

<b>Technical Report</b>			
<b>Application No:</b>	PA20/38		
<b>Lodgement Date:</b>	17 January 2020	<b>DAU Date:</b>	
<b>Address:</b>	Lot 2, 13 Walters Road, Byford		
<b>Proposal:</b>	Child Minding Centre		
<b>Land Use:</b>	Child Minding Centre	<b>Permissibility:</b>	AA
<b>Owner:</b>	Wayne Albert & Elizabeth Ann Gorton		
<b>Applicant:</b>	IQ Construction		
<b>Zoning:</b>	Urban development	<b>Density Code:</b>	
<b>Delegation Type:</b>	12.1.1	<b>Officer:</b>	Helen Maruta
<b>Site Inspection:</b>	Yes		
<b>Advertising:</b>	Yes		
<b>Outstanding Internal Referrals:</b>	No		
<b>External Referrals:</b>	Yes		
<b>Within a Bushfire Prone Area:</b>	No		

### **Introduction:**

A development planning was lodged on 17 January 2020 for construction of a single storey building for use as a 'Child Minding Centre' at Lot 13, 2 Walters Road, Byford. The subject property contains an existing dwelling and a swimming pool. The proposal involves demolition of the dwelling and construction of a new 'Child Minding Centre' building in the same location.

The subject lot is zoned "Urban Development in accordance with the Shire's Town Planning Scheme No. 2 (TPS 2). The subject site lies within the Byford District Structure Plan (BDSP) and the Byford Stanley Road Local Structure Plan (LSP), which provide the relevant land use permissibility and indicative zoning applicable to the site. Pursuant to the BDSP and the LSP, the subject site is identified as 'Residential' (R40), and Public Open Space

A 'Child Minding Centre' is an 'SA' use in the 'Residential' zone, as designated under the Structure Plan, meaning if the designation were a zone under TPS2, the use is not permitted unless Council has exercised its discretion to permit the use following advertising.

A discretionary use should only be granted approval if Council is satisfied that the proposed development would be consistent with orderly and proper planning and the preservation of the amenity of the locality, which is discussed later in the report

### **Background:**

#### Existing Development:

The subject site is 3608m<sup>2</sup> in area and is bound by South Western Highway to the west and Walters Road to the south. The site is developed with a residential single dwelling and a swimming pool, located to the eastern portion of the property as

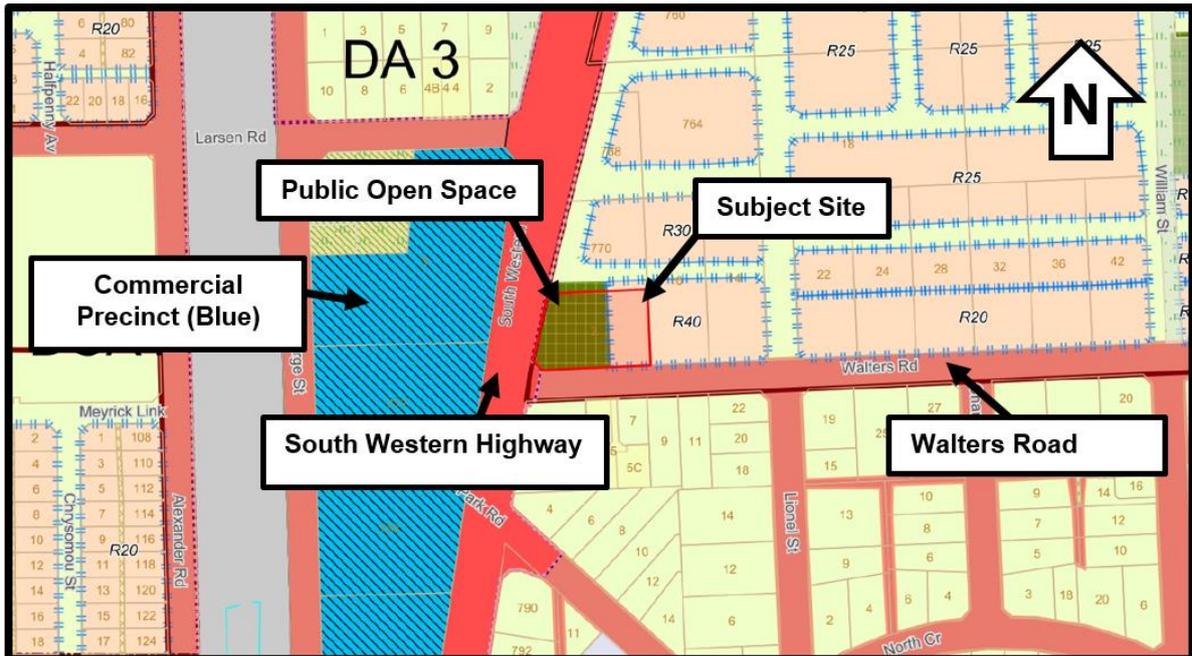
shown on Figure 1 below. The western portion of the site is designated for future 'Public Open Space' (POS) under the Stanley Road Local Structure Plan (LSP) as shown on Figure 2 below.

The structure plan provides, on behalf of landowners in the Stanley Road precinct, a structural layout to how subdivision and development may occur to create a residential outcome across the precinct. It enables landowners to work sequentially and collaboratively, to ensure a fair and equitable approach to the provision of key infrastructure requirements like roads, open space and drainage, to deliver residential development over time.



**Figure 1 Aerial Photograph**

The general locality comprises of residential dwellings to the north and south of Walters Road and commercial buildings to the west of Walters Road as shown on Figure 2 below. Vehicle access to and from the site is proposed via a new crossover from Walters Road. The site is generally cleared, with a couple of verge trees along Walters Road.



**Figure 2 Location Map**

Proposed Development:

The development application seeks approval to demolish an existing dwelling and construct a 'Child Minding Centre' in the same location. The applicant provided information that the centre will accommodate up to 75 children from 6 months old. The proposal comprises of the following:

- Demolition of the existing single dwelling and all structures;
- Construction of a 'Child Minding Centre' building with a floor area of 534.5m<sup>2</sup> in the same location. Figure 7;
- Building comprising of a staff room, kitchen, reception foyer, prep room, three activity/play rooms and ablution facilities including a laundry and a bathroom;
- Construction of a car park with 16 car parking bays including one universal access bay;
- Construction of a new crossover from Walters Road adjacent to the eastern property boundary;
- Construction of a 2.1m noise barrier along the northern and eastern boundaries;
- Operation hours of the centre are proposed from 6:30am to 6:30pm, Monday to Saturday; and
- Employment of up to 10 full-time staff members.

**Community / Stakeholder Consultation:**

The application was advertised to adjoining landowners for a period of 21 days, from 20 March 2020 - 10 April 2020 within a radius of 1000m, in accordance with the Shire's Local Planning Policy 1.4 - Public Consultation for Planning Matters. The application was also advertised on the Shire's website for the same period.

At the conclusion of the consultation, 10 submissions consisting of seven objections and three letters of support were received. The objections relate to the following issues, which are discussed in the relevant headings of the report and form part of the Officer assessment:

- Potential noise from the 'Child Minding Centre' impacting on shift workers;
- Potential noise impacts due to increased traffic movements on Walters Road;
- Corner location potentially unsafe due to its proximity to South Western Highway;
- Compatibility of the land use in a residential area;
- Suitability of the size of the block to accommodate up to 75 children;
- Sufficient Child Minding Centres in the locality to cater the need; and
- Insufficient parking.

### **Consultation with other Agencies or Consultants**

#### Main Roads Western Australia (MRWA)

The application was referred to MRWA as the site abuts Southern Western Highway, which is a Primary Regional Road under the Metropolitan Region Scheme (MRS). MRWA raised no objections to the proposal and recommended conditions and advice notes relating to noise to ensure that the proposal was compliant with State Planning Policy SPP 5.4 outdoor noise targets. The conditions proposed by Main Roads have been included in the recommendation.

#### Department of Education (DoE)

The application was referred to the Department of Education and no objections to the proposal were raised.

#### Water Corporation

The application was referred to the Water Corporation and no objections to the proposal were raised. The Water Corporation however, recommended standard conditions should the application be approved.

### **Statutory Environment**

#### Legislation

- *Planning and Development (Local Planning Schemes) Regulations 2015;*
- *Metropolitan Region Scheme*
- Shire of Serpentine Jarrahdale Town Planning Scheme No. 2;
- Draft Shire of Serpentine Jarrahdale Local Planning Scheme No.3;
- Draft Local Planning Strategy;
- Byford Townsite Detailed Area Plan;
- Byford Stanley Road Local Structure Plan;

#### State Government Policies

- South Metropolitan Peel Sub-Regional Framework Towards Perth and Peel 3.5 Million;

- Planning Bulletin 72/2009 – Child Care Centres;
- State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP 5.4),

#### Local Policies

- Local Planning Policy 1.4 - Public Consultation for Planning Matters (LPP1.4);
- Local Planning Policy 4.16 - Landscape and Vegetation Policy (LPP4.16);
- Local Planning Policy 2.4 - Water Sensitive Design (LPP2.4);

#### **Planning Assessment:**

A comprehensive assessment has been undertaken in accordance with section 67 of the Planning and Development Regulations 2015, the assessment can be viewed as part of the attachment.

#### Land Use:

The proposal falls within the TPS2 definition of 'Child Minding Centre', which is defined as follows:

*“Child Care Centre – means land and buildings used for the daily or occasional care of children in accordance with the Child Welfare (Care Centres) Regulations, 1968 (as amended) but does not include a family care centre as defined by those regulations, or an institutional home”.*

Officers are satisfied that the proposal falls within the definition of a 'Child Minding Centre', as defined. The subject site is zoned 'Urban Development' under the Shire's TPS2. CI 5.18 of TPS2 sets out the objectives of the 'Urban Development' zone, as *“to provide for the orderly planning of large areas of land in a locally integrated manner and within a regional context, whilst retaining flexibility to review planning with changing circumstances”.* This objective is facilitated through the preparation of Structure Plans which guide land use permissibility and development.

The subject site lies within the Byford District Structure Plan (BDSP) and the Byford Stanley Road Local Structure Plan (LSP), which provide the relevant land use permissibility and indicative zoning applicable to the site. Pursuant to the BDSP and the LSP, the subject site is identified as 'Residential' (R40), and Public Open Space (POS) respectively. Refer to Figures 3 and 4 below. In respect of Figure 4, it should be noted that the proposed development is located outside of the area designated for public open space.

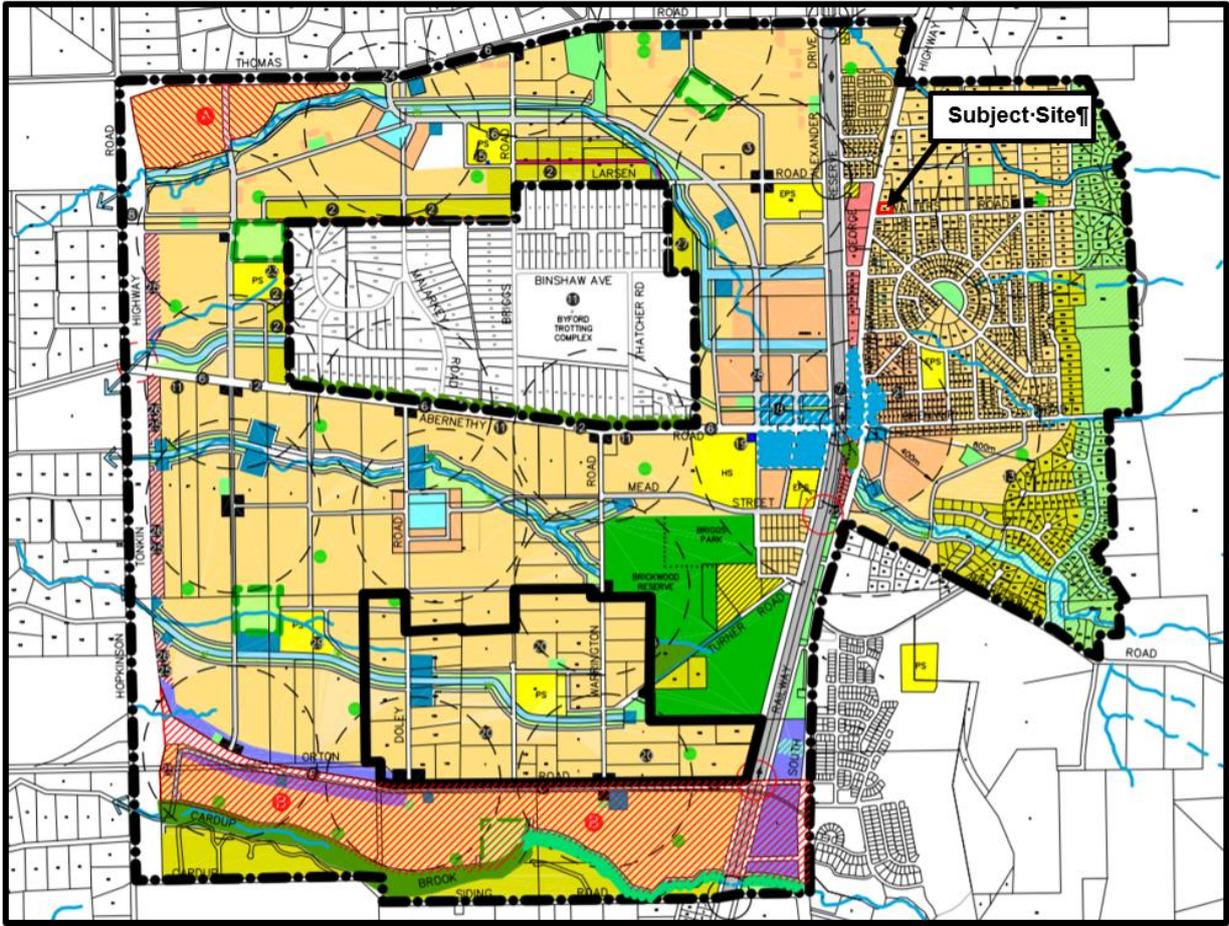


Figure 3 - Byford District Structure Plan

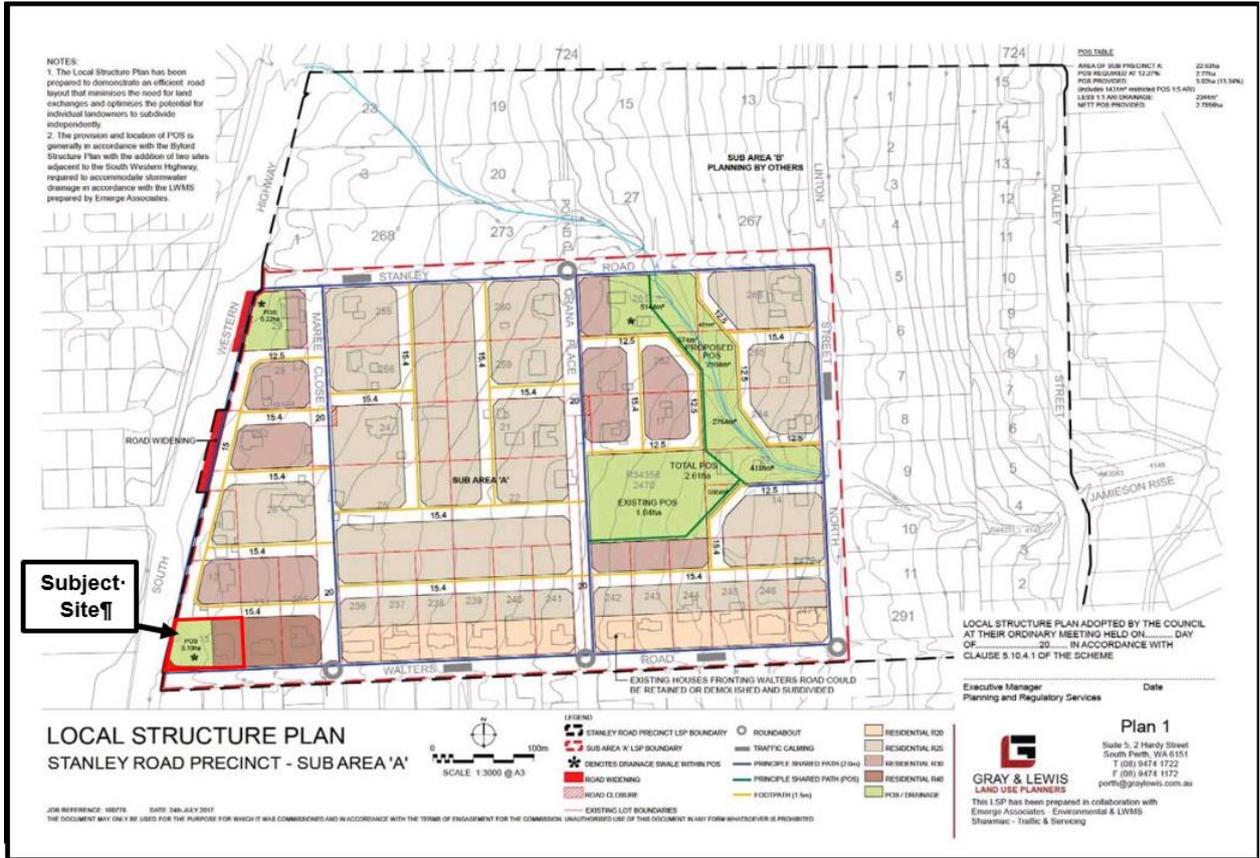


Figure 4 – Byford Stanley Road LSP

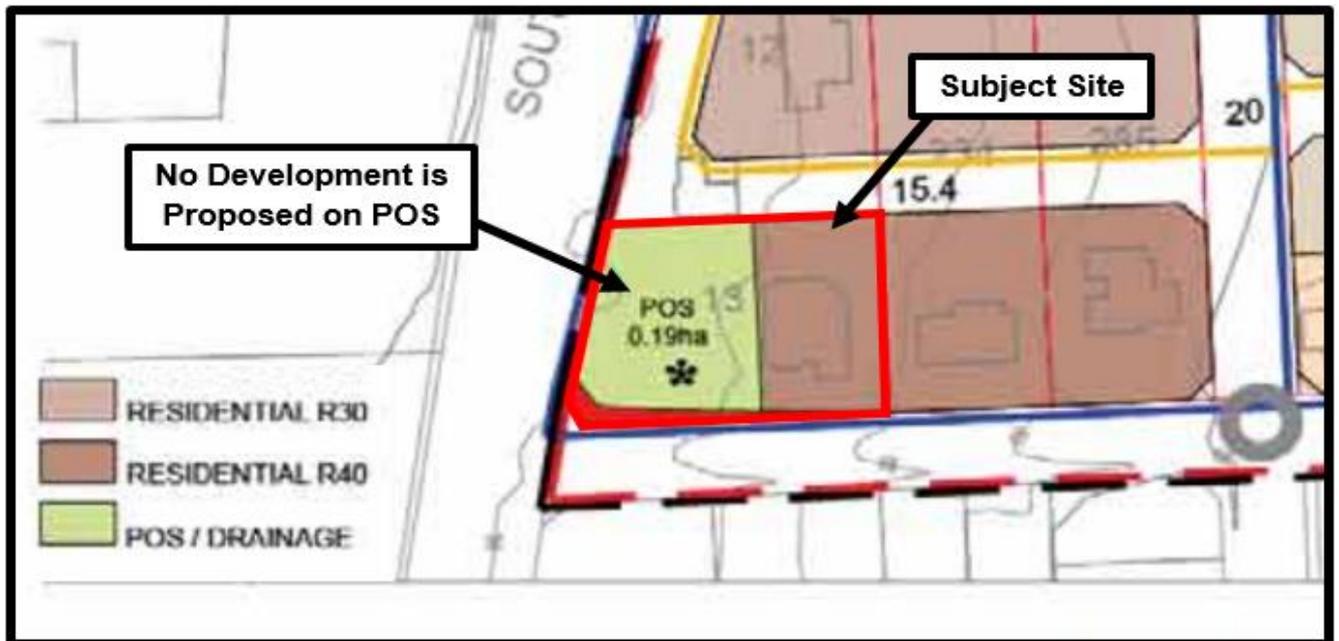


Figure 4a Public Open Space

A 'Child Minding Centre' is an 'SA' use in the 'Residential' zone, as designated under the Structure Plan, meaning if the designation were a zone under TPS2, the use is not permitted unless Council has exercised its discretion to permit the use following advertising. A discretionary use should only be granted approval if Council is satisfied that the proposed development would be consistent with orderly and proper planning and the preservation of the amenity of the locality, which is discussed later in the report.

The Proposed New Byford District Structure Plan is currently undergoing public advertising. This similarly depicts the land in a suburban residential density outcome.

In that regard, Officers consider that the proposed land use is consistent with the stated purpose and intent of the 'Urban Development' zone, as guided by the relevant Structure Plans.

### TPS2

As previously stated the objectives of the 'Urban Development' zone, as "*to provide for the orderly planning of large areas of land in a locally integrated manner and within a regional context, whilst retaining flexibility to review planning with changing circumstances*". The zone objectives allow for a mixed range of land uses. The objectives of the zone are facilitated through Structure Plans. As previously stated, the development is considered consistent with the Structure Plans.

#### *Car Parking:*

Table V of TPS2 sets out the parking requirements for different land uses. The minimum number of car parking bays for a 'Child Minding Centre' is one space per five children accommodated. Accordingly, as the proposal seeks to accommodate up to 75 children, a minimum of 15 parking bays would need to be provided. The plans provided indicate that the proposal is compliant with the TPS2 parking requirements, as it incorporates a total of 16 bays including and 1 universal bay.

During the consultation period, concerns were raised regarding potential insufficient parking at the centre, noting that there would be 10 full time staff as well as 75 children. Notwithstanding that, the proposal is compliant with TPS2 which does not require additional parking bays for staff members. Generally, parents drop off/pick up children at different times of the day. Furthermore, the applicant contends that upon reviewing the operation of other 'Child Minding Centres', pick-up/drop-offs are relatively spread out over a peak period of several hours rather than concentrated to a single time, especially reflective of staggered work and school times.. Officers are therefore satisfied that there is sufficient parking for the proposal.

#### *Built Form:*

TPS2 does not specifically set out development standard for development in the 'Urban Development' zone. Part VII of TPS2 does however provide general development standards.

The objective of provision 7.1 – General Appearance of Buildings and Preservation of Amenity seeks to ensure architectural style, colour, use of materials and the

general appearance of buildings are harmonious with existing buildings and the amenity of the locality.

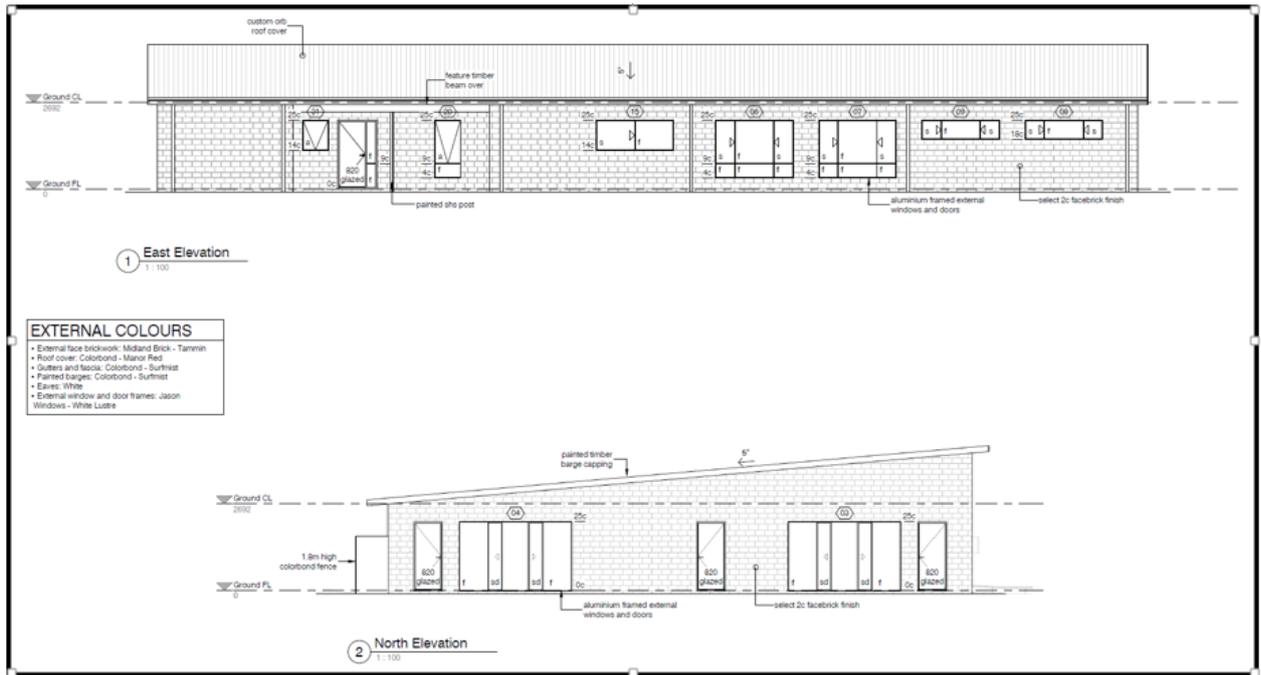


Figure 5 - East Elevation

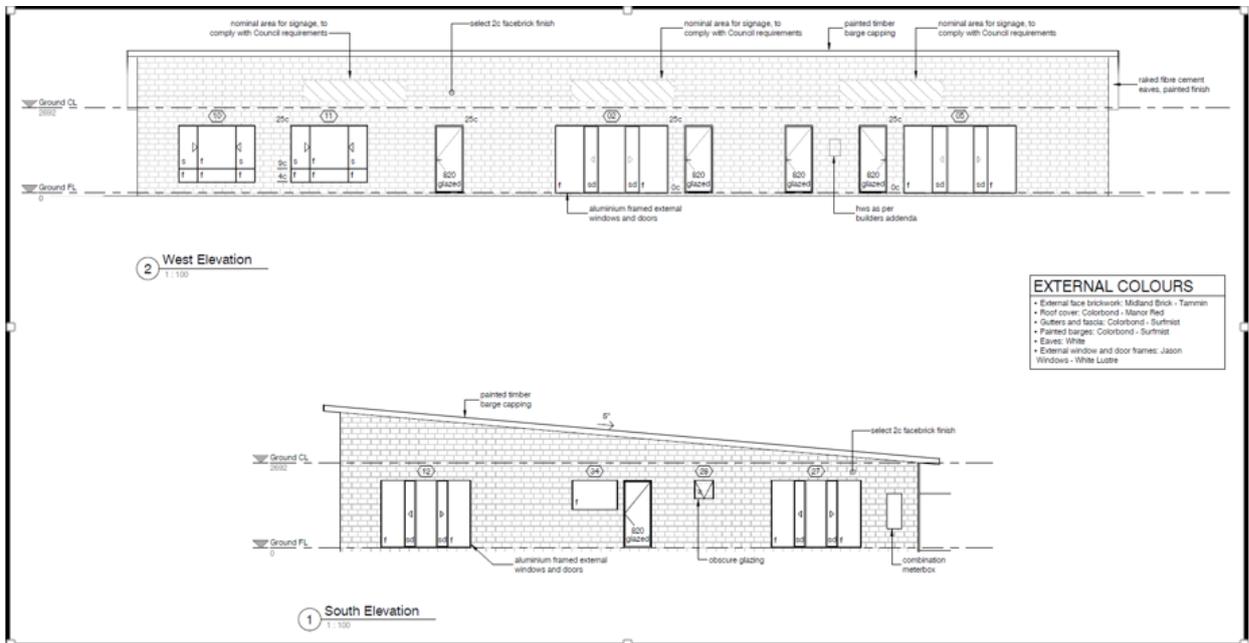
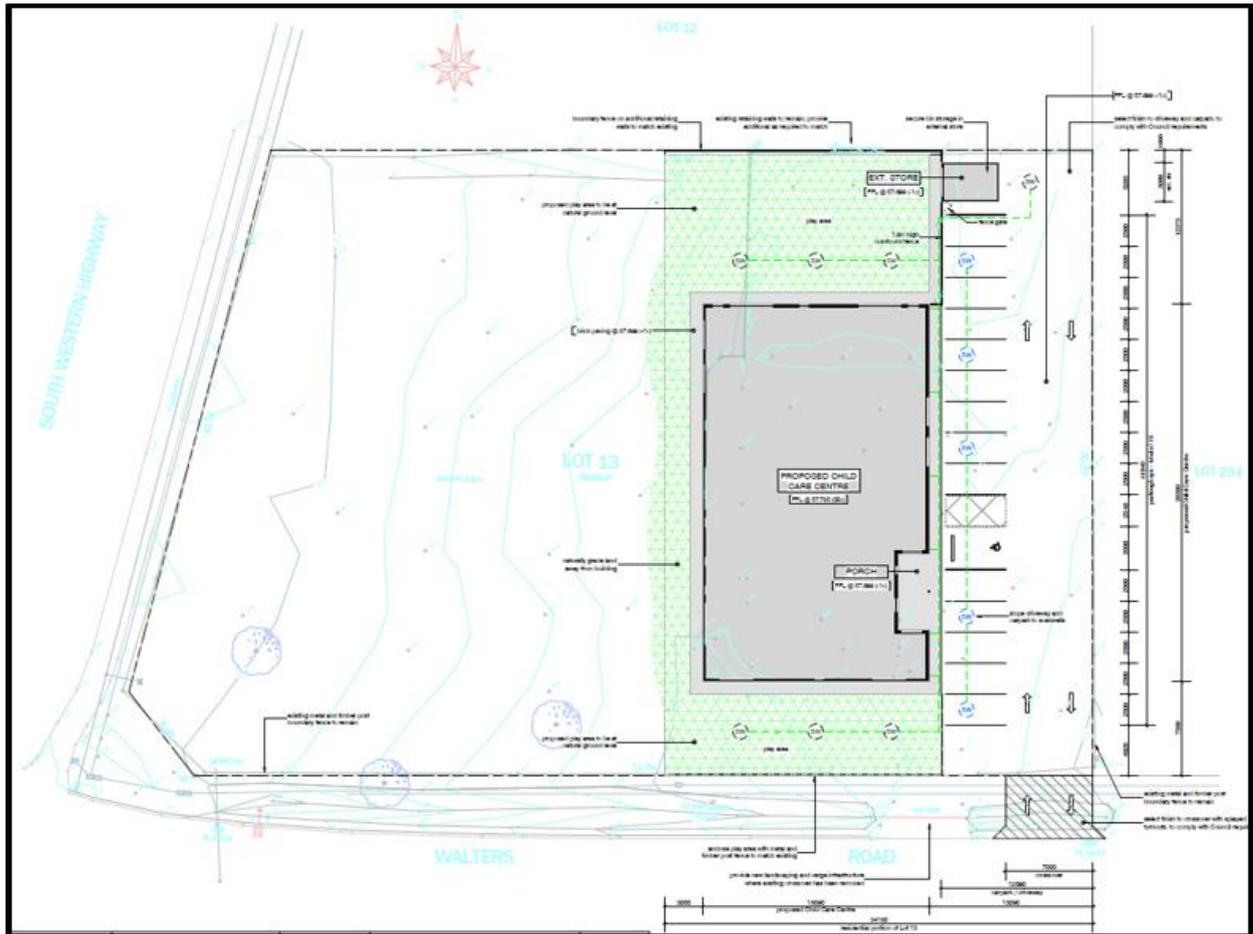


Figure 6 West Elevation



**Figure 7 Site Plan**

The proposed 'Child Minding Centre', as shown in figure 5 and 6 above, is to be of brick construction with a timber framed roof structure, covered with custom orb metal sheeting. Whilst the proposal is a commercial use; the overall design is aimed so the building sits sympathetically within its residential context. The materials and colour finishes are proposed to replicate that of a residential dwelling, in order to not impose on the current streetscape. There is also an attempt to interpret elements of natural character, through the use of a Tammin facebrick which comprises a gravelly colour.

Officers however are concerned that the attempted design to mimic a residential dwelling will result in an overly plain building, especially given the exclusive use of facebrick. This concern is also based upon the size of the building (534.5m<sup>2</sup>) being far larger than that of a single dwelling.

In order to address the concerns of achieving a more visually interesting edge to the building, especially from the southern and western perspectives, officers recommend the following additional condition:

*"Plans submitted for a building permit are to demonstrate the elevations of the building being modified, to the satisfaction of the Shire of Serpentine Jarrahdale, to reflect the following changes:*

- *the external colour and material scheme being modified to reduce the reliance on Tammin facebrick through the addition of new stone and timber materials that help ground the development through mimicking the natural tones and subtleties of the surrounding landscape;*

- *The specific addition of vertical articulation treatments on the southern and western building faces which utilise natural timbers and stone work to blend with the character of the rural landscape and contrast again the Tammin facebrick.*

*Revised plans being submitted to and approved by the Shire of Serpentine Jarrahdale prior to the submission of a Building Permit application.”*

Apart from the external edges of the building recommended to be modified by the above condition, the scale and setbacks of the building are otherwise consistent with the surrounding residential lots and Table ii - Site Requirements of TPS2, which requires a minimum front and rear setback of 7.5m and a 3m side setback as shown in figure 7.

#### Planning Bulletin 72/2009 – Child Care Centres

##### *Location:*

During the consultation process, concerns were raised in relation to the compatibility of the land use in this locality. One of the objectives of Planning Bulletin 72/2009 – Child Care Centres is to *“locate child care centres appropriately in relation to their surrounding service area”*. The bulletin includes requirements that child care centres should be located to provide:-

- *the maximum benefit to the community;*
- *within easy walking distance and serviced by public transport;*
- *in areas where surrounding uses are compatible;*
- *suitable in terms of traffic safety and engineering; and*
- *not adversely impacting on the amenity of the area.*

The proposal is located within a predominately residential area within easy walking distance for local residents. The applicant provided information that there is an existing bus service within reasonable walking distance from the site, which operates along South Western Highway, and there are bus stops within a 300m distance of the subject site. There is an existing path along the south side of Walters Road, which connects to the path on the western side of South Western Highway.

Location wise, being the first property on the corner of Walters Road and South Western Highway, means traffic associated with the development will be limited to that corner, and not otherwise drawn further through the residential precinct to the east along Walters Road.

As part of the development application, offsite impacts have been considered as part of the assessment. Officers were satisfied that upon review of the acoustic assessments, and giving due regard to the measures proposed for dealing with noise and traffic, that the proposal would not adversely impact on nearby residents.

For this reason officers are satisfied that the impacts from the proposal have been satisfactorily addressed.

During the consultation period, concerns were raised regarding the increasing number of Child Minding Centres in the locality. The planning framework does not specifically limit the number of business types to an area, recognising competitive neutrality as an important component of a market led economy. While there are some narrow circumstances in which competition may be considered a relevant planning consideration, such circumstances are not considered to relate to this particular proposal. What is a relevant planning consideration is protecting amenity, both current and intended future amenities. In this regard, the assessment is considered to result in the proposal being considered consistent with the preservation of amenities.

Overall, the proposal is considered consistent with Planning Bulletin 72/2009.

#### Developer Contribution Plan

The western portion of the lot is designated for POS/drainage under the Stanley Road LSP as shown in Figure 2 above. The development is proposed to occupy the eastern portion of the lot only. No development has been proposed on the POS as part of this development proposal. This property is subject to the Byford Traditional Developer Contribution Plan (DCP). The contribution is based on the average lot yield of the un-subdivided lot less the undevelopable POS identified in the LSP. Credits from any future subdivision (to cede the POS) cannot be issued until the land is subdivided and the land ceded. Any future use and works within the POS would need to be assessed under TPS2 and have due regard for the Structure Plan. Officers recommend a condition of approval to ensure the DCP contribution is provided.

In terms of the planning framework, there is essentially a structure plan, development contribution area and associated development contribution plan which covers, among other things, land required for POS and drainage. The structure plan was prepared with engagement from the community and landowners, and has resulted in a portion of the land the subject of this application for future POS.

The role of the structure plan is to attempt to coordinate landowners in subdividing their land, such that land parcels may be subdivided jointly in a coordinated process to layout in a logical manner where roads, POS and development will occur. It is expected and required that POS is secured through the process of subdivision, as it is the process of subdivision that is creating the new residential lots that would require local POS. If the precinct was never subdivided, then future POS, roads and the like would not be required as they are only required if and when subdivision occurs. This means that land designated for things like future POS, roads etc can continue to be used in the interim. Such use, or development, however needs to be assessed under the Scheme and have due regard for the structure plan. This has occurred as part of the assessment, and it is noted that the development is located outside the POS.

It should be noted that Amendment 208 is currently undertaking public advertising, and this will update the current Development Contribution Plan for Byford Traditional Infrastructure Development Contribution Area No. 1. This will require a condition to pay the current cost contribution of the current DCP, and a condition to enter in to a legal agreement to pay any higher cost contribution arising from Amendment 208 becoming law under the Scheme.

### Traffic

The category of the vehicles associated with the proposed development will predominantly comprise of small passenger vehicles dropping off and picking up children, as well as staff vehicles.

As shown in Figures 1 and 2 above, the subject site is located at the intersection of Walters Road and South Western Highway. Walters road is a single carriageway categorised as a Local Distributor Road under Main Roads Western Australia's (MRWA's) Functional Road Hierarchy, with a speed limit of 50km/hr. South Western Highway is a Regional Primary Distributor (single carriage in this section) with a speed limit of 60km/hr in this locality.

During the consultation period, concerns were raised regarding the increase of traffic on Walters Road, and its capability to accommodate these traffic volumes. Concerns were raised regarding the impact of the increased traffic on the safety on the South Western Highway/Walters Road intersection.

In order to address traffic issues, the applicant provided a Traffic Impact Statement (TIS), prepared by Shawmac consultants. The TIS assessed the existing traffic volumes for morning and afternoon peaks in a 24 hour period. The volume of traffic generated by the proposal was estimated using trip generation rates from the sector *Guide to Traffic Generating Developments*. The TIS provided that, based on the 75 child capacity, the development is estimated to generate approximately 60 vehicle trips during the morning peak period and 53 vehicle trips during the afternoon peak period.

The TIS states that traffic flow on Walters Road could increase by up to 180 vehicles per day (vpd) bringing the total daily flow from 1,330 vpd to 1,510 vpd. This is well within the capacity of a Local Distributor Road (up to 3000 vehicles per day) and there would be no adverse traffic impact.

The TIS also assessed traffic generated by the proposed development and its potential impact on the intersection of South Western Highway and Walters Road. To assess the likely effects; the intersection was modelled for both the morning and afternoon peaks. The modelling predicted that the intersection would operate at a satisfactory level during both peak periods with relatively minor increases in delay and queueing compared to the existing operation. The applicant provided information that the future extension of Tonkin Highway would eventually result in some of the existing traffic along South Western Highway transferring to Tonkin Highway thereby increasing the capacity need of South Western Highway.

Officers consider that the future upgrade of the intersection as set out in the Stanley Road Precinct LSP will go further to address traffic issues raised in the submission.

Notwithstanding the future upgrades which would involve widening of the intersection, Officers are satisfied that the forecasted traffic generated by the proposed development would be managed appropriately and not detrimentally affect the overall performance of the surrounding road network, or the intersection itself.

With regard to the safety concerns at the intersection that were raised during the consultation process, the TIS states that a total of 6 crashes were reported within the five-year period ending December 2018 based on the data sourced from the MRWA Reporting Centre. The number of recorded crashes is considered to be relatively low for the volume of traffic on the adjacent roads and does not suggest any particular safety issue with the existing road layout. The volume of traffic expected to be generated by the development is low and not considered to increase the risk of crashes.

### Amenity

During the consultation period neighbouring residents raised concerns in relation to noise impacts of the proposal on the residential amenity of the area. Specific concerns relate to the level of noise that would result from the 'Child Minding Centre'. One of the objectives of Planning Bulletin 72/2009 is to "*minimise the impact a child care centre has on its surrounds, in particular on the amenity of existing residential areas.*"

In that regard, an Environmental & Noise Transportation Noise assessment has been submitted as part of the development application taking into consideration both the *Environmental Protection (Noise) Regulations 1997* and State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning.

This report assessed noise emissions from child play, mechanical plant (air conditioning units, plant and extraction fans) and car doors closing at the proposed site, against the *Environmental Protection (Noise) Regulations 1997*. As the proposed childcare development is located within 63m of the edge of South Western Highway a transportation noise assessment was also carried out in accordance with SSPP5.4 to quantify and control noise ingress into the property.

The modelling involved the use of noise contours to predict noise levels from the children's main outdoor area located on the northern side of the building. Given the proposed location of the play area, receivers most impacted by outdoor child play would be those located to the north and east of the site. In order to achieve an acceptable indoor noise level, the report recommended construction of the 2.1m high noise barrier wall along the north and eastern boundaries.

The assessment also made a number of recommendations relating to the building design of the childcare centre building. It is considered that these design aspects relating to the walls, roof ceiling, doors and windows will ensure that the building is designed in such a way to achieve acceptable indoor noise levels from transport noise from South Western Highway, and also contribute towards managing noise generated by the development itself. The report also recommends notification on the

lot title to advise prospective purchasers of the potential for noise impacts from major transport corridors.

It is acknowledged that the proposal may result in additional noise in the residential area by way of introducing this particular land use, however such level of noise is not considered to unreasonably detract from the amenity of the area. It is considered that this would not be so significant as to unduly impact the level of residential amenity currently afforded, or intended for the future, given the mitigation measures outlined in the noise assessment. A condition would be required also ensuring that the recommendations in the noise assessment are incorporated into the design of the development.

**Options and Implications:**

With regard to the determination of the application for planning approval under Town Planning Scheme No. 2, DAU has the following options:

Option 1: DAU may resolve to approve the application subject to conditions.

Option 2: DAU may resolve to approve the application unconditionally.

Option 3: DAU may resolve to refuse the application subject to reasons.

Option 1 is recommended.

**Conclusion:**

The proposal seeks to provide a 'Child Minding Centre' within Byford that would facilitate the growing population of the Shire. Officers are satisfied that the proposal, by virtue of its location and general design, will contribute positively to the character and amenity of the locality and would not adversely impact on the amenity of surrounding landowners. This however is subject to the inclusion of a design-based condition, to avoid an overly simplistic /plain looking building.

Notwithstanding the objections received, the proposal is considered to meet the objectives and intent of the 'Urban Development' zone and is therefore capable of approval.

**Deemed Provisions – Clause 67 Matters to be considered by local Government**

Land Use:

a) The aims and provisions of this Scheme and any other local planning scheme operating within the area	<b>YES</b> <input checked="" type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment: The proposed development is considered to be generally consistent with the aims and provisions of the Scheme.</b>			

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 <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> or any other proposed planning instrument that the local government is seriously considering adopting or approving	<b>YES</b> <input checked="" type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment: The proposed development is considered to be generally consistent with the Draft Local Planning Scheme No.3 and draft Local Planning Strategy.</b>			

c) any approved State planning policy	<b>YES</b> <input checked="" type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment:</b> <b>Planning Bulletin 72/2009 – Child Care Centres;</b> <b>State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP 5.4). The proposed development is considered to be consistent with the above listed State Planning Policies.</b>			

d) any environmental protection policy approved under the <i>Environmental Protection Act 1986</i> section 31(d) – <b>None</b> <b>Applicable to this area from what I can determine</b>	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input checked="" type="checkbox"/>
<b>Comment:</b>			

e) any policy of the Commission	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input checked="" type="checkbox"/>
<b>Comment:</b>			

f) any policy of the State	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input checked="" type="checkbox"/>
<b>Comment:</b>			

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g) any local planning policy for the Scheme area <b>Local Planning Policy 4.11 – Advertising Policy</b> <b>Local Planning Policy 4.16 - Landscape and Vegetation Policy (LPP4.16);</b> <b>Local Planning Policy 2.4 - Water Sensitive Design (LPP2.4);</b> <b>Policy 1.4 – Public Consultation on Planning Matters</b> The proposed development is considered to be generally consistent with the above listed Local Planning Policies.	<b>YES</b> <input checked="" type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>

h) any structure plan, activity centre plan or local development plan that relates to the development ( <b>include building envelope</b> )	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment:</b> <b>Stanley Road Local Structure Plan (LSP).</b>  <b>Draft Shire of Serpentine Jarrahdale Local Planning Scheme No.3;</b> <b>Draft Local Planning Strategy;</b> <b>Byford Townsite Detailed Area Plan;</b> <b>Byford Stanley Road Local Structure Plan;</b>  <b>The proposed development is considered to be generally consistent with the Local Structure Plan and local Development Plan. Areas of non-compliance have been addressed in the report.</b>			

i) any report of the review of the local planning scheme that has been published under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment:</b>			

j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment:</b>			

Development:

k) the built heritage conservation of any place that is of	<b>YES</b>	<b>NO</b>	<b>N/A</b>
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cultural significance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Comment:</b>			

l) the effect of the proposal on the cultural heritage significance of the area in which the development is located	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment:</b>			

m) the compatibility of the development with its setting including 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	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment: As discussed in the main report Officers are concerned that the proposed design is an overly plain building, especially given the exclusive use of facebrick. In order to address the concerns of achieving a more visually interesting edge to the building, especially from the southern and western perspectives, officers recommend conditions of approval to improve the design by</b> <ul style="list-style-type: none"> <li>• addition of vertical articulation treatments on the southern and western building faces</li> <li>• utilisation of natural timbers and stone work to blend with the character of the rural landscape and contrast again the Tammin facebrick.</li> </ul>			

n) the amenity of the locality including the following – I. Environmental impacts of the development II. The character of the locality III. Social impacts of the development	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment:</b> The proposed development is considered unlikely to result in any adverse amenity impacts, adverse impacts to the environment or character of the area, or any adverse social impacts. This has been discussed in the amenity section of the main report			

o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource	<b>YES</b> <input checked="" type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment:</b>			

p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment: The proposal includes areas of landscaping, which are generally considered to be adequate. A condition has been recommended to address the finer details of the landscaping at implementation stage.</b>			

q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment:</b>			

r) the suitability of the land for the development taking into account the possible risk to human health or safety	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment:</b>			

s) the adequacy of – I. The proposed means of access to and egress from the site; and II. Arrangements for the loading, unloading, manouvering and parking of vehicles	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment: The proposed access arrangements are generally in accordance with the approved planning framework.</b>			

t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity off the road system in the locality and the probable effect on traffic flow and safety	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment: A Traffic Impact Statement has been provided, which demonstrated traffic generation and predicted volumes can be adequately accommodated on the existing road network.</b>			

u) the availability and adequacy fir the development of the following – I. Public transport services II. Public utility services III. Storage, management and collection of waste IV. Access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities) V. Access by older people and people with disability	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment: The proposed development is considered to adequately account for the availability of public transport services.</b>			

v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment:</b>			

w) the history of the site where the development is to be located	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
<b>Comment: The history of the site has been detailed in the report.</b>			

x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals	<b>YES</b> <input type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
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**Comment: The proposed development is intended to provide for child minding centre needs of the direct community and is expected to have a positive impact on the community as a whole.**

y) any submissions received on the application	<b>YES</b> <input checked="" type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
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**Comment: Submissions received have been discussed within the report.**

Za) the comments or submissions received from any authority consulted under clause 66	<b>YES</b> <input checked="" type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
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**Comment:**

**Main Roads Western Australia (MRWA)**

The conditions proposed by Main Roads have been included in the recommendation.

Department of Education (DoE) have no objections to the proposal were raised.

The Water Corporation have recommended standard conditions should the application be approved.

Zb) any other planning consideration the local government considers appropriate	<b>YES</b> <input checked="" type="checkbox"/>	<b>NO</b> <input type="checkbox"/>	<b>N/A</b> <input type="checkbox"/>
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**Comment:**