

SUMMARY OF SUBMISSIONS
PA24/958 – Lot1, 24 and Lot 8, 30 Nettleton Road, Byford - Place of Worship

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
A408224		<p>I am a homeowner living in the Brooke estate in Byford.</p> <p>I am writing in response to a proposal for a Place of worship at Lot 8 Number 30 Nettleton Road Byford which is right across the road from my home.</p> <p>I STRONGLY object to this. This kind of establishment does not belong near a housing estate and will attract far too much traffic to an already busy area and also unwanted behaviour. This type of establishment belongs on the outskirts of the suburb.</p>	<p>It should be noted that all residential dwellings to the north of the subject land do not take direct access from Nettleton Road.</p> <p>The proposed land use of a Place of Worship is appropriately located within a light industrial area and is an “A” use within the Urban Development zone, meaning the use is capable of approval.</p> <p>The proposed use has been assessed in terms of traffic generation – refer Transport Impact Statement and further analysis prepared by Transcore.</p> <p>With respect to the traffic the TIS undertaken by Transcore indicates that the trip generation of the proposed development would be less than 100vph and according to WAPC Guidelines the</p>	<p>The applicant has submitted a Transport Impact Statement demonstrating that traffic generated by the development will not detrimentally impact the performance of the surrounding road network, in particular the South Western Highway / Nettleton Road intersection.</p> <p>There is no evidence that the proposal will attract antisocial behaviour.</p> <p>In accordance with LPS3, a ‘Place of Worship’ is a ‘A’ use within the Urban Development zone, meaning the use is capable of approval.</p>

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A407920		We are concerned the amount of traffic this place of worship will create will affect our business.	<p>traffic impact is considered moderate.</p> <p>The proposed use has been assessed in terms of traffic generation – refer Transport Impact Statement and further analysis prepared by Transcore.</p> <p>With respect to the traffic the TIS undertaken by Transcore indicates that the trip generation of the proposed development would be less than 100vph and according to WAPC Guidelines the traffic impact is considered moderate.</p> <p>The objector has not clarified how the proposed use will affect the objector’s business. As set out in the application and TIS, the main operating day is Sunday when nearby businesses are not trading, so there would be</p>	<p>The applicant has submitted a Transport Impact Statement demonstrating that traffic generated by the development will not detrimentally impact the performance of the surrounding road network, in particular the South Western Highway / Nettleton Road intersection.</p> <p>Notwithstanding the above, it is unclear how an increase in traffic may negatively impact local businesses. It is noted that the peak activity is on Sunday when surrounding industries are closed. Similarly, weekday church activities are limited to after 6:30pm outside of standard business hours.</p>

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			no impact for those businesses.	
The Occupier		We are concerned the amount of traffic this place of worship will create will affect our business.	<p>The proposed use has been assessed in terms of traffic generation – refer Transport Impact Statement and further analysis prepared by Transcore.</p> <p>With respect to the traffic the TIS undertaken by Transcore indicates that the trip generation of the proposed development would be less than 100vph and according to WAPC Guidelines the traffic impact is considered moderate.</p> <p>The objector has not clarified how the proposed use will affect the objector’s business. As set out in the application and TIS, the main operating day is Sunday when nearby businesses are not trading, so there would be</p>	<p>The applicant has submitted a Transport Impact Statement demonstrating that traffic generated by the development will not detrimentally impact the performance of the surrounding road network, in particular the South Western Highway / Nettleton Road intersection.</p> <p>Notwithstanding the above, it is unclear how an increase in traffic may negatively impact local businesses. It is noted that the peak activity is on Sunday when surrounding industries are closed. Similarly, weekday church activities are limited to after 6:30pm outside of standard business hours.</p>

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A274104		We are concerned the amount of traffic this place of worship will create will affect our business.	<p>no impact for those businesses.</p> <p>The proposed use has been assessed in terms of traffic generation – refer Transport Impact Statement and further analysis prepared by Transcore.</p> <p>With respect to the traffic the TIS undertaken by Transcore indicates that the trip generation of the proposed development would be less than 100vph and according to WAPC Guidelines the traffic impact is considered moderate.</p> <p>The objector has not clarified how the proposed use will affect the objector’s business. As set out in the application and TIS, the main operating day is Sunday when nearby businesses are not trading, so there would be</p>	<p>The applicant has submitted a Transport Impact Statement demonstrating that traffic generated by the development will not detrimentally impact the performance of the surrounding road network, in particular the South Western Highway / Nettleton Road intersection.</p> <p>Notwithstanding the above, it is unclear how an increase in traffic may negatively impact local businesses. It is noted that the peak activity is on Sunday when surrounding industries are closed. Similarly, weekday church activities are limited to after 6:30pm outside of standard business hours.</p>

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			no impact for those businesses.	
A407642		<p>1. Not enough onsite parking at proposed development- objection is attendees using adjacent streets to park vehicles to attend ceremonies/events for times designated. This is an increase risk to public safety in built up residential area.</p> <p>2. Session end times are too late. 8pm would be acceptable finish times as is in built up residential area.</p> <p>3. Any development to adhere to strict noise pollution prevention strategies as proposed in built up residential area</p> <p>These are serious considerations for us as neighbouring residents which will impact ongoing residency.</p>	<p>With respect to the parking, the proposed development will provide sufficient parking on site in accordance with the Shire of Serpentine Local Planning Scheme 3. Therefore, no on-street parking on adjacent road network is expected.</p> <p>Noise assessment has been completed and ongoing adherence to Noise Management Plan can be conditioned on the development approval.</p>	<p>The proposal is compliant with the car parking requirements under LPS3, and therefore no on-street parking is expected.</p> <p>The applicant has submitted an acoustic report demonstrating compliance with <i>Environmental Protection (Noise) Regulations 1997</i> throughout all church activities.</p>
The Occupier		<p>I am writing to you today in regards to the proposed development of land adjoining my place of residence 20 Nettleton road Byford reference number PA 24/747</p> <p>I am an aged occupant with illnesses that consist of heart disease and suffer from spinal injuries that cause chronic pain I am very concerned about the impact of high volume events taking place right across the week and weekends extending late into the evenings I require rest at non specific time of the day depending on my health situation at the time I defiantly require quiet times when I am trying to sleep and based on the information provided I see me peace and quiet destroyed be events taking place in this development for example terrific noise from carpark adjoining my residence,</p>	<p>The church will have its main operation on Sundays, with attendance during other days being significantly lower, allowing this neighbour to have a considerable area of quiet enjoyment of their property. The potential for noise generation from alternative permitted land</p>	<p>The applicant has submitted an acoustic report demonstrating compliance with <i>Environmental Protection (Noise) Regulations 1997</i> throughout all church activities. Church activities are isolated and are not cumulative with surrounding land</p>

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		<p>voices of people right outside my home disturbing my dogs causing them to bark all week through starting a chain reaction with other dogs in my area</p> <p>Secondly judging by the plans provided the leach drain sewage disposal system I reticulated disposal area is directly adjoining my bedroom I dining room window and living area window On the east side of my home I feel this will not be acceptable as with past experience I know that these systems overload and fail causing sewage smells the be omitted also water flow will travel into my property as the land next door is higher than my land</p> <p>I have one question regarding the boundary wall between the properties.</p> <p>Is it going to be a high concrete noise abatement wall ??? as I feel this is the only way to decrease the noise impact on my home.</p> <p>I have concerns also about the traffic flowing onto Nettleton road from the exit /entry driveway directly next to my home and associated noise of people cars and traffic.</p> <p>Traffic in general is bad on Nettleton road as it is narrow and under maintained and I feel that the high traffic flow of 150+ vehicles entering and leaving this property will cause buildup and extra traffic noise directly outside my house also I expect parking issues as overflow parking will end up directly outside my home and people parking in factory carparks will travel on foot directly past my home causing my dogs to bark as that is their job to guard my property</p> <p>I do understand that development of some kind will eventually take place on adjoining land But to force events of hundreds of people on other residents with all the impacts outlined above is an unacceptable outcome and I feel that if a factory development or light industrial development took place then I would only be dealing with noise emissions on weekdays during normal working hours not weekends and after hours running into late afternoon to the middle of the night</p>	<p>uses of the property is significantly higher than that of a Place of Worship.</p> <p>Noise has been assessed in the acoustic report.</p> <p>With respect to dog noise, this is the responsibility of dog owners to ensure that dogs are trained.</p> <p>With respect to the boundary wall, the applicant is committed to the installation of a fence to the top of the retaining wall.</p> <p>The proposed ATU system will not overflow as older systems in the past may have done – the development will utilise high quality infrastructure that will be maintained to ensure optimal operation.</p>	<p>uses that operate during standard business hours.</p> <p>A Site and Soil Evaluation (SSE) report was received by the applicant indicating that the sewerage system location is suitable for this site. The likelihood of overflow for new ATU systems is minimal.</p> <p>The applicant has submitted a Transport Impact Statement demonstrating that traffic generated by the development will not detrimentally impact the performance of the surrounding road network, in particular the South Western Highway / Nettleton Road intersection.</p>

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The occupier		<p>I am writing to voice my objections to the above development.</p> <p>I live in a house on Nettleton Road. All prior development carried out on the western end of Nettleton Road has impacted negatively on my quality of life and enjoyment of my residence. On the north side of Nettleton Road, a housing development was built, raising the ground level directly across the road from my house. The retaining wall along the street, plus the Colorbond fencing on top of it, bounces all the traffic noise directly into the bedrooms of my home.</p> <p>I have examined the plans sent to me regarding the development application mentioned above. I believe that the impact of this development on the residents of this area will be wholly negative. In particular:</p> <ol style="list-style-type: none"> 1. The junction of Nettleton Road and South Western Highway is often difficult to exit, and the addition of up to 150 vehicles (the amount of parking allowed for on the plan) will make traffic jams inevitable. 2. During heavy rain in the winter months a lot of water flows down Nettleton Road, sometimes flooding the ditches on the southern side. A large bituminised area for car parking is bound to increase this flow and runoff. 3. There is no paving on the southern side of Nettleton Road, simply a gravel strip next to a drainage ditch. If this is washed out by increased rainwater runoff, there will be damage to the surface of the road on that side. 4. The level of noise and exhaust fumes will increase greatly, as the traffic leaving the church will inevitably have to wait a considerable amount of time to exit the junction. 5. The surface of Nettleton Road is currently in very poor condition. Additional traffic will make it much worse. 	<p>Traffic has been assessed.</p> <p>The objection about existing housing development issues is not relevant to this proposal.</p> <p>1. There are 101 car parking proposed, not 150.</p> <p>Traffic has been assessed -refer to TIS and further analysis prepared by Transcore.</p> <p>2. All stormwater run-off has been designed to be captured inside the site, as normal practice and will not contribute to existing drainage issues in the road.</p> <p>3. This will not occur with all drainage captured</p>	<p>Issues stated about existing residential development not relevant to this proposal.</p> <p>The TIS has stated that the peak traffic volumes will be less than 100 vehicles per hour per lane, which will be immaterial on the surrounding road network.</p> <p>A condition requiring an updated stormwater management plan is recommended to ensure that all stormwater runoff is contained on site.</p> <p>Noise emissions are acceptable in accordance with the acoustic report.</p>

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		<p>6. This is a light industrial area, with all the noise and dust that accompanies this type of zoning. The residents can currently rely on comparatively quiet weekends and evenings. Judging by the timetable of activities as laid out on the plans, any quiet time will come to an end. Most days' activities appear to finish at 9pm or 10pm. I believe the noise will continue for at least an hour after this.</p> <p>In light of the above points, I strenuously object to the use of Lots 1 and 8 Nettleton Road for the stated purpose as a place of worship. I believe the area will prove to be unsuitable. In an area like Byford, and it's surrounds, there would surely be a more suitable place to site it.</p>	<p>inside the development site.</p> <p>4. Noise has been assessed, and exhaust fumes issues is not considered to be relevant at all.</p> <p>5. The current road condition of Nettleton Road is a matter for the local government to attend to.</p> <p>6. Operations of the church will be managed and have been assessed through traffic assessment and acoustic assessment, complying with relevant legislation.</p>	<p>Exhaust fumes from idling vehicles is not a relevant planning consideration.</p> <p>Peak traffic volumes are considered low impact and can be capably managed by existing road infrastructure.</p> <p>In accordance with LPS3, a 'Place of Worship' is a 'D' use within the Urban Development zone. A condition shall ensure that church activities are confined between 9am and 10pm.</p>
A407638		<p>I am completely against this development, this is a nice area which is why we chose to build here, the intersection at Nettleton and South Western Hwy cannot handle such an increase in traffic flow.</p> <p>WE DO NOT WANT THIS!</p>	<p>Whether the objector wants this or not, is not a relevant consideration.</p> <p>Traffic has been assessed.</p>	<p>An intersection analysis of South Western Highway and Nettleton Road has been assessed under the TIS. No significant performance</p>

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A407620		<p>We are a young family with 2 young kids who are usually going to bed around the time these “meetings” are on and we would be living directly across from this. We already hear quite a lot of noise coming from that area, I couldn’t imagine how noisy it will get with 50+ people there.</p> <p>We already have issues with people parking all along the street from the Thai gym and blocking up the road. I’m sure there are smarter spots in Byford to be putting this.</p> <p>Weekends is going to be congesting an already busy road, that people speed on quite regularly and just waiting for an accident to happen.</p>	<p>Noise has been assessed and complies with the relevant legislation.</p> <p>Parking associated with other uses in the area is a matter for the local government to attend and is not relevant to this proposal. The property has provided a compliant number of parking bays required under the Shire’s LPS3.</p>	<p>deterioration over a 10 year timeframe.</p> <p>The applicant has submitted an acoustic report demonstrating compliance with <i>Environmental Protection (Noise) Regulations 1997</i> throughout all church activities.</p> <p>The proposal is compliant with the car parking requirements under LPS3, and therefore no on-street parking resulting from this development is expected.</p>
The Occupier		<p>I have sent a written response and have grave concerns surrounding traffic, noise, general parking, and traffic condition, proximity of sewage systems to my home, disruption of my sleep due to massive increase of activity surrounding my home, water shed onto my property, parking issues and the impact on my health. Please see the written reply to the letter I received by post.</p>	<p>Traffic, noise, parking have all been addressed.</p> <p>The ATU system will be a quality system designed to cater for the church’s requirements.</p> <p>No stormwater will escape the site, with a fully integrated stormwater design</p>	<p>Traffic and noise resulting from the development have been assessed as acceptable levels.</p> <p>The sewerage system will be designed to accommodate the</p>

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			proposed, in accordance with normal requirements.	church's requirements. A condition requiring an updated stormwater management plan is recommended to ensure that all stormwater runoff is contained on site. The proposal is compliant with the car parking requirements under LPS3, and therefore no on-street parking is expected.
A398976		Don't want it!	Noted, however this objection has no substance.	Noted.
A398966		I oppose this request	Noted, however this objection has no substance.	Noted.
A403994		The construction of a religious temple at a side entrance to one residential estate and directly opposite another estate raises several concerns, making this location inappropriate. Firstly, the presence of a temple in such a location risks disrupting the residential character of the surrounding areas. Side entrances and roads near residential estates are generally intended for residents' convenience and are not designed to accommodate the traffic and	Churches used to be a fundamental focal point for communities, however this has changed in modern times, such that places of worship commonly are now	The amenity impacts relating to the church such as noise and traffic are managed to an acceptable level.

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		<p>activity associated with a place of worship. A temple is likely to attract significant numbers of visitors, particularly during festivals or religious events, leading to increased traffic congestion and competition for parking. This could create considerable inconvenience for residents, impacting their daily routines and diminishing their quality of life.</p> <p>Secondly, the location is inappropriate for fostering community inclusivity.</p> <p>Placing a prominent religious structure near two residential estates may unintentionally create a sense of exclusivity or align the area with a particular religious identity. This could alienate residents who do not share the same beliefs, fostering division rather than promoting harmony within the community. A neutral and inclusive environment is vital in residential areas to ensure all residents feel equally welcome and respected. The increased activity associated with a temple could also generate noise and compromise privacy for residents in both estates, particularly those living near the side entrance or across the road. The noise from ceremonies, gatherings, and visitors could disrupt the peace and quiet typically expected in residential areas, especially in the evenings and on weekends. From a safety perspective, the influx of vehicles and pedestrians could strain local infrastructure and increase the risk of accidents, particularly on the road between the two estates. The added congestion could compromise the safety of children, elderly residents, and other pedestrians who frequently use these areas. While the right to worship and religious freedom are important, careful consideration must be given to the location of places of worship to ensure they do not negatively impact surrounding communities.</p> <p>A more suitable location for the temple would be within a designated commercial or community zone, where the necessary infrastructure exists to support increased activity without compromising the character or safety of nearby residential areas.</p> <p>For these reasons, the proposed location is inappropriate and requires reconsideration.</p>	<p>pushed to service commercial or light industrial areas. The subject site is appropriately located within a residential catchment, but within a light industrial area, with good access.</p> <p>The character of the area is not purely residential. To the north, there is new residential development, however to the south there exists industrial businesses, together with newly planned development. The proposal is appropriately sited within a light industrial area.</p> <p>The objector's point about creating a sense of exclusivity or align the area with a particular religious identity is not agreed. People have the choice and freedom to decide whether to follow (or not) a religious path, however, these establishments are not</p>	<p>In accordance with LPS3, a 'Place of Worship' is a 'D' use within the Urban Development zone.</p> <p>A Place of Worship is not considered to create community division. The former light industrial area is considered an appropriate location to manage the traffic and parking impacts associated with the development. The proposal will not prejudice the development of inclusive community purpose facilities in the future.</p> <p>A pram ramp and footpath will be installed for pedestrian access across Nettleton Road. Although the proposed traffic volumes do not pose a significant safety risk.</p>

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			<p>there to divide a community, but be a part of the community.</p> <p>Traffic and parking have been thoroughly considered.</p>	<p>The proposal is compliant with the car parking requirements under LPS3, and therefore no on-street parking is expected.</p>
A405813		<p>I do not approve of another religion building to go up here, I thought it was for shopping bars and restaurants not religious services. Do not approve at all.</p>	<p>Noted, however the location is appropriate for a place of worship.</p>	<p>In accordance with LPS3, a 'Place of Worship' is a 'D' use within the Urban Development zone.</p>
A407109		<p>No, I don't support this application.</p>	<p>Noted, however this objection has no substance.</p>	<p>Noted.</p>
A407469		<p>I oppose to this development. I would not like to drive past a rather large parking lot on my daily commute when I purposefully built in this part of Byford being semi rural to avoid this exact type of buildings. The traffic would drastically increase in the area, 7 days a week and cannot see how that parking lot would be able to handle up to 400 members on the Sunday worship service for that matter? This part of Byford is quiet and should remain that way for the resident in the area.</p>	<p>The area that the place of worship is proposed in, is within an existing light industrial area, with new small-lot residential dwellings to the north. Semi-rural exists to the east, however, the proposed place of worship has no direct interface with that area. It is considered that the proposed development will improve the amenity of the area, through new</p>	<p>The proposal is compliant with the car parking requirements under LPS3, and therefore no on-street parking is expected.</p> <p>The proposed landscaping within the Nettleton Road verge will provide screening to hardscaped parking areas. Although, large car parking areas are</p>

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			<p>development and landscaping (inclusive of verges), replacing older development.</p> <p>The objector would be driving past a whole range of development on his/her daily commute, and the proposed development is not considered to be overly large from a car park perspective, compared with, for example, shopping centre car parks that exist in Byford, or a Bunnings car park.</p>	<p>not uncommon sights from public places.</p> <p>The development is within the Byford industrial area where there are many generators of noise. The operating hours of the church do not coincide with surrounding industries so there will be no cumulative noise impacts.</p>