rubber mats) over timber or plastic;
- Favour soft balls and rubber wheeled toys;
- Crying children should be taken inside to be comforted;
- Child play to be staggered;
- No amplified music to be played outside;
- Any music played within the internal activity areas to be 'light' music with no significant bass content and played at a relatively low level;
- Car park drainage grates or similar to be plastic or metal with rubber gasket and secured to avoid excess banging.

5.1.2. Mechanical Plant

For mechanical plant, the following are recommended:

- Once the mechanical plant has been designed and selected, the noise levels shall be reviewed prior to Building Permit;
- All exhaust fans shall be located inside the ceiling void and shall be axial fan type, allowing the incorporation of an attenuator if required;
- All fans shall be variable speed drive so that maximum speed is only occurring when necessary with demand;
- Air-conditioning shall have a 'night' / 'quiet' mode option, in case required for prior to 7.00am operation, subject to final detailed analysis;
- All plant shall be selected taking into consideration noise levels. That is, when comparing manufacturers of equivalent equipment, select the quieter model;
- All plant is to be appropriately vibration isolated to 95% isolation efficiency.

5.1.3. Car Doors

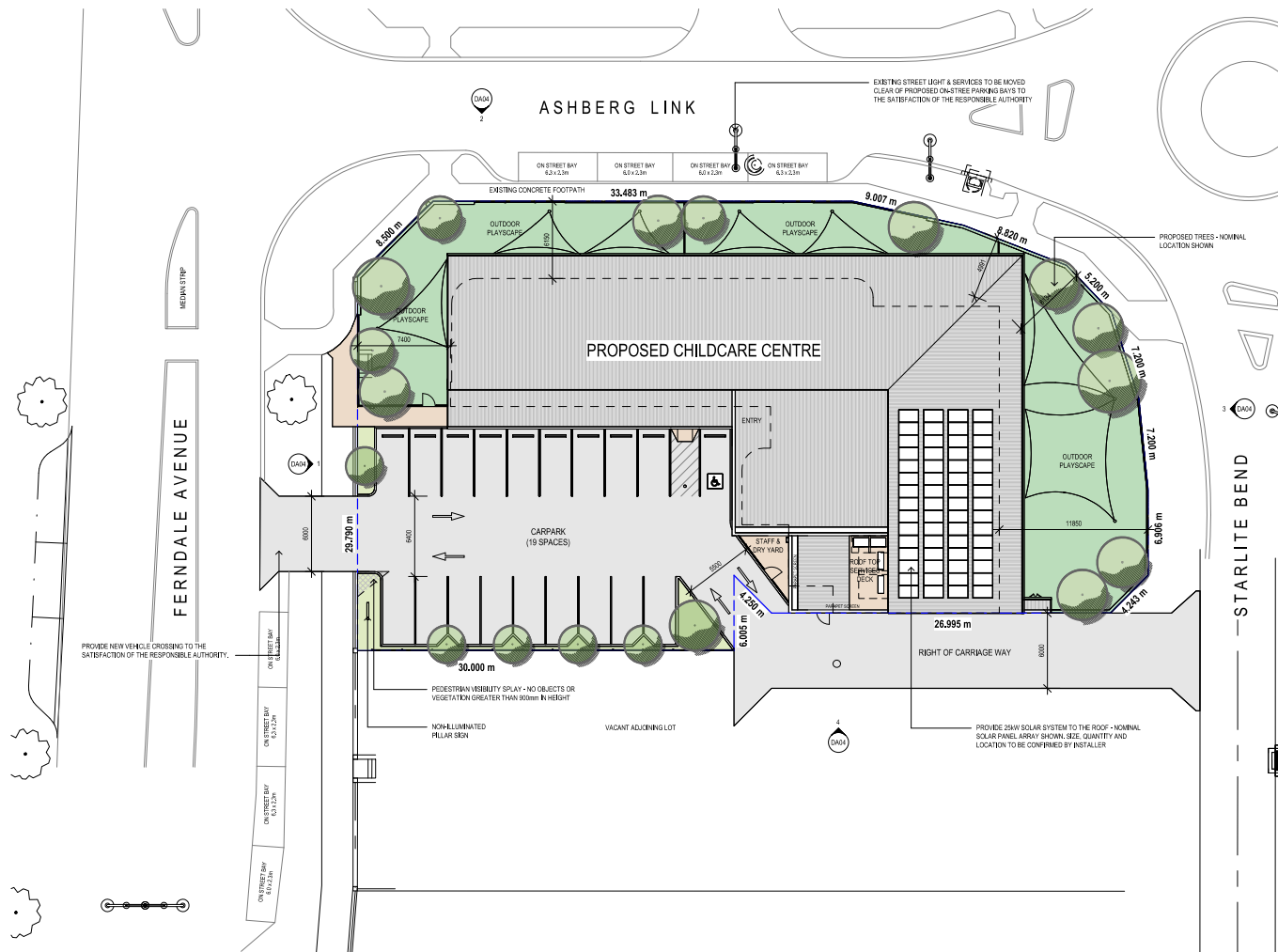
The predicted noise from car door closings is compliant provided the following:

- Minimum 1.8-metre-high fence on the east boundary as shown in *Figure 3-1*. Not including the gap for the driveway, this fence must be solid, free of any gaps and minimum surface mass 8 kg/m². Such material includes brick, limestone or double sheeted *Colorbond*; and
- Nine staff car parks on the east side of the car park only to be used after 7.00am.

5.2. Transportation Noise

From *Section 4.2* the CCC building and outdoor play areas are determined to be located in an area below the outdoor noise target. As a result, no further mitigation measures are required.

Appendix A – Development Plans



AREA ANALYSIS

LEGEND

GENERAL NOTES

A	DEVELOPMENT APPLICATION	19/12/24
ISSUE#	DESCRIPTION	DATE



CLIENT:
SATTERLY PROPERTY GROUP PTY LTD

LOCATION:
CNR FERNDAL AVE & ASHBERG LINK,
DALYELLUP W.A.

SCALE: As indicated @ A1 **DATE:** NOV 2024

DRAWN: CW PRINTED: 3:10:30 PM

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DA01_{/A}

ASHBERG LINK

CHILDCARE CENTRE ANALYSIS

OPERATION HOURS 6:30am to 6:30pm Monday to Friday
with up to four days open on the weekend for open days

GROUP ROOM 1	0-24 months	12 PLACES	3 EDUCATORS
GROUP ROOM 2	24-36 months	10 PLACES	2 EDUCATORS
GROUP ROOM 3	24-36 months	15 PLACES	3 EDUCATORS
GROUP ROOM 4	24-36 months	15 PLACES	3 EDUCATORS
GROUP ROOM 5	36+ months	20 PLACES	2 EDUCATORS
GROUP ROOM 6	36+ months	20 PLACES	2 EDUCATORS
			+ 2 STAFF
			17 STAFF (minimum at capacity)

LEGEND

- UNENCUMBERED PLAYSPACE
- LANDSCAPING
- BUILDING AREA
- CAR PARK
- PAVING or similar
- PROPOSED TREE nominal location shown
- EXISTING TREE TO BE RETAINED & PROTECTED
- PROPOSED FLOOR FINISHED LEVEL

FERDALE AVENUE

STARLITE BEND

1 GROUND FLOOR PLAN
1:100

GENERAL NOTES

DESIGNATIONS TO BE SHOWN ON SITE PRIOR TO COMMENCEMENT. INSURANCE OF SUCH UNENCUMBERED OR MANUFACTURED FEATURES DESIGNATIONS TAKE PRECEDENCE OVER SCALING.

VERIFY LOCATION OF EXISTING SERVICES WITH THE NATIONAL COORDINATOR CODE OF PRACTICE. VEHICLE DRIVE AND DRIVING ARE ASSUMED STANDARD BUILDING STANDARDS AND RELEVANT AUSTRALIAN STANDARDS.

NO.	DATE	DESCRIPTION
1	19/12/2024	DEVELOPMENT APPLICATION
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41/20 Upper Heidelberg Road, Reservoir VIC 3079
(03) 9499 8174
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CLIENT:
SATTERLY PROPERTY GROUP PTY LTD

PROJECT:
PROPOSED CHILDCARE CENTRE (92 places)

LOCATION:
CNR FERDALE AVE & ASHBERG LINK,
DALYELLUP W.A.

DRAWING TITLE:
FLOOR PLAN

SCALE: As indicated @ A1 DATE: NOV 2024

DRAWN: CW PRINTED: 19/12/2024 3:10:32 PM

CHECKED: AH JOB No.: J0001182

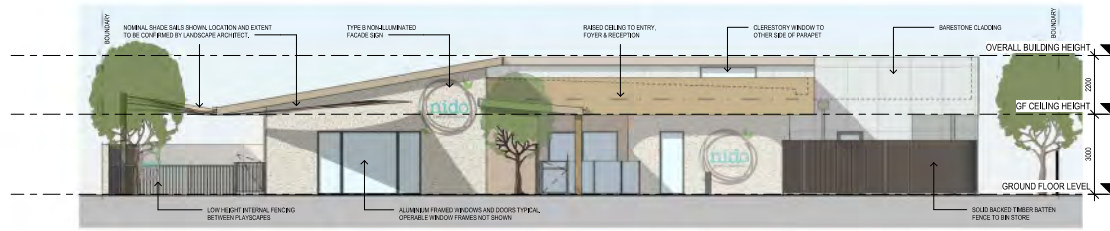
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APPROX

DA02/A

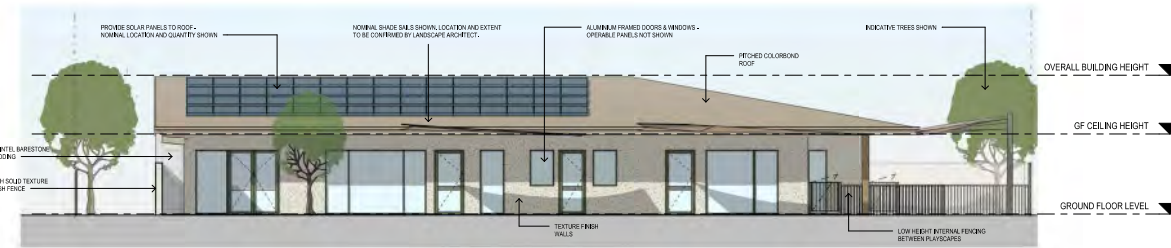
DA ISSUE



1 SOUTH ELEVATION
1:100

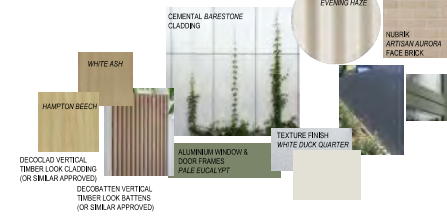


2 WEST ELEVATION
1:100



3 NORTH ELEVATION
1:100

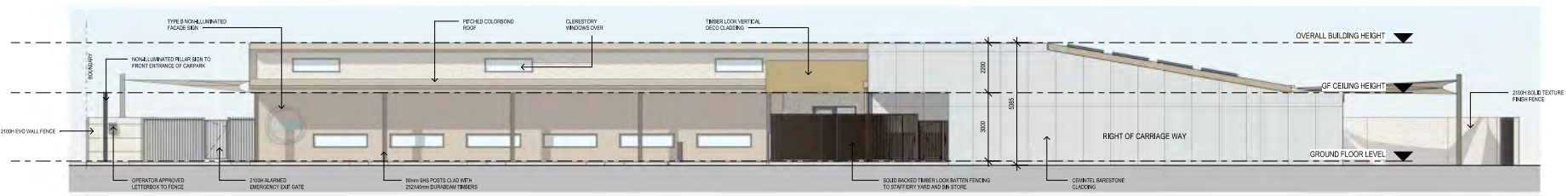
MATERIAL/COLOUR SCHEDULE



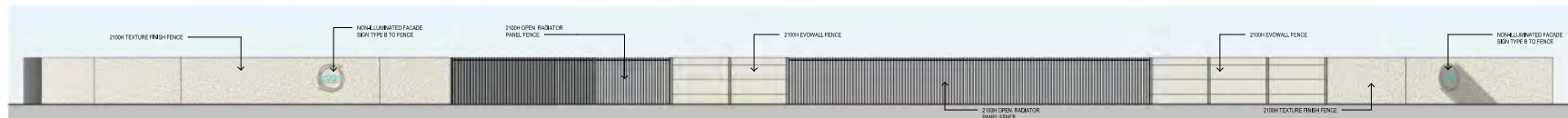
FENCE HEIGHT
ENSURE ALL PLAYSCAPE FENCING COMPLIES WITH AS1926.1 WITH MINIMUM INTERNAL HEIGHT OF 2.1m AND MINIMUM EXTERNAL HEIGHT OF 1.2m.



6 SIGNAGE DETAILS
1:50



4 EAST ELEVATION
1:100



5 ASHBERG LINK FENCE ELEVATION
1:100

GENERAL NOTES

1. DIMENSIONS TO BE ASSESSED ON SITE PRIOR TO COMMENCEMENT. INSURANCE OF WORKS COVERED BY MANUFACTURER'S WARRANTY. DIMENSIONS TAKE PRECEDENCE OVER SCALE. VERIFY LOCATION OF EXISTING SERVICES BEFORE COMMENCEMENT.

NO.	DESCRIPTION	DATE
1	DEVELOPMENT APPLICATION	19/12/2024
2	ISSUE	

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CLIENT:
SATTERLY PROPERTY GROUP PTY LTD

PROJECT:
PROPOSED CHILDCARE CENTRE (92 places)

LOCATION:
CNR FERNDAL AVE & ASHBERG LINK,
DALYELLUP W.A.

DRAWING TITLE:
ELEVATIONS

SCALE: As indicated @ A1 DATE: NOV 2024

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DA04/A

DA ISSUE

Appendix B – Influencing Factor Calculation

The assigned levels combine a baseline assigned level with an influencing factor, with the latter increasing the assigned level on the basis of the existence of significant roads and commercial or industrial zoned land within an inner circle (100 metre radius) and an outer circle (450 metre radius) of the noise sensitive premises. The calculation for the influencing factor is:

$$= \frac{1}{10} (\% \text{ Type A}_{100} + \% \text{ Type A}_{450}) + \frac{1}{20} (\% \text{ Type B}_{100} + \% \text{ Type B}_{450})$$

where:

% Type A₁₀₀ = the percentage of industrial land within
a 100m radius of the premises receiving the noise

% Type A₄₅₀ = the percentage of industrial land within
a 450m radius of the premises receiving the noise

% Type B₁₀₀ = the percentage of commercial land within
a 100m radius of the premises receiving the noise

% Type B₄₅₀ = the percentage of commercial land within
a 450m radius of the premises receiving the noise

+ Transport Factor (maximum of 6 dB)

= 2 for each secondary road (6,000 to 15,000 vpd) within 100m

= 2 for a major road (> 15,000 vpd) within 450m

= 6 for a major road within 100m

The nearest existing noise sensitive premises are identified as:

- 34 Starlite Bend
- 70 Ferndale Ave
- 73 Ferndale Ave

Table B-1 shows the percentage of industrial and commercial land within the inner (100 metre radius) and outer (450 metre radius) circles of the noise sensitive premises.

Table B-1: Percentage of Land Types within 100m and 450m Radii

Receiver	Land Type	Within 100m	Within 450m
Nearest Noise Sensitive Receivers	Type A - Industrial and Utility	0	0
	Type B – Commercial	7	0



Figure B-1: Land Types within 100m and 450m Radii

From the Main Roads WA Traffic Map (refer *Figure B-2*), *Table B-2* shows the relevant roads and their traffic counts within the inner (100 metre radius) and outer (450 metre radius) circles.

Table B-2: Relevant Roads within 100m and 450m Radii

Receiver	Within 100m		Within 450m
	Major Road (+ 6 dB)	Secondary Road (+ 2 dB)	Major Road Not Within 100m (+ 2 dB)
Nearest Noise Sensitive Receivers	-	-	Bussell Highway (26,340 vpd 2023/24 #50871)

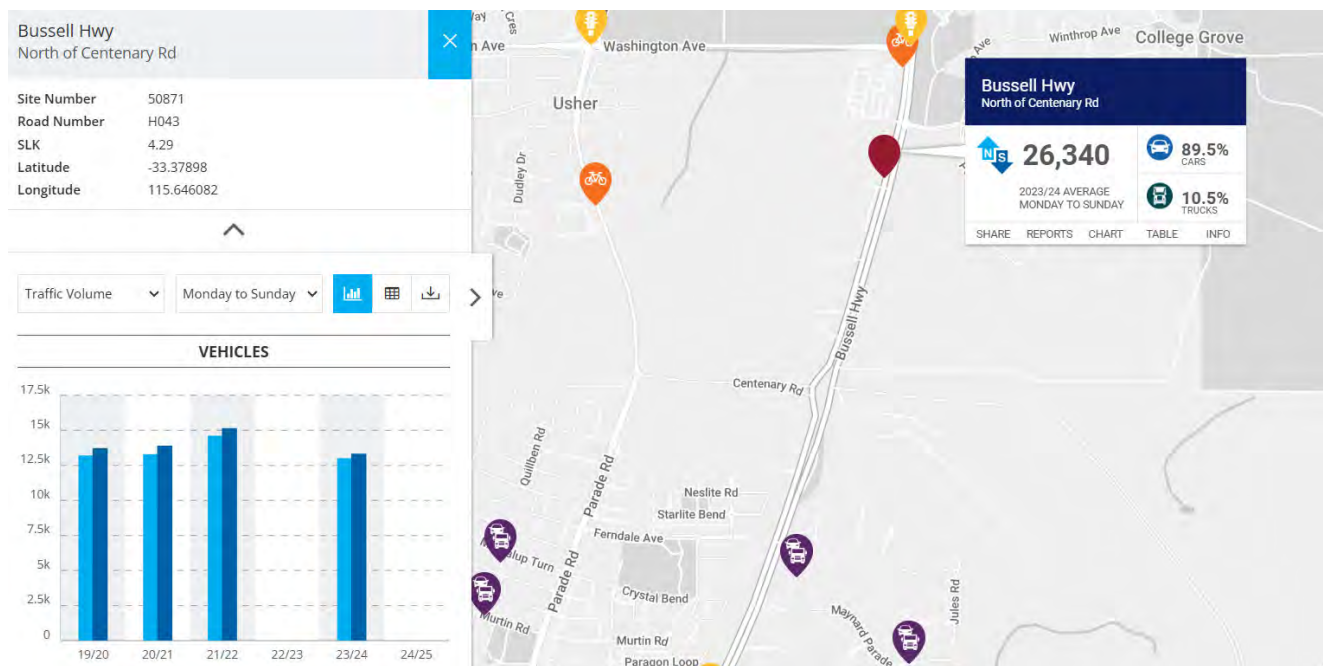


Figure B-2: MRWA Published Traffic Data

Table B-3 combines the percentage land types and Transport Factor to calculate the influencing factor.

Table B-3: Influencing Factor Calculation, dB

Receiver	Industrial Land	Commercial Land	Transport Factor	Total
Nearest Noise Sensitive Receivers	0	0.4	2	2

The influencing factor calculated in *Table B-3* is combined with those baseline assigned levels of *Table 2-2*, resulting in the project assigned levels provided in *Table 2-3*.

Appendix C – Terminology

The following is an explanation of the terminology used throughout this report:

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A , dB.

- **Sound Power Level (L_w)**

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure level at known distances. Noise modelling incorporates source sound power levels as part of the input data.

- **Sound Pressure Level (L_p)**

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc. and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

- **L_{ASlow}**

This is the noise level in decibels, obtained using the A-frequency weighting and the S (slow) time weighting. Unless assessing modulation, all measurements use the slow time weighting characteristic.

- **$L_{A Fast}$**

This is the noise level in decibels, obtained using the A-frequency weighting and the F (fast) time weighting. This is used when assessing the presence of modulation.

- **$L_{A Peak}$**

This is the greatest absolute instantaneous sound pressure level in decibels using the A-frequency weighting.

- **$L_{A max}$**

An $L_{A max}$ level is the maximum A-weighted noise level during a particular measurement.

- **L_{A1}**

The L_{A1} level is the A-weighted noise level exceeded for 1 percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

- **L_{A10}**

The L_{A10} level is the A-weighted noise level exceeded for 10 percent of the measurement period and is considered to represent the “intrusive” noise level.

- **L_{A90}**

The L_{A90} level is the A-weighted noise level exceeded for 90 percent of the measurement period and is considered to represent the “background” noise level.

- **L_{Aeq}**

The equivalent steady state A-weighted sound level (“equal energy”) in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the “average” noise level.

- **One-Third-Octave Band**

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20000 Hz inclusive.

- **Representative Assessment Period**

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

- **L_{Amax} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded at any time.

- **L_{A1} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 1 percent of the representative assessment period.

- **L_{A10} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 10 percent of the representative assessment period.

- **L_{Aeq}(Day)**

The L_{Aeq}(Day) level is the logarithmic average of the L_{Aeq} levels from 6.00am to 10.00pm.

- **L_{Aeq}(Night)**

The L_{Aeq}(Night) level is the logarithmic average of the L_{Aeq} levels from 10.00pm to 6.00am.

- **Tonal Noise**

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

- the presence in the noise emission of tonal characteristics where the difference between -
 - (a) the A-weighted sound pressure level in any one-third octave band; and
 - (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

This is relatively common in most noise sources.

- **Modulating Noise**

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

- a variation in the emission of noise that —
 - (a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band; and
 - (b) is present for at least 10% of the representative assessment period; and
 - (c) is regular, cyclic and audible.

- **Impulsive Noise**

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness means:

- a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax} is more than 15 dB when determined for a single representative event.

- **Major Road**

Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

- **Secondary / Minor Road**

Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

- **Noise-sensitive land use and/or development**

Land-uses or development occupied or designed for occupation or use for residential purposes (including dwellings, residential buildings or short-stay accommodation), caravan park, camping ground, educational establishment, child care premises, hospital, nursing home, corrective institution or place of worship.

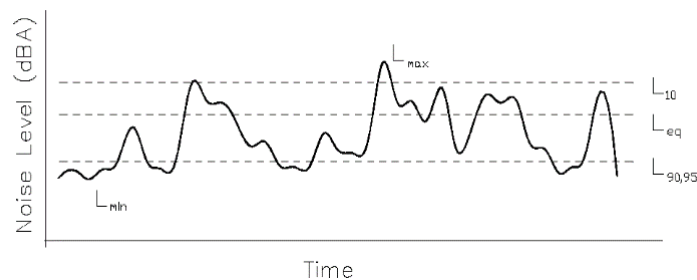
- **R_w**

This is the weighted sound reduction index. It is a single number rating determined by moving a grading curve in integral steps against the laboratory measured transmission loss until the sum of the deficiencies at each one-third-octave band, between 100 Hz and 3.15 kHz, does not exceed 32 dB. The higher the R_w value, the better the acoustic performance.

- **C_{tr}**

This is a spectrum adaptation term for airborne noise and provides a correction to the R_w value to suit source sounds with significant low frequency content such as road traffic or home theatre systems. A wall that provides a relatively high level of low frequency attenuation (i.e. masonry) may have a value in the order of – 4 dB, whilst a wall with relatively poor attenuation at low frequencies (i.e. stud wall) may have a value in the order of -12 dB.

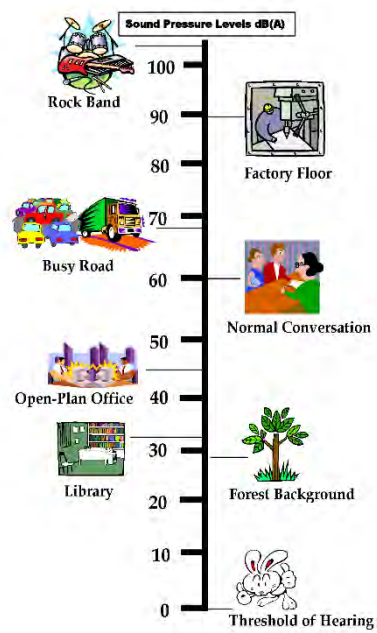
- **Chart of Noise Level Descriptors**



- **Austroads Vehicle Class**

VEHICLE CLASSIFICATION SYSTEM AUSTROADS	
CLASS	VEHICLE TYPES
1	BIKE COP, VAN, WAGON, HED, JBRV, Bumper, Motorcyclo
2	BIKE, FINGER TRAILER, CONCRETE, FOOT
HEAVY VEHICLES:	
3	TWO AXLE TRUCK OR BUS 15 axles
4	THREE AXLE TRUCK OR BUS 15 axles, 2 axle groups
5	FOUR AXLE TRUCK OR BUS 14 axles, 2 axle groups
6	THREE AXLE ARTICULATED 15 axles, 3 axle groups
7	FOUR AXLE ARTICULATED 16 axles, 3 or 4 axle groups
8	FIVE AXLE ARTICULATED 15 axles, 3 or 4 axle groups
9	SIX AXLE ARTICULATED 16 axles, 3 or 4 axle groups or 7 or 8 axle groups
SPECIAL VEHICLES AND ROAD TRAINS:	
10	8 or 9 axles or 10 or 11 axles 17 or 18 axles, 4 axle groups
11	DOUBLE ROAD TRAIN 17 or 18 axles, 5 or 6 axle groups
12	TRIPLE ROAD TRAIN 17 or 18 axles, 7 or 8 axle groups

- Typical Noise Levels



Technical Note: No 1a**Date:** 21/03/2025**Project No:** t24.307**Project:** Proposed Childcare Centre – Corner Ferndale Avenue & Ashberg Link,
Dalyellup**Subject:** Revised Parking Management Plan

1. Introduction

This Parking Management Plan (PMP) has been prepared by Transcore on behalf of Satterly Property Group Pty Ltd with regard to a proposed childcare centre to be located within the southeastern portion of Lot 9055 which located at the north east corner of Ferndale Avenue/Ashberg Link intersection, Dalyellup in the Shire of Capel. This PMP has been prepared in conjunction with the Transport Impact Statement (TIS) report to address the parking demand and supply for the child care centre and articulate the parking management measures intended to be adopted to ensure satisfactory operations of the proposed childcare facility.

The subject site is located within the southeastern portion of Lot 9055. The land is currently vacant and is bounded by Starlite Bend (a road which is currently undergoing extension/construction) to the north, easement (right of carriageway) to the east, Ferndale Avenue to the south and Ashberg Link to the west. Please refer to **Figure 1**. Tuart Forest Primary School is located approximately 400m to the west of the site along Ferndale Avenue.



Figure 1: Location of the subject site

2. Development Proposal

The Development Application (DA) for the subject site proposes the development of a childcare centre with an associated car park and on-street parking in the suburb of Dalyellup within the Shire of Capel. This childcare centre is proposed to accommodate up to 92 children and 17 staff members.

According to the development plan provided in **Appendix A**, a total of 19 on-site parking bays, including one ACROD bay, are proposed for the on-site car park. In addition, as part of the development four (4) additional on-street parallel parking bays proposed along the western boundary of the site on Ashberg Link and four (4) on-street parallel bays are proposed along the southern boundary of the site on Ferndale Avenue. Further, there is an existing on-street public car parking supply of 12 bays on Ferndale Avenue within close walking distance to the site.

The vehicular access to the proposed development consists of a left-in only crossover on Ferndale Avenue and an exit only crossover on Starlite Bend. Pedestrian access will be facilitated via the existing footpaths located on the east side of Ashberg Link and the north side of Ferndale Avenue.

3. Childcare Centre Operations

It is proposed that childcare centre operations will be managed by a total of 17 staff including “room ratio” staff and “float staff” including a cook and lunch cover staff.

Accordingly, the “float staff” (i.e., admin, chef, kitchen hand, lunch cover etc.) will not work a full day but would attend the site generally between 9:30AM – 3:30PM. As float staff will work at the site outside of peak drop-off/pick-up periods, they can utilise the available visitor bays for parking, which will be underutilised significantly during this period. Combining the proposed on-street parking bays on Ashberg Link and Ferndale Avenue provides a total supply of 27 parking bays.

As advised by the operator, this ancillary and float staff would:

- Attend the site outside the peak drop off/pick up periods on an “as needed” basis;
- Provide support during staff shift changeovers and lunch breaks to maintain the required number of staff on duty during peak attendance periods;
- Attend the site in case of permanent staff planned/unplanned absence (sick leave, personal leave, holiday periods etc);
- Assist with special event days such as “open days”, staff inductions, children’s enrolments, etc.; and,
- Apprentices and trainees attending as part of the education and training programs.

As advised by the childcare centre operator, the number of staff will fluctuate throughout the typical weekday in accordance with the children’s attendance rate but is envisaged to occur as follows:

Table 1: Staff Schedule

Time	Staff Rostered
6:30AM – 7:00AM	4
7:00AM – 8:00AM	7
8:00AM – 9:00AM	10
9:00AM – 10:00AM	14
10:00AM – 3:00PM	17
3:00PM – 4:00PM	11
4:00PM – 5:00PM	7
5:00PM – 6:30PM	6

As can be seen, although there will be a total of up to 17 staff, a maximum of 10 staff members are required during the peak drop-off period (7:00AM – 9:00AM) in the morning and a maximum of 11 staff members are required during the peak pick-up period in the afternoon (3:00PM – 5:00PM). The staff will be at full capacity at the site only between 10:00AM – 3:00PM. During this time period, they can utilise the visitor bays for parking which will be underutilised during this period.

Parking demand analysis in the TIS outlines a minimum of six (6) on-site bays should be reserved for pick-up and drop-off activities with the four (4) proposed on-street bays on Ashberg Link signed and line marked with 15-minutes restriction only between 7:00 a.m. and 9:00 p.m. and 3:00 p.m. and 6:00 p.m. to cater for short-term pick-up/drop-off activities. Also, the four (4) proposed on-street bays on Ferndale Avenue can accommodate any parking overflow. The balance of 13 on-site car parking bays should be allocated to staff.

It should be noted that additional established on-street parking supply consisting of 12 bays on Ferndale Avenue to the immediate west of the site is also available. The proposed development provides a total of 27 new bays (inclusive of both on and off-site car parking) which satisfies and exceeds the estimated maximum parking demand of the proposed childcare centre. Therefore, it is considered that sufficient parking has been provided both on-site and off-site in the form of new and established public on-street parking bays.

4. Management Plan

The parking associated with this development is to serve employees and visitors/parents of the childcare centre, including occasional service vehicles as needed.

The development includes a total of 19 on-site parking bays. It is recommended the 13 parking bays are allocated to staff and 6 parking bays be allocated to visitors. The balance of the parking demand and any parking overflow can be comfortably addressed by the proposed on-street parking bays.

The staff should be informed to not park in the unallocated bays during the peak drop off/pick up periods. All dedicated staff bays/ visitor bays in the car park should be pavement-marked to indicate their specific use and avoid unnecessary and internal congestion.

The following principles/strategies would serve to reduce the demand for staff parking at the subject site:

- The Childcare Centre (CCC) operator will support local employment and will ensure proper consideration is given to local job applicants where possible over those residing further away from the CCC. This is of direct benefit as it secures flexibility in staff commute via alternative modes of

transport (walking, cycling and public transport) and their ability to attend the site on short notice if/when required. This would reduce the demand for staff parking;

- As described in the Transport Impact Statement prepared for the CCC, currently there are limited bus services within the Dalyellup East urban cell with Route 842 (Park Centre-Dalyellup via Bunbury Health Campus) and Route 843 (Bunbury-Dalyellup via Bunbury Plaza) providing service between Dalyellup and Bunbury. The bus services are likely to be expanded when the locality is further developed.
- The subject site also enjoys good access to the local network of shared paths and footpaths and roads classified as “Good Road Riding Environment”; and,
- The CCC operator will also encourage car-pooling as additional means of parking demand reduction strategy.

1.1 ACROD Parking

One ACROD parking bay is proposed within the car parking area, which satisfies the requirements of the relevant Australian Standards.

1.2 Service Vehicles

A bin storage area is located south of the building adjacent to the easement (right-of-carriageway) as shown in the site plan in **Appendix A**.

Waste collection and deliveries will take place within the site with a private contractor engaged to collect waste using a maximum size 7m service vehicle. Waste collection vehicles would enter the site via the crossover on Ferndale Ave, park adjacent to the bin store and exiting the site in forward gear via crossover on Starlite Bend.

It is proposed that service and delivery activities will be conducted outside of the peak operating hours of the proposed childcare centre or after hours. It is expected that the childcare centre will generate a relatively low volume of additional service vehicle traffic primarily associated with the deliveries for the childcare centre. It is recommended that smaller vehicles such as vans should be used for deliveries.

5. Communication and Education

It is proposed that all staff and visitors/parents be introduced to the PMP principles. This should be done at the time of children enrolment/staff hire by summarising the PMP and including a car park map in the induction session.

The CCC management will continually monitor the operation of the car park and propose improvements and changes to the PMP if required.

APPENDIX A

Proposed Development Plan



SOUTH WEST Design Review Panel

Review and Recommendations

Local government	Shire of Capel	
Item no.	17	
Date	31 January 2025	
Time	1:00pm	
Location	Microsoft Teams	
Panel members	Craig Smith Katy Svalbe Gordana Nestic-Simic	Chair Member Member
Local government officers	Scott Price Karen Holmes Matt Young Bob Wallin	Manager Development Services Senior Planning Officer Director Infrastructure and Development Coordinator
Proponent/s	Reegan Cake Scott Ferguson Anna Holloway	Dynamic Planning and Developments Unitus Property Insite Architects
Observer/s	Schae Haskett	City of Busselton
Design review		
Proposed development	Single Storey Child Care Centre Comprising 683m ² of built form area, 648m ² of outdoor play area, 19 onsite car parking bays and a further 8 street bays, and associated landscaping that includes 18 trees onsite.	
Property address	Lot 9055 (Corner of Ferndale Avenue and Ashberg Link, Dalyellup (Subdivision of parent lot yet to be titled))	
Background	<p>The applicants approached the Shire in late 2024 to advise that a Development Assessment Panel item was likely to be lodged before the end of the year for a Child Care Premises. The correspondence was largely around querying the deadlines and requirements for the Design Review Panel process.</p> <p>Shire Officers strongly advised the applicant to entertain a pre-lodgment meeting and undertake the Design Review Panel process prior to formal lodgment of the DAP, however the applicant lodged the DAP on 6 January 2025 without pre-lodgment discussions or Design Review Panel advice. As such, the application is a live Regional DAP item and would likely require a 'Stop the Clock' request to be undertaken in order to address any of the panel's concerns.</p>	

	<p>In a new subdivision with roads on two sides</p> <p>The proposed use is consistent with surrounding residential development.</p> <p>The LDP states that if there is a ROW then there should be no street access from Ferndale.</p>
Proposal	<p>The proposal is for a childcare centre to provide for 92 children and maximum of 17 staff (usually 10)</p> <p>The proposal is consistent with the R20 zoning.</p> <p>LDP allows for minimum front R40 setbacks.</p> <p>No planning justification provided</p> <p>The use is also consistent with LPS8 Sch.4 Residential Zone & R-Codes – except for a 1.5m setback to laneways (some zero). (Note that the adjoining lots have not been sold and a minor amendment might be considered)</p> <p>Parking policy requires 26 bays; the number provided is 19 plus 8 verge bays. Not yet supported at Council, but being considered.</p> <p>Acoustic was report not available prior.</p> <p>Outdoor play near roads is a safety concern to be addressed – relocation would put them closer to residential development, which is not ideal.</p>

REVIEW AND RECOMMENDATIONS

Proponent Presentation Summary

The presentation was in SPP7.3 format.

The site description closely followed Council information but also included references the development of adjoining lots, access to public transport and the proximity of Tuart Forest Primary and the Dalyellup Shopping Centre within walking distance.

The neighborhood character was defined and single storey, neutral colours, metal roofing and pitch roofs.

The design intent is to compliment the mostly single storey neighbourhood. CPTED and vehicle safety issues have been considered as has the maintenance of a well landscaped street frontage.

Landscape is an important aspect of building/teaching functions and close attention has be given to aged related outcomes , passive surveillance, balance of hard and soft surfaces, water use and safety.

The building is oriented for efficient land use, minimized circulation areas, maximised access to daylight, protected by large overhangs, complimented by shade sails and suitable trees in play areas. The sizes of internal and external spaces are carefully matched and there is awareness of issues such as heat island effects, adequate cross ventilation and playscape design.

Materials are robust and suitable for the use of children and staff.

Further provision of bike parking, EV charging and underground water tank are being considered.

Amenity items include consideration of interaction and quality of provision for kids, staff and parents alike. The careful alignment of solid and open aspect fencing to suitable kid's functions was noted as was internal considerations.

The crossover location was chosen for safety and convenience for uses. The pedestrian approach is along the building and direct to the front door and the sight lines are clear and safe. The drive through avoids a turning bay.

CPTED and DDA are key and include a single point of entry/exit, passive surveillance carpark and both vehicle entrance points. Drive through allows for waste vehicles to enter and leave in forward gear.

Quality childcare is needed in Dalyellup. The chosen location is suitable for walk-ins and has street suitable exposure. The building encourages community involvement through the piazza and food preparation areas.

The design is seen as resolved and coherent, aesthetically pleasing and engaging, with high quality pallet of colours and materials. In particular the detailed attention to internal and external spaces as functional component of the development.

Proponents provided closing comments following Panel comments

Their response has been considered in the wording of the Summary Evaluation.

OVERVIEW

This is a largely compliant project from the design perspective. The plans indicate a substantial understanding of the use and nature of daycare design.

None-the-less the review considers that there is room for improvement to the entrance area, carpark and street interface. The entrance sequence has legibility issues and the carpark should be more focussed on pedestrians over cars.

Outdoor play areas on the street frontage can be supported with adequate wall protection on the corner as noted in the proponent submission and presentation.

The Piazza concept is supported for function and intent. However, it might benefit from a better connection to the outdoors.

The external layout near the front door is visually and functionally cramped could be easily improved.

Detailed review comments follow.

SUMMARY EVALUATION AGAINST SPP7.0

Good Design Principles	Comments
1: Context and character	Strengths <ul style="list-style-type: none">a) The location is supported. More than half of the childcare centres within a 15 minute drive are located within residential areas, directly adjoining residential properties.

	<p>b) The site has proximity to local parks and schools with potential for expansion of programs to forge connections with the local community</p> <p>c) The product is well-considered in most respects, to meet the expanding demand for childcare in the area.</p> <p>Areas for improvement</p> <p>d) An improved level of active street frontage that is more welcoming.</p> <p>e) Management of traffic flow, noise & safety appear to be key issues, which could be managed with acceptable hours of operation, traffic calming devices and boundary treatment.</p>
2: Landscape quality	<p>Strengths</p> <p>a) Specialist childcare landscape architects.</p> <p>b) Whilst the quality depicted in the documents and briefing is encouraging, a detailed plan should be included, as the design will be closely related to building function.</p> <p>c) Different ground treatments as described should provide permeability and create interest and spaces with creative & active uses.</p> <p>d) The breakup of outdoor space per age group is commendable. The flow from indoor to outside with generous eaves/ veranda space works well.</p> <p>Areas for improvement</p> <p>e) Landscape provision to the street is minimal. Consider returning the fence to the building face to provide landscaping to the entry and improve the relationship of the building to the street.</p> <p>f) The limited dimensions of the carpark landscape areas on the boundary makes the inclusion of significant tree plantings very difficult. Consider the use of arbours and permeable surfaces in front of wheel stops.</p> <p>g) Consider the use of deciduous as well as native trees for winter light and seasonal change.</p> <p>h) Minimise the use of artificial turf due to heat island effect.</p>
3: Built form and scale	<p>Strengths</p> <p>a) The scale and form of the building was generally supported, though a contrary opinion was presented on bulk. However, the majority was supportive.</p> <p>b) Large eaves over windows supported.</p> <p>c) Safe dual access approach, with some reservation on the dominance of vehicles over pedestrians.</p> <p>d) Orientation to the Street.</p>

	<p>Areas for improvement</p> <p>e) There is room for a little more fun the exterior form and colours.</p>
4: Functionality and build quality	<p>Strengths</p> <ul style="list-style-type: none"> a) Natural finishes b) Meets/exceeds childcare design standards. c) Despite the LDP requirement for no vehicle access from Ferndale Street it is most likely the best option for this function on the site. d) The Piazza has good intent, but might benefit from a better sense of the outdoors. <p>Areas for improvement</p> <ul style="list-style-type: none"> e) Review the Acrod bay configuration. The car is too close the building entry. Consider flipping the access and parking bay and increase entry landscape by possible reduction in staff bay widths. Paving of the access bay might change to the pedestrian surface. f) The areas allocated to different paving could improve the perception that the entrance/carpark area favours pedestrians. g) The acoustic report reveals some minor issues. h) Despite being in a convenient location, the bin store is near the entrance and might be better located behind the building. Access from the interior might be improved
5: Sustainability	<p>Strengths</p> <ul style="list-style-type: none"> a) Proposed landscape quality, water sensitive design, eaves, PVs, shade sails, strategic tree locations are all good. b) The cross ventilation and sawtooth roof with highlight windows can contribute well. Advice on flow rates would be useful. c) Potential water tank, bike parking and EV outcomes supported. <p>Areas for improvement</p> <ul style="list-style-type: none"> d) There is an opportunity for water tanks and efficient drip watering. Consider Greywater re-use from bathrooms and sub-surface irrigation e) Commitment to ESD standards is encouraged. f) Consider educational opportunities associated with the weather, the seasons and the building.
6: Amenity	<p>Strengths</p> <ul style="list-style-type: none"> a) Appropriate perimeter fencing and access are the keys to ensuring a suitable setting. b) Alignment of permeable fencing with landscape is supported c) Overall the amenity of the development appears to be of a high standard. <p>Areas for improvement</p> <ul style="list-style-type: none"> d) Carpark & entry.

	<p>e) Low level windows are focussed on the cars, but could provide a better outlook.</p>
7: Legibility	<p>Strengths</p> <ul style="list-style-type: none"> a) Corner sites are generally considered appropriate for Child Care premises. b) Single point of entry is better for management. <p>Areas for improvement</p> <ul style="list-style-type: none"> c) The primary street frontage requires a more prominent visitor entry. Consider pulling back the fencing at the pedestrian path to expose the building frontage and create a significant garden interface to the street, modify windows for passive surveillance and an improve sense of welcome. d) Signage scheme required as planning proceeds.
8: Safety	<p>Strengths</p> <ul style="list-style-type: none"> a) Exterior linked to external pedestrian connections, though the approach from Starlite could be improved. b) Secure gated area at entry. c) Sufficient drop off bays. d) Kids can't leave unaccompanied. e) Alignment of closed fencing with children's WC locations f) Consideration of vehicle damage to corner walls. g) CPTED approach noted, though passive surveillance closer to the street would be an improvement <p>Areas for improvement</p> <ul style="list-style-type: none"> h) Carpark movement across the dog leg to the rear and lack of pedestrian priority. Focus more on pedestrian safety. i) Passive surveillance could better.
9: Community	<p>Strengths</p> <ul style="list-style-type: none"> a) The Daycare service is a welcome community function and employer. b) Community/ adult retreat Piazza within the building and "toast & tea" offer is good thinking for staff and parents alike. <p>Areas for improvement</p> <ul style="list-style-type: none"> c) Connections to local parks and environment could be worked into the program of the centre. d) The mingling area concept is a two sided sword with Community engagement in mind that may come with after-hours noise issues. Provide evidence to support.
10: Aesthetics	<p>Strengths</p> <ul style="list-style-type: none"> a) Light, airy and well vented children's rooms are supported b) The skillion and curved elements create points of difference.

- c) The Centre doesn't need to follow the residential uniformity of the subdivision and some form of visual departure is supportable.

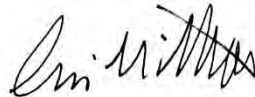
Areas for improvement

- d) The entry is rather remote from the street. The entry sequence could create a better sense of arrival - use of colour, perhaps another curved element or public art.
- e) Car parking dominates the entry.
- f) There is room for a little more fun in the exterior form and colours.

Design Reviewer:

Craig Smith

Signature:



Date:

7 February 2025

SCHEDULE OF SUBMISSIONS

SUBMITTER	SUMMARY OF SUBMISSION	APPLICANT RESPONSE	OFFICERS COMMENTS
1. ICR174596	I'm emailing to express my concerns regarding the proposed child care on Lot 9055. My concerns are with how many child care centres are already in Dalyellup. And the noise level and parking concerns for surrounding residents	Number of centres and commercial competition is not a relevant planning consideration. Noise has been addressed through the acoustic report and sufficient parking has been provided on site or within the verge of surrounding roads – detail parking justification has been provided to the Shire separately.	<p>The number of Child Care Centres addresses a market demand for child care services.</p> <p>The applicant has provided an acoustic report addressing noise and the approval will be conditioned accordingly.</p> <p>Parking has been provided on site and additional parking within the verge along Ferndale Road and Ashberg Link, and will only be required at certain times of the day (drop off and pickup)</p>
2. ICR174647	<p>Thank You for your letter received today regarding the proposed development of a child care centre. We are strongly opposed to this. There is enough traffic in this area already which is already going to increase once the connection road to Bussell Highway opens. Even with the addition of the proposed car parking there will still not be enough for the capacity you mention, meaning an over flow on to the residential streets.</p> <p>And then there is the increase noise levels with screaming kids to listen to all day. Everything I have said here is true. Maybe they should</p>	Traffic has been comprehensively addressed as part of the submitted TIS which notes the surrounding road reserves have sufficient capacity to accommodate the development traffic. The car parking provided on site or within the verge of surrounding roads – detail parking justification has been provided to the Shire separately. Noise has been addressed through the acoustic report.	<p>Vehicle access has been amended to one way traffic inward from Ferndale Avenue and outward to Starlight Bend limiting congestion along Ashberg Link and into Rutile Lane.</p> <p>The application has been accompanied by a traffic impact statement addressing local traffic flow.</p> <p>Noise management has been addressed through the noise management plan, including playareas located along road boundaries and acoustic fencing.</p>

SUBMITTER	SUMMARY OF SUBMISSION	APPLICANT RESPONSE	OFFICERS COMMENTS
	build this next door to where you live?		
3. ICR175601	<p>I would like to record an objection to the above planning application. I own and live on Ferndale Avenue.</p> <p>Reasons for objections:</p> <p>This area was initially slated for residential, a childcare centre is a far cry from a residential home - There is already going to be an increase in traffic from the avenue opening onto the highway, so the increased traffic flow poses a significant impact to adjoining homeowners/residents -there is a safety risk for the children with the facility being this close to a highway -there is already a school on our street, so adding this centre will only increase traffic and noise that already occurs</p> <p>the initial planning proposal received last year around the development indicated that there would be traffic flowed away from Ferndale Avenue - this is in direct opposition to that and will increase traffic.</p>	<p>Whilst planned for residential development, all residential zoned lots/land can accommodate a child care premises. The surrounding roads have been demonstrated to have sufficient capacity to accommodate the proposed traffic through the TIS. Further the site has considerable separation from the highway. Noise has been addressed through the acoustic report.</p> <p>The revised traffic flow followed discussion with the Shire and was considered to be a preferred outcome with regard to ingress and egress from the site.</p>	<p>A Child Care Centre is a A use under the Shires LPS8 and is a considered use within a residential area.</p> <p>Vehicle access has been amended to one way traffic inward from Ferndale Avenue and outward to Starlight Bend limiting congestion along Ashberg Link and into Rutile Lane.</p> <p>The application has been accompanied by a traffic impact statement addressing local traffic flow.</p>

SUBMITTER	SUMMARY OF SUBMISSION	APPLICANT RESPONSE	OFFICERS COMMENTS
<p>4. ICR175562</p>	<p>As very close residents (less than 50 mtr) to this proposed application, we offer the following objections:</p> <p>Dalyellup is a small town and already has 5 Child Care premises in existence, surely there is no further requirement for more?</p> <p>With the new entry and exit to Ferndale Avenue from the Bussel Highway, it must be anticipated that the road will be reasonable busy throughout the day.</p> <p>Assuming that the entry/exit for this proposed building will be from Ashburg Link; all local residents requiring access from Ashburg Link into Rutile Lane entry will be a nightmare!</p> <p>It's bad enough that at Tuart Forest Primary School, the areas for drop off and pickup clog up the roads.</p>	<p>Number of centres and commercial competition is not a relevant planning consideration.</p> <p>The number of vehicles on Ferndale Avenue has been assessed and considered appropriate with the left in only access from this road also considered safe.</p> <p>Traffic will exit only onto Starlite Bend (not Ashberg Link). The roundabout will distribute traffic and there will be no or limited queuing for residents trying to access Rutile Lane.</p>	<p>The number of Child Care Centres addresses a market demand for child care services.</p> <p>The drop-offs/pickups will be staggered and therefore it is not anticipated that the road would be busy throughout the day.</p> <p>Vehicle access has been amended to one way traffic inward from Ferndale Avenue and outward to Starlight Bend limiting congestion along Ashberg Link and into Rutile Lane.</p>

SCHEDULE OF SUBMISSION FROM GOVERNMENT AGENCIES

SUBMITTER	SUMMARY OF SUBMISSION	COMMENTS / RECOMMENDATION
1. ICR174609 DPLH Aboriginal Cultural Heritage	<p>Thank you for your email dated 17 January 2025 seeking comment from the Department of Planning, Lands and Heritage (DPLH), Aboriginal Heritage Conservation team, regarding the proposal to develop a child care centre located on Lot 9055 Crn Ferndale Ave and Ashberg Link, Dalyellup.</p> <p>A review of the Register of Places and Objects, as well as the DPLH Aboriginal Heritage Database, concludes that the subject area does not intersect with any known Aboriginal heritage places or registered sites.</p> <p>Based on the current information held by DPLH, no approvals under the <i>Aboriginal Heritage Act 1972</i> (AHA) are required in this instance. Please note that limited Aboriginal heritage surveys have been completed over the subject land and, as such, it is unknown if there is Aboriginal cultural heritage present. Therefore, Dynamic Planning and Development needs to be made aware of its obligations under the AHA.</p> <p>DPLH also advises Dynamic Planning and Development regularly checks the Aboriginal Cultural Heritage Inquiry System (ACHIS) should new Aboriginal Heritage be reported within their subject area. They can search ACHIS by using the following link: https://espatial.dplh.wa.gov.au/ACHIS/index.html?viewer=ACHIS</p>	<p>APPLICANTS COMMENT: None</p> <p>OFFICER COMMENTS/OFFICER RECOMMENDATION: It is noted that DPLH have advised that the subject area does not interact with any known Aboriginal heritage places or registered sites.</p>
2. OCR174305 DEMIRS	<p>Thank you for your letter dated 17 January 2025 inviting comment on the development application for a proposed Child Care Premises at Lot 9055 Cnr Ferndale Ave and Ashberg Link, Dalyellup in the Shire of Capel.</p> <p>The Department of Energy, Mines, Industry Regulation and Safety (DEMIRS) has determined that this proposal raises no significant issues with respect to mineral and petroleum resources, geothermal energy, and basic raw materials.</p>	<p>APPLICANTS COMMENT: None</p> <p>OFFICER COMMENTS/OFFICER RECOMMENDATION: It is noted that DEMIRS has no objection to the development application.</p>

SUBMITTER	SUMMARY OF SUBMISSION	COMMENTS RECOMMENDATION /
	DEMIRS lodges no objections to the above development application.	
3. ICR175127 Water Corp	<p>Thank you for your email dated 17th January 2025. We offer the following comments regarding this proposal.</p> <p>Water Please refer to Aqwest for comment.</p> <p>Wastewater Reticulated sewerage is available to the subject lot. A 150mm PVC sewer main runs parallel to the outside the side boundary. 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 Commercial/Multi Residential Application by using our online portal BuilderNet: login-buildernet.watercorporation.com.au</p> <p>Attachments required for approval will include:</p> <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 – 	<p>APPLICANTS COMMENT: None</p> <p>OFFICER COMMENTS: The proposal was referred to AQWEST, and they had no comments in relation to the matter. (ICR175261)</p> <p>OFFICER RECOMMENDATION: No objections received to the development application</p>

SUBMITTER	SUMMARY OF SUBMISSION	COMMENTS RECOMMENDATION	/		
	<p>Application forms (watercorporation.com.au)</p> <ul style="list-style-type: none">Trade Waste Supplement Form <p>The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, please contact us to confirm that this information is still valid. Please provide the above comments to the landowner, developer and/or their representative.</p> <p>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>				
4. IPA20910 DWER	<p>Thank you for providing the above referenced proposal for the Department of Water and Environmental Regulation (Department) to consider.</p> <p>The Department has no comment on the proposal.</p> <p>More detail to support this response is provided in the table below.</p> <p>In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management, the Department should be notified to enable the implications to be assessed.</p> <p>Should you require any further information on the comments please contact the undersigned.</p> <table><tr><td>It e m N o.</td><td>Reviewer comment/advice</td></tr></table>	It e m N o.	Reviewer comment/advice	<p>APPLICANTS COMMENT: None</p> <p>OFFICER COMMENTS/ OFFICER RECOMMENDATION:</p> <p>It is noted that DWER had no comment on the proposal.</p>	
It e m N o.	Reviewer comment/advice				

SUBMITTER	SUMMARY OF SUBMISSION		COMMENTS RECOMMENDATION /
	1	Acid Issue: Acid Sulfate Soils Discussion: sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a high to moderate risk of ASS occurring within 3 metres of the natural soil surface. The Department advises that neither a model ASS related condition nor an advice note is considered necessary in this instance, as there is no indication in the proposal to suggest that dewatering or significant ground disturbance is proposed.	
	2	Issue: Acoustic Report Discussion: No response has been received to the attached email and it is therefore assumed that the Shire of Capel do not require a technical assessment of the <i>Noise Assessment – Childcare Centre (Lloyd George Acoustics, 19/12/24)</i> , and the EHOs will be able to provide advice of its adequacy.	
	3	Issue: Stormwater Discussion: Due to being a single lot development within a developed area it is considered that stormwater would be managed in accordance with the Shire of Capel's Building Information Sheet - Stormwater Drainage Systems .	
5. ICR175261 AQWEST	Please be advised that Aqwest has no comments in relation to the above matter.		APPLICANTS COMMENT: None OFFICER COMMENTS/ OFFICER RECOMMENDATION: It is noted that AQWEST had no comment on the proposal.



PART C – SHIRE OF NARROGIN

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

- 3.1 Lots 21, 22, 7067, 1189 Contine and Parks Road, Lots 3014, 3015, 3017, 2922, 2921, 1976 Great Southern Highway and Lots 1195, 29, 27, 7207, 6349 Wanerie Road, Narrogin - Propsed Solar and Battery Hybrid Project – DAP/25/02861

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part C – Item 3.1 - LOTS 21, 22, 7067, 1189 (CONTINE and PARKS ROAD) LOTS 3014, 3015, 3017, 2922, 2921, 1976 (GREAT SOUTHERN HIGHWAY) AND LOTS 1195, 29, 27, 7207, 6349 (WANERIE ROAD), NARROGIN – PROPOSED SOLAR AND BATTERY HYBRID

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Regional Development Assessment Panel	
Local Government Area:	Shire of Narrogin	
Applicant:	Rebecca Hampson, Land Insights	
Owner:	Mr Graeme David Steele, Mr Travis John Waller, Mr Vernon Barry Gibson	
Value of Development:	\$400 million <input checked="" type="checkbox"/> Mandatory (Regulation 5) <input type="checkbox"/>	
Responsible Authority:	Shire of Narrogin	
Authorising Officer:	Chief Executive Officer	
LG Reference:	DA9-24/25, IPA2436211	
DAP File No:	DAP/25/02861	
Application Received Date:	31 January 2025	
Report Due Date:	6 May 2025	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Development Application Report 2. Schedule of Submissions	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input checked="" type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Regional Development Assessment Panel resolves to:

- Accept** that the DAP Application reference DAP/25/02861 is appropriate for consideration as a “Renewable Energy Facility” (Solar and Battery Hybrid facility) land use and compatible with the objectives of the zoning table in accordance with Clause 3 of the Shire of Narrogin Local Planning Scheme No. 3;
- Approve** DAP Application reference DAP/25/02861 and accompanying plans (as contained in Attachment 1 - Application Report Dated November 2024) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning*

and Development (Local Planning Schemes) Regulations 2015, and the provisions of Clause 3.3.2 of the Shire of Narrogin Local Planning Scheme No. 3, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the four (4) years period, the approval shall lapse and be of no further effect.
2. The approved development shall be in accordance with the approved development plans and documentation which form part of this development approval, subject to modifications required as a consequence of any condition(s) of this approval.
3. Prior to the commencement of works associated with the approved development, a Construction Management Plan shall be submitted to and approved by the Shire prior to the commencement of any works on the development site. The Construction Management Plan shall detail how the following matters will be managed during the construction phase:
 - a) Hours of construction noting construction work which emits noise can only be performed during the hours of 7:00am and 7:00pm Monday to Saturday. Noise before or after these times as well as Sundays and public holidays is not permitted, unless otherwise approved in writing by the local government;
 - b) How materials and equipment will be delivered and removed from the site;
 - c) Details of measures to be put in place for the removal of any hazardous materials;
 - d) How materials and equipment will be stored on the site;
 - e) Parking arrangements for employees and contractors and no parking occurs on the public road network in the vicinity of the site;
 - f) Construction waste disposal strategy and location of waste disposal bins;
 - g) Details of cranes, large trucks or similar equipment which may block public thoroughfares during construction;
 - h) Development related vehicles (including private vehicles of employees, contractors and subcontractors associated with the construction, operation, upgrading and decommissioning of the development), leaving the site area are in a clean condition to minimise dirt being tracked onto the public road network;
 - i) Details of how the construction process will be managed to minimise the impact on pedestrian and vehicle movement;
 - j) Measures to be put in place to control, prevent and mitigate any environmental impacts on adjoining landowners and the surrounding road network. The matters to be addressed shall include noise, light spill, vibration, dust, sand, vehicle washdown, waste management and the movement of soil, sediment and stormwater;
 - k) Detailed measures to be put in place to protect local government assets and buildings on nearby properties during the construction period and to ensure these are reinstated to a satisfactory condition at the end of the construction process. In order to facilitate this, a dilapidation report prepared by a suitably qualified person shall be prepared detailing the

current condition of all Shire infrastructure adjacent to the subject site and also buildings on nearby properties and a copy of this shall be provided to the Shire; and

- l) Contact details of the builder and the details of the complaints handling system to be used throughout the building process.
- m) Construction Traffic management measures for the local road network.

The approved Construction Management Plan shall be implemented for the duration of the construction process to the satisfaction of the local government.

4. The development shall be completed in accordance with the approved Construction Management Plan to the satisfaction of the local government.
5. Prior to the commencement of development, the applicant must establish and maintain a vegetation buffer (landscaping Screening) to the satisfaction of the Shire. The plan must address additional screening through edge planting and the retention of existing remnant vegetation along the road frontage and within the site.
6. Prior to commencement of the development a Stormwater Management Plan shall be submitted to the local government for approval.
7. Prior to the commencement of development, the proponent shall submit and have approved by the Shire of Narrogin a detailed proposal for any associated temporary/transient workforce accommodation, in accordance with the Shire's Local Planning Policy – Temporary/Transient Workforce Accommodation.
8. The workforce accommodation shall:
 - a) Be established only for the duration of the construction phase of the Solar and Battery Energy Hybrid Facility and shall be limited to a period of three (3) years from the date of occupancy.
 - b) Include a Management Plan, Needs Assessment, Infrastructure Servicing Plan, and Decommissioning Plan to the satisfaction of the Shire.
 - c) Be used solely for the accommodation of workers directly involved in the construction of the approved renewable energy facility with the approval of the Shire.
 - d) Be removed, and the site rehabilitated to the satisfaction of the Shire, within 6 months of the conclusion of the construction works, unless an alternative legacy use has been approved by the Shire.
- 9) Prior to the commencement of the use the proponent shall implement and thereafter maintain for the lifetime of the development the recommendations of the approved Stormwater Management Plan to the satisfaction of the local government.
- 10) Prior to the commencement of the use all vehicle access point(s) onto the local road network, car parking areas and internal vehicle accessways shall be constructed to the satisfaction of the local government.
- 11) Prior to commencing construction of the renewable energy facility, an Outline Decommissioning and Rehabilitation Plan (ODRP) shall be submitted to the Local Government for approval. The ODRP shall address the following to the satisfaction of the Local Government:

- a) Provide an initial strategy for decommissioning the facility and rehabilitating the site at the end of its operational life;
 - b) The anticipated lifespan of the facility;
 - c) Methods and measures to remove infrastructure and restore the site to its current standard;
 - d) Arrangements for managing waste generated from decommissioning operations and redundant/removed infrastructure;
 - e) An indicative estimate of decommissioning and rehabilitation costs; and
 - f) Arrangements to secure decommissioning and rehabilitation obligations, which may include a bank guarantee, bond, trust fund, or other acceptable financial instrument.
- 12) Prior to the commencement of the development, the applicant is to submit and implement a public art plan demonstrating investment into art for the site to the satisfaction of the Chief Executive Officer. The Applicant shall elect either to:
- a) Make a cash-in-lieu contribution to the Shire of Narrogin for the provision of public art; or
 - b) Coordinate and implement a public art project in consultation with the Shire, in accordance with the Shire of Narrogin's Public Art Strategy & Masterplan 2019 and Public Art Contribution Policy Guidelines.
- 13) Prior to the commencement of development, the proponent shall enter into a legally binding agreement with the Shire of Narrogin to establish a Community Enhancements Fund (CEF), in accordance with the Shire's adopted Community Enhancements Fund Policy.
- 14) The CEF agreement, subject to condition 13 above shall:
- a) Set out the proponent's commitment to provide annual contributions, based on installed nameplate capacity, at a minimum of:
 - \$850 per MW per annum for solar capacity, and
 - \$150 per MWh per annum for battery storage capacity, indexed annually to the Consumer Price Index (CPI);
 - b) Define the payment schedule (typically annually in advance or as otherwise agreed);
 - c) Allocate at least 10% of each annual contribution to a designated Indigenous Nations Fund;
 - d) Be executed prior to the issue of a building permit or within a timeframe agreed to by the Shire; and
 - e) Bind successors in title or operators of the facility for the life of the project.

All contributions shall be held by the Shire in a dedicated reserve and administered in accordance with the Community Enhancements Fund Policy, ensuring alignment with community priorities and transparent governance.

- 16) Prior to the commencement of any on site works, the applicant is to submit a revised Bushfire Management Plan, incorporating the recommended modifications by the Department of Fire and Emergency Services:
- a) Vegetation classification- (rational for each vegetation classification using AS3959 definitions;
 - b) Vegetation Management (Responsible parties and frequency for fuel load reduction, incorporate an enforceable mechanism and ongoing monitoring and reporting regime in the Bushfire Management Plan);

- c) Mapping (scalable mapping with visible BAL contours, topographical data/contour maps);
 - d) Bushfire Risk Report (address risks related to infrastructure failure (e.g., overcharge, thermal runaway and update BMP to reflect new mitigation measures);
 - e) Siting and Design (Include tech specs or standards for infrastructure components to justify radiant heat thresholds, Re-assess siting in context of hazard level and responder safety as per Renewable Energy Facility and update BAL Contour Maps accordingly;
 - f) Vehicular Access (provide plan showing width, turning radius, clearance, and hardstand details of internal access tracks); and
 - g) Water Supply (show tank and hardstand locations on BMP and BAL Contour Map, confirm compliance with water supply standards under the Guidelines).
- 17) For the Solar and Battery Energy Storage components of the development, the applicant shall:
- a) Minimise the fire risks of the development, including managing vegetation fuel loads on site;
 - b) Ensure that the development complies with the relevant asset protection requirements for Bushfire protection and asset protection zone and the Shire Firebreak and Fuel Hazard Reduction Notice;
 - c) Assist the local Bushfire Brigade and emergency services as much as practical if there is a fire in the vicinity of the site; and
 - d) Notify the relevant local emergency management committee following completion of construction of the development, and prior to commencing operation.
- 18) The installation of any directional/traffic/warning/safety signage in the vicinity of the development's access point onto the road network, and relating to the development, shall be to the satisfaction of the local government.
- 19) The applicant shall:
- a) Minimise the off-site visual impacts of the development, including the potential for any glare or reflection;
 - b) Ensure the visual appearance of all ancillary infrastructure (including paint colours) blends in as far as possible with the surrounding landscape; and
 - c) Not mount any advertising signs or logos on site, except where it is required for identification or safety purposes.
- 20) The applicant shall be responsible for the repair, reinstatement or replacement of any road infrastructure that is damaged, becomes unsafe or fails to meet appropriate engineering standards where the damage to the road network is caused by reason of use of the road in connection with the approved development, to the satisfaction of the local government (or where agreed to by the local government the applicant may instead arrange payment to the local government for such repair, reinstatement or replacement works to be undertaken).
- 21) The applicant is required to upgrade and seal both Contine and Parks Road, at the cost of the applicant to the satisfaction of the Shire.
- 22) In the event that any Aboriginal Heritage site is discovered during the works, the applicant must consult with the Gnaala Karla Boodja Aboriginal Corporation. The

applicant is also encouraged to regularly monitor the Aboriginal Cultural Heritage Inquiry System (ACHIS) for any newly reported Aboriginal Heritage sites within the subject area.

- 23) Any lighting device is to be positioned and shielded as not to cause any direct, reflected or incidental light to encroach beyond the property boundaries.
- 24) The applicant is to implement and maintain reporting mechanisms for complaints concerning the operation of the development. In the event of a substantiated complaint being received the applicant is required to demonstrate mitigation response(s) to the satisfaction of the local government.
- 25) No later than one (1) year prior to the cessation of operations (anticipated or otherwise), the operator shall submit to the Local Government for approval, a Detailed Decommissioning and Rehabilitation Plan (DDRP). The DDRP shall address the following to the satisfaction of the Local Government:
 - a) Establishment of a suitable financial mechanism such as a bank guarantee or bond to secure the operator's decommissioning and rehabilitation obligations, as outlined in the DDRP;
 - b) A comprehensive schedule and methodology for the removal of all aboveground and below-ground infrastructure associated with the facility;
 - c) Detailed measures for the recycling, reuse, or disposal of materials in accordance with relevant legislation and guidelines;
 - d) Specific proposals for site rehabilitation and land restoration, including soil stabilisation and revegetation strategies;
 - e) An updated and detailed estimate of decommissioning and rehabilitation costs, prepared by a qualified independent professional; and
 - f) Finalised details of the financial security mechanism to ensure that sufficient funds are available to carry out the decommissioning and rehabilitation works.
- 26) The applicant is required to give at least 3 months notice to the local government if the proposed development is to cease operations and all solar panels and ancillary structures and infrastructure must be decommissioned and removed from the site, and the site rehabilitated through deep ripping/earthworks, to the satisfaction of the local government, within 2 years of giving this notice, unless the local government agrees otherwise.
- 27) The applicant is required to enter into a deed of agreement with the affected property owners regarding any easements associated with the proposed development (powerline).

Advice Notes

1. The applicant is advised that granting of development approval does not constitute a building permit and that an application for relevant building permits must be submitted to the local government and be approved before any work requiring a building permit can commence on site.
2. The applicant is advised that this planning approval does not negate the requirement for any additional approvals, and adherence to due diligence, which may be required under separate legislation. This including, but not limited to, the

obtaining of any required approvals from the Department of Health, the Department of Energy, Mines, Industry Regulation & Safety, the Department of Water & Environment Regulation and Main Roads WA and consulting of Before You Dig Australia. It is the applicant's responsibility to obtain any additional approvals, and undertaking of due diligence, required before the development/use lawfully commences.

3. The applicant is advised that the proposed works are near an area of high risk. It is recommended that persons planning to build or undertake works in high risk areas near transmission or communication assets act in a safe manner at all times and in accordance with all applicable legal and safety requirements (including the 'duty of care' under the laws of negligence,
4. Worksafe requirements and guidelines, Australian Standards and Western Power policies and procedures).
5. Onsite sewerage treatment systems require approval from the Local Government's Environmental Health Services and the Department of Health. The system must comply with the Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974 and any other applicable legislation, regulations, or standards. It is recommended that the applicant engages with the Local Government early in the planning process to ensure that all design, installation, and operational requirements are met prior to commencing works.
6. The applicant is required to comply with the Environmental Protection Act 1986 and any Works Approval required for the proposed development prior to any site works.
7. Any clearing required as part of construction or bushfire prevention may require an application to be made to the Department of Water and Environmental Regulation.
8. The applicant will need to consult with the Main Roads WA Heavy Vehicle Services branch to ascertain any approval requirements that may be required for their proposed heavy vehicle combinations, transport routes and operations.
9. All mechanical equipment is to be designed and installed to prevent emitted noise levels from exceeding the relevant decibel levels as set out in the Environmental Protection (Noise) Regulations 1997.
10. All properties or portions thereof, that have an approved development classification of Industry, Abattoir, Transport Depot, Hard Rock Quarries or Renewable Energy Facility (or similar if not defined under the Local Planning Scheme No. 3) will be subject to a valuation of GRV, from the date of commencement of the facility or approval of the change in the Government Gazette, whichever is the latter.
11. Should the applicant be aggrieved by this determination there is a right (pursuant to the Planning and Development Act 2005) to have the decision reviewed by the State Administrative Tribunal. Such application must be lodged within 28 days from the date of determination.

Details: outline of development application

Region Scheme	N/A
Region Scheme - Zone/Reserve	N/A
Local Planning Scheme	Shire of Narrogin Local Planning Scheme No. 3
Local Planning Scheme - Zone/Reserve	Rural
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Renewable Energy Facility – ‘A’ use in Rural Zoned land
Lot Size:	962.4 hectares
Existing Land Use:	Rural
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 checked="" type="checkbox"/> N/A <input type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	Yes Bush fire Management plan provided as supporting document
Swan River Trust Area	No

Proposal:

The Shire of Narrogin has received a Development Assessment Panel (DAP) application for the proposed Solar Energy Generation and Battery Energy Storage System (BESS) in Narrogin. The proposal is to be located on multiple lots comprising of three (3) property owners along Great Southern Highway, Contine Road, Parks Road and Wanerie Road in Narrogin. The proposed development will comprise:

- A 200MW solar facility consisting of approximately 400,000 solar panels each of approximately 600W and mounted on a single axis tracking system along with approximately 48 solar inverters on 48 skids. The mounting of the solar panel will be at a height of 1.8m and the maximum height of the solar panels will be at a height of 2.5m.
- A 200MW 4 hour BESS (800MWh) and associated infrastructure including approximately 48 inverters located to the northeast of the subject site, including approximately 144 BESS containers which are generally 20 foot in length.
- 1 Project substation including 2 high voltage transformers located to the south of the BESS facility.
- A grid connection route that connects the site to the existing Western Power Narrogin South substation. Cabling from the substation and BESS facility to the Western Power substation is expected to be underground, crossing Great Southern Highway and the rail line via Booth Street. The proponent has

consulted relevant agencies and is finalising landholder permissions, which will be secured prior to project commencement.

- Construction phase - laydown areas, storage areas, crib rooms, meeting rooms and water tanks to support the construction workforce.
- Operational workforce will be accommodated within the town of Narrogin and its surround.

Proposed Land Use	Solar Energy Generation Facility and Battery Energy Storage System
Proposed Net Lettable Area	N/A
Proposed No. Storeys	N/A
Proposed No. Dwellings	N/A

Background:

The subject site is located west of the Great Southern Highway and south of Wanerie Road. It comprises several landholdings with a total combined area of approximately 962.4 hectares.

Land use in the surrounding area is predominantly extensive cropping and limited grazing on unimproved pastures, which benefit from surface water drainage and seasonal inundation. The site lies within a shallow valley, with topography ranging from approximately 300m AHD on the south-eastern side to 336m AHD on the western side. The land is typical of the locality, largely cleared for agriculture with small remnants of wetland vegetation scattered across the site

The broader landscape is mostly cleared and used for grazing and cropping. While there are a few farmhouses in the vicinity (see Figure 1.3), there are also various small buildings associated with farming operations. A large hay processing facility is located less than 1 kilometre to the south of the site. Some tree replanting has occurred along road reserves and existing creek lines, although these are still in early stages of establishment. As such, the landscape remains characteristic of open farmland.

Due to the project's lead time and staged delivery, the applicant has requested an extended substantial commencement period of four (4) years, rather than the standard two (2) year timeframe.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005* – Part 11A Development Assessment Panels and Development Control.
- *Planning and Development (Local Planning Schemes) Regulations 2015* – Regulations 64 outlines the advertising procedures and timeframes for public consultation
- *Planning and Development (Development Assessment Panels) Regulations 2011*
- *Shire of Narrogin Local Planning Scheme No. 3*

State Government Policies

- State Planning Strategy 2050

- WAPC Position Statement: Renewable Energy Facilities (2020)
- State Planning Policy 2.0 – Environment and Natural Resources (SPP2.0)
- State Planning Policy 2.5 – Rural Planning (SPP2.5)
- State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP3.7)

Structure Plans/Activity Centre Plans

Nil

Local Policies

- Shire of Narrogin Strategic Community Plan 2017 - 2027
- Shire of Narrogin Local Planning Strategy
- Draft Local Planning Policy (Advertised 17 May 2025) – Temporary/Transient Workforce Accommodation
- Community Enhancements Fund Policy
- Public Art Contribution Policy (11.4)

Consultation:

Public Consultation

The application was advertised for public comment through:

- Public Notice in the Shire's website, Face book and the Local Paper (Narrogin Observer) commencing on 15 January 2025 and closing on 28 February 2025;
- Hard copies made available at the Shire's Administration office and library;
- Letters to nearby and surrounding landowners; and
- Letters to relevant stakeholders.

At the conclusion of the advertising period, a total of 13 submissions were received. A detailed report of the submission is included in the schedule of Submission in Attachment 2.

The applicant distributed letters to surrounding landowners to introduce the project and invite questions or discussions. Shire elected members and staff were also briefed on 25 September 2024, providing an overview of the current design, potential impacts, and anticipated benefits of the proposal.

To further engage the community, the applicant hosted two Community Information Sessions on 29 and 30 October 2024 at the John Higgins Community Centre in Narrogin. Approximately 31 people attended, including local residents, Shire representatives, and elected officials. The sessions featured displays of project plans, maps, and visualisations, and offered attendees the opportunity to ask questions and provide feedback. Information was also provided on the planning process, including details of the forthcoming public advertising and formal submission period.

Issues Raised	Officer comments
Concerns over increased traffic on internal roads and the impact on road safety.	A Traffic Impact Assessment has been prepared by Shawmac. According to the report the WAPC TIA guidelines, an increase of between 10 to 100 peak hour vehicles is considered to have a low to moderate impact and is generally deemed acceptable without requiring detailed capacity analysis.

	The estimated 14 vehicles per hour during construction and 18 vehicles once operational is at the lower end of this range and so the development traffic is considered to have a low impact and can be accommodated within the existing capacity of the road network.
Potential impacts on Aboriginal heritage values; request for detailed Aboriginal Heritage Due Diligence Assessment.	As part of the Development process, the applicant will undertake the required Heritage Assessment and to regularly check the ACHIS register should any new Aboriginal Heritage site be reported within the subject area.
Subject land is within a designated bushfire-prone area.	The applicant has provided a Bushfire Management Plan prepared by Bushfire Prone Planning. A detail of the submission and comments provided are included in the attached Schedule of Submissions.
The need to confirm availability and capacity of water, wastewater, and power infrastructure to service future development.	Requirements for water, wastewater, and power infrastructure will be addressed at the building approval stage for any future habitable buildings

Referrals/consultation with Government/Service Agencies

The Shire of Narrogin also sent written referral to the following agencies:

- Department of Jobs, Tourism, Science and Innovation
- Department of Local Government, Sport and Cultural Industries
- Main Roads WA
- Public Transport Authority
- Water Corporation
- Wheatbelt Development Commission
- Development WA
- Department of Primary Industries and Regional Development (DPIRD)
- Department of Planning, Lands and Heritage (DPLH) - Aboriginal Cultural Heritage Services
- Environmental Protection Authority (EPA)
- Department of Biodiversity, Conservation and Attractions (DBCA)
- Department of Fire and Emergency Services (DFES)
- Department of Water and Environmental Regulation (DWER)
- South West Catchments Council
- Wheatbelt Natural Resource Management
- Western Power

During the public advertising period, the following agencies provided their comments. A detail of their response is included in the Scheduelf of Submissions in Attachment 2. Submissions were received from:

- Water Corporation;
- Public Transport Authority;

- Aboriginal Heritage (DPLH);
- Main Roads WA;
- DFES;
- DWER; and
- Department of Jobs, Tourism, Science and Innovation

Design Review Panel Advice

Not Applicable.

Swan Valley Planning

Not Applicable.

Other Advice

Nil.

Planning Assessment:

The proposal has been assessed against all the relevant legislative requirements of the Shire of Narrogin Local Planning Scheme No 3, State and Local Planning Policies outlined in the Legislation and Policy section of this report. The following matters have been identified as key considerations for the determination of this application:

- Land Use Compatibility
- Visual and Landscape Impact
- Bushfire Risk and Emergency Management
- Access and Traffic
- Environmental Impacts
- Community Consultation and Response
- Servicing, Infrastructure, and Staging

These matters are outlined and discussed below.

1. Land Use Compatibility

The proposal for a Renewable Energy Facility (Solar and Battery Energy Storage System) is listed as an “A” use within the ‘Rural’ zone under LPS3, which 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 proposal has been advertised in accordance with clause 64 of the deemed provisions as outlined in the above section under Public Consultation.

LPS3 defines a *Renewable Energy Facility* as:

“means premises used to generate energy from a renewable energy source and includes any building or other structure used in, or relating to, the generation of energy by a renewable resource. It does not include renewable energy electricity generation where the energy produced principally supplies a domestic and/or business premises and any on selling to the grid is secondary”.

Clause 3.1.2 of LPS3 states that the objectives of the Rural zone include:

- To provide for the maintenance or enhancement of specific local rural character.
- To protect broad acre agricultural activities such as cropping and grazing and intensive uses such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use.
- To maintain and enhance the environmental qualities of the landscape, vegetation, soils and water bodies, to protect sensitive areas especially the natural valley and watercourse systems from damage.
- To provide for the operation and development of existing, future and potential rural land uses by limiting the introduction of sensitive land uses in the Rural zone.
- To provide for a range of non-rural land uses where they have demonstrated benefit and are compatible with surrounding rural uses.

The land use aligns with the State's strategic policy objectives to encourage renewable energy development in rural areas where environmental impacts can be minimised.

Key considerations:

- The proposed use is consistent with zone objectives and State Planning Policy, particularly SPP 2.5 and SPP 2.0, which support the diversification of rural land for sustainable land uses.
- The solar farm is designed to coexist with sheep grazing, ensuring ongoing agricultural activity and productive land use.
- The development occurs largely on cleared farmland of moderate agricultural value, avoiding any displacement of high-value agricultural land.

2. Visual and Landscape Impact

Visual and landscape amenity is a key consideration when assessing large-scale infrastructure proposals in rural areas, particularly where developments may introduce new built forms into predominantly open, agricultural landscapes.

Under Table 5 of the Shire of Narrogin Local Planning Scheme No. 3 (LPS3), the Rural zone establishes minimum setback requirements to protect visual character and minimise land use conflicts:

- 50 metres from a primary distributor road (e.g., Great Southern Highway); and
- 20 metres from side and rear boundaries.

Assessment and Key Considerations:

- The proposed layout of the solar array and associated infrastructure complies with all required setbacks under LPS3, including front, side, and rear boundaries.
- A Visual Impact Assessment (VIA) and Glint and Glare Study prepared by SLR Consulting Australia have been submitted in support of the application. These studies conclude that the visual presence of the development will be partially mitigated by:
 - Existing remnant vegetation and revegetation efforts;
 - Established plantings within road reserves;
 - The natural topography of the site, which includes low ridgelines and shallow valleys that provide natural screening.
- Additional mitigation measures such as targeted tree planting and earth bunding—particularly along exposed frontages like Great Southern Highway

and Wanerie Road—are proposed to further reduce the visibility of more prominent components of the project, including the Battery Energy Storage System (BESS) and the main substation.

The proposal demonstrates a proactive approach to managing visual impact, supported by independent technical assessments and appropriate setback compliance. Subject to the implementation of recommended landscaping and bunding measures, the development is considered to have an acceptable visual and landscape impact, consistent with the planning objectives for rural areas.

3 Bushfire Risk and Emergency Management

The proposed development is located within a Designated Bushfire Prone Area, triggering assessment requirements under State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7) and the associated Guidelines for Planning in Bushfire Prone Areas. In accordance with these requirements, the applicant has submitted a Bushfire Management Plan (BMP) and a Bushfire Risk Report (BRR) prepared by Bushfire Prone Planning.

Key Considerations:

- In line with Clause 4.5 of LPS3, bushfire risk is a key consideration in the assessment of all applications located within bushfire-prone areas.
- The BMP and BRR were reviewed by the Department of Fire and Emergency Services (DFES), who identified several issues requiring resolution:
 - Inconsistencies in vegetation classification and mapping scale;
 - Validation of slope inputs used in Method 2 BAL (Bushfire Attack Level) contour modelling;
 - Clarification of internal access track specifications and emergency water supply locations;
 - Insufficient detail in emergency risk planning for the Battery Energy Storage System (BESS) component.
- While the BESS facility does not involve habitable buildings, it is considered a high-risk infrastructure use due to potential fire-related hazards such as thermal runaway or electrical failure. As such, it requires specialised assessment and mitigation, guided by the Country Fire Authority (CFA) Renewable Energy Facilities Guidelines (v4, 2023)—which are considered best practice and have been referenced by DFES.

Bushfire risk has been appropriately identified as a planning consideration for the project. However, further work is required to address technical matters raised by DFES and ensure the facility, particularly the BESS, is adequately protected from bushfire risk and emergency response requirements are in place.

Prior to the commencement of development, a revised Bushfire Management Plan (BMP) and Bushfire Risk Report (BRR) must be submitted to the satisfaction of the Shire, incorporating:

- Updated vegetation classification and mapping;
- Revised BAL contour mapping using verified slope data;
- Confirmed internal access and water supply locations compliant with bushfire response standards;
- A site-specific Emergency Fire Response Plan for the BESS, referencing national and international best practice guidelines;
- A legally enforceable Vegetation Management Plan outlining ongoing fuel load reduction measures and responsibilities.

4. Access and Traffic

Access to the proposed development will be primarily via Wanerie Road and Contine Road, with temporary construction access proposed from Great Southern Highway. A Traffic Impact Assessment (TIA) has been prepared by Shawmac to evaluate the impact of construction and operational traffic on the local road network.

Key Considerations:

- The Traffic Impact Assessment was reviewed and deemed acceptable. It concludes that the estimated traffic volumes—particularly during the construction phase—can be accommodated within the existing capacity of the road network, subject to standard traffic management measures.
- The construction phase is expected to generate up to 200 workers on site at peak times, resulting in approximately 14 vehicle movements per hour, which falls within the low to moderate impact range under WAPC TIA Guidelines.
- The TIA confirms that sight distances and stopping distances at key access points comply with Austroads standards, supporting safe entry and exit from the site.
- Internal access roads will be constructed to accommodate emergency service vehicles and ongoing maintenance traffic, consistent with bushfire response and operational requirements.
- Contine Road and Parks Road are currently unsealed gravel roads. The projected increase in traffic volumes, particularly from heavy construction vehicles, is expected to significantly impact road condition and generate dust, which could affect surrounding rural residences and farmland.

To mitigate these impacts, it is recommended that the applicant be required to upgrade and seal both Contine and Parks Roads, at their own cost, to the satisfaction of the Shire of Narrogin.

Traffic generated by the development, including during peak construction periods, can be managed with appropriate access design and mitigation measures. However, the upgrading and sealing of unsealed access roads is essential to ensure the safety, functionality, and amenity of the local road network is maintained.

Prior to the commencement of any site works, the applicant shall submit and have approved by the Shire a Construction Traffic Management Plan (CTMP). This plan must include:

- Construction staging and vehicle movement forecasts;
- Details of temporary and permanent access arrangements;
- Road safety and dust mitigation strategies;
- A commitment to upgrade and seal Contine Road and Parks Road at the applicant's cost, to the Shire's satisfaction.

5. Environmental Impacts

Environmental values are addressed under Clause 67(n) of the Deemed Provisions and SPP 2.0 – Environment and Natural Resources Policy.

Site Characteristics and Environmental Considerations

The subject site for the proposed Solar Power Generation Facility and Battery Energy Storage System (BESS) comprises predominantly cleared farmland historically used for agricultural purposes. Within the broader site, several areas of remnant vegetation

and farm dams are present and have been retained as part of the development proposal.

A comprehensive flora and fauna assessment was conducted to evaluate the environmental significance of the site. The results of this survey confirmed that no Threatened Ecological Communities (TECs) or protected species are likely to be impacted by the development. As such, the project is not expected to trigger additional environmental approval requirements under state or federal legislation.

In response to early environmental input, the layout of the solar array and associated infrastructure has been refined to ensure full avoidance of watercourses and areas of remnant vegetation. This careful site planning has significantly reduced the environmental footprint of the proposal and means that no clearing permits are anticipated to be required under the Environmental Protection Act 1986 or related regulations.

The proponent has also proposed the continued co-use of the site for agricultural grazing in conjunction with the solar infrastructure. This approach aligns with best-practice examples for the integration of renewable energy projects with ongoing rural land uses. Furthermore, the inclusion of environmental buffer areas, particularly adjacent to retained vegetation and along key boundaries, enhances the biodiversity value of the site while providing additional screening and visual amenity.

The proposed Solar and Battery Energy Storage System demonstrates a considered and environmentally responsible approach to renewable energy development. The proposal retains key environmental features, avoids sensitive areas, and incorporates multiple land use benefits, including co-use with grazing and environmental buffering. No significant environmental constraints have been identified that would preclude approval of the development.

Condition Required: An Environmental Management Plan (EMP) is required, covering weed control, dust suppression, dieback management, and surface water protection during construction and operations.

6. Community Consultation and Response

Proponents undertook early engagement with the Shire and surrounding landowners.

Key considerations:

- Letters sent to neighbours, briefings held with Shire officers and elected members.
- Two public drop-in sessions were held with 31 attendees.
- Issues raised included visual impact and local benefit; no substantial objections were recorded.

A detail response and assessment of the submissions is outlined in Attachment 2 - Schedule o Submission

7. Servicing, Infrastructure, and Staging

The proponent has requested a 4-year substantial commencement period to accommodate the complex and staged nature of the proposed Solar Power Generation Facility and Battery Energy Storage System (BESS). This extended timeframe is considered reasonable given the scale of the project, supply chain considerations, and construction dependencies.

Staging Approach

The development will be delivered in stages, providing flexibility to respond to procurement schedules, contractor availability, and market conditions. The staging strategy allows the solar array and BESS components to be installed either independently or concurrently, ensuring the project can adapt to changing logistical and operational timelines. This flexibility is essential to the successful delivery of a project of this scale and complexity.

Servicing Requirements

The servicing demands of the facility are minimal and primarily temporary in nature:

- **Water Supply:** Water required for construction activities and limited operational use will be sourced either via on-site storage or temporary arrangements. No connection to a reticulated water supply is proposed or required.
- **Wastewater:** No reticulated sewerage is available to the site. On-site wastewater management will be addressed in accordance with relevant health regulations at the building approval stage.
- **Power Supply:** The site is self-sustaining from an energy perspective, with any minor construction-phase demand to be met through temporary connections or generators. No permanent external electricity supply is required for the operation of the solar or BESS components.

The requested 4-year substantial commencement period and the flexible staging model are both considered appropriate and justified, given the scale and complexity of the development. The servicing requirements are low-impact, with no reliance on significant external infrastructure. All servicing matters will be managed in accordance with standard regulatory frameworks at the relevant construction or building approval phases.

A Staging and Servicing Plan must be submitted prior to works commencing, including details of temporary infrastructure and decommissioning responsibilities.

Public Art Contribution Policy

The proposed Solar and Battery Energy Hybrid Facility is a significant infrastructure development exceeding the \$2 million threshold. While the Public Art Contribution Policy has traditionally been applied to new buildings and refurbishments, the intent of the policy—to enhance community spaces and celebrate local identity through public art—can reasonably be extended to large-scale infrastructure projects, especially those that are highly visible or have long-term impacts on the local landscape and community.

Given the project's scale and visibility, a Public Art Contribution would align with the policy's objectives and the broader planning goal of integrating major developments into the cultural fabric of the community. It also provides an opportunity to reflect the renewable energy theme through locally relevant artistic expression.

Application of the policy to this project is consistent with the State Government's Percent for Art Scheme, which encourages inclusion of public art in both public and private developments, including infrastructure and utility projects. This ensures equity across development sectors and supports integration of public art in diverse contexts.

Given the specialised and remote nature of the site, the Shire recognises that a cash-in-lieu contribution may be more appropriate than on-site installation. This approach provides the Shire with the flexibility to invest in strategically located or more publicly accessible public art installations, thereby maximising community benefit and visibility.

In accordance with the Shire of Narrogin's Public Art Policy Art Strategy & Masterplan 2019 and Public Art Contribution Policy Guidelines, a public art contribution is required as part of this development. A cash-in-lieu contribution is recommended to enable the Shire to deliver meaningful and contextually appropriate public art projects elsewhere in the community. This ensures alignment with policy objectives while recognising the unique characteristics of the proposed development.

Draft Temporary Transient Workforce Accommodation Policy

The proposed Solar and Battery Energy Hybrid Facility is a major infrastructure project that will require a temporary construction workforce. As such, any associated workforce accommodation would fall within the scope of the Shire's Draft Local Planning Policy – Temporary/Transient Workforce Accommodation.

This policy provides a comprehensive framework for the assessment of temporary accommodation proposals for transient workers, particularly those servicing large-scale industrial, resource, or energy projects such as this. It aims to ensure these facilities:

- Are appropriately located;
- Deliver a high standard of design and amenity;
- Minimise social and environmental impacts;
- Provide community benefits where possible; and
- Are clearly temporary, with defined pathways for decommissioning or adaptive reuse.

Key Consideration:

Zoning and Land Use Compatibility

- Workforce accommodation is a discretionary use in Rural and Rural Townsite zones under the Shire's Local Planning Scheme No. 3.
- If the accommodation is to be located within or adjacent to the solar facility (which is likely in a rural location), it will need to be justified under the policy's guidance for remote or semi-remote camps.
- The Shire generally discourages isolated "camps" unless no reasonable alternative exists and integration with town infrastructure or housing is unfeasible.

Need and Justification

- The proponent must submit a Workforce Accommodation Needs Assessment, detailing:
 - The number of workers and duration of stay,
 - The inadequacy of existing housing stock to meet the demand,
 - Linkage to the specific construction phase of the energy project.

Servicing and Infrastructure

- The policy requires a detailed Infrastructure Servicing Plan, covering potable water, power (preferably grid-connected or renewable), waste disposal, and road access.
- Any required extensions to infrastructure must be delivered or funded by the proponent, including upgrades to local roads or drainage systems if impacted.

Design and Amenity

- Accommodation must be of high quality, avoid the "camp" aesthetic, and include landscaping and recreation spaces.

- A Management Plan will be required outlining rules, behaviour protocols, integration strategies, and a complaints process.

Legacy and Decommissioning

- The policy strongly encourages a Decommissioning Plan or, ideally, a legacy housing outcome (e.g., modular units that can be converted to seniors or affordable housing post-construction).
- If no legacy use is proposed, full site remediation must occur at the end of the approved term.

Time-Limited Nature

- The Shire will require the accommodation approval to be time-limited (e.g., 2–3 years), aligned with the construction timeline.

The proposed temporary accommodation is necessary to support the construction of the renewable energy facility and is capable of being managed in accordance with the Shire's policy requirements. It is essential that this component be subject to detailed approval to ensure appropriate location, design, management, and eventual removal or legacy use.

In the event that the applicant is proposing to establish a Workforce accommodation, it is recommended that, prior to the commencement of development, the proponent shall submit and have approved by the Shire of Narrogin a detailed proposal for any associated temporary/transient workforce accommodation, in accordance with the Shire's Draft Local Planning Policy – Temporary/Transient Workforce Accommodation.

Community Enhancement Fund (CEF)

At its meeting on 26 March 2025, the Shire of Narrogin Council formally adopted the Community Enhancement Fund (CEF) Policy in recognition of the growing number of large-scale renewable energy projects proposed within the district. The policy ensures that local communities benefit directly from major renewable energy developments through structured, long-term investment.

The proposed Solar and Battery Energy Storage System (BESS) project—comprising utility-scale solar generation and battery storage—exceeds the 5 MW capacity threshold, thereby falling within the scope of the CEF Policy.

The purpose of the fund is to secure tangible, enduring benefits for the Narrogin community, aligning with the Shire's strategic vision to become a hub for renewable energy while ensuring shared prosperity through community reinvestment.

Key Consideration:

1. Capacity-Based Contribution

The CEF Policy specifies minimum annual contributions based on project capacity:

- \$850/MW per annum for solar,
- \$150/MWh per annum for battery storage.

These rates are indexed annually to CPI and are calculated per installed MW or MWh, with contributions made annually over the operational life of the project (typically 30 years).

2. Community Benefit and Legacy Value

The CEF is intended to fund public benefit projects—such as sporting facilities, youth programs, training initiatives, tourism development, and local infrastructure upgrades—enhancing community wellbeing and resilience beyond the project's construction phase.

3. Governance and Transparency

The Policy outlines that the fund is to be managed by the Shire in a restricted reserve account, with oversight by a dedicated CEF Committee comprising community, Council, and proponent representatives.

4. Indigenous Nations Fund

10% of the annual CEF contributions are allocated to a dedicated Indigenous Nations Fund, administered with guidance from the Gnaala Karla Booja Aboriginal Corporation (GKBAC), supporting Aboriginal heritage, culture, and economic inclusion.

5. Binding Agreement and Timing

A legally binding agreement (e.g., Deed of Agreement) is expected to be signed concurrent with development approval or prior to commencement of operations, outlining:

- Annual contribution amount,
- Payment schedule,
- Indexation,
- Governance commitments.

Early negotiation ensures transparency and integration of the CEF into project financial planning and approvals.

The Community Enhancement Fund is a key mechanism for ensuring local benefit from major renewable energy investments. The Solar and BESS proposal is subject to this policy, and contributions will support Narrogin's social, cultural, and economic development in alignment with community aspirations.

It is therefore recommended that, Prior to the commencement of development, the proponent shall enter into a legally binding agreement with the Shire of Narrogin to establish a Community Enhancements Fund (CEF), in accordance with the Shire's adopted Community Enhancements Fund Policy.

The agreement shall:

- Set out the proponent's commitment to provide annual contributions, based on installed nameplate capacity, at a minimum of:
 - \$850 per MW per annum for solar capacity, and
 - \$150 per MWh per annum for battery storage capacity, indexed annually to the Consumer Price Index (CPI);
- Define the payment schedule (typically annually in advance or as otherwise agreed);
- Allocate at least 10% of each annual contribution to a designated Indigenous Nations Fund;
- Be executed prior to the issue of a building permit or within a timeframe agreed to by the Shire; and
- Bind successors in title or operators of the facility for the life of the project.

All contributions shall be held by the Shire in a dedicated reserve and administered in accordance with the Community Enhancements Fund Policy, ensuring alignment with community priorities and transparent governance.

Conclusion:

The proposed Solar and Battery Energy Storage System (BESS) development has been comprehensively assessed against the Shire of Narrogin Local Planning Scheme No. 3, relevant State Planning Policies, and local policy frameworks. The key aspects of the application include the project's scale, rural location, environmental management, infrastructure demands, and community interface.

The application involves the use of rural land for renewable energy generation, which is classified as an "A" use under the Scheme. Discretion is therefore required and has been exercised appropriately following public consultation and assessment against zone objectives. The land use is found to be compatible with the Rural zone, particularly as it retains agricultural co-use through grazing and avoids sensitive environmental areas.

Significant areas of discretion relate to:

- The land use permissibility under the Rural zoning;
- The 4-year substantial commencement period (which is justified due to staging and procurement complexity);
- Application of the Public Art Contribution Policy to major infrastructure; and
- The use of time-limited, temporary workforce accommodation.

In each instance, discretion has been exercised in a reasonable and consistent manner, supported by clear policy direction, planning merit, and conditional controls that ensure alignment with the intent of the planning framework.

The application also responds appropriately to matters raised during agency referrals and public submissions, including traffic, bushfire risk, environmental protection, visual impact, and cultural heritage. All relevant impacts have been addressed through revised documentation or are proposed to be managed via detailed conditions of approval.

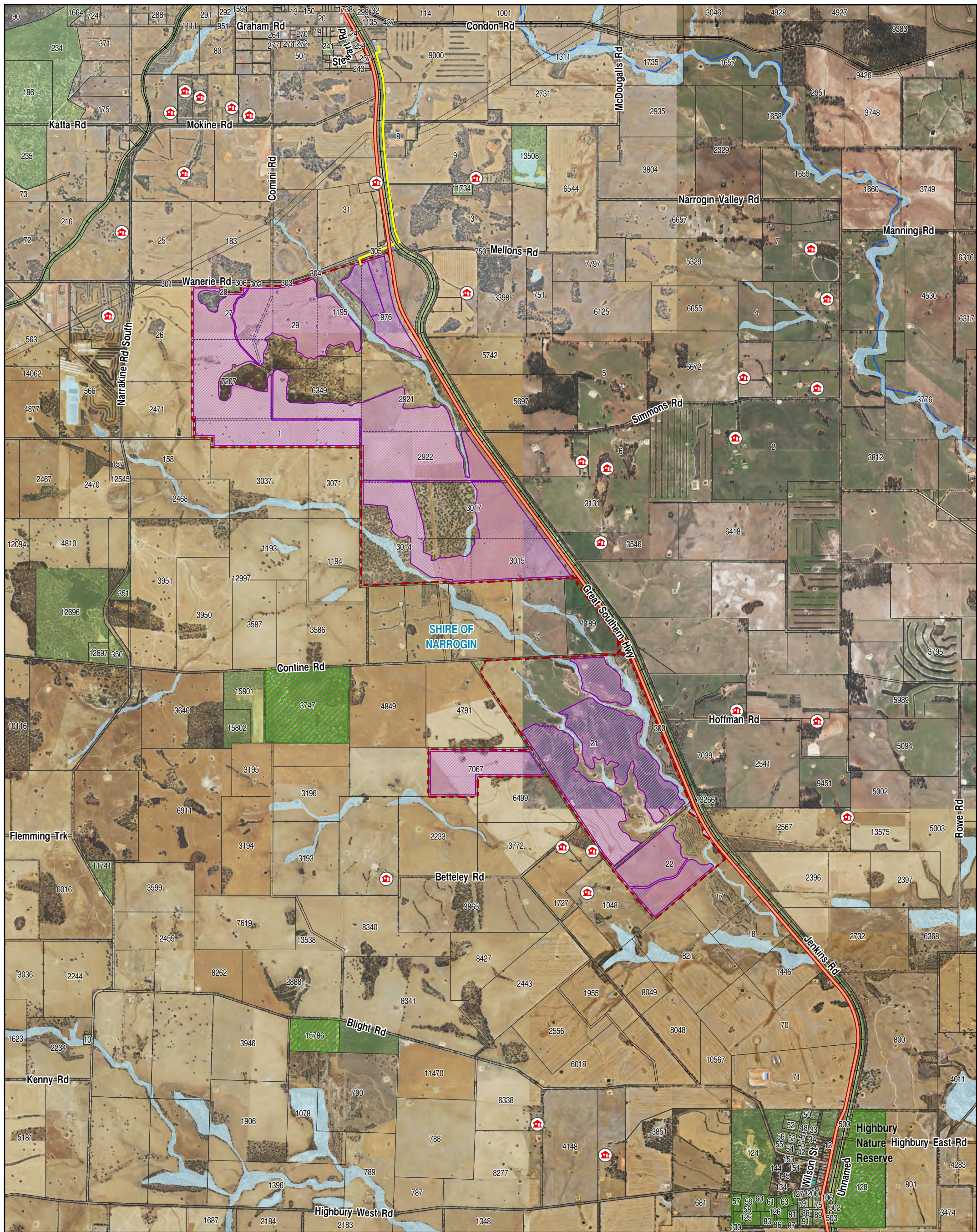
Overall, the proposed development demonstrates strong planning merit and is consistent with the objectives of the planning framework, including:

- Supporting sustainable land use and renewable energy initiatives;
- Minimising environmental impact;
- Maintaining rural character and landscape values;
- Delivering community benefit through a Community Enhancement Fund and public art contribution.

The proposal is therefore recommended for approval, subject to conditions that ensure its orderly and proper implementation.

Alternatives

Nil



- Houses
- Extent
- Cadastre
- State road
- Polyline to Power Station
- Major river
- Wheatbelt wetlands
- Panel Area
- DBCA - Legislated Lands and Waters (DBCA-011)
- Reserves

Base data provided by SLIP.



0 500 1000 1500 2000 m
Scale: 1:35,000 @ A3

Surrounding Houses
Narrogin Solar and Battery Hybrid Project
NARROGIN
Narrogin Solar Pty Ltd

Path: C:\Users\Shirley\OneDrive - Land Insights\Drafting\Jobs\1121 ARP - Narrogin Solar Mapping\Map\1121 NarroginSolar.aprx

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
1. Water Corporation	<p><u>Water</u> A 58mm AC reticulation farmland main fronts some of the property boundary's; pending a capability assessment the landowner may be eligible for a Non-Standard Water Service.</p> <p>Such services are limited to a maximum flow of 2.1lpm</p>	Noted.	No implication or change required.
	<p><u>Wastewater</u> No reticulated sewerage is available to the subject lots.</p>	Noted – Habitable buildings once constructed will have to meet the health requirements of the Shire of Narrogin which will be addressed in the issue of a building approval for any required onsite facilities for the ongoing operations on the site.	No implication or change required.
	<p><u>Approval for works</u> Any works carried out in proximity to Water Corp 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>	Noted.	No implications or change required.
	<p><u>Building Approval Application</u> The Water Corporation has no objection for Development Application DAP418952</p>	Noted.	No implication or change required.

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
	The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, please contact us to confirm that this information is still valid. Please provide the above comments to the landowner, developer and/or their representative.		
2. Public #1	As a resident of Narrogin I write to offer my support for the proposed facility. It is often the experience that any new project gets a nimby backlash. But we have to recognize that, since we all use electricity in our homes and businesses, we share a responsibility to produce and store that electricity.	Support Noted	No implication or change required.
	This area of the Wheatbelt is well placed with plenty of space to host solar generation and battery energy storage. Narrogin does experience, from time to time, power outages, in part reflecting that our electricity comes from a long distance. Having a local store of power would improve the reliability of the electricity structure in the Narrogin Shire. I see the proposal as a large positive for Narrogin which should be supported.	Support Noted	No change
	The Federal Coalition, under Peter Dutton, is proposing a nuclear power plant in Collie, which may take 10 to 20 years to put in place, even assuming it was approved. I think that, given the choice between a large nuclear facility upwind of Narrogin, or a greener solar system and battery storage system nearby, most residents would prefer the latter.	Noted	No change
3. Public #2	(a) By way of introduction, our home is located approximately 20 metres from the boundary of this proposed development and, as such, will be in what we would describe as very close proximity. We are, in fact, the closest residence to the whole proposed development area.	(a) The property is the closest house however it is 20 metres setback from their eastern lot boundary with a dedicated 20m road reserve along that boundary This provides at least 40 m separation which when	Updated mapping provided as part of submission showing location of house. Landscaping screening to be provided to mitigate visual impact

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
	<p>(b) This close proximity to the construction site and the potential build period of 18 months is of major concern to us, and we anticipate it will have a significant adverse impact on our lives.</p> <p>(c) Additionally, it is not unreasonable to expect that this project, particularly during the construction stage, will render our property unsaleable, should such a need arise.</p>	<p>combined with the Shire's development required setback of 20 metres for the installation within the lot boundary provides a minimum of 60 m horizontal separation between the house and the solar panel array. This intervening area can be landscape screened and therefore this separation is considered sufficient to mitigate visual impact.</p> <p>(b) Although the anticipated build time for the project is 18 months from commencement of works this does not mean construction works will continue for 18 months, and applies to the entire site not restricted to the boundary. The development will be staged across the site and as such development will only occur for a short period of time along this boundary.</p>	

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
		<p>The existing road reserve is not currently constructed and therefore is not planned to be used by heavy construction vehicles. The proponent Narrogin Solar Pty Ltd acknowledges the concern however reiterates that it is highly unlikely this boundary area will be traversed by heavy vehicles during the construction period.</p> <p>As a dedicated road however it is possible that this access will be used intermittently by workers during the 18 month construction period and when required for periodic maintenance access and to meet bushfire requirements during the life of the facility.</p> <p>(c) In regard to the saleability of the property this is a speculative and subjective opinion about a possible future impact,</p>	

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
		however it is one which is not able to be considered as part of a development application and there is no indication the development would inhibit or prevent the property from being used as a rural enterprise.	
	Our decision to retire here in Highbury was carefully considered prior to purchase and the desire for a peaceful and tranquil rural setting was paramount in selecting this location. Whilst we understand that once completed, the solar farm should have a minimal impact on our lifestyle, the interim construction period will clearly be at odds with our current reality.	The respondent's lot adjoins an operating farm and so it is expected that during periods of seeding and cropping as well as other associated farming operations that there would be impacts on the property. These would have been foreseen. The solar array will not involve such activities and with this in mind offers a lower ongoing impact to neighbours. The construction of the solar array will take place in a staged manner across the entire the site and therefore it is highly unlikely that construction impacts are experienced for the entire	No change

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
		18 months. Whilst the expressed concern is noted, it is speculative and therefore open to conjecture and is therefore not reasonable to be considered as a matter for present planning consideration.	
	After carefully studying the DAP application, we would like to formally submit the following points of concern pertaining to the development, which in part is directly abutting the eastern boundary of our property located at 360 Parks Road, Highbury.		
	1. In reference to the DAP application prepared by Land Insights, the figure 1.3 map, page 7 (not fig 3.1 as incorrectly referenced on page 6) showing the location of houses surrounding the proposed development, fails to identify or highlight our home. This omission is continued over all subsequent included maps where house locations are indicated (see pages 9, 27, 29, 34 and 71.)	<p>Mapping was prepared using shire and WALIS data. Due to the historical construction and location of buildings on farms without accurate mapping, it is sometimes possible that buildings located there may include houses or indicate the presence of houses within rural areas and can sometimes lead to properties being misidentified.</p> <p>An updated map showing the location of the property</p>	<p>Updated mapping provided to include buildings on this property.</p> <p>It is noted the building is located well away from the proposal.</p>

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
		<p>is attached as part of these submissions.</p> <p>An introductory letter in relation to the project was sent to all adjoining landowners with an opportunity given for affected landowners to talk to the proponent Narrogin Solar Pty Ltd power and Land Insights directly. The proponents and Land Insights met directly with the nearest identified landowners whilst undertaking a site visit to discuss the project.</p>	
	<p>We are extremely disappointed that, as the nearest impacted residence to the proposed development, the physical location of our house is not shown in such a key mapping document. The only references to the proximity of our house are made in Section 6 Environmental Management, 6.4 Risk Management Table, page 60. (Refer subsection Landscape and Visual Impact, and Dust page 61.)</p>	<p>The opinion and expectation of impact is conjecture and has been addressed in the explanation above.</p>	<p>No proposed change necessary, address with standard approval conditions where necessary</p>
	<p>In each case, the reference to position is general by description and fails to specifically identify or locate our house. Our concern is that any assessment or conclusions drawn from the map(s) in regards to the proximity of housing to the project are flawed due to the failure of the DAP application to specifically identify the location of our residence.</p>	<p>An updated Map has been provided to the Shire and the RDAP as part of this response to submissions.</p> <p>During the site visit attended by Land Insights and the proponents a site</p>	<p>Condition to be included stipulating additional planting to be undertaken by the developer for additional screening to mitigate the visual impact.</p>

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
		<p>visit was undertaken to the closest residence. It was noted during this site visit that given the topography of the site and adjoining road reserve and then on to the site where the solar array will be placed that from the garden of the property there will be limited view of the solar array and this can be mitigated through additional planting.</p>	
	<p>2. As detailed in the DAP application, currently in Western Australia there is no prescribed requirement concerning setback in relation to the development of facilities such as this. As such, we note that the setback on boundary sides other than those fronting the highway are 20m. Setback from the Gt Southern Highway is 50m. Given the size and scope of this proposed development we consider the 20m setback to be manifestly inadequate due to its proximity to our residence which is also located about 20m from the fence line.</p>	<p>Setbacks in relation to development in the Rural zone are prescribed under the Shire's Local Planning Scheme and relates to any form of development, for instance, if the farmer required a new large shed on that Lot then this would be able to be built at the 20m setback distance prescribed under the scheme.</p> <p>The start of the solar array will start approximately 60 metres from the side of the closest house. Visual</p>	<p>All setbacks are to comply .with the required minimum setbacks as stipulated in the Shire of Narrogin Local Planning Scheme No. 3 as follow: 50m – Primary Distributor Road; 20m – front , side and rear setbacks.</p>

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
		<p>assessments have also been undertaken and due to the intervening topography of the land a significant amount of the solar array will be visually obscured from view due to the undulating landform, existing vegetation. This can be accentuated with screen planting at nominated places within the site and adjacent road reserve.</p> <p>The 60m separation is sufficient distance between the edge of the house and the start of the solar array.</p>	
	<p>We would respectfully request that special consideration be given to increasing the minimum setback requirement to at least 50m from the property line in the immediate area where it is in directly adjacent to a place of residence. Under this setback arrangement, when coupled with the existing easement width and our own building setback, overall separation from our house to the panels increases to 90m, which is far more acceptable than what is currently proposed.</p>	<p>Given that the house is located 20m inside their own boundary with and additional 20m for the dedicated road reserve and then an additional 20m before the solar array is started. The proponent believes that a 60m separation distance between the edge of the</p>	<p>Required buffers by additional landscaping to be undertaken to mitigate visual impact.</p>

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
		<p>house and the start of the solar array is sufficient.</p> <p>During consultation there was agreement between the landowner and the proponent that some tree planting could take place within the lot boundary to screen the solar farm.</p>	
	<p>3. With reference to the Transport Impact Assessment prepared by Shawmac, page 22 Proposed Southern Site 3 access. This document indicates that the southern site 3 will be accessed by an internal roadway located on the easement directly adjoining our eastern property boundary. Whilst this internal roadway currently exists, it is not a serviced track and is infrequently utilised by a farmer to access his stock for feeding. The track is definitely not intended or suitable for regular vehicle traffic and, as it borders our property, we object to its proposed usage for site access. The track is 20m from our residence and as such its usage would subject us to unacceptable noise, dust and invasion of privacy. This easement and the native vegetation contained within it currently provides us with a natural wind break and shade for our property which is crucial during the summer months. It is also mentioned in the DAP application that the natural vegetation within the easement will assist with screening the proposed development from our property so any disturbance or usage of this easement roadway for site access is at odds with the screening objective.</p>	<p>This comment is noted and the unconstructed dedicated road reserve is not intended to be used for heavy traffic. The access may be used intermittently for access and for ongoing maintenance purposes.</p>	<p>The dedicated road reserve would only be used intermittently for farm access purposes as is the case presently. It will not be used by heavy vehicles.</p> <p>Main access to the site for deliveries and distribution will not be from this road reserve.</p>

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
	<p>Additionally, as shown in the photo below, access to this internal roadway will require all vehicles to enter and exit using our crossover driveway. This is unacceptable and would potentially impede our own property access.</p>	<p>This is not correct. If access is required, then Narrogin Solar Pty Ltd can make suitable arrangements with the Shire so that suitable access can be obtained.</p>	<p>Approved plans will address site access and will require further negotiations between Narrogin Solar Pty Ltd and the Shire will be undertaken if access along the road reserve is required for other reasons.</p>
	<p>It is appropriate to draw reference to the Overview Plan of the project, see page 4 of the Shawmac Traffic Assessment, which clearly indicates a constructed access roadway within the proposed development boundary that connects the southern sites 2 and 3. This roadway should be the sole means of access the southern site 3 and not via the easement track outside of the development area.</p>	<p>As noted above the area is a dedicated road reserve and will be used intermittently throughout the construction phase and for maintenance purposes during the operations phase.</p>	<p>Recommended that Contine and Parks Road as the main access point to the proposed development be upgraded and sealed at the applicants cost to the satisfaction of the Shire.</p>
	<p>4. With reference to the Glint and Glare Assessment prepared by SLR Consulting Australia. It is noted in this assessment, section 5.3.2 page 21 and 24, several areas of potential glare have been identified along Parks Road and mitigating vegetation proposed to reduce the effect. We would like to draw to your attention that since this report was prepared an area of the road verge has recently been cleared in parts to construct a replacement boundary fence to one of the lots associated with this proposed development. The removal of the native vegetation from the verge has created additional areas where the panels will not be</p>	<p>The proponent has taken the advice of the glint and glare specialists and panels can be programmed to reduce the amount of glint and glare that affects surrounding properties.</p> <p>The proponent will comply with all recommendations contained within the report.</p>	<p>Applicant to Implement the report by SLR Consulting Australia on Glint and Glare Assessment.</p>

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
	<p>screened from the road and as such, we consider that a further analysis of Parks Road will be required to confirm if additional areas of mitigating vegetation will be needed to prevent glare. Refer to the photo below.</p>	<p>As outlined in the Visual Assessment that forms part of the report that the landform of the site is not flat and undulates over the site with existing remnant vegetation remaining and the potential to enhance planting for screening where necessary this will screen views of the solar array throughout the site and its immediate surroundings.</p> <p>It is noted that with advances in technology the effects of glint and glare from solar panels is likely to be reduced over time.</p>	
	<p>5. Given that both Contine Road and Parks Road will be subject to a considerable increase in traffic movements during the construction period, we would also like to express our concerns that no mention is made in the DAP application as to who will be responsible for road maintenance/repair as and when required. Currently the Shire of Narrogin is responsible and generally the roads are graded once or twice per year. With the expectation of</p>	<p>Road maintenance can be conditioned as part of the approval and will be a matter between the proponent and the Shire.</p>	<p>To be conditioned or negotiated by the Shire with the proponent.</p>

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
	increased traffic flow and more heavy vehicle usage, both roads will require more frequent attention.		
4. Public #3	<p>I refer to the above proposals and pleased to be supportive of both.</p> <p>May I take opportunity to commend the Shire for this innovative concept and entrepreneurial approach and also the very comprehensive nature of the detail provided (in four booklets), the details of which were very clear in the presentation booklets as inspected at the library.</p> <p>I am most proud of the Shire and way it is managed. "Well Done."</p>	Support for the proposal is noted	No change
5. Public Transport Authority	<p>The Public Transport Authority (PTA) has no objections to this proposal.</p> <p>Due to the nature of the proposal, we do wish to remain involved in the following stages of development and kept up to date with how the proposal develops.</p> <p>This should be referred to WAPCreferrals@PTA.wa.gov.au</p>	Noted – not clear as to how the PTA may affect or be affected by the project.	The proponent will provide updates in relation to the project to the PTA.
6. Aboriginal Heritage (DPLH)	Thank you for the letter dated 16 January 2025 seeking comment from the Department of Planning, Lands and Heritage (DPLH), Aboriginal Heritage Conservation team, regarding the Development Assessment Panel (DAP) Application for a proposed Solar Power Generation Facility and Battery Energy Storage System (BESS), located at the corner of Contine Road, Wanerie Road, and Great Southern Highway in the Shire of Narrogin, as described in the letter and maps provided in the development application (November 2024) prepared for proponent Narrogin Solar Pty Ltd.		
	I note that Aboriginal heritage is considered in the development application at Table 4.1, Section 5.7 and Table 6.1, concluding that no Aboriginal heritage sites were identified. A desktop Aboriginal Heritage Assessment is also provided at Appendix I.	Noted and accepted.	No change

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
	A review of the Register of Places and Objects, as well as the DPLH Aboriginal Heritage Database, concludes that the subject area does not intersect with any known Aboriginal heritage Places or Registered Sites.	Noted	No change
	Therefore, based on the current information held by DPLH, no approvals under the <i>Aboriginal Heritage Act 1972</i> (AHA) are required in this instance. Please note that the subject area does not appear to have been surveyed in its entirety and, as such, it is unknown if there is Aboriginal heritage present. The AHA protects all Aboriginal sites in Western Australia, regardless of whether they have been recorded and registered. The development application indicates the proponent's awareness of the obligations under the AHA should any Aboriginal heritage be discovered during the works. DPLH advises Narrogin Solar Pty Ltd to remain aware of these obligations and encourages that the Gnaala Karla Boodja Aboriginal Corporation is consulted with regarding the proposal.	Noted – This advice forms part of the Heritage Assessment that was undertaken over the site and forms part of the development application.	Confirmation that adequate Aboriginal Heritage checking has been completed. No change
	DPLH also advises Narrogin Solar Pty Ltd regularly checks ACHIS should new Aboriginal Heritage be reported within the subject area. You can search ACHIS by using the following link: https://espatial.dplh.wa.gov.au/ACHIS/index.html?viewer=ACHIS .	Noted – this is a standard protocol and Narrogin Solar Pty Ltd will adhere to this.	No change
7. Public #4	In commenting on the proposed Battery Solar Power Generation Facility and BESS we would like to begin by expressing our dissatisfaction/abhorrence at the way the energy renewal projects seem to be proliferating.	Noted this opinion does not elaborate or address the proposal or the site in detail.	No change
	We are incensed at the blatant broadscale use of productive agricultural land for such projects. A standard line used by renewal energy companies when promoting the establishment of such projects is that 'productive agricultural land will not be used'. In the case of the Narrogin Solar Farm this is not so and belies the honesty/integrity of such companies in their rush for capital profit.	An assessment of the agricultural productivity undertaken by the applicant of this site indicates low value agricultural land and for this proposal indicates	No change

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
		that the site is a small percentage of regional productive agricultural land.	
	<p>With the proliferation of renewable energy projects throughout areas such as the Shires of Narrogin, Williams, Wagin, Arthur River and Kojonup, to name some, we fear differences of opinion between landowners, and community members in general, will lead to, and apparently already has led to, disharmony within town and farming communities. While economic benefit to communities from such projects is taken into account, albeit with possible logistical issues such as housing for workers, if there is underlying discontent within a community then this would run counter to any economic benefit.</p>	<p>This statement is a matter of opinion. The proposal is consistent with WA and Federal Government objectives to advance renewable energy projects to meet international climate change protocols. As to local impacts consultation has been undertaken directly with surrounding landowners and through 2 community consultation days undertaken prior to the development application being lodged. There has been no indication of social disharmony with regard to the project.</p> <p>Further community benefits will follow post the start of construction.</p>	No change

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	<p>We have a farming operation in the Shire of Narrogin, part of which is immediately adjacent to the north-west section of the proposed Narrogin Solar Farm and other parts of the farm being in close proximity to the proposed Solar Farm (see attached map). Our major objections/areas of concern are listed and explained below:</p> <p>1. Drainage (please refer to map) The proposed Narrogin Solar Farm's Locations 27, 7207 and 1* comprise an ironstone ridge and are immediately above and adjacent to Jenolan Nominees Locations 26, 2471, 158, 3037, 3071. Current broadacre livestock and crop farming in the Narrogin Solar Farm locations allays the water runoff from the ironstone ridges. The installation of solar arrays will result in soil compaction and vastly greater runoff onto the Jenolan Nominees locations in an average to wet rainfall year. From years of experience/observation such inundation of water would make those Jenolan Nominees locations very difficult to farm. In view of this it would be beholden upon Narrogin Solar Farms to install mitigation measures (earthworks).</p> <p>* In the letter of notification and invitation to comment from the Shire of Narrogin dated 16 January 2025, Location 1 was not included, indicating to us that this Location would not have panels. This however is contrary to the information provided by Narrogin Solar Pty Ltd as per the map</p>	<p>1. Matters raised are speculative and subject to conjecture. Evidence to support the claim has not been provided and therefore cannot be checked. Should the Shire decide it can be addressed via a drainage/stormwater management plan to the satisfaction of the Shire if this is considered necessary as a condition of the application and required prior to any initial earthworks being undertaken.</p> <p>Location 1 is included in all mapping contained within the report provided in support of the proposal.</p> <p>Plans provided as part of the Shire's advertising do not form part of this application.</p> <p>Location 1 was also included as part of the mapping contained within</p>	<p>The applicant to submit a stormwater and drainage management plan prior to the commencement of the development.</p>

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
		<p>the consultation letter that was distributed to adjoining landowners. As an adjoining landowner Jenolan Nominees was sent this letter and offered the opportunity to liaise with the proponent. Only 1 landowner took up this opportunity to meet and this was the closest landowner.</p> <p>The mapping at the community consultation also included this area showing panels on Location 1.</p>	
	<p>2. Land maintenance by Narrogin Solar Farm:</p> <p>A major aspect of NSF's management of their land is that of fire prevention. While it may seem like a straightforward procedure to keep the ground free of combustible material we can only draw on the knowledge of another solar farm where that was very slipshod. Control of any fire hazard would involve the use of chemicals. This would need to be done according to responsible chemical usage pertaining to correct chemicals used, accurate calibration of equipment and accurate application. This would be crucial to prevent unwanted runoff/leaching of chemical residue over NSF's boundaries and into neighbouring/Jenolan</p>	<p>A detailed has been developed as part of this application. The Department of Fire and Emergency Services has made several recommendations for improvements and updates to the documents can be conditional of this development approval.</p>	<p>The Bush Fire Management Plan and Bushfire Risk Assessment are required to be amended incorporating the recommendations provided by the Department of Fire and Emergency Services.</p>

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	<p>Nominees land. The previous section on drainage is pertinent to this</p>	<p>The proponent Narrogin Solar Pty Ltd will comply with all the recommendations required within these reports. In relation to the suppression of fires within a BESS facility the current best practice used within Australia is to simply let the Battery burn whilst making sure the fire is monitored and does not spread to other high-risk areas.</p>	
	<p>3. Liability: While we do not know the full value of the Narrogin Solar Farm it would be vastly more than \$20 million which is the usual Public Liability in farm insurance policies. This then is a cause for concern SHOULD a fire ever emanate from Jenolan Nominees and cause damage to Narrogin Solar Farm. What costs may be imposed by insurance companies to account for this?</p>	<p>Noted – At this stage no information in relation to these matters is available.</p>	<p>No change</p>
	<p>4. Electromagnetic Fields (EMF): Probably a lesser known/researched aspect of solar farms is the EMF produced by the large concentration of panels. What effects on animal health – both human and otherwise (livestock and native fauna) – might they have? Currently, to gain Livestock Production Assurance Accreditation it is relevant if livestock have access to solar panels. If this</p>	<p>Noted –These claims are unsubstantiated and appear unreliable due to the lack of supporting evidence. Solar farms have been operating in Australia in rural areas for many years now and without</p>	<p>No change required.</p>

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
	<p>parameter is broadened it could make running of livestock in the vicinity of solar panels a problem.</p> <p>Another concern is the possible effect of EMF on the use of GPS equipment which is used extensively in agriculture.</p>	<p>documented reports of any of these claimed detrimental effects.</p>	
	<p>5. Setback distance: 3 of the aforementioned points of concern namely Drainage, Land Management by NSF and Liability are impacted by the 20 metre setback from Lot boundaries. It would be beholden upon NSF to implement mitigation measures pertaining to those 3 points and would require more than a 20 metre setback. It is unjust for internal Lot Boundaries not to have the same consideration as the Great Southern Highway and for the setback for internal Lot boundaries to be 50 metres.</p>	<p>The setback distance in relation to Rural lots is set under the Shire's Local Planning Scheme and relates to all forms of development. The greater setback to Great Southern Highway relates to the fact that this is a Major Highway (Red Road) and the setback is required as much for mitigating highway noise and visual impacts to adjoining property. The solar array would suffer no impacts from highway noise.</p>	<p>All setbacks are to comply .with the required minimum setbacks as stipulated in the Shire of Narrogin Local Planning Scheme No. 3 as follow: 50m – Primary Distributor Road; 20m – front , side and rear setbacks.</p>
	<p>6. Land value: Devaluation of our farmland is a major concern. While one bank's opinion is neutral at the moment, they are not prepared to forecast the retention of land values given that this – renewable energy projects – is uncharted territory. A downside of lower land values is the impact on future finance application.</p>	<p>Whilst this may be of concern to the respondent it is unproven, and evidence suggests that the opposite may be proved given the economic benefits of renewable energy for regional communities. This</p>	<p>No change</p>

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
		<p>development application needs to be assessed based on its actual likely physical impacts. Perceptions of future land values can be affected by many matters and therefore it is not reasonable to be considered as part of the application.</p>	
	<p>7. Glare aspect: Jenolan Nominees purchased 300 Parks Road in July 2025 unaware/uninformed of the Narrogin Solar Farm proposal. This property includes a residential house which is situated close to where banks of solar arrays are to be located along Parks Road. According to the report this house will be subject to high levels of glint/glare. This would need to be mitigated.</p>	<p>Due steps were undertaken to inform landowners. As part of the community consultation process a letter was sent in March 2025 to landowners by the proponent to inform them of the project. Jenolan may elect take this matter up with the vendor.</p> <p>A further 2 day community consultation was also undertaken at the Shire's community facilities prior to the lodgement of the development application.</p> <p>The house located on Lot 300 is behind the vegetation that has been planted on</p>	<p>The Applicant is to Implement the recommendation in the report by SLR Consulting Australia on Glint and Glare Assessment.</p>

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
		<p>Lot 360 Parks Road. Whilst some glint and glare may affect the residence it can be effectively mitigated by the proponent once evident, and should it be required once panels are installed.</p> <p>It should also be noted that the house located on Lot 300 is approximately some 310m to the start of the solar array to the east of the property and over 1km to the start of the solar array to the North.</p>	
	<p>In conclusion we oppose the development of the proposed Narrogin Solar Farm in its current form. It was disappointing to learn of this proposal well after the inception of planning and not to have been approached – as an interested party (NEIGHBOUR) – by Narrogin Solar Pty Ltd. Renewable energy is an important consideration for our future needs. However the current headlong rush into renewable energy projects for political appeasement and to claim the mighty dollar is, we feel, unsustainable.</p>	<p>Noted as opposed. However, the reasons provided are general in nature and not directly relevant to the proposal or the manner in which it has been researched and documented.</p>	<p>No change</p>
<p>8. Main Roads WA</p>	<p>Main Roads Western Australia has considered the application and requests the following conditions:</p>	<p>Noted as support with condition–Main Roads will as a matter or process be consulted to ensure that</p>	<p>Include as conditions of approval: Prior to the commencement of the</p>

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
	Suitable arrangements being made with Main Roads Western Australia for the upgrading of vehicular crossovers to service the two lots directly accessing the Great Southern Highway (Northam Cranbrook Road).	crossovers and access are suitable.	development, suitable arrangements shall be made to the satisfaction of Main Roads Western Australia for the upgrading of vehicular crossovers servicing the two lots with direct access to the Great Southern Highway (Northam Cranbrook Road).
	Prior to the commencement of the development the applicant shall undertake an operational assessment, to the satisfaction of Main Roads Western Australia, of the Great Southern Highway (Northam Cranbrook Road)/Contine Road Intersection.	As above	Include as condition of approval
	Prior to the commencement of the development the applicant shall make satisfactory arrangements with Main Roads Western Australia for the upgrading of Great Southern Highway (Northam Cranbrook Road)/Contine Road Intersection in line with the intersection operational assessment.	As above	Include as condition of approval
	The developer is required to liaise with Main Roads Heavy Vehicles Services Department for all Over Size Over Mass (OSOM) vehicle movements.	As above	Include as Advice Note: The applicant is advised that all Over Size Over Mass (OSOM) vehicle movements must be coordinated with Main

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
			Roads WA's Heavy Vehicle Services.
9. DFES	It is the responsibility of the proponent to ensure the proposal complies with relevant planning and building requirements. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws.	Noted	No change
	It is noted that the term 'high risk land use' was removed from the current version of SPP 3.7. This proposal was referred to DFES as a discretionary referral from the decision maker. DFES considers that the current SPP 3.7 does not adequately consider high risk land use or renewable energy facilities that do not have a habitable building. Should a habitable building be proposed SPP 3.7 focusses only on the building and does not consider the land use.	Noted – Proposal is not involved with SPP3.7. DFES needs to take matter up with WAPC.	No change
	DFES has assessed the proposal against the CFA Design Guidelines and Model Requirements – Renewable Energy Facilities (REF) v4 (August 2023) (REF Guidelines) which is considered best practice for the assessment of renewable energy facilities.	Noted	No change
	DFES notes the submission of a Bushfire Risk Report (BRR). Additional comments regarding the BRR are provided below.		
	Further clarification is required within the BMP of the requirements of SPP 3.7 and associated Guidelines and the REF Guidelines as outlined in our assessment below. The assessment comments against the REF Guidelines have been incorporated into the overall compliance comments against the Bushfire Protection	Noted – can be conditional	As per recommendation below..
	1. Policy Measure 7.1 ii. c. Preparation of a BAL contour map Vegetation Classification:	Noted – Updates to the BMP can be undertaken as a condition. It should also	Applicant is required to submit a revised Bushfire Management

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	<ul style="list-style-type: none"> • There is no photographic evidence to support the vegetation exclusion within Plot 6. • The BMP should provide evidence to support the exclusion of Plot 6 as managed to low threat in accordance with AS3959. • The BMP should address an enforceable mechanism to provide certainty that the proposed management measures can be achieved in perpetuity and that they are enforceable. • If unsubstantiated, the vegetation should be classified as per AS3959, or the resultant BAL ratings may be inaccurate. • Vegetation within Area 2 cannot be substantiated as Class B Woodland in its entirety with the limited information and photographic evidence provided. • DFES considers the boundaries between each area are unclear as the aerial image shows continual canopy coverage in some areas. • Specifically, some parts of Area 2 appear to be a continuation of Area 1. The potential for revegetation has not been considered. • The BMP should detail specifically how the Class B Woodland classification was derived as opposed to Class A Forest. • If unsubstantiated, the vegetation classification should be revised to consider the vegetation at maturity as per AS3959, or the resultant BAL ratings may be inaccurate. <p>Action:</p>	<p>be noted that the co-consultant undertook a detailed site assessment prior to producing the Bushfire Management Plan and Risk Assessment.</p>	<p>Plan incorporating the recommended modifications provided by the Department of Fire and Emergency Services prior to commencement of any on site works.</p>

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
	Modification to the BMP is required.		
	<p>Vegetation Management There are areas classified as Class G Grassland, which may require active management to be maintained accordingly. The decision maker should be satisfied that there is an enforceable mechanism to ensure the current vegetation classifications, and/or exclusions, are maintained as such to achieve the radiant heat levels relied upon for the areas calculated as either an APZ or 10kw/m2.</p> <p>Action: The decision maker to be satisfied with the vegetation management proposed.</p>	Noted – The proponent will undertake measures to ensure that the site is bushfire compliant at all times	As per above recommendation.
	<p>Vegetation Classification DFES considers the vegetation classification maps within the BMP (Figure 3.1.1 and 3.1.2) are not at a scale that is legible for assessment and validation of the BAL ratings. The 10KW/m2 boundary is not considered visible to enable validation of the Method 2 or location of the BESS or solar energy facility infrastructure.</p> <p>Additionally, DFES considers there are a number of administrative inaccuracies, including:</p> <ul style="list-style-type: none"> • Photo 27 is located within Figure 3.1.2, however Area 3 is not shown within Figure 3.1.2. • The labels for the areas are not connected to any area. • Table 3.2 references Area 3 as Class D (Scrub) <p>Action: Modification to the BMP is required.</p>	Noted - Condition	As per above recommendation.

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
	<p>Method 2</p> <p>No land contours have been provided to demonstrate the slope on the Classified Vegetation and Topography maps within the BMP.</p> <p>DFES considers the Method 2 cannot be validated due to the inaccurate slope inputs.</p> <p>Action: Modification to the BMP is required.</p>	Noted - Condition	As per above recommendation.
	<p>2. Policy Measure 7.1 ii. d. Identification of any bushfire hazard issues arising from the assessment</p> <p>Consultation</p> <p>In the event that an approval is granted, the DFES District Officer responsible for this region and the local fire and emergency services should be consulted during the development, construction, and leading up to the commissioning of the facility.</p> <p>It is considered critical for the local fire and emergency services to understand the hazards present in the facility and the measures required to ensure the safety of firefighting personnel when working in or around different parts of the facility.</p> <p>This may impact on how crews respond to a fire within the facility, which may in turn have ramification regarding the optimal number and location of water supplies.</p> <p>Action: Comment Only</p>	Noted – During the site visit and community consultation members of the Local Fire Service when briefed about the project advised about firefighting mitigation measures for the site.	The applicant is to ensure that they have they appropriate Fire Management plan and system in place to address fire incident within the facility.
	Bushfire Risk Report (BRR)	Noted	Include in condition of approval as per

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	<p>DFES supports the inclusion of the BRR as a tool to identify hazards and detail the proposed responses.</p> <p>DFES considers that the document does not appear to address several risks relevant to the proposed use as required by the REF Guidelines including (but not limited to) over charge of the batteries, battery failure, lightning strike, adequacy of internal lot layout for response etc.</p> <p>DFES considers that a risk assessment should comply with ISO 31000:2018 and should include the following as a minimum:</p> <ul style="list-style-type: none"> • A vulnerability assessment to determine the current risk level using impact, likelihood, consequence etc. • Mitigation measures to either reduce or mitigate the risk. • Tolerable Residual Risk (agreed in consultation with the decision maker and proponent). <p>DFES recommends that a modified BRR or alternative Risk Assessment is provided to address the above concerns, with new response measures included in both the BRR and BMP.</p> <p>Action: Modification to the BRR and BMP required.</p>	<p>The final specification and design of the facility in relation to equipment that will be placed on site is still going through refinement and detailed design. Once finalised reports can be updated.</p> <p>It should also be noted that the required internal boundary setbacks of 50m to Great Southern Highway and 20m to lot boundaries makes allowance for fire control vehicles to access the site easily.</p> <p>The transformer contains equipment to mitigate lightning strikes.</p>	<p>recommended modifications.</p>
	<p>3. Policy Measure 7.1 e) Compliance with Bushfire Protection Criteria 7</p> <p>Siting and Design A2.1b and A2.2 – not demonstrated The BAL ratings cannot be validated for the reason(s) outlined in the above table.</p>	<p>The BESS facility is located within a cleared area with only small pockets of remnant vegetation on the remainder of the site.</p>	<p>Include in condition of approval as per recommended modifications.</p>

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	<p>Additionally, the REF Guidelines require that a proposed BESS be located outside of a bushfire prone area, or that they be located within a moderate hazard level i.e. open paddock. The Fire Risk Management Principles of the REF also states that renewable energy infrastructure should be sited so as to eliminate or reduce hazards to emergency responders.</p> <p>Furthermore, evidence is required that the proposal meets the separation distance requirements (whichever is greater) to ensure: a) that radiant heat from a nearby bushfire will not trigger a failure in the infrastructure (whatever the most susceptible component is); and b) that radiant heat emitted from a failure in infrastructure should be used to inform the minimum separation distance required (i.e. radiant heat level that the weakest component can withstand) and provided to demonstrate compliance. Sufficient evidence in the form of technical specification and/or standards should be provided.</p> <p>Action: Modification to the BMP required.</p>	<p>As outlined above final detailed design will be undertaken with the final selection of components undertaken to enable updates to the BMP and Risk assessment can be undertaken.</p>	
	<p>Vehicular Access A3.1 – not demonstrated The BMP states that a compliant internal driveway will be provided, however the internal driveway is not detailed on the submitted plans.</p> <p>It is recommended that the internal driveway is clearly detailed on plans to ensure that all standards (e.g. clearances and widths) can be met.</p> <p>Action:</p>	<p>There are a number of entrances to the site that will be maintained and the setbacks required under the Shire's scheme will provide sufficient access around the site for bushfire and maintenance purposes.</p>	<p>Include in condition of approval as per recommended modifications.</p>

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
	Modification to the BMP is required.		
	<p>Water Supply A4.1 – not demonstrated The BMP should clarify how many tanks are proposed at this stage of development. Additionally, DFES considers that water tanks and adjacent hard standings should be provided in areas of BAL-29.</p> <p>It is recommended that the water tanks and adjacent hard standing areas are clearly detailed on plans (including the BAL Contour Map) to ensure that all standards can be met.</p> <p>Action: Modification to the BMP is required.</p>	<p>Noted – Requirements in relation to the number and size of water tanks to be placed throughout the site are included in the BMP.</p> <p>They will all be installed to the required specifications.</p>	Include in condition of approval as per recommended modifications.
	<p>DFES Internal Consultation The proposal was referred internally to other branches of DFES, however due to the impact of the high-threat period on resources, no responses could be provided within the referral timeframe. If any responses are received, they will be forwarded to the decision maker.</p>	Noted	
	<p>Recommendation – compliance with acceptable solutions not demonstrated – modifications required</p> <p>It is considered critical the bushfire management measures within the BMP are modified to ensure they are accurate and can be implemented to reduce the vulnerability of the development to bushfire. The proposed development has not demonstrated compliance with the following:</p> <ol style="list-style-type: none"> 1. Element 2: Siting and Design, 2. Element 3: Vehicular Access, and 3. Element 4: Water. 	<p>The proposed solar array and associated BESS facility along with the switchyard and transformer meet all the elements in that:</p> <ol style="list-style-type: none"> 1.The solar array and BESS facility are located on cleared land surrounded by sparse areas of remnant vegetation. 2.There are several points of access around the site 	Include in condition of approval as per recommended modifications.

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
	Further information should also be provided to demonstrate compliance with the Victorian Country Fire Authority REF Guidelines, taken to be best practice.	with the setbacks prescribed under the Shires Scheme allowing for movement throughout the site as well as already existing internal tracks. 3.Requirements for the size of water tanks throughout the site and alongside the BESS facility are outlined in the BMP.	
	As this planning decision is to be made by the Development Assessment Panel please forward notification of the decision to DFES for our records.		
10. Development WA	<p>DevelopmentWA has no comments to make on the DAP application for a proposed Solar Power Generation Facility and Battery Energy Storage System (BESS) at the corner of Contine Road, Wanerie Road, and Great Southern Highway.</p> <p>DevelopmentWA staff will arrange to meet with staff from the Shire of Narrogin in the near future to discuss whether there is any potential flow-on demand (should the application be approved and constructed) for supporting residential or industrial land development within the townsite of Narrogin.</p>	Noted	No change
11. DPLH Department of Planning Lands and Heritage	Thank you for the letter dated 16 January 2025 seeking comment from the Department of Planning, Lands and Heritage (DPLH), Aboriginal Heritage Conservation team, regarding the Development Assessment Panel (DAP) Application for a proposed Solar Power Generation Facility and Battery Energy Storage System (BESS), located at the corner of Contine Road, Wanerie Road, and Great Southern Highway in the Shire of Narrogin, as described in the letter and maps provided	Noted understanding of the proposal and its location confirmed	No change

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
	in the development application (November 2024) prepared for proponent Narrogin Solar Pty Ltd.		
	I note that Aboriginal heritage is considered in the development application at Table 4.1, Section 5.7 and Table 6.1, concluding that no Aboriginal heritage sites were identified. A desktop Aboriginal Heritage Assessment is also provided at Appendix I.	Noted and confirmed	No change
	A review of the Register of Places and Objects, as well as the DPLH Aboriginal Heritage Database, concludes that the subject area does not intersect with any known Aboriginal heritage Places or Registered Sites.	Noted and check confirmed	No change
	Therefore, based on the current information held by DPLH, no approvals under the <i>Aboriginal Heritage Act 1972</i> (AHA) are required in this instance. Please note that the subject area does not appear to have been surveyed in its entirety and, as such, it is unknown if there is Aboriginal heritage present. The AHA protects all Aboriginal sites in Western Australia, regardless of whether they have been recorded and registered. The development application indicates the proponent's awareness of the obligations under the AHA should any Aboriginal heritage be discovered during the works. DPLH advises Narrogin Solar Pty Ltd to remain aware of these obligations, and encourages that the Gnaala Karla Boodja Aboriginal Corporation is consulted with regarding the proposal.	Noted -	No change
	DPLH also advises Narrogin Solar Pty Ltd regularly checks ACHIS should new Aboriginal Heritage be reported within the subject area. You can search ACHIS by using the following link: https://espatial.dplh.wa.gov.au/ACHIS/index.html?viewer=ACHIS .	Noted	Include as a condition of approval.
12. DWER Department of Water and	Thank you for providing the above referenced proposal for the Department of Water and Environmental Regulation (Department) to consider. The following comments are provided below, for which more detail is provided in the table:	Noted – support conditional. General comments may not apply to the proposed works.	Include as a condition of approval.

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
Environmental Regulations	<p>1. Issue: Workforce accommodation Advice: On-site domestic wastewater is to consider the requirements of the Government Sewerage Policy (WAPC 2019) for the protection of water resources.</p> <p>The subject site has several watercourses running through it, therefore the requirements of the <i>Government Sewerage Policy (WAPC 2019)</i> for the protection of water resources. This includes vertical and horizontal buffers, with horizontal buffers being measured from the outer edge of the riparian vegetation of the watercourses.</p>		
	<p>2. Issue: Water supply Advice: The proposed water source for construction, workforce accommodation, and on-going requirements (e.g. firefighting should be proven to the satisfaction of the local government.</p> <p>The subject property is located within a 'non-proclaimed' area for surface water under the <i>Rights in Water and Irrigation Act 1914</i>, where the taking of surface water for purposes other than domestic and non-intensive stock watering purposes cannot, in the department's determination, sensibly diminish stream flows or impact on the riparian rights of downstream users.</p> <p>The subject property is located within a 'non-proclaimed' area for ground water under the <i>Rights in Water and Irrigation Act 1914</i>. The presence and yield of groundwater in these areas is not guaranteed and as such, test holes should be drilled to locate a suitable supply. Abstraction of groundwater from artesian aquifers (from which water naturally flows, or has flowed, to the surface without the need for</p>	Noted	No change

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
	<p>pumping) is subject to licensing from the department. A license is not required for abstraction from non-artesian groundwater resources.</p> <p>If it is intended to take groundwater and further advice is required, please contact our Water Licensing staff in Bunbury at bunbury.admin@dwer.wa.gov.au or 9726 4111.</p>		
	<p>3. Issue: Watercourse crossings</p> <p>Advice: A permit to undertake works on the bed or banks of a watercourse may be required for the construction of the internal road network or for any work related to ancillary infrastructure such as cables</p> <p>The subject property is located within a 'non-proclaimed' area for surface water under the <i>Rights in Water and Irrigation Act 1914</i>, however interference of the watercourse (such as the construction of a dam or crossing, or excavation of the watercourse) may require a <i>permit to interfere with the bed or banks</i> from the department. To determine if a permit is required the following guide may be used do-I-need-a-permit-to-interfere-with-bed-and-banks-of-a-watercourse.pdf.</p> <p>Further advice can be sought from our Water Licensing staff in Bunbury at bunbury.admin@dwer.wa.gov.au or 9726 4111.</p>	Noted – No works are proposed to take place in any beds or banks of watercourses on the site.	No change

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
	<p>4. Issue: Native vegetation</p> <p>Advice: No clearing of native vegetation is indicated to occur, if clearing is required a clearing permit may be required</p> <p>It is stated that no clearing of native vegetation is proposed, however many of the references reference the retention of trees and ground cover is also considered native vegetation. Furthermore, there are references that state 'minimise cut and fill, earthwork, clearing of vegetation' and 'with little to no clearing of vegetation proposed'.</p> <p>If clearing is proposed then under section 51C of the <i>Environmental Protection Act 1986</i> (EP Act), clearing of native vegetation is an offence unless:</p> <ul style="list-style-type: none"> • it is undertaken under the authority of a clearing permit, • it is done after the person has received notice under Section 51DA(5) that a clearing permit is not required, and/or • the clearing is subject to an exemption. <p>Exemptions for clearing that are a requirement of written law, or authorised under certain statutory processes, are contained in Schedule 6 of the EP Act. Exemptions for low impact routine land management practices outside of environmentally sensitive areas (ESAs) are contained in the <i>Environmental Protection (Clearing of Native Vegetation) Regulations 2004</i> (the Clearing Regulations).</p> <p>The exemption under Regulation 5, Item 1 of the Clearing Regulations for clearing required as a result of the implementation of a development approval may apply in this situation. Note that this exemption does not apply prior to development approval being issued.</p>	<p>No clearing of native vegetation is proposed on the site. There is sufficient areas of cleared land over the site for the solar array to be placed on the site without the need for clearing.</p>	<p>Advice note to include that any vegetation clearing will require the prior approval from the Department of Water and Environmental Regulation.</p>

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	<p>Please also note that that clearing for a building / structure, combined with other exempt clearing activities on the property, must not exceed five hectares in a financial year.</p> <p>If further clarification is required, please contact the Department's Native Vegetation Regulation section at admin.nvp@dwer.wa.gov.au or 6364 7098.</p>		
	<p>5. Issue: Sediment management Advice: This should be considered in the Stormwater Management Plan and Constriction and Environmental Management Plan</p> <p>It is stated that a detailed Stormwater Management Plan is to be prepared. This should consider impacts from temporary and long term maintenance access road construction, and the risk of sediment mobilisation especially at interfaces with watercourses.</p> <p>It is also recommended that a Construction and Environmental Management Plan is prepared to identify risks and mitigation strategies.</p>	The provision of a drainage/stormwater management plan can be a condition of approval.	Include in Condition of approval.
	<p>6. Issue: Acoustic report Advice: The <i>Environmental Noise Assessment - Narrogin Solar and Battery Project (Lloyd George Acoustics, 24/10/24)</i> has not been assessed</p> <p>The department assesses technical reports upon specific request. No response was received to the Department request to</p>	Noted	No change

Submissions	Comments	Officer's/Applicant's Comment	RECOMMENDATION
	whether this was required, as attached, and therefore a technical assessment of <i>Environmental Noise Assessment - Narrogin Solar and Battery Project (Lloyd George Acoustics, 24/10/24)</i> has not been undertaken.		
13. (JTSE) Department of Jobs, Tourism, Science and Innovation	JTSE is reviewing the referral, advises no comment required on the Solar Power Generation Facility and Battery Energy Storage System proposal.	Noted JTSE has no comment.	No change



PART D – OTHER BUSINESS

- 1. State Administrative Tribunal Applications and Supreme Court Appeals**
- 2. Meeting Closure**