

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
A403560	1	<p>Additional Comments:</p> <p>Below statement is misleading.- how can it be successfully integrated when it doesn't meet planning regulations relating to parking ratios.</p> <p>3.3 comment - The development successfully integrates with its setting, without providing any negative impacts (including traffic, parking, acoustic output, and overshadowing) on nearby residential properties.</p> <p>No available parking for 100 capacity of children 90% of parking taken by employees</p> <p>3.4 - Hours of Operation & Staffing. The child care premises will operate from 6.30am to 6.30pm on weekdays only (Monday to Friday). The facility has been designed to accommodate a maximum of 100 children at any one time, based on the spatial requirements outlined in the Child Care Services Act (2007). The Act also sets out the requirement for the number of staff required to manage a centre, based on the number of children (and age group demographic) accommodated. This centre will require a minimum of 18 staff members to manage the site at full capacity. This application proposes two additional staff members for Kitchen and Administration tasks meaning that the total staff number will be 20 - (This is an unproven statement. We have many child care centres in sensibly locations, one of the reasons we have just one east is that we have many others in all other directions in more appropriate locations that would not cause significant traffic issues for surrounding residents.</p>	<p>The proposed development complies with the current parking requirement under TPS 2. In addition, the proposed development is adequately setback from the lot boundaries, and compliance with the <i>Environmental Protection Noise Regulations 1997</i> is achieved.</p> <p>The RTA guide for long-day care trip estimates are based on two-hour peak periods and the average length of stay is approximately 6.8 minutes (ITE). Considering the average length of stay and estimated trip generation, it is anticipated that approximately 5 cars will be parked every 6.8 minutes, which leaves adequate parking bays for staff and visitors.</p> <p>Although the development is expected to accommodate a</p>	<p>Officers acknowledge the matters raised in objection to the proposal. These matters have been addressed in the body of the Council Report.</p>

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>The proposed child care premises is considered to be a much needed service in the local area consistent with the above provisions, given that there is only one other child care centre east of South Western Highway. TPS 2 states that the</p> <p>There is already evidence of road gridlock at peak times at both the Dundatha intersection and Beenyup Road and SW HWY without an additional 120 volume increase. In addition, the volume of traffic from the residential development of the brook at Byford is still incomplete so we will see additional volume of traffic to come from this. SW HWY without an additional 120 volume increase.</p> <p>In addition, the volume of traffic from the residential development of the brook at Byford is still incomplete so we will see additional volume of traffic to come from this.</p>	<p>maximum of 20 staff, staff numbers will peak in the middle of the day, well after the peak drop off period has passed and when demand on the car park is low. it is also unlikely that all staff will drive and park. Staff may live local and walk or ride, may carpool, or get drop-off / picked-up by family members or catch public transport (future train station) etc. Hence, the suggest car parking provision can be considered as reasonable.</p> <p>According to the traffic generation rates suggested by RTA and ITE, the proposed development is anticipated to generate maximum trips of 80 and 70 (two-way) trips during the AM and PM peak hours, for the worst-case scenario. Given the nature of child care operations, many of the trips "generated" by the childcare are already existing on the road network, as parents will usually</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>Child minding Centre is not prescribed by the land use table- land use within 400m is zoned residential R30- The this means this proposal would not normally be approved but can be approved by the council under the DAP if it were to not have any adverse impact.</p> <p>With regard to clause 5.18a included above, clause 5.19.1.1 of TPS 2 states that no new development or use of land shall be commenced or carried out within the Urban Development zone until a Structure Plan has been approved for the relevant part of the zone. The Byford Town Site Detailed Area Plan which Harley Dykstra and the Department of Planning Lands and Heritage understand acts as an adopted structure plan, has been adopted by the Shire of Serpentine Jarrahdale. The DAP identifies the subject land as being within Residential Character Area A with the development guidelines prescribing a residential density code of R30 for lots that are within 400m of the South Western Highway and Beenyup Road intersection. The land use applicable to this application is defined in TPS 2 as 'Child Minding Centre' which has the following meaning: Child Minding 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 ad defined by those Regulations, or an institutional home. Given that the permissibility of 'Child Minding Centre' is not prescribed by the land use table for the 'Urban Development' zone, it is considered appropriate that land use permissibility is in accordance with the designation of the Byford Town Site DAP being 'Residential'. 'Child Minding Centre' is an SA use in the 'Residential' zone meaning that Council may at its discretion, permit the use after notice of</p>	<p>drop children off while on their way to work, school, shopping etc. In the majority, it is only the staff trips that represent new trips on the network and these trips are usually before the AM peak and after the PM peak.</p> <p>Harley Dykstra considers this statement is very vague. Therefore, we are unsure what exactly the submitters objection is. In saying that, we would encourage the submitter to refer to the local planning framework and the detailed explanation provided in our planning report which concludes the land use is capable of approval.</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>the application has been given in accordance with Clause 64 of the Deemed Provisions. As previously mentioned, the Byford Town Site DAP is regarded by Harley Dykstra and the Department of Planning Lands and Heritage as an adopted Structure Plan. It is noted however, that the Shire of Serpentine Jarrahdale has in dealing with subdivision applications in the past, stated that a Structure Plan has not been adopted. Despite this, it should be noted that Clause 5.19.1.3 of TPS 2 provides for approval of this application by Council given that it will have no adverse PROPOSED CHILDCARE PREMISES Lot 102 (No. 13) & Lot 103 (No. 15) Beenyup Road, Byford 8 Page impact on the preparation of a structure plan, orderly and proper planning, or the health, amenity, safety or convenience of occupants of the structure plan area. Clause 5.19.1.3 has been included below: Council may approve the development or use for other than a single house within the Urban Development zone subject to Council being satisfied that the nature or scale of such development or use will not have an adverse effect on: a) The preparation of a Structure Plan for, or b) The orderly and proper planning of, or c) The health, amenity, safety or convenience of the future occupants of, the area intended for the preparation of a Structure Plan, and subject to the proposed development or use being advertised for public inspection in accordance with Clause 64 of the Deemed Provisions. The parking standard applicable to this proposal is 1 bay per 5 children. Parking provision is considered in further detail.</p> <p>The development may fail to meet the 45% minimum open space if you remove the parking space.</p> <p>Currently the development does not have a drainage management plan that will deal with the increased sealed road/carpark run off created by the development.</p>	<p>Harley Dykstra considers this statement is very vague. The proposed development achieves compliance with the relevant planning framework, <i>Child Care Services Act 2007</i>, and significant landscaped areas are proposed.</p> <p>As stated in the development application, it is expected all stormwater runoff will be able to</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>4.5- The development is unable to overcome the adverse impacts as per planning bulletin 72/2009 this is simply due to the proximity to SW highway intersection and the influx/ volume of traffic which occur already through the intersection of Beenyup and Dundatha and the SW HWY intersection with existing developments already placing this area at capacity and subject already to grid lock and traffic extending past outside of Hungry jacks and past the location of the proposed centre onto Beenyup rd. there is no way you could provide a management plan to “manage” this extra traffic as it’s already out of control!</p> <p>5.1</p> <p>Traffic generation statement “the expected low traffic generation is unlikely to result in any significant impact to the road network in the vicinity of the site-</p> <p>The above statement is completely false – it will have significant impact the above statement is so incredible false; it’s clearly being understated to seek approval.</p> <p>The proposed provision of 23 car bays satisfies the “statutory” parking requirements. This however with 20 staff does in no way satisfy the reality of basically no parking for those 100 cars attending all at the same time during peak times. It would almost be funny if it wasn’t</p>	<p>be contained within the site via soak wells, detention cells and within areas of landscaping. It is anticipated that a condition of approval would be required a Drainage Management Plan to be prepared and approved by the Shire of Serpentine-Jarrahdale prior to the issue of a building permit.</p> <p>The proposed 100 children childcare is considered to be Moderate Impact (with less than 100 vehicle trips generated in peak hour) according to WAPC Transport Impact Assessment Guidelines, Volume 4 Table 1, which only required a Transport Impact Statement to be prepared.</p> <p>The RTA guide for long-day care trip estimates are based on two-hour peak periods and the</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>such obvious oversites to real world outcomes. What do you do with 100 cars and no parking spots?</p> <p>The proposal does not meet the 1 bay per 10 children plus 1 employee under planning regulations. The amendments set out to come into affect do not give approval just the ability for local government to assess variations to the minimum parking standards the proposal cannot pass as it could not be deemed “reasonable efforts” to comply when these efforts are half of the minimum standard set out in legislation</p> <p>They are unable to meet the points set out under the 77D. variation of minimum onsite parking in relation to development.</p>	<p>average length of stay is approximately 6.8 minutes (ITE).</p> <p>Considering the average length of stay and estimated trip generation, it is anticipated that approximately 5 cars will be parked every 6.8 minutes, which leaves adequate parking for staff.</p> <p>Although the development is expected to accommodate a maximum of 20 staff, staff numbers will peak in the middle of the day, well after the peak drop off period has passed and when demand on the car park is low. it is also unlikely that all staff will drive and park. Staff may live local and walk or ride, may carpool, or get drop-off / picked-up by family members or catch public transport (future train station) etc. Hence, the suggest car parking provision can be considered as reasonable.</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
A405329	2	<p>I am writing to make comment on the child minding proposal.</p> <p>I believe that the council needs to look into the impacts of traffic at this intersection, as in peak times it can be difficult to navigate safely.</p> <p>I also disagree with this location due to another proposal for a child minding facility 300m up the road on the corner of Beenyup Rd and Amy St.</p>	<p>The proposed 100 children childcare is considered to be Moderate Impact (with less than 100 vehicle trips generated in peak hour) according to WAPC Transport Impact Assessment Guidelines, Volume 4 Table 1, which only required a Transport Impact Statement to be prepared.</p>	<p>Officers acknowledge the matters raised in objection to the proposal. These matters have been addressed in the body of the Council Report.</p>
A403556	3	<p>My concern is that the traffic at school drop off and pick up times is already bad in addition to the traffic getting into Hungry Jacks.</p> <p>To add a day care centre traffic as well would turn the Beenyup Road / Dundatha Drive intersection into a terribly congested intersection.</p>	<p>The proposed 100 children childcare is considered to be Moderate Impact (with less than 100 vehicle trips generated in peak hour) according to WAPC Transport Impact Assessment Guidelines, Volume 4 Table 1, which only required a Transport Impact Statement to be prepared.</p>	<p>Officers acknowledge the matters raised in objection to the proposal. These matters have been addressed in the body of the Council Report.</p>
A307301	4	<p>We support the adjacent development proposal which will complement our commercial centre which includes a professional services office, café, food/beverage and retail tenancies. These tenants will benefit from having a child care in close proximity and in walking distance to our site. This will be ideal for parents.</p> <p>Our site benefits from excess parking and welcomes adjoining commercial developments that are complimentary and welcomed by the community.</p>	<p>Noted.</p>	<p>Acknowledged.</p>

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
A404025	5	<p>Thank you for the opportunity to comment on the above proposal.</p> <p>Reviewing the documents within the consultation communication and the detailed proposal available at: www.yoursaysj.sjshire.wa.gov.au/development-applications in particular Section 5 of the document Proposed Child Care Premises and Appendix C, Transport Impact Statement the following is noted:</p> <p>Section 5.1 indicates that the TIS confirms:</p> <ul style="list-style-type: none"> - A two-way vehicle access is proposed on the western boundary of the site, off Dundatha Drive. Figure 2-4 in Appendix C indicates vehicles will access the premises by turning right from Dundatha Drive, unfortunately the existing median strip prevents this manoeuvre and leave the premises by turning right onto Dundatha Drive, unfortunately this manoeuvre is also not possible due to the median strip. It is also noted that turning right, across traffic flow is a significantly more hazardous manoeuvre than turning left, into a traffic flow. This will force non-residential traffic onto Dundatha Drive. Therefore, it is concluded that access and egress provisions must be reviewed and revised. - The traffic generation assessment concludes that the addition of the number of vehicles entering and departing the premises is unlikely to have a significant impact to the road network in the vicinity of the site. The data provide in 1.3.2 of Appendix C does not contain any data with respect to the traffic volume on Dundatha Drive which will endure the full impact of all traffic entering and leaving the premises. Therefore, the conclusion is not substantiated, and full traffic survey is required to support the argument. - The proposed car parking satisfies the statutorily parking requirements, when the 4th paragraph of Section 5.1 states that the requirement for 1 parking bay per 10 children plus 1 bay per employee is not met, and Clause 77D states that a variation or waive to parking must not be granted unless the local government is satisfied that alternative arrangements are available. On street parking is the only available alternative to on premises parking and 	<p>The TIS assumed the vehicles will enter and exit the Site as per existing road layout.</p> <p>Traffic data along Dundatha Drive is not publicly available.</p> <p>23 on-site bays satisfies the current parking requirements under TPS 2 and will be sufficient to accommodate the parking requirements of the proposed child care premises</p>	<p>Officers acknowledge the matters raised in objection to the proposal. These matters have been addressed in the body of the Council Report.</p>

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>considering the width of the roads within the Byford by The Brook estate, these are unsuitable for this purpose.</p> <p>Section 1.4 in Appendix C makes reference to the existing and pedestrian/cycling network. Whilst this is not disputed it's unlikely to be support access and egress to the child care premises, because the location for the customers is probably west of the train line, where the majority of the new development in and around Byford is located, with significant development occurring north and south of Abernethy Road.</p> <p>Section 1.5 in Appendix C indicates bus routes and frequencies. Whilst these are not questioned the practicality of using public transport to take children to this type of facility in a rural area is questionable, therefore modelling should be based on the assumption that the majority of children will be taken to the centre, individually in a motor vehicle.</p>	<p>without having any impact on the amenity of the locality as confirmed by Cardno in the Transport Impact Statement. Additional bays will be available on Lot 101 as detailed in the updated TIS and Parking Management Plan.</p> <p>The existing pedestrian and cycling network discussion is included as part of WAPC TIS guideline in assessing a development Site. Excellent cycling facilities may encourage staff to cycle to site, reducing the staff car parking required.</p> <p>The TIS did not suggests any children taken to the centre in a public transport. However, staff members may travel to site in public transport facilities, thus reducing the staff car parking demand.</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>Section 2.5 of Appendix C addresses on site car parking, with the provision for a total of 23 being proposed and an indication of access and egress routes. Unfortunately, these routes are not possible, unless a significant alternation to the existing median strip on Dundatha Drive is envisaged, which does not appear within the proposal.</p> <p>The 20 staff are likely to occupy the majority of the car parking bays, leaving little capacity for parents, with a high probability for on street parking, or occupying parking bays at the commercial facility opposite with potential to cause annoyance and inconvenience to residents, tenants and customers of the commercial facilities opposite the proposed child minding centre .</p>	<p>The TIS assumed the vehicles will enter and exit the Site as per existing road layout.</p> <p>The RTA guide for long-day care trip estimates are based on two-hour peak periods and the average length of stay is approximately 6.8 minutes (ITE). Considering the average length of stay and estimated trip generation, it is anticipated that approximately 5 cars will be parked every 6.8 minutes, which leaves adequate bays for staff.</p> <p>Although the development is expected to accommodate a maximum of 20 staff, staff numbers will peak in the middle of the day, well after the peak drop off period has passed and when demand on the car park is low. it is also unlikely that all staff will drive and park. Staff may live local and walk or ride, may carpool, or get drop-off /</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>Section 2.5.1 states that car parking requirements satisfy local government requirements, when 4th paragraph on Section 5.1 of the main report states that this is not so.</p>	<p>picked-up by family members or catch public transport (future train station) etc. Hence, the suggest car parking provision can be considered as reasonable.</p> <p>In addition, parking bays will be made available at Lot 101 as detailed in the updated TIS and Parking Management Plan.</p> <p>23 on-site bays satisfies the current parking requirements under TPS 2 and will be sufficient to accommodate the parking requirements of the proposed child care premises without having any impact on the amenity of the locality as confirmed by Cardno in the Transport Impact Statement. While the number of on-site parking bays does not comply with Draft Local Planning Scheme No. 3, additional bays will be available on Lot 101 as detailed in the updated TIS and</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>Section 3 in Appendix C includes a crash assessment, without any data for the existing traffic volumes on Dundatha Drive. It also indicates that the majority of crashes in the vicinity of the proposed premises occur at the traffic lights at the South Western Highway/Beenyup Road/Abernethy Road cross roads. The proposed premises will significantly increase the volume of traffic negotiating this junction, particularly during the morning and afternoon peaks. Consequently, this claim is not supported by any relevant evidence.</p> <p>Section 4 in Appendix C is a summary:</p> <p>The following claims are either irrelevant or not supported:</p> <ul style="list-style-type: none"> - The site benefits from reasonable cycling and pedestrian access – irrelevant as the majority of children will be taken to and from the premises in motor vehicles - The site benefits from good public transport – incorrect. The public transport is very limited and infrequent - There is no evidence to support the claim that the increased traffic volumes will not have a significant impact. I believe the impact will be severe with significant increase in traffic and on 100 vehicles parking on local streets each day during both morning and evening peaks. - proposed car parking arrangements meet requirements. This statement is incorrect and a waive or variation is required. 	<p>Parking Management Plan. It is noted the current statutory planning mechanism is TPS 2.</p> <p>The proposed 100 children childcare is considered to be Moderate Impact (with less than 100 vehicle trips generated in peak hour) according to WAPC Transport Impact Assessment Guidelines, Volume 4 Table 1, which only required a Transport Impact Statement to be prepared.</p> <p>The existing pedestrian and cycling network discussion is included as part of WAPC TIS guideline in assessing a development Site. Excellent cycling facilities may encourage staff to cycle to site, reducing the staff car parking required.</p> <p>The proposed parking provision complies with TPS 2.</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>- The junction at the traffic lights at the South Western Highway/Beenyup Road/Abernethy Road cross roads is already challenging. No evidence has been provided that the increase in traffic volumes will not lead to an increase in accidents.</p> <p>The application fails to address the traffic using the existing commercial facility, occupied by Repco, Baked in Byford and Hungry Jacks, particularly during the morning and afternoon peak times.</p> <p>The proposed child minding facility will operate between 06:30 and 18:30 Monday to Friday, with a capacity for 100 children and 20 staff. On the basis that each child is driven to the facility this means there will be 100 vehicles entering and leaving the facility twice each day (400 vehicle movements, plus staff and other visitors), it can be anticipated that the majority of vehicle movements will occur between 06:30 and 08:00 each morning and between 16:30 and 18:30 each afternoon.</p>	<p>The proposed 100 children childcare is considered to be Moderate Impact (with less than 100 vehicle trips generated in peak hour) according to WAPC Transport Impact Assessment Guidelines, Volume 4 Table 1, which only required a Transport Impact Statement to be prepared.</p> <p>We encourage the submitter to refer to the detail provide in the TIS. In addition, 80 trips (two-way) generated by the proposed development would translate to approximately 1.3 trips per minutes over a period of 1 hour. However, the RTA guideline, the peak period of a childcare often occurs within a 2 hours period, instead of typical one-hour peak. Hence, the assumption of 80 trips generated within an hour is considered very robust. Given the nature of child care operations, many of the trips "generated" by the childcare</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>The additional traffic will expose local residents increased levels of both noise and air pollution.</p> <p>A traffic survey should be undertaken to determine the vehicle movements in the area:</p> <ol style="list-style-type: none"> 1. The number of vehicle movements from Beenyup Road into west entrance into Dundatha Drive 2. The number of vehicle movements from the west end of Dundatha Drive into Beenyup Road 	<p>are already existing on the road network, as parents will usually drop children off while on their way to work, school, shopping etc. In the majority, it is only the staff trips that represent new trips on the network and these trips are usually before the AM peak and after the PM peak.</p> <p>The proposed development complies with the Environmental Protection Noise Regulations 1997. With regard to air pollution, we do not see how this reasonably relates to the proposed development. As noted above, vehicles entering and exiting the site would be on the road in any case.</p> <p>A full SIDRA analysis is not required as part of a TIS assessment</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>3. The number of vehicle movements entering the commercial facility, opposite the proposed child minding facility, via the medium strip in Dundatha drive.</p> <p>4. The number of vehicle movements along Dundatha drive</p> <p>5. The number of vehicle movements from the east end of Dundatha Drive into Beenyup Road</p> <p>6. The number of vehicle movements on Beenyup Road between the east and west entrances to Dundatha Drive.</p> <p>This will allow the impact of the anticipated vehicle movements to be assessed.</p> <p>It is foreseeable that there will be significant congestion within the car park area, with 100 vehicles entering, parking, turning around and leaving the facility during each of the morning and evening peak times.</p> <p>The car park at the proposed child minding centre has 23 car parking bays, with the staff potentially occupying 20 of the bays. This provides little capacity for parents to park and take their child into the centre. It is foreseeable that there is likely to be a queue to enter and leave the centre, that parents will avoid by parking on nearby streets, or occupying car parking bays at the commercial facility.</p>	<p>Traffic data along Dundatha Drive is not publicly available.</p> <p>The RTA guide for long-day care trip estimates are based on two-hour peak periods and the average length of stay is approximately 6.8 minutes (ITE).</p> <p>Considering the average length of stay and estimated trip generation, it is anticipated that approximately 5 cars will be parked every 6.8 minutes, which leaves adequate parking bays for the staff (see PMP for further detail).</p> <p>Although the development is expected to accommodate a maximum of 20 staff, staff numbers will peak in the middle of the day, well after the peak drop off period has passed and</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>Another important consideration is the additional congestion the child minding centre will have on the South Western Highway – Beenyup Road – Abernethy Road cross roads. The junction is busy during peak times. Turning right from both Beenyup Road and Abernethy Road on to the South Western Highway can be particularly challenging.</p> <p>In summary, the traffic access and egress at the proposed child minding centre will create a significant increase in congestion which is likely to lead to impatience, frustration, anti-social on street parking and potential accidents. The results from the detailed traffic survey will provide the data for traffic modelling. When available the results, of the traffic modelling, can be communicated to local residents and businesses to allow fully informed review, comment and determination if the location for the proposed child minding facility is acceptable and appropriate.</p>	<p>when demand on the car park is low. it is also unlikely that all staff will drive and park. Staff may live local and walk or ride, may carpool, or get drop-off / picked-up by family members or catch public transport (future train station) etc. Hence, the suggest car parking provision can be considered as reasonable.</p> <p>SIDRA analysis is not required as part of a TIS assessment</p> <p>SIDRA analysis is not required as part of a TIS assessment. We also encourage the submitter to refer to the previous comments relating to traffic generation.</p>	
A403546	6	<p>There are various concerns and objections to this proposal as listed below:</p> <p>Traffic and Safety Concerns</p> <p>Section 3.3</p>		<p>Officers acknowledge the matters raised in objection to the proposal. These matters have been</p>

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyp Road, Byford 13 (L102) 307302 / Beenyp Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>“The development successfully integrates with its setting, without providing any negative impacts (including traffic, parking, acoustic output, and overshadowing) on nearby residential properties”.</p> <p>Section 5.1</p> <ul style="list-style-type: none"> - The traffic generation assessment indicates that the proposed development is expected to generate approximately 80 and 70 vehicle trips (two-way) during the AM and PM peak respectively. The expected low traffic generation is unlikely to result in any significant impact to the road network in the vicinity of the site. - Overall, the number of crashes recorded in the surrounding road network is relatively low. The proposed child care development with reasonably low traffic generation is unlikely to result in any material impact to the traffic safety for road networks in the vicinity of the site. <p>For a residential area this is a very high amount of traffic to be generated. Let alone right at the entrance of an estate. This intersection of Beenyp Road and Dundatha Drive is already a safety concern for people of all ages within the Brook of Byford Estate and surrounding residential properties. There is no safe crossing area to get from one side of Beenyp Road to the other near the entrance of the estate (traffic lights aid). Given this centre will likely increase traffic at this intersection I cannot see how that is not a negative impact. The existing commercial properties located on the corner of Beenyp and South Western Highway (e.g. Hungry Jacks and Repco) already have created excess and dangerous traffic at the estate entrance. This proposed centre will only increase the issue.</p>	<p>80 trips (two-way) generated by the proposed development would translate to approximately 1.3 trips per minutes over a period of 1 hour. However, the RTA guideline, the peak period of a childcare often occurs within a 2 hours period, instead of typical one-hour peak. Hence, the assumption of 80 trips generated within an hour is considered very robust. Given the nature of child care operations, many of the trips "generated" by the childcare</p>	<p>addressed in the body of the Council Report.</p>

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyp Road, Byford 13 (L102) 307302 / Beenyp Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
-----------	----	--------------------	-------------------	-----------------

		<p>Table 3-1 Beenyp Road Crashes</p> <table border="1"> <thead> <tr> <th>Type of Crash (RUM Code)</th> <th>Fatal</th> <th>Hospital</th> <th>Medical</th> <th>Major Property Damage</th> <th>Minor Property Damage</th> <th>Total Crashes</th> </tr> </thead> <tbody> <tr> <td>Right Turn Thru</td> <td>-</td> <td>-</td> <td>1</td> <td>6</td> <td>1</td> <td>8</td> </tr> <tr> <td>Sideswipe Same Direction</td> <td>-</td> <td>-</td> <td>-</td> <td>1</td> <td>-</td> <td>1</td> </tr> <tr> <td>Rear End</td> <td>-</td> <td>-</td> <td>1</td> <td>4</td> <td>1</td> <td>6</td> </tr> <tr> <td>Hit Object</td> <td>-</td> <td>-</td> <td>-</td> <td>2</td> <td>-</td> <td>2</td> </tr> <tr> <td>Right Angle</td> <td>-</td> <td>-</td> <td>-</td> <td>1</td> <td>-</td> <td>1</td> </tr> <tr> <td>Unspecified</td> <td>-</td> <td>-</td> <td>-</td> <td>1</td> <td>-</td> <td>1</td> </tr> <tr> <td>Total</td> <td>-</td> <td>-</td> <td>2</td> <td>14</td> <td>2</td> <td>18</td> </tr> </tbody> </table> <p>Majority of the crashes resulted in property damage only, with two crashes required medical attention. There were no casualty crashes recorded in the previous 5-years period. Considering the high traffic volume at the intersection of South Western Highway and Beenyp Road, the number of recorded crashes is considered relatively low. The proposed development with minimal traffic generation is unlikely to result in any material impact to the overall traffic safety of adjacent road networks.</p> <p>Also, whilst the vehicle crashes on the road network may be relatively low no consideration has been made for foot traffic or bicycle traffic. Many young children and families use this intersection to travel to and from school on foot. The increase of 80 and 70 vehicle trips will put them at further risk. What is being done to reduce this risk?</p> <p>Parking Concerns</p> <p>Section 3.3</p> <p>– “The development successfully integrates with its setting, without providing any negative impacts (including traffic, parking, acoustic output, and overshadowing) on nearby residential properties”.</p> <p>Section 5.1</p>	Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes	Right Turn Thru	-	-	1	6	1	8	Sideswipe Same Direction	-	-	-	1	-	1	Rear End	-	-	1	4	1	6	Hit Object	-	-	-	2	-	2	Right Angle	-	-	-	1	-	1	Unspecified	-	-	-	1	-	1	Total	-	-	2	14	2	18	<p>are already existing on the road network, as parents will usually drop children off while on their way to work, school, shopping etc. In the majority, it is only the staff trips that represent new trips on the network and these trips are usually before the AM peak and after the PM peak.</p> <p>The two-way traffic generated by the proposed development would translate to approximately 1.3 trips per minute over a period of 1 hour during the peaks. Many of these trips potentially already existing on the road network and would occur before the morning school peak and after the school afternoon peak. Therefore, the additional trips would present</p>	
Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes																																																						
Right Turn Thru	-	-	1	6	1	8																																																						
Sideswipe Same Direction	-	-	-	1	-	1																																																						
Rear End	-	-	1	4	1	6																																																						
Hit Object	-	-	-	2	-	2																																																						
Right Angle	-	-	-	1	-	1																																																						
Unspecified	-	-	-	1	-	1																																																						
Total	-	-	2	14	2	18																																																						

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>- The proposed car parking provision of 23 car parking bays satisfy the statutory parking requirements set out in the Shire of Serpentine-Jarrahdale Town Planning Scheme No. 2.</p> <p>Whilst the 23-bay parking may satisfy the requirements set out in the Shire of Serpentine-Jarrahdale Town Planning Scheme No. 2., it does not satisfy the proposed maximum of 100 children and 20 staff. If the staff were to reach the 20-maximum limit, this leaves inadequate car bays for parents/carers. It will cause parents/carers to have to resort to street parking and other options which is unmanageable and unacceptable. This is already a huge issue in our Brook at Byford Estate as residents themselves don't have enough parking without adding to the issue by increasing vehicles. It will further bottleneck the estate entrance which already is happening with Hungry Jacks and Repco traffic. The entrance to the estate is already blocked at peak times due to overflowing traffic trying to enter Hungry Jacks and Repco.</p>	<p>an extremely low additional risk to cyclists and pedestrians.</p> <p>The RTA guide for long-day care trip estimates are based on two-hour peak periods and the average length of stay is approximately 6.8 minutes (ITE).</p> <p>Considering the average length of stay and estimated trip generation, it is anticipated that approximately 5 cars will be parked every 6.8 minutes, which leaves adequate parking for staff.</p> <p>Although the development is expected to accommodate a maximum of 20 staff, staff numbers will peak in the middle of the day, well after the peak drop off period has passed and when demand on the car park is low. it is also unlikely that all staff will drive and park. Staff may live local and walk or ride, may carpool, or get drop-off / picked-up by family members or catch public transport (future</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>Acoustic Output Concerns</p> <p>Our property is located at 13 Dundatha Drive Byford and will be extremely close to this proposed centre. The acoustics are a concern given the hours of operation of the [proposed centre (6.30am to 6.30pm).</p>	<p>train station) etc. In addition, bays will be made available at Lot 101 as further detailed in the updated TIS and Parking Management Plan. Hence, the suggest car parking provision can be considered as reasonable.</p> <p>An Environmental Acoustic Assessment has been prepared in support of the proposed development. The acoustic assessment concludes that noise produced by the outdoor play areas would comply with the <i>Environmental Protection (Noise) Regulations 1997</i> subject to the eastern fence being raised in height to 1.8m, and the outdoor play area being closed prior to 7am.</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment																				
		<p data-bbox="394 416 741 440">1.3.2 Existing Traffic Volumes</p> <p data-bbox="394 453 1435 501">Existing traffic volumes were sourced from the Main Roads WA Traffic Map. The details summarised in Table 1-2 below.</p> <p data-bbox="394 525 786 549">Table 1-2 Existing Traffic Volumes (two-way)</p> <table border="1" data-bbox="394 552 1435 836"> <thead> <tr> <th>Road Name</th> <th>Date</th> <th>Average Weekday Two-way Traffic Volume</th> <th>Vehicles - AM Peak Hour</th> <th>Vehicles - PM Peak Hour</th> </tr> </thead> <tbody> <tr> <td>South Western Hwy & Abernethy Rd & Beenyup Rd (Beenyup Rd leg)</td> <td>Oct 2018</td> <td>4,342</td> <td>420</td> <td>350</td> </tr> <tr> <td>South Western Highway (South of Abernethy Rd)</td> <td>2017/18</td> <td>11,714</td> <td>860</td> <td>865</td> </tr> <tr> <td>Abernethy Road (East of Soldiers Road)</td> <td>2017/18</td> <td>12,519</td> <td>907</td> <td>1,149</td> </tr> </tbody> </table> <p data-bbox="349 890 1435 954">This data does not include any traffic volume monitored at the intersection of Beenyup Road and Dundatha Drive. As such it is irrelevant to the proposal.</p> <p data-bbox="349 979 1435 1187">Personally, having children of my own, I am a fan of outdoor play and the noises that go along with it. However, although the outside play area would not be open until 7am, that does not mean that the noise outside of the centre and its carpark coupled with the extra vehicles would not be an issue from 6.30am onwards until 6.30pm during centre open hours and days. This noise would be unmanageable and unacceptable in a location that is so close to residential properties.</p>	Road Name	Date	Average Weekday Two-way Traffic Volume	Vehicles - AM Peak Hour	Vehicles - PM Peak Hour	South Western Hwy & Abernethy Rd & Beenyup Rd (Beenyup Rd leg)	Oct 2018	4,342	420	350	South Western Highway (South of Abernethy Rd)	2017/18	11,714	860	865	Abernethy Road (East of Soldiers Road)	2017/18	12,519	907	1,149	<p data-bbox="1480 882 1827 946">Traffic data along Dundatha Drive is not publicly available.</p> <p data-bbox="1480 991 1861 1414">The design of this development has been prepared having regard to the locality, as well as the neighbouring commercial uses and residential properties. An Environmental Acoustic Assessment (EAA) has also been prepared by Herring Storer in support of this application. The intent of the EAA is to assess and address the outgoing noise emissions from the Child Care</p>	
Road Name	Date	Average Weekday Two-way Traffic Volume	Vehicles - AM Peak Hour	Vehicles - PM Peak Hour																				
South Western Hwy & Abernethy Rd & Beenyup Rd (Beenyup Rd leg)	Oct 2018	4,342	420	350																				
South Western Highway (South of Abernethy Rd)	2017/18	11,714	860	865																				
Abernethy Road (East of Soldiers Road)	2017/18	12,519	907	1,149																				

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
			<p>Centre to ensure the development is able to comply with the <i>Environmental Protection (Noise) Regulations 1997</i>, thereby ensuring the acoustic amenity of the site is protected.</p> <p>The EAA considers the likely noise sources occurring within this development as being children playing within the outside play areas and mechanical services. Despite the noise associated with motor vehicles technically being exempt from the <i>Environmental Protection (Noise) Regulations 1997</i>, noise generated by cars has also been assessed for information purposes only.</p> <p>The acoustic assessment concludes that noise produced by the outdoor play areas would comply with the <i>Environmental Protection (Noise) Regulations 1997</i> subject to the eastern fence being raised in height to</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>Centre Capacity and Land Use Concerns</p> <p>Section 3.3</p> <p>– “The development successfully integrates with its setting, without providing any negative impacts (including traffic, parking, acoustic output, and overshadowing) on nearby residential properties”.</p> <p>Other estate residents and I believe that the design is too large for the land space available and extremely inappropriate for the entrance of an estate. The land should be used in a similar way to the surrounding land which is 90% residential. I oppose any other use as it will have a negative impact on the surrounding nearby residential properties.</p> <p>The centre’s proposal for a 100 child and 20 staff capacity is also way too large for the design and surrounding area.</p>	<p>1.8m, and the outdoor play area being closed prior to 7am.</p> <p>The air conditioning condensing units have also been assessed to comply at all times. While noise associated with car movements is exempt from the Regulations, these noise sources are also able to comply with the Regulatory requirements at all times.</p> <p>The facility has been designed to activate Beenyup Road and Dundatha Drive, while respecting its neighbouring sensitive land uses (existing residential dwellings) and the amenity of the child care premises itself. In doing so, it ensures that active outdoor play spaces are adequately set back from sensitive boundaries, and that appropriate visual and</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
			<p>acoustic treatments are provided where required.</p> <p>This child care premises comprises a total of 721m² of creditable outdoor play space (in addition to other functional outdoor spaces) and 345m² of creditable indoor play space. Each of these creditable areas are compliant with the spatial requirements per child, as set out in the <i>Child Care Services Act 2007</i> and associated Regulations.</p> <p>The location of the proposed development in close proximity to commercial land uses and the Byford Town Centre is considered an appropriate location for the proposed development. It is anticipated that a child care premises will be a highly valued land use activity within this area particularly given it is in close proximity to residential development, South Western</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>Conclusion</p> <p>Based upon my above concerns, given this proposed development is in a residential area, I do not believe due consideration has been taken on several accounts. I am strongly opposed to this development due to the prosed location.</p>	<p>Highway, and commercial development. This centre will therefore provide a necessary service to its community in a local context.</p> <p>The development application and supporting information demonstrates that the servicing and management requirements for the facility, including traffic, parking, acoustic output and waste can adequately be met. The submission has also demonstrated that the proposal is compliant with the applicable planning framework, including the Town Planning Scheme No.2, draft Local Planning Scheme No.3, relevant Local Planning Policies, and the applicable Design WA state planning policies.</p>	
A398327	7	Submission Lot 102, 13 and Lot 103, 15 Beenyup Road, Byford:		Officers acknowledge the matters raised in objection to the proposal. These

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<ul style="list-style-type: none"> The application notes a maximum of 20 staff members at full capacity, but fails to mention that there will be at least a minimum of another additional 8 part-time staff on the premises (this is a regulation & licensing requirement). 	<p>The facility has been designed to accommodate a maximum of 100 children at any one time, based on the spatial requirements outlined in the <i>Child Care Services Act (2007)</i>. The Act also sets out the requirement for the number of staff required to manage a centre, based on the number of children (and age group demographic) accommodated. This centre will require a minimum of 18 staff members to manage the site at full capacity. This application proposes two additional staff members for Kitchen and Administration tasks meaning that the total staff number will be 20. This is in accordance with staffing requirements as set out in Table 2 of the application report.</p> <p>The applicant and landowner have extensive experience in proposing and operating child care premises. The submitter's</p>	<p>matters have been addressed in the body of the Council Report.</p>

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<ul style="list-style-type: none"> The application mentions only 22 parking bays, but as already stated on their application there are 20 staff members noted (plus regulations require the additional part time staff)- where do all the parents park? 	<p>comment that 8 additional part time staff are required is unsubstantiated. We refer the submitter to section 3.4 of the application and spatial and staffing requirements set out in the <i>Child Care Services Act 2007</i>.</p> <p>The RTA guide for long-day care trip estimates are based on two-hour peak periods and the average length of stay is approximately 6.8 minutes (ITE).</p> <p>Considering the average length of stay and estimated trip generation, it is anticipated that approximately 5 cars will be parked every 6.8 minutes, which leaves adequate parking bays for staff.</p> <p>Although the development is expected to accommodate a maximum of 20 staff, staff numbers will peak in the middle of the day, well after the peak drop off period has passed and</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<ul style="list-style-type: none"> • The plans note 40babies under 24months, but only indicates x14 cots, where do all the other 26 babies sleep? • The plans only indicate x 1 adult toilet, is this enough? 	<p>when demand on the car park is low. it is also unlikely that all staff will drive and park. Staff may live local and walk or ride, may carpool, or get drop-off / picked-up by family members or catch public transport (future train station) etc. Hence, the suggest car parking provision can be considered as reasonable. In addition, parking bays will be made available at Lot 101 as further detailed in the TIS and Parking Management Plan.</p> <p>The proposed centre has been designed according to the future operators needs. Therefore, all facilities for staff and children have been carefully planned.</p> <p>The landowner currently operates the child care centre on Warrington Road and accordingly is fully aware of the operational requirements.</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyp Road, Byford 13 (L102) 307302 / Beenyp Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<ul style="list-style-type: none"> • The proposed 100 place child minding centre will not only increase the traffic flow on an already busy intersection, but also cause traffic management issues at peak times. • A proposed centre that was receipted on the 17.01.2020 at 2 Walters Rd Byford, and approved still remains an empty block with a sign "For Lease". Could the reason for this be attributed to the oversupply of child care centres in the area already? • In addition to this centre on Walters Rd an application for a 120place centre at Lot 15, 34 and Lot 16, 36 Beenyp Road, Byford is in the submission and consultation process - is there a need for x3 centres in such close proximity to each other? • All centres in Byford have vacancies. 	<p>We refer the submitter to the previous comments regarding traffic.</p> <p>Harley Dykstra and the landowner are unable to comment on other applications/approvals in the locality. In saying that, market demand is not a relevant planning consideration. Despite this, the landowner is fully aware of the market demand in the area. Accordingly, approval of this application is sought.</p>	
	8	<p>Except below statement saying they do not meet the one bay per 10 children plus one bay per employee. With 23 bays in total and a total of children of 100 there is only capacity for the staff of 20. There is no means to meet a ratio of one bay per 10 children. They are actually asking the council to approve a zero ratio in affect!</p> <p>I think we can agree that a ratio of ZERO could never be considered a "reasonable effort".</p> <p><i>While the parking requirement under Draft LPS 3 being one bay per 10 children plus one bay per employee is not met by this proposal, Harley Dykstra notes that on 18 December 2020, the Planning Regulation Amendment Regulations 2020 were gazetted, introducing amendments to the LPS Regulations, including the Deemed Provisions. The amendments to the LPS Regulations come into effect in two separate tranches on 15 February 2021 and 1 July 2021. On 1 July 2021 changes to the deemed provisions will come into effect which require Local Governments to assess variations to minimum car parking standards in a particular manner</i></p>	<p>The RTA guide for long-day care trip estimates are based on two-hour peak periods and the average length of stay is approximately 6.8 minutes (ITE).</p> <p>Considering the average length of stay and estimated trip generation, it is anticipated that approximately 5 cars will be parked every 6.8 minutes, which leaves adequate parking for staff.</p>	<p>Officers acknowledge the matters raised in objection to the proposal. These matters have been addressed in the body of the Council Report.</p>

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p><i>(clause 77D). The new provisions as set out in Clause 77D of the Deemed Provisions will allow minimum on-site parking requirements to be varied where the applicant has, in effect made 'reasonable efforts' to comply with minimum parking requirements. Clause 77D states as follows: 77D. Variation of minimum on-site parking requirement in relation to development (1) The local government may – (a) Vary a minimum on-site parking requirement that applies to development so that the minimum number of car parking spaces that must be provided as part of the development is a lower number; or (b) Waive a minimum on-site parking requirement that applies to development. (2) The local government must not vary or waive a minimum on-site parking requirement under subclause (1) in relation to development unless the local government is satisfied –</i></p> <p>Assuming the development would proceed even with a council rejection possibly the only sensible alternative is to provide approval but have conditions on maximum capacity as ongoing conditions so as to meet the one to 10 ratio, this would mean possibly halving the maximum capacity of children to 50 and an increase to the parking capacity to allow a realistic attempt under the above legislation of one bay to 10 children plus one staff. (This may mean the developer will need to redesign appropriate changes to meet these requirements).</p> <p>Once again, an effective ration of basically Zero cannot be considered under the legislation as a “reasonable” effort.</p>	<p>Although the development is expected to accommodate a maximum of 20 staff, staff numbers will peak in the middle of the day, well after the peak drop off period has passed and when demand on the car park is low. it is also unlikely that all staff will drive and park. Staff may live local and walk or ride, may carpool, or get drop-off / picked-up by family members or catch public transport (future train station) etc. Hence, the suggest car parking provision can be considered as reasonable.</p> <p>Car parking provision satisfies the requirements set out in the TPS No.2.</p>	
	9	1. Concerns about the impact on traffic – already heavy build up in morning and afternoon from SWH upwards.	Many of these trips potentially already existing on the road network and the majority would	Officers acknowledge the matters raised in objection to the

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>2. We are supportive of the development, subject to the height of adjoining fence and day care buildings impact on our sight – we want assurance that they are not too high (like our rear fence). The diagram sent to us does not adequately show this – could someone from the Shire contact us.</p> <p>The traffic situation in the morning and afternoons (school close time) is dangerous, traffic builds up Beenyup Road past number 19. Additional traffic trying to go into the daycare will compound this situation, as well as the traffic that goes into Hungry Jacks/Repco site and the new housing estate. Come down in the afternoon and see for yourself. There is also another daycare planned further up on Beenyup Road and Amy St, this will also add traffic.</p> <p>Many children from Byford primary are having to cross the road with all this traffic – I have witnessed some close shaves, it won't be long before a child is hit by a car.</p>	<p>occur before the morning school peak and after the school afternoon peak, so impacts on existing school traffic would be low.</p> <p>The two-way traffic generated by the proposed development would translate to approximately 1.3 trips per minute over a period of 1 hour during the peaks. Many of these trips potentially already existing on the road network and would occur before the morning school peak and after the school afternoon peak. Therefore, the additional trips would present an extremely low additional risk to cyclists and pedestrians.</p>	<p>proposal. These matters have been addressed in the body of the Council Report.</p>
Online	10	<p>I am upset that the council is allowing 2 child minding centres so close to a third child care centre (Mary St) Is this really necessary? Why are two child care centres proposed within such a short distance from each other in such a close time frame!</p>	<p>Each application will be assessed by the Shire on its merits. This application demonstrates that the servicing and management requirements for the facility, including traffic, parking, acoustic output and waste can adequately be met. The application has also</p>	<p>Officers acknowledge the matters raised in objection to the proposal. These matters have been addressed in the body of the Council Report.</p>

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
			<p>demonstrated that the proposal is compliant with the applicable planning framework, including the Town Planning Scheme No.2, draft Local Planning Scheme No.3, relevant Local Planning Policies, and the applicable Design WA state planning policies.</p> <p>Overall, the proposal intends to service the local community's needs. In this regard we refer to the comments made by submitter number 13.</p>	
Online	11	<p>The road already suffers both congestion and damage due to traffic. Children utilise the section closest to school on Beenyup Road to cross the road and walk on this land as it is too busy and dangerous to cross further down. Currently I am already impacted by activity at this intersection from delayed return to my home by congestion and not gaining entrance to Dundatha Drive, on many occasions I have been prevented returning home due to queues at the drive thru of Hungry Jacks which extend on to Dundatha Dive. Putting any structure on this land will seriously impact the nearby businesses, the bin man, shire trucks and other trucks and vehicles towing trailers and caravan utilise this as a parking stop to enter hungry Jacks, Baked at Byford, accounting businesses and Repco, if this land is built on these vehicles will no longer be able to park here and will go elsewhere for their consumables as the parking area is limited and has little turning space for towing vehicles. The road cannot handle any more traffic, not to mention the chaos and danger that there will be with trades building and likely blocking entry to these businesses and our homes. Considering a potential of three childcare centres in 500m of one and other there is simply not sufficient parking and space on</p>	<p>The proposed 100 children childcare is considered to be Moderate Impact (with less than 100 vehicle trips generated in peak hour) according to WAPC Transport Impact Assessment Guidelines, Volume 4 Table 1, which only required a Transport Impact Statement to be prepared.</p>	<p>Officers acknowledge the matters raised in objection to the proposal. These matters have been addressed in the body of the Council Report.</p>

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyp Road, Byford 13 (L102) 307302 / Beenyp Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		the roads in the area to safely allow for the extra vehicles this potential business would invite. Please consider the safety of our kids walking to and from school or riding their bikes as well as general public and residents driving, walking, and riding in the area as this business would have severe safety and time impact on our lives.		
Online	12	The intersection is not suitable for the proposed use, nor will it be large enough.	Intersection should have been designed to appropriate design standards and should be capable of accommodating significantly more traffic than expected from a childcare development.	Officers acknowledge the matters raised in objection to the proposal. These matters have been addressed in the body of the Council Report.
Online	13	I support this proposal; the population is constantly growing with lots of new families. There are not a lot of options on the east side of the highway and this will be more convenient for those in the Scarp and Byford East.	Noted.	Acknowledged.
Online	14	Noise to residents and traffic concerns, already heavily congested at school times due to the primary school and other child care centre in the same area, plus there is already a child care facility 25m away from the proposed sites, no requirement for another one in this vicinity.	The design of this development has been prepared having regard to the locality, as well as the neighbouring commercial uses and residential properties. An Environmental Acoustic Assessment (EAA) has also been prepared by Herring Storer in support of this application. The intent of the EAA is to assess and address the outgoing noise emissions from the Child Care Centre to ensure the development is able to comply	Officers acknowledge the matters raised in objection to the proposal. These matters have been addressed in the body of the Council Report.

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
			<p>with the <i>Environmental Protection (Noise) Regulations 1997</i>, thereby ensuring the acoustic amenity of the site is protected.</p> <p>The EAA considers the likely noise sources occurring within this development as being children playing within the outside play areas and mechanical services. Despite the noise associated with motor vehicles technically being exempt from the <i>Environmental Protection (Noise) Regulations 1997</i>, noise generated by cars has also been assessed for information purposes only.</p> <p>The acoustic assessment concludes that noise produced by the outdoor play areas would comply with the <i>Environmental Protection (Noise) Regulations 1997</i> subject to the eastern fence being raised in height to 1.8m, and the outdoor play area being closed prior to 7am.</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
			<p>The air conditioning condensing units have also been assessed to comply at all times. While noise associated with car movements is exempt from the Regulations, these noise sources are also able to comply with the Regulatory requirements at all times.</p> <p>The proposed 100 children childcare is considered to be Moderate Impact (with less than 100 vehicle trips generated in peak hour) according to WAPC Transport Impact Assessment Guidelines, Volume 4 Table 1, which only required a Transport Impact Statement to be prepared.</p> <p>Overall, the proposal intends to service the local community's needs. In this regard we refer to the comments made by submitter number 13 however note market demand is not a relevant planning consideration.</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
Online	15	<p>Traffic flow already unsafe before and after school, more traffic if 120 people on and out of a day care on a daily basis. There definitely will not be enough parking so staff/ parents will park on verge. Only one way in and one way out. Let's keep our community safe!</p> <p>More traffic entering and exiting onto busy rd. Only one way in and different way out Safety of children walking to schools Parking will an issue! Can you please think about other essentials we need in the area other than gyms, bottle shops and day cares!</p>	<p>As noted within the RTA guideline, the peak period of a childcare often occurs within a 2 hours period, instead of typical one-hour peak. This is acceptable as a childcare does not have a specific start time (like a school), so some parents may drop-off or pick-up their children outside of a typical peak hour.</p>	<p>Officers acknowledge the matters raised in objection to the proposal. These matters have been addressed in the body of the Council Report.</p>
Online	16	<p>In my opinion, the centre has been proposed in a bottlenecked and less than ideal location for various reasons. The scale of the development far exceeds that of reasonable development in residential areas anyways. Many councils are putting measures in place to discourage greedy and opportunistic practices by some businesses who hide their motives behind the falsified claims of community needs and wants. This is a similar case, in my opinion. The insistence on page 4 (section 3.3) that <u>"the development integrates with its setting, without providing any negative impacts</u> (including traffic, parking, acoustic output, and overshadowing) on nearby residential properties" is hereby challenged as being false, and I as owner-occupier of one such adjoining property disagree and reject this claim on the basis below.</p> <p>Centre Capacity:</p> <p>The centre capacity above 50 children is not suited for residential areas. This notion is supported by many local WA councils (e.g. City of Canning). This centre has a capacity of 100 children and is double the recommended maximum for a residential area accepted for review by these councils. On top of this, the location just isn't suitable for such premises.</p>	<p>While the City of Canning Local Planning Policy 11 is not relevant to this proposal, Harley Dykstra notes the policy in no way precludes child care centres in excess of 50 children</p>	<p>Officers acknowledge the matters raised in objection to the proposal. These matters have been addressed in the body of the Council Report.</p>

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
			<p>from being developed in the 'Residential' zone. The Policy requires the following to be demonstrated:</p> <p><i>a) The proposal will not have a significant detrimental impact to the residential amenity of adjoining and nearby properties.</i></p> <p><i>b) Arrangements are or will be put in place to manage the use of outdoor areas to minimise any impacts on the residential amenity of adjoining and nearby properties to the satisfaction of the local government.</i></p> <p><i>c) The site has particular attributes that may lend itself to being acceptable as a potential Child Care Premises that accommodates more than 50 children (e.g. the site is surrounded by roads and/or reserves, or there are existing non-residential land</i></p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
			<p><i>uses or zones on one or more sides).</i></p> <p>While the City of Canning LPP 11 is not relevant to this development, we make the following comments:</p> <p>The application has demonstrated that the servicing and management requirements for the facility, including traffic, parking, acoustic output and waste can adequately be met. The application has also demonstrated that the proposal is compliant with the applicable planning framework, including the Town Planning Scheme No.2, draft Local Planning Scheme No.3, relevant Local Planning Policies, and the applicable Design WA state planning policies.</p> <p>An Environmental Acoustic Assessment has been prepared in support of the proposed</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
			<p>development. The acoustic assessment concludes that noise produced by the outdoor play areas would comply with the <i>Environmental Protection (Noise) Regulations 1997</i> subject to the eastern fence being raised in height to 1.8m, and the outdoor play area being closed prior to 7am.</p> <p>The location of the proposed development in close proximity to commercial land uses and the Byford Town Centre is considered an appropriate location for the proposed development. It is anticipated that a child care premises will be a highly valued land use activity within this area particularly given it is in close proximity to residential development, South Western Highway, and commercial development. This centre will therefore provide a necessary service to its community in a local context.</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>Parking Inadequacy:</p> <p>For a centre with 100 children and 20 staff, a provision of 23 parking bays is insufficient. Considering 20 bays being used by the staff, this would leave 3 parking spaces for the parents to pick up and drop off, one of which would potentially be an accessible parking space. The consultant has intentionally oversimplified the parking requirements without due diligence on the adequacy of proposed parking spaces. The centre is proposed in a residential area on residential land.</p> <p>City of Stirling requires 1 bay per staff member and 1 bay per 7 children (this would result in 35 parking spaces), City of Canning requires 1 bay per staff member and 1 bay per 10 children (this would result in 30 parking spaces). I can provide more examples of such valid restrictions if needed. But the consultant has not taken good practice into account and has not taken local reality into consideration either when formulating and designing this development as the other centre proposed for 34 Beenyup Rd was still catering for parking more realistically than this and that road is not the main entry point to any modern estate and is not a bottleneck at all (whereas this location is).</p> <p>Without adequate parking in the centre premises, cars would need to park at all the surrounding areas, and this is not acceptable or manageable. The centre needs to be able to self sustain its parking requirements, and this is not the case.</p>	<p>The RTA guide for long-day care trip estimates are based on two-hour peak periods and the average length of stay is approximately 6.8 minutes (ITE).</p> <p>Considering the average length of stay and estimated trip generation, it is anticipated that approximately 5 cars will be parked every 6.8 minutes, which leaves adequate parking for staff. Parking bays allocated to staff are detailed in the Parking Management Plan. Although the development is expected to accommodate a maximum of 20 staff, staff numbers will peak in the middle of the day, well after the peak drop off period has passed and when demand on the car park is low. it is also unlikely that all staff will drive and park. Staff may live local and walk or ride, may carpool, or get drop-off / picked-up by family members or catch public transport (future</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>Traffic Generation:</p> <p>This development is proposed on the entryway of an existing and developing estate (Brook at Byford) which houses hundreds of families. There is only one realistically accessible and predominantly used entry and exit to the residential estate directly impacted by this proposal (Brook at Byford). This is serviced by the Dundatha Drive mentioned in 3.1. As it stands, both Dundatha Drive/Beenyup Road intersection and the Beenyup Road/South Western Highway intersection are under traffic stress multiple times during the day, especially during peak times. To claim that the addition of 80 and 70 round trips during peak AM and peak PM times will have a negligible impact is plain dishonest.</p> <p>On top of this, the consultant has chosen to use 2018 data and has tried to rely more on the overall South Western Hwy traffic load instead of relying on the Beenyup Road and Dundatha Drive traffic conditions. I argue that the impacts of traffic generation from the facility cannot be managed internally and are not minimal. Both things have been claimed by the consultant on page 3 of the document received (section 3.1, second para).</p> <p>During peak times, cars already back up past where this centre would be on Beenyup RD, without the additional influx of traffic.</p>	<p>train station) etc. Bays will also be made available at Lot 101 as discussed in the updated TIS and Parking Management Plan. Hence, the suggest car parking provision can be considered as reasonable.</p> <p>In addition, compliance with TPS 2 is achieved.</p> <p>The proposed 100 children childcare is considered to be Moderate Impact (with less than 100 vehicle trips generated in peak hour) according to WAPC Transport Impact Assessment Guidelines, Volume 4 Table 1, which only required a Transport Impact Statement to be prepared.</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>During peak times, the opposing development, which includes hungry jacks, has lines of traffic that already extend out of that car park blocking Dundatha RD and entry into the estate. With the existing development opposite, there are already access issues for residents to leave the estate via Dundatha Drive.</p> <p>Entry and exit to the centre would be gridlocked during peak times with parents unable to access the entry of the centre due to existing capacity issues at the intersection Dundatha and Beenyup RD and the short distance to the major intersection to Southwestern Highway.</p> <p>Safety Concerns:</p> <p>While the consultant claims that the proposed development is well connected using footpaths and cycling paths, in reality, there is a footpath ending after just touching a small section of one of these lots (on the Western verge of my property).</p> <p>Requests for adequate crosswalks have already been submitted to the council with no action to date. Children already have issues crossing Beenyup RD from local primary schools and returning to the estate. Bringing further traffic at this pinch point would significantly increase this safety issue and significantly increase the chances of a mishap.</p> <p>These are residential lots on the entry of an estate and thus only suited for residential use (subdivision or not).</p>	<p>Outside of WAPC TIS scope - Road Safety Audit.</p> <p>The two-way traffic generated by the proposed development would translate to approximately 1.3 trips per minute over a period of 1 hour during the peaks. Many of these trips potentially already existing on the road network and would occur before the morning school peak and after the school afternoon peak. Therefore, the additional trips would present an extremely low additional risk to cyclists and pedestrians.</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyp Road, Byford 13 (L102) 307302 / Beenyp Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>Noise Concerns:</p> <p>Acoustic reports have no mention of the testing points related to the measurements and thus lack detail into the claims being made. Moreover, the hours of operation start at night and are unacceptable for us, neighbours of this potential development. Furthermore, it is shire's responsibility to ensure that a greedy developer does not jeopardize our mental wellbeing. We are a corner lot and already have two roads on two sides. We are fine with this, and this is what we signed up for.</p> <p>But the placement of the bitumen parking area on the third boundary side and noise of car doors and the occupants is not a normal part of living on a modern residential corner block, and this would have an impact on our mental and physical health and wellbeing and thus is strongly opposed. While they claim that the noise level from these activities would be under the levels required and would comply at all times, this claim is not adequately substantiated, and they have presented no plan or detail on how this was calculated or will be ensured. Figure 6.1, for example, does not show the calculation points, and there is no mention of the number of measurements, measuring locations and methodology etc. This land's use should be consistent with the surrounding lots, and thus of a purely residential, laid-back nature, and I strongly oppose any other use.</p>	<p>The design of this development has been prepared having regard to the locality, as well as the neighbouring commercial uses and residential properties. An Environmental Acoustic Assessment (EAA) has also been prepared by Herring Storer in support of this application. The intent of the EAA is to assess and address the outgoing noise emissions from the Child Care Centre to ensure the development is able to comply with the <i>Environmental Protection (Noise) Regulations 1997</i>, thereby ensuring the acoustic amenity of the site is protected.</p> <p>The EAA considers the likely noise sources occurring within this development as being children playing within the outside play areas and mechanical services. Despite the noise associated with motor vehicles technically being</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>Conclusion:</p> <p>Basis the above-mentioned concerns and the strong valid opposition to this development of concerned ratepayers, the shire should reject this proposal and take note of the loopholes this consultant has tried to use to try and get this development approved. If this results in</p>	<p>exempt from the <i>Environmental Protection (Noise) Regulations 1997</i>, noise generated by cars has also been assessed for information purposes only.</p> <p>The acoustic assessment concludes that noise produced by the outdoor play areas would comply with the <i>Environmental Protection (Noise) Regulations 1997</i> subject to the eastern fence being raised in height to 1.8m, and the outdoor play area being closed prior to 7am.</p> <p>The air conditioning condensing units have also been assessed to comply at all times. While noise associated with car movements is exempt from the Regulations, these noise sources are also able to comply with the Regulatory requirements at all times.</p> <p>The application has demonstrated that the</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		developing new policies and guidelines for the developers, especially when it comes to business development on a residential lot, it will be for the betterment of our suburban community. If you would like to have a discussion at all on this matter, please feel free to contact me.	servicing and management requirements for the facility, including traffic, parking, acoustic output and waste can adequately be met. The application has also demonstrated that the proposal is compliant with the applicable planning framework, including the Town Planning Scheme No.2, draft Local Planning Scheme No.3, relevant Local Planning Policies, and the applicable Design WA state planning policies.	
Department of Education		<p><u>Land Use</u></p> <p>The proposed Child Care Premises is considered acceptable in principle as the siting of such a use within close proximity of a primary school is consistent with the State Government's EduCare commitment. The EduCare commitment seeks to provide more child care, before and after school and holiday care within close proximity of each new public primary school site. Whilst Byford Primary School is an existing school, the benefits associated with locating child care premises adjacent to existing school sites is consistent with the intent and objectives of the EduCare commitment.</p> <p>Notwithstanding this, there is an existing Child Care Premises at No. 27 Clifton Street and a separate application has been submitted for a potential third Child Care Premises within the area at Nos. 34-36 Beenyup Road (your Ref: PA21/646). It will be the responsibility of the Shire of Serpentine Jarrahdale (Shire) to consider whether the potential number of Child Care</p>	<p>Comments related to the land use are noted.</p> <p>These comments are not relevant to this application given the subject land is not located within close proximity to the school site.</p>	DoE comments are noted and have been addressed in the body of the Council Report.

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>Premises within the area would be consistent with the intent and objectives of Town Planning Scheme No. 2 and draft Local Planning Scheme No. 3 (LPS3).</p> <p><u>Traffic Impact Statement</u></p> <p>The Department notes that at peak drop-off/pick-up times, primary schools generate a significant number of vehicular movements in and around the sites. It is therefore critical to ensure that any development within close proximity of a school does not compromise the ability for staff, students and parents to safely and efficiently access the site.</p> <p>In this instance, the Transport Impact Statement (TIA) fails to provide any detailed commentary on the impacts on the Local Access Streets surrounding the application site and the Byford Primary School site resulting from the proposed use. The proposal has therefore failed to demonstrate that the local street network will be able to adequately accommodate for the projected increase in vehicular movements generated by the proposed Child Care Premises.</p> <p>To address these concerns, the Department requests that additional information is provided prior to a determination being made on the application. The additional information should demonstrate that traffic generated by the proposal will not result in unreasonable levels of traffic congestion around the school site at peak drop-off/pick-up times. It should also consider the cumulative impact of traffic generated from the Primary School, as well as the existing Child Care Premises at No. 27 Clifton Street and the proposed additional Child Care Premises at Nos. 34-36 Beenyup Road. Given the Child Care Premises' (existing and proposed) and the Byford Primary School Site are likely to have similar peak drop-off/pick-up times, the TIA should demonstrate how vehicle banking will be avoided in the area.</p>	<p>As is the case with a number of comments made by the Department of Education, it seems that the same response has been provided as the Lot 15 and Lot 16 Beenyup Road, Byford Child Care Premises proposal as contained in the Agenda for 11 October. Comments made are relevant to that application.</p> <p>https://www.sjshire.wa.gov.au/council-meetings/ordinary-council-meeting/ordinary-council-meeting-11-october-2021/511/documents/agenda-ordinary-council-meeting-11-october-2021.pdf</p> <p>The proposed 100 children childcare is considered to be Moderate Impact (with less than 100 vehicle trips generated in peak hour) according to the WAPC Transport Impact Assessment Guidelines, Volume 4 Table 1.</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p><u>Car Parking and Access</u></p> <p>The Applicant's report indicates that the number of car parking bays provided complies with the requirements of TPS2. Notwithstanding this, the car parking ratios contained within the draft LPS3 have been updated and would require one per 10 children accommodated under maximum occupancy and one bay per employee for each of the maximum number of employees on the premises at any given time. This ratio would require a total of 30 car parking bays to be provided for the number of children and staff on site.</p>	<p>The proposed on-site car parking provision of 23 bays satisfies the statutory parking requirements set out in the Shire of Serpentine-Jarrahdale Town Planning Scheme No. 2. TPS 2 is the current statutory planning mechanism under which a decision should be made.</p> <p>The RTA guide for long-day care trip estimates are based on two-hour peak periods and the average length of stay is approximately 6.8 minutes (ITE).</p> <p>Considering the average length of stay and estimated trip generation, it is anticipated that approximately 5 cars will be parked every 6.8 minutes, which leaves adequate parking for staff (refer to designated staff bays as detailed in the parking management plan). Although the development is expected to accommodate a maximum of 20 staff, staff</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
			<p>numbers will peak in the middle of the day, well after the peak drop off period has passed and when demand on the car park is low. it is also unlikely that all staff will drive and park. Staff may live local and walk or ride, may carpool, or get drop-off / picked-up by family members or catch public transport (future train station) etc. Hence, the suggest car parking provision can be considered as reasonable.</p> <p>In addition, bays at Lot 101 would be available as described by the updated TIS and Parking Management Plan.</p>	
		<p>The proposal therefore does not comply with draft LPS3, which is considered a seriously entertained document. The Department would not be supportive of the proposal relying on the on and off-street car parking embayments, which are intended to service the Byford Primary School site, being used to accommodate for overflow car parking generated by the Child Care Premises.</p>	<p>These comments are not relevant to this application. Given the distance to the school site, parents dropping off their children wouldn't use the school's parking facilities.</p>	

SUMMARY OF SUBMISSIONS
PA21/712 - Beenyup Road, Byford 13 (L102) 307302 / Beenyup Road, Byford 15 (L103) 307303
Child Minding Centre

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
		<p>The Department would therefore request that a condition of approval be imposed which would either:</p> <ul style="list-style-type: none"> • Require the requisite number of car parking bays to be provided on-site and/or the maximum number of children/staff on site at any given time being reduced. • Require a car parking management plan being submitted and implemented prior to the initial occupation of the development. A car parking management plan should ensure that the number of bays provided are appropriately managed so that parking associated with the proposal is contained entirely within the site. <p><u>Construction Management</u> Due to the application site's close proximity to Byford Primary School, it is important the school is not burdened by the impacts associated with construction works. Therefore, it is requested that a condition of approval is imposed which would require a Construction Management Plan to be submitted prior to any works being undertaken on site. The Construction Management Plan should address the following matters:</p> <ul style="list-style-type: none"> • Management of car parking, delivery vehicles and traffic associated with the construction of the development. Construction and delivery vehicles should not utilise the bays surrounding the Byford Primary School site during peak drop-off/pick-up times. • How dust, odour and noise will be mitigated so that it does not materially affect the students and staff of Byford Primary School. 	<p>The applicant would accept a condition limiting children numbers to 100 given it has been demonstrated that an adequate number of bays would be available.</p> <p>A Parking Management Plan has been provided to the Shire. Bays available on Lot 101 would be utilised in addition to the 23 on-site bays.</p> <p>We consider these comments are not relevant to this application. We anticipate they have been carried over from the 34-36 Beenyup Road child care premise application. Given the distance to the school, development of the subject land will have no impact with regard to noise, odour, dust, and construction vehicles will not park at the school site.</p>	