



10 December 2020

Our Ref: BLO BYF/201208LSAT\_Amended Site Plan & Traffic Statement  
SAT Ref: DR 234/2020  
LG Ref: PA20/454

Chief Executive Officer  
Shire of Serpentine Jarrahdale  
6 Paterson Street  
MUNDIJONG WA 6123

**Attention: Ashwin Nair**

Dear Sir/Madam

**RE: MACROMAX PTY LTD V SHIRE OF SERPENTINE JARRAHDAL  
DR 234/2020**

This letter has been prepared to support the amended parking layout for the proposed Child Minding Centre at Lot 51 (No.116) Warrington Road, Byford (PA20/454).

The Shire of Serpentine Jarrahdale resolved to require that amended plans be prepared showing the provision of a separate staff parking area to provide a "reasonable level" of staff parking. This was required on the basis that Officers did not consider that the originally submitted proposal provided enough parking for staff and customers.

Officers determined that there could be a staff parking requirement varying between 8-25 bays based on the breakdown of age groups of the various children and the range of educator/children ratios between those groups.

However, the Shire's parking calculation does not reflect the proposed operations for the subject site. As such, we do not agree that there will be a parking shortfall, and provide the following comments in support of the proposed amended plans.

**BURGESS** | DESIGN  
GROUP  
TOWN PLANNING + URBAN DESIGN

The original submitted plans proposed the provision of 20 parking bays that complied wholly with the Shire of Serpentine Jarrahdale Town Planning Scheme No.2 (TPS2) requirements. Nonetheless, the Site Plan has been amended to include an additional two car bays in response to the Shire's comments.

KCTT believe that the proposed number of parking bays is not likely to cause any negative impact on the surrounding road network. The proposed capacity of the child minding centre is 100 children, however, it is highly unlikely that the child minding centre will operate at the maximum capacity at all times.

As stated in the Development Application report KCTT has worked with various franchised childcare centre providers to determine actual average maximum operating capacity. It was found that the actual average maximum operating capacity is at approximately 85% of legal capacity and rarely ever reaching 90%. This is primarily due to the following reasons (amongst others):

- Children attending childcare part time (certain days of the week);
- Children being absent from childcare due to illness (particularly in winter and autumn); and,
- Children being absent from childcare due to other family commitments (given that attendance of childcare is not mandatory, parents elect to use this flexibility in organising family commitments in such way that siblings attending school aren't affected).

It is important to note that even though a particular enrolled child did not attend the centre on a particular day, the enrolments in relation to capacity prevent the operator from accommodating another child.

It is expected that a total of 17 staff members will be employed at the child minding centre. This is based on the expected age-breakdown of the children and the relevant educator to children ratios. However, it must be noted that it is rare that the total number of staff are ever on-site all at the same time. General practice is that basic staff member numbers are available from the commencement of drop-off time and they incrementally increase up until mid-day. Similarly, shifts finish incrementally towards the afternoon/evening pick-up time. This results in a lower number of car bays being used by staff at the peak drop-off and pick up times.

It has also been the findings of KCTT that it is highly unlikely that every staff member arrives at the centre using their own vehicle. Typically, an operator will employ several junior staff. These placements are likely to be high school leavers at Year 10 and/or Year 12. These staff are often below driving age, therefore they cannot drive and park a vehicle at the child minding centre. It is assumed that they will either be dropped off or arrive via public transport, on bicycle or on foot. Furthermore, there is a great likelihood that not all other staff will arrive in personal vehicles and require a parking spot, they may arrive as a passenger (being dropped off), or they may use public transport.

As already mentioned in the Transport Impact Statement dated 5 May 2020, the proposed development is expected to generate 430 vehicular trips per day, 80 vehicle trips in the AM peak and 70 vehicular trips in the PM peak. According to WAPC this is considered as medium traffic impact. Having in mind the surrounding road network and proposed upgrades it is expected that the impact of the proposed development would be low. As such, these volumes are not considered to be high and it is unlikely that congestion will occur in the area surrounding the site even with the nearby proximity of the school.

The peak time for child care centre drop-off and pick-ups is typically spread across 2 x 2-hour periods. The average length of stay during those drop-offs and pick-ups, as stated in NSW RTA - Guide to Traffic Generating Developments, is 6.8 minutes. Assuming a conservative 10 minutes average length of stay, the actual arrivals/departure rate of parents with vehicles tends to be spread throughout the 2-hour peak times. If 10 minutes is taken as an average, one parking bay can accommodate on average 6 vehicles (drop-offs/pick-ups) per hour. It is therefore assumed a minimum of 13 bays ( $80 \text{ AM VPH} / 6 = 13.3$ ) are required for drop-off and pick-up activities, with a total of 9 bays available for staff parking (inclusive of the proposed two additional car bays). Given that not all staff will arrive in a personal vehicle as a driver, the proposed car park is considered to be adequate. It is also noted that not every child will arrive by car and that multiple children can also arrive/depart in a single car.

The Shire's officer recommendation included a full movement car park area. We disagree that this is required given that a reversing area provides sufficient space to turn around at the end of the parking area and drive out forwards for the 'blind aisle'. As such, KCTT consider that the proposed car parking area has a safe flow through design and will not impact the important flow of traffic safely in and out at peak times.

Furthermore, the car park is not capable of accommodating two separate access points due to the proximity to the nearest intersection.

## Conclusion

In conclusion, the proposed development (child minding centre, with capacity for 100 children and 17 educators, providing 22 on-site car parking bays) will not adversely impact the surrounding road network for following reasons:

- As demonstrated above the proposed parking area has capacity to deal with the peak drop-off/pick-up periods;
- Not all staff will arrive in personal vehicles and require a parking spot; and,
- It is noted that many childcare centres fill their staff requirements with at least (2) two traineeships for school leavers either at Year 10 or Year 12 levels. These persons are usually below driving age and as such do not impact on the vehicle parking demand.

Should you require any additional information or wish to discuss this matter further, please do not hesitate to contact the undersigned on 9328 6411.

Yours faithfully

**BURGESS DESIGN GROUP**



**MARK SZABO**  
**ASSOCIATE DIRECTOR**

Enc

- Amended Site Plan (Ref: BLO BYF 6-05a-01)
- KCTT review of Shire of Serpentine-Jarrahdale DA conditions letter dated 9 December 2020

CC

- State Administrative Tribunal

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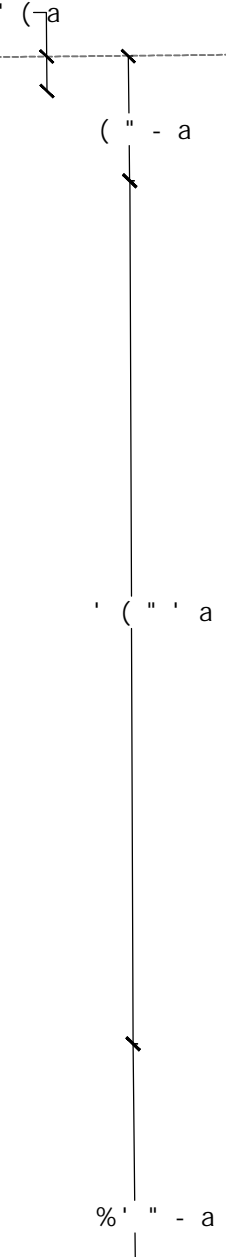
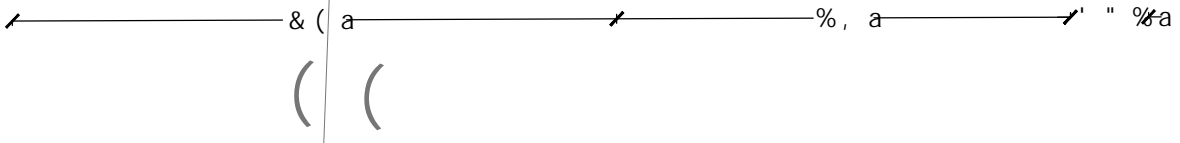
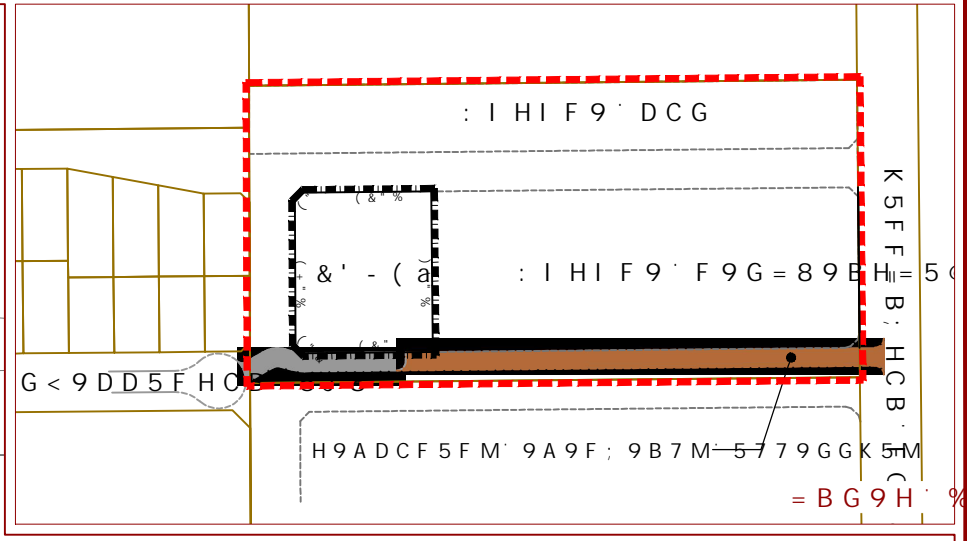
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**Traffic Engineering Letter**  
KC01153.000 116 Warrington Road, Byford

09-12-2020

Blokk Properties  
PO BOX 137 Mount Lawley  
WA 6929

**Attn:** Darren Blowes

**Re: Review of Shire of Serpentine-Jarrahdale DA Conditions**

Darren,

This letter has been prepared in order to examine development approval conditions for the proposed childcare centre at 116 Warrington Road, Byford.

In summary, given the nature of the proposed land use and site context, KCTT believe that there is no need for one-way traffic flow and additional parking bays provision. The proposed development parking provision is expected to successfully cater for the estimated parking demand.

On subsequent pages are details of our findings. If you have any queries, please don't hesitate to contact us.

Regards,

**Marina Kleyweg**  
Director | Principal of Traffic and Transport

**Ana Marijanovic**  
Traffic Engineer



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## 1. Traffic Engineering Letter

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### 1.1 Location

Lot Number	51
Street Number	116
Road Name	Warrington Road
Suburb	Byford
Description of Site	The subject site is part of a larger lot which is to be subdivided to a number of smaller lots - future residential dwellings and the proposed childcare centre.
Local Government Authority	Shire of Serpentine-Jarrahdale
Type of Development	Childcare

### 1.2 Land Uses

Are there any existing Land Uses	NO
<b>Proposed Land Uses</b>	
How many types of land uses are proposed?	One
Nominate land use type and yield	Childcare Centre – 100 children (assumed 15 staff)
Are the proposed land uses complimentary with the surrounding land-uses?	YES

### 1.3 Development Approval Conditions Review

#### Shire of Serpentine-Jarrahdale Conditions Condition 3. (iii)

“ In terms of the site plan and layout, the customer drop off and pick up car parking area being modified to provide a one way traffic flow, and a separate staff car parking area comprising 15 bays, as depicted generally in red as follows:



#### KCTT comment

Shire of Serpentine-Jarrahdale Town Planning Scheme No 2 states that parking requirements for the proposed land uses are:

“ Child Minding Centre - 1 space per 5 children accommodated”

The proposed Childcare Centre will operate with a maximum of 100 children warranting 20 parking bays as per TPS No 2. It is unclear on which document is the Shire of Serpentine Jarrahdale’s proposal based on. The proposed amendment to the plans shows vast surplus of parking when assessed against the nominal requirement stipulated in TPS No 2.

The plans for the development show 22 parking bays (inclusive of 6 staff bays) providing safe movement as demonstrated in Appendix 3 - Vehicle Turning Circle Plans of the Transport Impact Statement from KCTT dated May 2020.

Given the nature of the proposed land use and site context, the following points inform KCTT’s opinion that the proposed parking can meet the development requirements:

- The proposed development is a childcare centre, therefore there is no need for a one-way drop off facilities. Having in mind the age of the children attending the centre, parents will have to park their vehicle and accompany children inside.
- The peak time for childcare centres is typically a 2-hour period. The average length of stay as stated in NSW RTA - Guide to Traffic Generating Developments, is 6.8 minutes. Even assuming conservative 10 minutes average length of stay, the actual arrivals/departure rate of parents with vehicles is likely to be spread throughout the 2-hour peak time. This equates to a capacity of 6 vehicles per parking bay within one hour.

There are 6 parking bays reserved for staff, leaving 16 parking bays for visitors. With the average length of stay of 10 minutes the parking area can accommodate 96 visitors’ vehicles per hour i.e., 192 visitors’ vehicles for the 2-hour peak period of the proposed development.

This is considered more than sufficient parking capacity to meet the parking demand of the childcare centre.

- It should be noted that it is highly unlikely that the childcare centre would operate at maximum capacity at all times. This can be considered a theoretical maximum number of children, under assumption that all children are driven to the centre and there are no siblings attending.

Parents who live in vicinity of the proposed development could drop-off their children on-foot.

Additional parking reciprocity can be considered having in mind the proximity of the recently founded Beenyup Primary School on account of parents with children attending both primary school and childcare centre. Beenyup Primary School is located on a lot diagonally from the subject site with less than 100m walking distance.

- Bicycle parking facilities are intended to be provided for families and staff that wish to cycle to the centre.



### **Shire of Serpentine-Jarrahdale Condition 7.**

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*“A minimum of one (1) car parking bay is to be provided and marked for the exclusive use of vehicles displaying government issued disabled parking permits. Such bays shall be located conveniently to the principal building entrance and designed in accordance with the relevant Australian Standard.”*

#### **KCTT comment**

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AS2890.6 Part 6: Off-street parking for people with disabilities outlines the minimum required dimensions of an accessible bay are as follows:

- 2.4m parking space width
- 2.4m shared space width
- 5.4m space length

The plans for the proposed development show one accessible bay as required of the following dimensions:

- 2.6m parking space width
- 2.6m shared space width
- 5.4m space length

Therefore, the proposed accessible bay conforms to relevant standard.

Additionally, it is located near the building entrance with paved area for convenient access.