

**12.3.7. Proposed Expansion - Ewin Centre - Lot 506 Chestnut Avenue, Kununurra**

<b>DATE:</b>	18 July 2017
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<b>ASSESSMENT NO:</b>	A2529
<b>FILE NO:</b>	A2529P
<b>DISCLOSURE OF INTERESTS:</b>	Nil

**VOTING REQUIREMENT**

Simple Majority

**OFFICER'S RECOMMENDATION**

That Council supports, in principle, additional car parking being established within the Chestnut Drive and Coolibah Drive road reserves to facilitate the expansion of the Ewin Early Learning Centre subject to:

1. A traffic impact assessment being prepared to consider and address:
  - a. The site characteristics and surrounding area;
  - b. The proposal and its expected trip generation;
  - c. Parking requirements, including the design of access and parking areas;
  - d. Existing traffic conditions and any future changes expected to the traffic conditions, including a crash history in the locality;
  - e. The expected impact of the proposed development on the existing and future traffic conditions; and
  - f. To recommend the most suitable location and design for access and parking areas to ensure minimal impact on the functionality and amenity of the area.
2. A Deed of Agreement being prepared at the proponent's cost to identify the Ewin Early Learning Centre as the party responsible for the maintenance of car parking and landscaping within the road reserve(s).

## **COUNCIL DECISION**

**Minute No: 18/07/2017-11727**

**Commissioner resolved:**

**That Council supports, in principle, additional car parking being established within the Chestnut Drive and Coolibah Drive road reserves to facilitate the expansion of the Ewin Early Learning Centre subject to:**

- 1. A traffic impact assessment being prepared to consider and address:**
  - a. The site characteristics and surrounding area;**
  - b. The proposal and its expected trip generation;**
  - c. Parking requirements, including the design of access and parking areas;**
  - d. Existing traffic conditions and any future changes expected to the traffic conditions, including a crash history in the locality;**
  - e. The expected impact of the proposed development on the existing and future traffic conditions; and**
  - f. To recommend the most suitable location and design for access and parking areas to ensure minimal impact on the functionality and amenity of the area.**
- 2. A Deed of Agreement being prepared at the proponent's cost to identify the Ewin Early Learning Centre as the party responsible for the maintenance of car parking and landscaping within the road reserve(s).**

**Carried 1/0**

## **PURPOSE**

For Council to consider a proposal from the Ewin Early Learning Centre (Ewin Centre) to support in principle proposed expansion of the child care facility, subject to additional car parking being established either in the Chestnut Drive and Coolibah Drive road reserves.

The in principle support will enable the Ewin centre to invest in a concept design process for this option with confidence that it will be considered "able to be approved" in a subsequent Development Application.

As an alternative option, the Ewin Centre would like Council to also consider whether a portion of the road reserve may be utilised for outdoor play space areas.

## **NATURE OF COUNCIL'S ROLE IN THE MATTER**

Advocator - advocate and support initiatives on behalf of the community and the Kimberley Regulator - enforce state legislation and local laws

## **BACKGROUND/ PREVIOUS CONSIDERATIONS BY COUNCIL/ COMMITTEE**

There are 32 existing car parking spaces adjoining the Ewin Centre, 16 of which are provided within the boundary of the Ewin Centre (12) and proposed Kununurra Neighbourhood House site (4) along with the aisle, and 16 of which are located within the Chestnut Avenue road reserve.

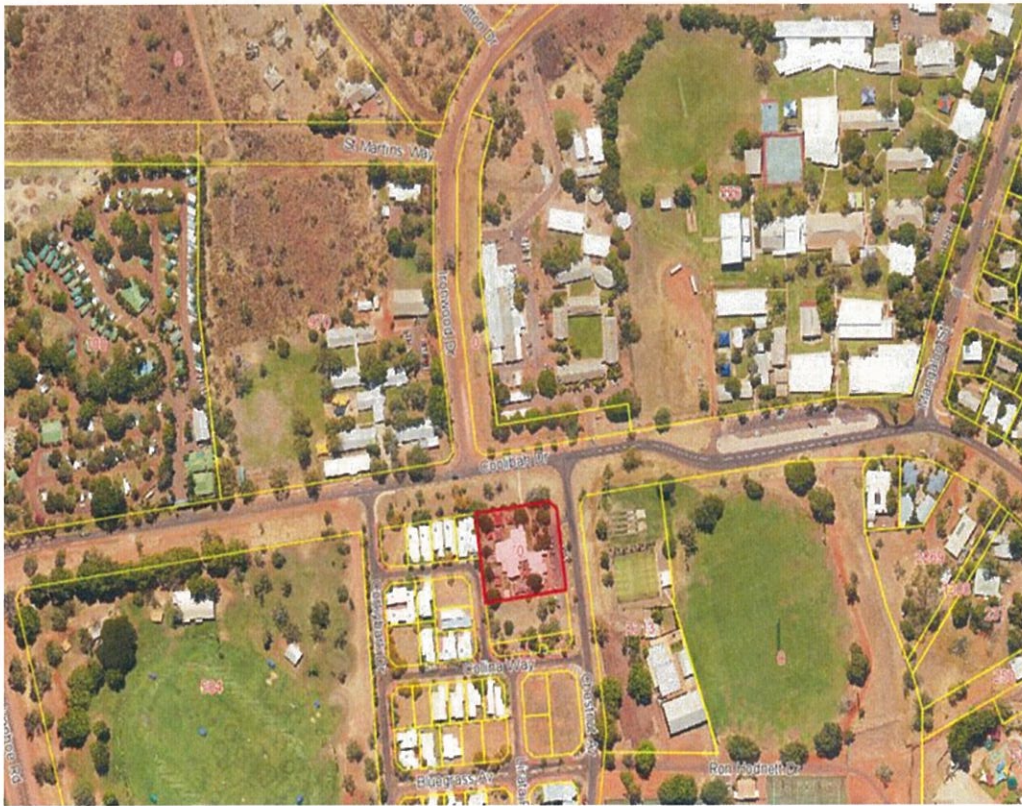
At the Ordinary Council Meeting of 25 February 2014, Council issued a development approval for the development of the proposed new Kununurra Neighbourhood House (KNH), on Lot 507 adjoining the Ewin Centre. As part of this application it was intended to extend this existing car park to both the north and south by altering the location of the current entry and exit locations, which would result in an additional 11 bays in this location; 5 proposed to be located within the Ewin Centre and KNH sites, and 6 bays proposed to be located within the Chestnut Avenue road reserve. Two bays for staff parking were also proposed to be provided onsite with access from Bella Lane.

Car parking required to be provided for the KNH development was calculated to be 22 bays, and the approval was granted on the basis that it would result in a total of 43 shared parking bays and:

1. KNH consulted with the Ewin Centre in relation to the proposed development and shared parking and access areas, and the Ewin Centre have provided a letter of support for the proposal;
2. The development proposed was considered to be of a high standard, with the only concession being sought in relation to car parking;
3. The KNH would largely operate outside the peak periods for drop off and pick up for the adjoining child care centre, with only minimal overlap likely to occur in the mornings between 8.30 – 9.00am, therefore it is considered that parking could be utilised on a reciprocal basis.; and
4. The additional parking would alleviate pressure during the peak drop off times for the Ewin Centre, between 7.30 – 8.30am.

In 2014, KNH undertook a survey of the Ewin Centre parking over a week, which was provided to support their application, and showed that the majority of drop offs occur between 7.30 – 8.15 am and collections generally occur after 4pm, which would be outside the hours of operation of KNH. This survey however did not include staff parking which the Ewin Centre advised (at the time) is, at the most, 16 vehicles at any one time, however this is for the majority of the day.

The concept plan provided at Attachment 2, shows the existing footprint of the Ewin Centre building, and indicates the proposed future KNH development, including proposed future changes to the shared parking areas.



**Location Plan - Ewin Centre**

#### *Proposal*

The centre is currently licensed for 84 children per day, and currently is at approximately 90% occupancy. The existing building is 738m<sup>2</sup>, and an architect has been engaged to prepare a concept plan which provides a rough indication of the allocation of space for the proposed extension to allow for a total of 148 licensed places. The applicant has indicated this will require approximately 40 staff to operate at full capacity.

Based on a maximum occupancy of 40 employees and 148 children a total of 77 (40 + 37) bays are required for this development under LPS 7 (and draft Local Planning Scheme No. 9). It is noted that the architect has advised that the Ewin Centre have indicated that they can downscale the proposal if required.

Four (4) concept plans have been prepared by the architect for the Shire's consideration, showing different parking options for the proposed extension as outlined below.

Each concept plan shows the existing building footprint coloured blue (existing indoor play areas) and purple (existing ancillary space e.g. offices, ablutions, kitchen), and indicates the proposed expansion of the building coloured green (and orange (new ancillary areas). Outdoor play areas are coloured yellow.

It is acknowledged that each concept diagram is a rough indication of the allocation of space for the proposed extension, and that the applicant and architect have not proceeded with the concept design process in any detail yet.

#### Concept 1A (Attachment 3)

This concept plan shows the extensions to the building are proposed to the west (towards Bella Lane) and east (towards Chestnut Drive), with an infilling of a central area, and for the main entrance to the centre to face Coolibah Drive. This will result in the existing outdoor play areas being reduced, however it is also proposed to extend the fencing to the existing boundary to create additional outdoor play areas in the north east corner of the property.

In relation to access and car parking this concept plan indicates:

- Realignment of the existing entry and exit driveways located on Chestnut Drive;
- 16 of the existing parking bays to be retained (8 within reserve land, and 8 within Chestnut Avenue road reserve);
- 1 new disabled accessible bay (within the reserve boundary);
- 3 new bays within Chestnut Avenue road reserve
- 28 new bays within the Coolibah Drive road reserve, with one new driveway.

Accordingly, the plans indicate a total of 48 car parking bays to be provided.

#### Concept 1B (Attachment 4)

The proposed building envelope is the same as that shown on Concept 1A, with the difference proposed being a change in the design of the car park, and number of bays proposed to be established in the Coolibah Road reserve. In relation to access and car parking this concept plan indicates:

- Realignment of the existing entry and exit driveways located on Chestnut Drive;
- 16 of the existing parking bays to be retained (8 within reserve land, and 8 within Chestnut Avenue road reserve);
- 1 new disabled accessible bay (within the reserve boundary);
- 3 new bays within Chestnut Avenue road reserve
- 35 new bays within the Coolibah Drive road reserve (including another disabled bay) with one new driveway.

Accordingly, the plans indicate a total of 55 car parking bays to be provided.

#### Concept 2A (Attachment 5)

This concept plan shows the extensions to the building are proposed to the west (towards Bella Lane), east (towards Chestnut Drive) and north (towards Coolibah Drive), with an infilling of a central area, and to retain the existing entry.

This concept also shows proposed outdoor play areas being extended 9.92m into the Coolibah Drive road reserve, however it is also proposed to extend the fencing closer to the front property boundary to create additional outdoor play areas in the north east corner of the property.

In relation to access and car parking this concept plan indicates:

- Realignment of the existing entry and exit driveways located on Chestnut Drive;

- 31 of the existing parking bays to be retained (14 within reserve land, and 17 within Chestnut Avenue road reserve);
- 6 new bays, including 1 new disabled accessible bay (within the reserve boundary);
- 8 new bays within Chestnut Avenue road reserve.

Accordingly, the plans indicate a total of 45 car parking bays to be provided, and would require a portion of the road reserve to be closed and amalgamated into the reserve.

#### Concept 2B (Attachment 6)

The proposed building envelope is the same as that shown on Concept 2A, with the difference proposed being the design of the car park to provide additional bays to be established in the Coolibah Road reserve for staff parking, and a truncation (and slight. reduction) of the proposed outdoor play area to be established in the road reserve.

In relation to access and car parking this concept plan indicates:

- Realignment of the existing entry and exit driveways located on Chestnut Drive, with two way access via the access closest to the Coolibah Drive intersection;
- 31 of the existing parking bays to be retained (14 within reserve land, and 17 within Chestnut Avenue road reserve);
- 5 new bays, including 1 new disabled accessible bay (within the reserve boundary);
- 7 new bays within Chestnut Avenue road reserve;
- A new 12 bay staff car park within Coolibah Drive road reserve, with access via Chestnut Avenue.

Accordingly, the plans indicate a total of 55 car parking bays to be provided, and would require portion of the road reserve to be closed and amalgamated into the reserve.

## **STATUTORY IMPLICATIONS**

### ***Local Planning Scheme No. 7 - Kununurra and Environs (LPS 7)***

Lot 506 is zoned Town Centre under LPS 7 and clause 5.8.5 of the Scheme outlines the matters to be considered when considering a development application within this zone, including relationship to surrounding development, and parking and landscaping requirements.

Table 2 - Development Standards in LPS 7 outlines the minimum car parking requirements for a Childminding facility/kindergarten as one bay for every employee and one bay for every four children attending, and includes a special condition that *"safe pickup and setdown areas shall be developed as directed by local government"*.

Clause 8.4 outlines the provision for cash in lieu of car parking spaces, which allows an applicant to make a cash payment to the local government in lieu of the provision of all or any of the required number of car parking spaces, if the local government agrees to do so.

Clause 8.4.2 outlines that the cash in lieu payment *"shall not be less than the estimated cost to the owner or developer of providing and constructing the parking spaces required by the Scheme plus the value of that area of land which would have been occupied by the parking spaces"*.

Clause 5.3 of LPS 7 also gives the local government the discretion to approve a development that does not meet a standard or requirement prescribed under the Scheme, provided that the local government is satisfied that:

- (a) Approval of the development would be consistent with the orderly and proper planning of the locality and preservation of the amenities of the locality; and*
- (b) The non-compliance will not have an adverse effect upon the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality;*
- (c) The spirit and purpose of the requirement or standard will not be unreasonably departed from thereby.*

### ***Draft Local Planning Scheme No. 9 (draft LPS 9)***

Under draft LPS 9, the land is proposed to be zoned Commercial, which essentially is simply renaming of the Town Centre zone to be in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.



Under the draft LPS 9, the table in Schedule 4 - Development Standards outlines minimum requirements in relation to Child Care Premises is the same as LPS 7, as follows:

Land Use/ Development	Minimum Setbacks			Parking	Special Setbacks
	Front	Side	Rear		
Child Care Premises	6m	3m	3m	1 bay per every employee and 1 bay per every 4 children attending	Pickup and setdown areas shall be provided as required by the local government

Clause 4.9 of the draft Scheme specifies additional car parking requirements as specified in the Development Standards Table.

In particular, Clause 4.9.3 outlines that the local government shall have regard to:

- (a) *The means of access to each parking bay;*
- (b) *The location of the bays on the site and their affect upon the amenity of any adjoining properties;*
- (c) *The extent to which the bays are located within the building setback areas;*
- (d) *The location of the bays other than on the lot if such spaces are to be provided in conjunction with a public car park;*
- (e) *The location of proposed public footpaths, vehicular traffic movements and safety.*

Clause 4.9.4 outlines that where a lower number of car parking bays are proposed to be provided than is required pursuant to the Scheme, the local government may approve the application if it can be demonstrated:

- That off-street parking facilities in the near vicinity are available to cater for the requirements of the proposal and that arrangements have been made (to the satisfaction of the local government) to enable those facilities to be used for that purpose, or if the proponent makes a cash in lieu contribution.
- that there will be reciprocal parking arrangements that will adequately cater for parking demand.

Clause 4.9.6 outlines that the local government may approve parking bays to be located within the street setback area, provided that:

- (a) The local government may require a minimum 1m width of landscaped area along the length of the car park;
- (b) In the Commercial Zone, separate pedestrian access from the street to the premises is provided.

Clause 4.9.7 specifies that car park design and construction shall include adequate provision for landscaping comprising screen features and shade trees and shrubs (of indigenous species) as appropriate.



Clause 4.9.8 outlines requirements in relation to access design which requires that:

- (a) (except for residential developments) all car parking bays must be situated such that vehicles can enter and leave the site in a forward direction.
- (b) Car parking must be designed so that either ingress to or egress from each bay can be achieved in one movement.
- (c) Tandem or stack car parking may be considered in commercial development.
- (d) Non-residential development which requires onsite car parking, a vehicular driveway (ingress and/or egress) should:
  - (i) *be located to the street with the lowest traffic volume;*
  - (ii) *have separate entry/exit if it is likely that it will be used simultaneously by vehicles both entering and leaving the site and obstruction to traffic in the street could occur;*
  - (iii) *be more than 6m from an intersection; a break in the median strip; the commencement of a curve linking the carriageways of two or more public streets at an intersection; and the approaches to "stop" or "give way" signs;*
  - (iv) *not be within 25m of any signalised intersection and preferably not within 90m of a signalised intersection of any major road;*
  - (v) *not be closer than 1.5m to side boundaries;*
  - (vi) *be located such that any vehicle turning from the street into the driveway or into the street from the driveway can be readily seen by the driver of an approaching vehicle and be clear of all obstructions which may prevent drivers from having a timely view of pedestrians;*
  - (vii) *be relatively level within 6m of the site boundary or any footpath.*

Clause 4.9.10 applies to cash in lieu of car parking, and states that an applicant may provide a cash payment in lieu of the provision of any of the required number of parking bays, if the local government so agrees and is satisfied that-

- (i) *an existing public car parking area located within 400m of the proposed development; or*
- (ii) *a firm proposal to construct a public car park within a 400 metre radius of the development and within a period of not more than 24 months from the time of agreeing to accept the cash payment.*

Draft LPS 9 outlines that the use of cash in lieu payments to meet car parking requirements is not 'as of right' and is determined at the local government's discretion applicable to commercial development within the Commercial and Rural Townsite areas of Wyndham and Kununurra.

The draft scheme states that a cash in lieu payment shall not be less than the estimated cost for the owner or developer of providing and constructing the parking bays required by the Scheme plus the value of that area of the land which would have been occupied by the parking bay. Monies received are required to be paid into a separate car parking reserve fund and shall only be used for the acquisition or development of land as a public car park within the locality, or to reimburse the local government any expenses it has incurred, including loan repayments.

There is an error within Clause 4.9.10(i) as it states that "where offsite bays are proposed to be located within the road reserve adjoining the property, the developer is to pay the local government:", however there is no subsequent sub clause.

However, it appears that the following clause 4.9.10(j) is intended to be this sub-clause:  
*"The estimated construction cost as determined in accordance with 4.9.10(b), unless the applicant accepts construction for the said bays to the local government's specifications.*

The draft Scheme also outlines that where a cash-in-lieu payment is granted a Deed of Agreement shall be prepared at the proponent's cost and executed prior to the development first being occupied. This agreement will identify the owner/lessee as the party responsible for the maintenance of car parking and landscaping on the road reserve, and the local government may lodge a caveat against the Certificate of Title to the land to secure the performance of that maintenance obligation.

### ***Land Administration Act 1997***

Under Section 41 of the *Land Administration Act 1997 (LAA)*, the Minister of Lands may by order reserve Crown land to the Crown for one or more purposes in the public interest.

Under Section 46 of the *Land Administration Act 1997 (LAA)*, the Minister of Lands may by order place the care, control and management of a reserve with a person or jointly with 2 or more people or organisations, subject to such conditions as the Minister specifies, which may include the power to lease or licence.

Under Section 51 of the LAA the Minister may by order cancel, change the purpose of or amend the boundaries of, or the locations or lots comprising, a reserve.

Section 58 of the LAA outlines the process to be followed by local government and Minister in relation to request to permanently close a road.

### **POLICY IMPLICATIONS**

#### ***Planning Bulletin 72/2009 - Child Care Centres***

In August 2009 the Western Australian Planning Commission updated a planning bulletin in relation to child care centres to outline revised guidelines with the aim to outline a consistent approach to planning for child care centres and advise of planning considerations in relation to the location and development of child care centres.

This bulletin, provided at Attachment 7, was prepared to identify a consistent planning approach with particular regard to location, site characteristics, environmental suitability, design, traffic, access, noise and health impacts and safety issues, to provide guidance when considering proposals for child care centres.

Section 3 of the bulletin provides policy guidance to guide local governments in the preparation of scheme provisions and local policies on child care centres with the object to:

- a) Locate child care centres appropriately in relation to their surrounding service area;
- b) Minimise the impact a child care centre has on its surrounds, in particular on the amenity of existing residential areas;
- c) Minimise the impact the surrounds may have on a child care centre; and
- d) Consider the health and safety of children attending the child care centre within the confines of the planning system.

The policy guidance outlines that child care centres should be located on sites that are:

- a) Distributed strategically to provide the maximum benefit to the community it serves;
- b) Within easy walking distance or part of appropriate commercial, recreation or community nodes and education facilities;
- c) Located in areas where adjoining uses are compatible with a child care centre;
- d) Serviced by public transport (where available);
- e) Considered suitable from a traffic engineering/safety point of view; and
- f) Of sufficient size and dimension to accommodate the development without affecting the amenity of the area.

Under section 3.5, Design of centres, it is outlined that parking areas should be located in front of the building, or if not possible, should be clearly visible and easily accessible from the entry to the site, and that as a general rule the minimum parking requirement for a child care centre, including staff parking, will be one space per five children.

The bulletin acknowledges that the number of parking bays may be varied by the local government given the specific provisions of their scheme or relevant planning policy and any unique circumstances, such as reciprocal parking arrangements, available public transport and street parking.

It also identifies that a traffic impact statement/assessment should be required to address:

- (a) The site characteristics and surrounding area;
- (b) The proposal and its expected trip generation;
- (c) Parking requirements, including the design of parking areas, and any pick-up and drop-off facilities;
- (d) Existing traffic conditions and any future changes expected to the traffic conditions, including a crash history in the locality; and
- (e) The expected impact of the proposed development on the existing and future traffic conditions.

A child care centre should be approved only if it can be demonstrated that it will have a minimal impact on the functionality and amenity of an area and will not create or exacerbate any unsafe conditions for children and families using the centre, or for pedestrians or road users.

Section 3.11 of the bulletin outlines the information that should accompany applications for child care centres, which may require a traffic impact statement/assessment, if required by the decision making authority.

## **FINANCIAL IMPLICATIONS**

The current and draft scheme outlines provisions in relation to cash in lieu for car parking requirements, and the draft scheme outlines additional provisions in relation to locating bays within the road reserve adjoining the property and ongoing maintenance arrangements.

## **STRATEGIC IMPLICATIONS**

*Strategic Community Plan 2012-2022*

Goal 1: Strong leadership and governance that underpins a more strategic approach to community engagement, regional development and organisational sustainability

Goal 2: Greater returns from regional investment to ensure sustainable provision of appropriate physical and social infrastructure

Goal 3: Protection and enhancement of lifestyle values, community facilities and the environment to provide safe and inviting communities.

Objective 1.2: Alignment of regional and local priorities with other agencies and community groups

Objective 1.4: Business innovation, efficiency and improved services

Objective 2.4: Access to appropriate health, family and community services

Objective 3.3: Towns are safe and inviting for locals and tourists

Objective 3.4: Enhancement of community facilities

Strategy 1.2.3 : Promote the colocation of community facilities and sharing of resources among community groups

Strategy 1.4.1 : Ensure legislative compliance and follow best practice principles in planning and service delivery

Strategy 2.4.3 : Support early childhood and family support services

Strategy 3.3.8 : Ensure quality, consistent and responsive development and building assessment approval processes and enforcement

Strategy 3.4.3 : Ensure Shire facilities are planned and managed to meet community needs

## **RISK IMPLICATIONS**

Failure to comply with legislative requirements leading to damage of reputation and/or financial loss.

## **COMMUNITY ENGAGEMENT**

No community engagement is required at this stage, as a formal application has not been received.

## COMMENTS

The current Ewin Centre facility was purpose built in 2007, via a tender process undertaken by the Shire, and was developed with 50% of the parking provided within the adjoining road reserve.

It is acknowledged that the current operations have outgrown the building over the past 3 years, and that the current site is constrained by existing and future developments.

The current planning scheme (LPS 7) does not include any provision in relation to the local government approving parking within the adjoining road reserve, only in relation to cash in lieu of car parking.

The draft scheme (LPS 9), however does provide provision in relation to parking being provided within adjoining road reserve, within the Commercial (town centre) zone, and ongoing maintenance responsibility.

Council consideration is required in relation to:

- The appropriate number of bays;
- The appropriate location of parking to take into consideration amenity of the area and traffic impacts; and
- Whether a portion of the road reserve may be utilised for outdoor play areas.

### Number of parking bays

Under both the current and draft Scheme the number of bays required for the proposed expansion is calculated to be 77, being one per each employee (40), and one per every 4 children attending (148). The concept plans indicate between 46 - 55 bays to be provided, the majority of which to be located within the adjoining road reserves, which would result in a shortfall of between 22 - 31 bays.

However, the current (and draft) Scheme allow the local government to modify standards and requirements specified, provided that it is considered to be *consistent with the orderly and proper* planning, and preservation of the amenities, of the locality; and would not have an adverse effect on the occupiers or users of the development, neighbours or the likely future development of the locality.

The WAPC Planning Bulletin 72/2009 identifies that as a minimum one bay for every 5 places should be provided, which would calculate to 30 bays required for 148 licensed places, which is a large difference from the 77 required in accordance with the Scheme.

A table is provided at Attachment 8, which shows the comparison of parking ratios in the planning schemes for regional local governments with similar climatic considerations. As can be seen from this table, there are two main calculations used by 6 of the 7 local governments listed, which again results in a large difference in the provision of bays, being either 55 or 77.

The employee to child ratio required can vary, as it depends on the number of children in each age group, however the Ewin Centre provides a ratio of around 1 employee per 3.75 children.

The below table indicates the number of parking bays to be provided in accordance with LPS 7, the alternative ratio used by a number of other local governments (including Broome) and the minimum recommended in Planning Bulletin 72/2009. The table also shows what is required based on the current licenced places (84), and what would be required if the developed was staged to initially allow for 112 places (Stage 1) and 148 places (Stage 2)

Licenced Places	Employees Required	Car Parking Required		
		LPS 7	Broome LPS	WAPC PB 72/2009
84	23	44	32	17
112	30	58	42	23
148	40	77	55	30

To get an understanding of current traffic volumes the Shire placed a traffic counter on the entry to the Ewin Centre which took readings from Wednesday 28 June 2017 to Tuesday 4 July 2017, with the number of cars in 15 minute increments shown in the table provided at Attachment 9.

These figures only show the number of vehicles entering the Ewin Centre car park, and do not indicate the length of stay. As anticipated, the peak periods for drop offs are between 7.30am - 8.15am, with the peak period of pick ups between 3.45pm -4.45pm.

These traffic volumes were significantly lower than those recorded in the car park survey undertaken for a week in February 2014, which are shown at Attachment 10, although the peak pick up and drop off times are consistent. It is noted that these traffic counts did not account for the number of employees parking all day within the car park, which the Ewin Centre had previously advised was a maximum of 16 employee vehicles at any one time.

These differences may be attributed to the weather, i.e. users of the child care facility may be more inclined to walk or cycle to the centre in July than in February, or due to lower attendance as a result of the school holidays commencing on 3 July, or potentially a technical error with the traffic counter.

However, in either instance, it is acknowledged that the number of vehicles entering the car park appear to be well below the number of spaces required under the Shire's current (and draft) local planning scheme.

### Location of parking

There is no physical reason that proposed car parking cannot be considered to be located within the Coolibah Drive road reserve, as it is unlikely to impact on any services (or services can be relocated if required), and that any loss of amenity can be addressed through appropriate landscaping.

However, there is a concern that relocating the majority of parking onto Coolibah Drive will exacerbate existing traffic issues during peak drop off times for the two existing schools located in close proximity, and therefore that the proposed ingress/egress from Coolibah Drive requires further investigation, in the form of a traffic impact assessment.

A traffic impact assessment will also assist in determining the appropriate number of bays required for the development, and potentially options for improved pedestrian movements.

As Chestnut Drive has lower traffic volumes, it would be recommended that the proposed expansion should try to incorporate the majority of parking, particularly for drop off and pick up, via Chestnut Avenue.

### Outdoor Play Spaces

It is acknowledged that Concepts 2A and 2B propose vehicular access solely via Chestnut Avenue, however also propose to expand the outdoor play areas into the Coolibah Drive road reserve. If Council was to consider allowing expansion of the play areas into the Coolibah Drive road reserve, consideration would be required to be given as to whether:

1. An agreement can be entered into to permit the use of the road reserve for outdoor play space, or
2. A portion of the road reserve should be permanently closed and amalgamated into Reserve 50120.

If closure of a portion was to be entertained, then consideration should also be given to the closure of a strip of the road located between Chestnut Avenue and Corkybark Drive, as shown on the plan at Attachment 11, to be amalgamated into the Ewin Centre and the freehold properties located on Bella Lane.

### Conclusion

In principle, the proposed expansion of the Ewin Centre is supported to provide for additional childcare places within Kununurra, and it is considered appropriate to allow car parking to be established within the adjoining Chestnut Avenue road reserve, as already occurs.

However, to enable Council to entertain car parking being established within the Coolibah Drive road reserve, a traffic impact assessment will be required to be prepared to support and inform the proposed design of access and parking areas.

It is acknowledged that the car parking required under the local planning scheme may be excessive to what may actually be sufficient for the proposed expansion, and that a traffic



impact assessment would assist in determining accurate parking requirements. A traffic impact assessment may also identify the potential for shared use of existing, or the potential for new, off-street parking facilities in the near vicinity.

In relation to the use of the Coolibah Drive road reserve for outdoor play space, it is considered that this should not be supported unless Council is willing to consider closure of a portion of the road reserve.

### **ATTACHMENTS**

- Attachment 1 - Submission from Ewin Early Learning Centre
- Attachment 2 - Site Plan - KNH Concept Design
- Attachment 3 - Ewin Centre Concept Design 1A
- Attachment 4 - Ewin Centre Concept Design 1B
- Attachment 5 - Ewin Centre Concept Design 2A
- Attachment 6 - Ewin Centre Concept Design 2B
- Attachment 7 - Planning Bulletin 72/2009
- Attachment 8 - Car parking comparisons
- Attachment 9 - Ewin Centre Traffic Counts - 28 June - 4 July 2017
- Attachment 10 - Ewin Centre Car Park Survey
- Attachment 11 - Potential Road Closure Area