

LOCAL PLANNING POLICY ASSESSMENT

Local Planning Policy	Requirement	Compliance
Local Planning Policy 6 – Family Day Care and Child Care Premise		
2.1 Location Where a child care premises is proposed adjacent to or on land zoned for Residential purposes, the provisions of Council's Local Planning Policy 3 – Non-Residential Uses In or Adjacent to Residential Areas (LPP3) shall apply to the development, in addition to the provisions of this policy. In the circumstance that there is a conflict between a provision of this policy and a provision of LPP3 then the provisions of this policy shall prevail.	Subject site is not adjacent to or on land zoned for residential purposes.	✓
2.2 Design Child care premises should be appropriately located to ensure they meet the needs of children and their families as well as limiting the impact they may have on surrounding activities and vice versa.	The proposed childcare forms part of a greater development which will enhance the services available to the surrounding community. The location is convenient and will slot in seamlessly with the other uses. The site is readily accessible and also well serviced by public transport.	✓
2.3 Site Characteristics a) Size and shape of site b) Topography c) Site Contamination	The site is also appropriately sized and can accommodate the childcare on the upper floor with other amenities on the ground floor. The existing site is relatively flat, with the proposed access to basement parking graded to standard. There has been no site contamination identified on the site.	✓
2.4 Design a) Building Appearance b) Street Walls and Fencing	The design of the proposed childcare and development are finished to a high quality standard and will positively contribute to the visual amenity and character of the street.	✓

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<p>c) Fencing to boundaries with Neighbouring Properties</p> <p>d) Location of openings, play areas and other noise sources</p> <p>e) Landscaping</p> <p>f) Signage</p>	<p>Fencing along the childcare is slated and will add visual interest and articulation to the overall building façade.</p> <p>The childcare does not share a boundary with any private property.</p> <p>The main building is setback from the street with strategically located openings to mitigate noise where possible.</p> <p>Meaningful landscaping has been incorporated into the childcare centres outdoor play areas.</p> <p>Signage will be finalised at the detailed design stage and will be consistent with the rest of the proposed development.</p>	
<p>2.5 Car Parking, Vehicle Access and Traffic</p> <p>a) onsite car parking and vehicular access</p> <p>b) traffic generation</p>	<p>The car parking has been incorporated into the overall design of the development and will be contained within the basement levels of parking so there is minimal to no impact visible from the street. The car parking access is via Albany Highway and is the most appropriate location given it is the less frequented road. A TIA was prepared assessing the vehicle movements, access and parking of the development which determined all parking and vehicle access was appropriate.</p>	✓
<p>2.6 Noise Impacts</p>	<p>As mentioned above, the main building for the childcare is setback from the street with strategically located openings to mitigate noise where possible. It is also located on the first floor away from the ground traffic. An environmental assessment was conducted for the childcare which determined all noise levels were in an acceptable range subject to noise management conditions.</p>	✓
<p>3.1 Submission Requirements</p>	<ul style="list-style-type: none"> - the number of children proposed: 94 children at any one point in time - age group breakdown: - days and hours of operation: - staff requirement: <p>It is considered acceptable that a management plan can be requested by ways of a standard planning condition.</p>	✓

Local Planning Policy	Requirement	Compliance
Local Planning Policy 7 – Development and Vehicle Access to Properties Abutting Rights-of-Way		
Vehicle access to be solely provided from right-of-way	<p>There is existing vehicular one-way access from ROW 54 via Oat Street to Shepperton Road which is being utilised mainly for the purposes of a service lane for existing lots with frontages onto Albany Highway and Shepperton Road. The ROW will be retained and with a new, improved egress onto Shepperton Road which is located further away from the intersection and safer than the existing exit.</p> <p>Reciprocal vehicle access exists along the ROW and will continue to do so as part of this development to service the existing lots that use the ROW.</p> <p>The subject site is considered a key landmark point into the café strip along Albany Highway and is expected to attract a larger catchment of people than the existing arrangement.</p> <p>Given the proposed development is expected to intensify the traffic volumes into the site and surrounding areas, having sole access via the ROW would not be appropriate given the existing ROW cannot accommodate for the expected traffic volumes. Refer to the Traffic Impact Statement provided at Appendix G.</p> <p>A new entry point from Albany Highway is proposed to be the main vehicular entry point which is strategically located furthest away from the intersection and off the less frequented road to ensure maximal safety for vehicles and pedestrians. Having direct access from Albany Highway would allow for clear wayfinding for vehicles to egress the site (in comparison to requiring access via Oat Street) whilst still reserving the ROW for service vehicles.</p>	✓
Existing developments with access available from a right-of-way	N/A – New development proposed.	✓
Removal of Redundant Crossovers	The development proposes primary access off Albany Highway with the redundant crossover from Shepperton Road (ROW) being removed.	✓

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Pedestrian Access	N/A – the proposed development is not for residential purposes.	✓
Provision for widening of under-width rights-of-way	N/A – the existing ROW 54 is a 9.3m (approx.) wide and more substantial than the policy requirements of 6m. No further widening is required.	✓
Truncations	No obstructions are proposed within the 3m x 3m truncation area of the ROW	✓
Upgrading of rights-of-way	N/A – as per clause 5, the existing ROW 54 is a 9.3m (approx.) wide and more substantial than the policy requirements of 6m. No further widening is required.	✓
Development of properties abutting unsealed rights-of-way	N/A the proposed development is not abutting any unsealed ROW.	✓
Standard construction of rights-of-way	N/A – as per clause 5, no further widening is required.	✓
Building Setbacks	A minimum setback of 4m from the centreline of the ROW is achieved with the development design.	✓
Surveillance and building design	All parking proposed is at basement or ground level with access located along the right of way to minimise service areas being exposed to public streets.	✓
Lighting	Lighting will be provided at all points of pedestrian and vehicle access along the right-of-way for safe access and passive surveillance. It is expected that lighting will be applied via standard condition of planning approval.	✓
Landscaping	High quality landscaping and deep soil is proposed as part of the development. See Landscaping Plan at Appendix D .	✓
Fencing, gates and retaining walls	No fencing or gates are proposed abutting the ROW as part of this development.	✓
Visual sightlines and vehicle manoeuvring	As per Clause 6, no obstructions are proposed within the 3m x 3m truncation area of the ROW	✓

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Development approval conditions	N/A – as per clause 5, no ROW widening is required as part of this application.	✓
Built strata subdivision approval conditions	N/A – no subdivision proposed as part of this application	✓
Freehold subdivision/amalgamation and survey-strata subdivision approval conditions	N/A – no amalgamation proposed as part of this application	✓
Local Planning Policy 15 – East Victoria Park Gateway Shopping Area Design Guidelines.		
	Refer to Table 6 - East Victoria Park Gateway Shopping Area Design Guidelines. Proposal is compliant and adaptive to suit all listed guidelines as outlined in LPP 15.	✓
Local Planning Policy 17 – Street Frontage Design Guidelines for District Centres and Commercial Areas Along Albany Highway		
6.2 Location of Frontages	Shepperton Road frontage will be more heavily landscaped acting as a buffer between the proposed building and busy road. The building façade will be made up of metal wall panels that have feature colour banding and perforated metal slots to ensure that the design remains visually attractive.	✓
6.3 Activities Adjacent to the Frontage	Proposal provides attractive frontages that compliment adjacent activities, being retail tenancies on Albany Highway. Parking is located on the basement level of complex, therefore not placed on side street or visible to passing pedestrian traffic.	✓
6.4 Façade Design	The building façade will be made up of metal wall panels that have feature colour banding and perforated metal slots to ensure that the design remains visually attractive and meet design standards.	✓
6.5 Façade Height	N/A – Proposed development is not adjacent to any heritage site.	✓
6.6 Windows/Glazing	Visual permeable fencing is proposed along all street facades to allow for passive surveillance.	

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6.7 Entrance	<p>Proposal has clearly marked and accessible entrance off Albany Highway to create friendly and active entrance.</p> <p>Pedestrian access to main entrance on Albany Highway, as well as lifts available for transport between different levels.</p>	✓
6.8 Security	<p>Development incorporates extensive passive surveillance through activity focused on the first floor and from above.</p> <p>CCTV in extensive operation on site, as well as areas being well lit and always exposed.</p>	✓
6.9 Roller Doors	N/A – no roller doors are proposed as part of the development.	✓
6.10 Bollards	N/A – No bollards are proposed as part of the development.	✓
6.11 Heritage Buildings	N/A – The scope of works does not encompass works on any existing heritage buildings.	✓
6.12 Lighting	Utilization of glass front along Albany Highway to create a delicate combination of natural light and gentle interior lighting inside the development, which will not in hinge on surrounding residential areas.	✓
6.13 Colours	The proposal will use complimentary tones and colours that a visually pleasing and suitable for the existing character of Victoria Park.	✓
6.14 Signage	See detailed assessment for proposed signs under Local Planning Policy 38 – Signs below.	
6.15 Awnings and Verandahs	All shop fronts will have continuous awnings over the adjoining pedestrian footpath in conjunction with existing trees being retained to provide continuous shelter over footpaths.	✓
6.16 Plant Management	Existing trees on the site are proposed to be transplanted to the proposed ground floor car parking to provide for natural shading and tree canopy.	✓
6.17 Alfresco Dining and Public Footpaths	Alfresco dining proposed in recess facing Albany Highway and does not obstruct the public pedestrian footpath.	✓

Local Planning Policy	Requirement	Compliance
Local Planning Policy 23 – Parking Policy		
6.1 Bicycle Parking	16 Provided	✓
6.2 Bicycle Design	All parking is in a convenient and safe location, close to the main entrance and designed in accordance with Australian standards	✓
6.3 End of Trip Facilities	Sufficient end of trip facilities for bicycle parking provided	✓
6.4 End of Trip Facilities Design	Located as close to bicycle parking facilities with lockers and security features to ensure safety of users. Can be shared between multiple private businesses where shared access arrangements are in place between separate tenancies	✓
6.5 Car Parking Provisions	Refer to Structure Plan* Draft only structure plan Car parking was provided previously to comply with Policy 23 with a 22-bay shortfall.	✓
6.6 Car Parking Design	Are in accordance with the Australian Standards. Car parking is provided underground and not within site of the street which is safe for pedestrian access and movement. Basement parking does not protrude 1m above ground and grills and screening devices are incorporated into the design.	✓
6.7 Car Parking (ACROD)	Provided = 5 These are compliant with access to and from being convenient, and sufficient for the site.	✓
6.8 Loading Bays	Loading bays are provided separate to the residential car parking area which is convenient and safe	✓
6.9 Access to Non-Residential Parking	Access to the site is provided from a logical position on site with one access per street. Sightlines are compliant with the required under the LPP and crossovers are functional with two-way access.	✓
Local Planning Policy 29 – Public Art Private Developer Contribution		

Local Planning Policy	Requirement	Compliance
3. Consideration of on-site provision of public art at development application stage (option A)	Provision of public artwork is expected to be conditioned as part of the approved development on the development site.	✓
Local Planning Policy 38 – Signs		
Part 1 – General Requirements for all signs	Signage will be in accordance with the policy provisions and objectives and controlled to be consistent with the supermarket branding. Some wayfinding and service signage may be included for safety and instructional purposes.	✓
Local Planning Policy 39 – Tree Planting and Retention		
2.2 An application for a new non-residential development or additions to a non-residential development which increase the existing net floor area and with a value exceeding \$200,000:	<p>High-quality landscaping has been proposed as part of this development which includes the retention of existing trees on site where practicably possible which another subset of existing trees being transplanted to a more appropriate location where it is not possible to retain them in their existing location. New soft and deep soil planting has also been proposed to increase the urban tree canopy for the subject site and immediate surroundings.</p> <p>For further information, a detailed landscaping plan has been provided at Appendix B.</p>	✓