

SUMMARY OF SUBMISSIONS

PA23/73 - Lot 128 South Western Highway, Byford - Community Facility / Place of Worship

Submitter	No	Submitter Comments	Applicant's Response	Officer Comment
Main roads – First Submission		<p>Information Request – PA23/73 - Place of Worship - Lot 128 (South Western Highway) Byford – DP 156237 – C/T 258/190A</p> <p>In response to the Shire's correspondence received on 8 February 2023 with proposed development at the above address, Main Roads has reviewed the information and is unable to provide a recommendation based on the information currently provided.</p> <p>The Transport Noise Assessment report Herring Storer Acoustic is uncertain and needs to be revised and resubmitted to address the following issues:</p> <p>The following are to be amended:</p> <p>Section 4 refers to noise monitoring being undertaken with "10mm" from the edge of South Western Highway instead of "10m". This needs to be corrected.</p> <p>Section 5.1 refers to Bannister Road instead of South Western Highway. This needs to be corrected.</p> <p>The applicant is to contact Main Roads Transport Modelling Branch to obtain the most up-to-date ROM24 modelled traffic projections. The contact name, reference number and date for any ROM24 forecasts must be cited in the noise report.</p> <p>The current and future road surfaces need to be stated in the report and used in the noise modelling as inputs. The current surface to be used is 10 mm chip seal.</p> <p>To determine compliance with WAPC State Planning Policy 5.4 Road and Rail Noise (SPP 5.4), the noise report is to include building specifications including but not limited to brick thicknesses, cavity thicknesses, single or double leaf masonry, and glazing specifications.</p>	<p>Noted.</p> <p>If required by the Shire, minor errors listed below can be amended in acoustic report. However, as the additional information required will not impact surrounding residents of the development, it is requested that the amendments to the acoustic report can be provided as a condition of approval. The proposed development fully intends to be designed to ensure there is no acoustic impact from the Highway as this will be very important to its use.</p>	<p>Refer to Main Roads – Second Submission below.</p>

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		<p>Please provide the above information at your earliest convenience, noting that Main Roads will require 30 days to review this information once received.</p> <p>As stated above, Main Roads is not in a position to support the subject proposal until the above information has been received and reviewed.</p>		
Main Roads – Second Submission		<p>In response to correspondence received on 8 February 2023 and most recent advice received on 24 March 2023, please be advised Main Roads has no objections to the application subject to the following conditions being imposed:</p> <p><u>Conditions</u></p> <p>1. Prior to the occupation of the building, a revised transport noise assessment, consistent with the requirements of WAPC State Planning Policy 5.4 – Road and Rail Noise, is to be prepared, approved and implemented to the satisfaction of the Shire of Serpentine Jarrahdale, in consultation with Main Roads.</p> <p><u>Justification for Condition</u></p> <p>To ensure the acoustic requirements are implemented in accordance with State Planning Policy 5.4 – Road and Rail Noise. Please note Main Roads issued an Information Request on 17 March 2023 requested deficiencies in the transport noise assessment be addressed. Please see attached response for details of required amendments which require reassessment of the noise report.</p> <p>2. Subject to the findings of the transport noise assessment required by Condition 1, a notification, pursuant to Section 70A of the Transfer of Land Act 1893 is to be placed on the certificate of title of the proposed lot. The notification is to state as follows:</p>	See comment above	Application is recommended for approval subject to Main Roads conditions.

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		<p><i>'The lots are situated in the vicinity of a transport corridor and are currently affected, or may in future be affected by transport noise.'</i></p> <p><u>Justification for Condition</u></p> <p>To ensure the acoustic requirements are implemented in accordance with State Planning Policy 5.4 – Road and Rail Noise.</p> <p>3. Prior to the occupation of the building Robertson Road must be constructed to extend across the frontage of the subject land.</p> <p><u>Justification for Condition</u></p> <p>Robertson Road must be upgraded to accommodate vehicle traffic prior to the building being occupied.</p> <p>4. All access shall be via Robertson Road. No access is permitted via South Western Highway</p> <p><u>Justification for Condition</u></p> <p>Condition confirms vehicular access requirements. Condition required as the Lot has frontage to both South Western Highway and Robertson Road. Access to South Western Highway is not permitted as per the South Western Highway Access Strategy (enclosed).</p> <p>5. No development and/or improvements shall be permitted on the land required for future road purposes as shown on the enclosed Main Roads Land Protection Plan 201232-0008 and 201232-0009.</p> <p><u>Justification for Condition</u></p> <p>Protection of the State Road network and public safety.</p> <p>6. No earthworks shall encroach onto the South Western Highway Road reserve.</p>		

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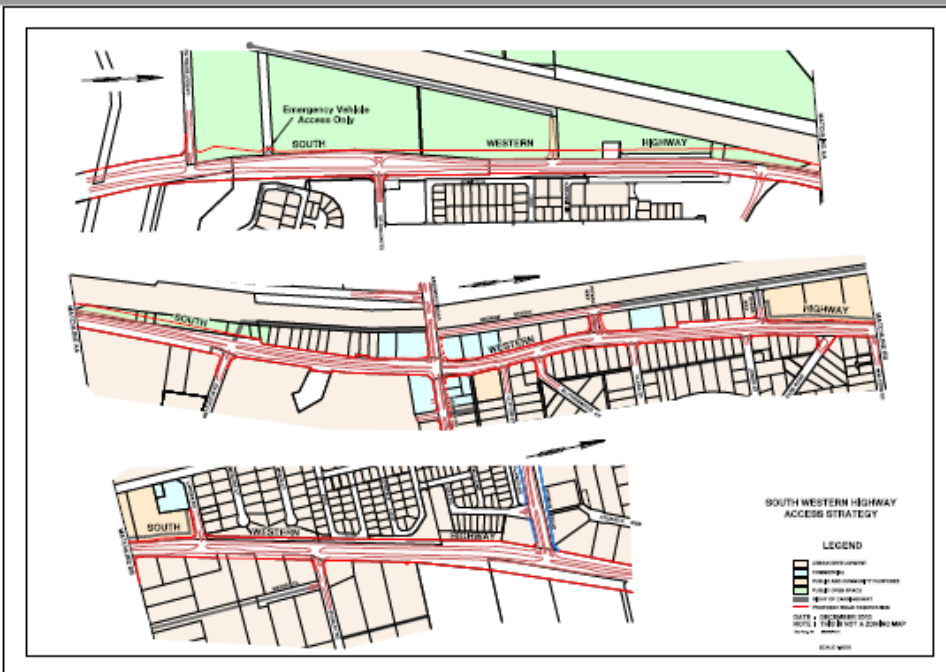
Submitter	No	Submitter Comments	Applicant's Response	Officer Comment
		<p>7. No stormwater drainage is to be discharged onto the South Western Highway Road Reserve.</p> <p>8. The landowner/applicant shall make good any damage to the existing verge within the South Western Highway road reserve.</p> <p><u>Advice</u></p> <p>a) The upgrading/widening of South Western Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.</p> <p>b) The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.</p> <p>Should the Shire disagree with or resolve not to include as part of its conditional approval any</p> <p>of the above conditions or advice, Main Roads requests an opportunity to meet and discuss the application further, prior to a final determination being made.</p> <p>Main Roads requests a copy of the Shire's final determination on this proposal to be sent to planninginfo@mainroads.wa.gov.au</p> <p>In response to the Shire's correspondence received on 8 February 2023 with proposed development at the above address, Main Roads has reviewed the information and is unable to provide a recommendation based on the information currently provided.</p>		

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		<p>The Transport Noise Assessment report Herring Storer Acoustic is uncertain and needs to be revised and resubmitted to address the following issues:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The following are to be amended: <ol style="list-style-type: none"> a. Section 4 refers to noise monitoring being undertaken with “10mm” from the edge of South Western Highway instead of “10m”. This needs to be corrected. b. Section 5.1 refers to Bannister Road instead of South Western Highway. This needs to be corrected. <input type="checkbox"/> The applicant is to contact Main Roads Transport Modelling Branch to obtain the most up-to-date ROM24 modelled traffic projections. The contact name, reference number and date for any ROM24 forecasts must be cited in the noise report. <input type="checkbox"/> The current and future road surfaces need to be stated in the report and used in the noise modelling as inputs. The current surface to be used is 10 mm chip seal. <input type="checkbox"/> To determine compliance with WAPC State Planning Policy 5.4 Road and Rail Noise (SPP 5.4), the noise report is to include building specifications including but not limited to brick thicknesses, cavity thicknesses, single or double leaf masonry, and glazing specifications. <p>Please provide the above information at your earliest convenience, noting that Main Roads will require 30 days to review this information once received.</p> <p>As stated above, Main Roads is not in a position to support the subject proposal until the above information has been received and reviewed.</p> <p>Please forward all emails, including the requested information to planninginfo@mainroads.wa.gov.au .</p>		

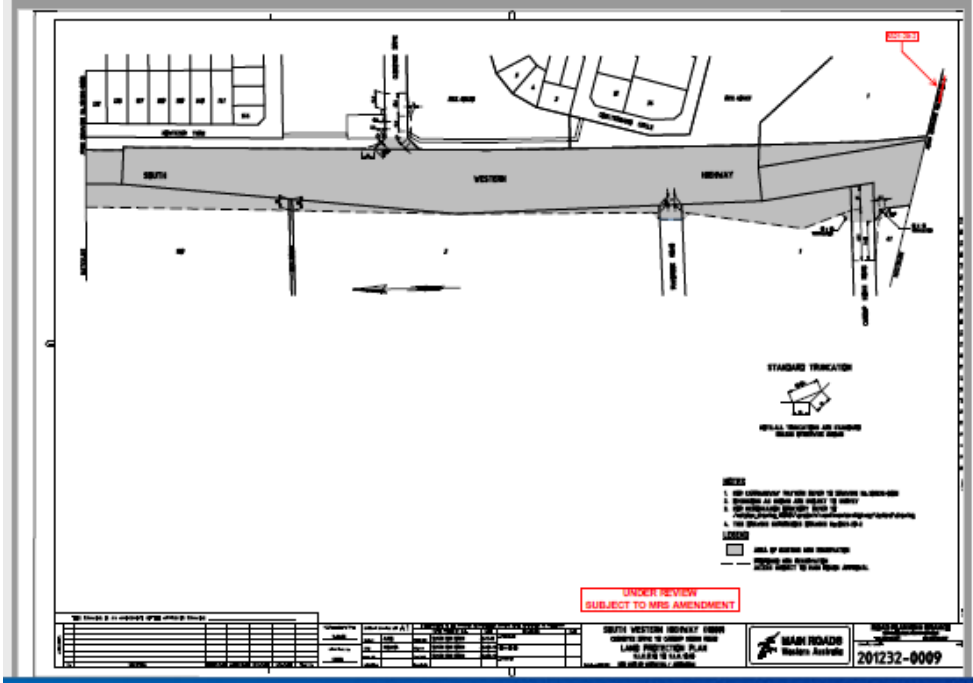
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DFES		<p>Re: Place of Worship - Lot 128 South Western Highway Byford – Development Application</p> <p>I refer to your letter dated 06 February 2023 regarding the submission of a Bushfire Management Plan (BMP) (Version 1.1), prepared by Smith Bushfire Consultants and dated 22 December 2023, for the above development application.</p> <p>This advice relates only to State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP 3.7) and the Guidelines for Planning in Bushfire Prone Areas (Guidelines). It is the responsibility of the proponent to ensure the</p>	No comments received.	Refer to comments below.

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		<p>proposal complies with relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws.</p> <p>Assessment</p> <ul style="list-style-type: none"> • The decision maker has identified that the proposed development will be a Vulnerable Land Use. • Development applications for Vulnerable land uses should be supported by an Emergency Evacuation Plan as per section 5.5.1 of the Guidelines. • Further clarification is required within the BMP of the requirements of SPP 3.7, and the supporting Guidelines as outlined in our assessment below. <p>1. Policy Measure 6.5 a) (ii) Preparation of a BAL contour map</p> <table border="1" data-bbox="533 954 1512 1423"> <thead> <tr> <th data-bbox="533 954 862 1018">Issue</th> <th data-bbox="862 954 1288 1018">Assessment</th> <th data-bbox="1288 954 1512 1018">Action</th> </tr> </thead> <tbody> <tr> <td data-bbox="533 1018 862 1423">Vegetation classification</td> <td data-bbox="862 1018 1288 1423">Evidence to support the exclusion of Plot 1 in its entirety as managed to low threat in accordance with AS3959 is required. In particular, images 3 and 4 show areas of grassland to the south of the site. While it appears to be managed, no evidence has been provided of this. Given that there appears to be a</td> <td data-bbox="1288 1018 1512 1423">Modification to required.</td> </tr> </tbody> </table>	Issue	Assessment	Action	Vegetation classification	Evidence to support the exclusion of Plot 1 in its entirety as managed to low threat in accordance with AS3959 is required. In particular, images 3 and 4 show areas of grassland to the south of the site. While it appears to be managed, no evidence has been provided of this. Given that there appears to be a	Modification to required.		
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		subdivision planned (as discussed below), it is conceivable that this land may be under separate ownership and that a mechanism would be required to ensure management in perpetuity.		
DFES		<p>Further to the advice letter please note that the Guidelines for planning in bushfire prone areas state;</p> <p>6.12.3 LEVEL 3 BUSHFIRE PLANNING PRACTITIONER – PERFORMANCE</p> <p>Level 3 Bushfire Practitioners – development of BMPs for planning proposals and development applications that involve:</p> <ul style="list-style-type: none"> – vulnerable land use – high-risk land use – unavoidable development – minor development in areas where BAL–40 or BAL–FZ, in accordance with SPP 3.7 and these Guidelines; – development of Emergency Evacuation Plans for vulnerable land uses 	No comments received.	The submitted BMP identifies that the site would achieve a BAL 12.5 rating while DFES has queried the vegetation classification of Plot 2 and this could impact the BAL rating. Therefore, a condition of approval will require has a modification BMP.
Anonymous		This is going to be an amazing opportunity for our communities. The people in this church already do such amazing things for our community and this will be a place for people from all ages and walks of life to come and feel they belong. Please approve this application, our community needs this.	Agreed, the intention of this facility is to provide a functional community space for a diverse range of people whether members of the	It is acknowledged that the proposal will become a community asset.

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			Centrepont Church or not. This includes local community groups, schools, clubs, training programs, social groups etc.	
A398959		<p>Regarding the proposed development of Lot 128 South Western Hwy Byford, I would make the following comments:</p> <p>Noise levels likely to be generated by music events/ dances etc will impact those residents in Byford on the Scarp. The sound travels a long way and the venues can be open until midnight. Since the Council removed many of the 'screening' trees along SW Highway, the impact will be significant.</p> <p>If large numbers attend these events, as is anticipated, there could be large numbers of partygoers, possibly under the influence of alcohol, wandering around the Scarp damaging residents' property. This is already a problem in the area and we certainly don't want to exacerbate it by bringing in large groups of revellers.</p> <p>Also, the place of worship plans 'youth programs'. I would like to know what these programs entail and if the youths involved are 'troubled youths'.</p> <p>Theft and vandalism are already major problems in the area and bringing in large numbers of people will only make a bad situation worse.</p>	<p>As part of this application, a comprehensive Noise Impact Assessment was prepared by an expert acoustic consultant to assess the potential impacts to surrounding residents. The report utilised a worse case scenario combining the estimated noise from music, car doors slamming, cars moving on site and mechanical services such as air conditioning. The report found that even at a worst-case scenario with all activities occurring at once, the continuous noise levels associated with the surrounding road network including the South-Western Highway and proximity to the</p>	<p>The submitted Acoustic Assessment concludes that the daytime use demonstrates compliance with the <i>Environmental Protection (Noise) Regulations 1997</i>. However, given that the assessment did not include night time use then a condition of approval will require an updated Acoustic Assessment. Overall, noise impacts are considered to be minimal given the location of the site in a designated 'Mixed Business' zone with the nearest residence located more than 70m to the east on the</p>

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			<p>industrial uses to the north of the site would mask annoying characteristics such as tonality and impulsiveness.</p>	<p>opposite side of South Western Highway.</p> <p>Further, to address concerns relating to anti-social behaviour, a condition of approval will require an Operational Management Plan including details relating to hiring policy, hosting events, bookings, security, prohibition of liquor consumption, and general supervision of crowd behaviour.</p>
A 398565		<p>Hi, we received paperwork for a proposal to build a Public Assembly Community Hub at Lot 128 (Lot 4) Robertson Rd Byford.</p> <p>While we have no issues at all with the building as such, and the Centrepoint Hub meeting there, we do have questions about the seating capacity of the building, and the number of parking lots. The proposal shows a seating capacity of 300, and 50 parking bays. If you do the maths, this means that if 300 people are in the building, 6 people would be coming in each vehicle!! Its very unlikely that every vehicle would transport that many people, so where would all the extra vehicles park? I feel that a lot more parking bays should be incorporated to accommodate the amount of vehicles that would likely need to park there. We don't want to end up with cars parking along</p>	<p>Noted. Initially, the proposal intended to use the nearby parking from the industrial uses to the north which would not be utilised at the same time as any services, big functions were held. As part of the advertising period and review of the submissions received, the site plan has now been amended to include</p>	<p>Concerns regarding a shortfall of onsite car parking spaces will be addressed by a condition of approval requiring a Reciprocal Rights of Parking Agreement to demonstrate reciprocal parking of 25 additional car parking bays.</p>

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		the sides of roads in the area, as that's not safe, and it will cause traffic disruptions.	an additional 12 bays, bringing the total to 62 bays for the development. Considering the remaining shortage, the proposed capacity for the development has been reduced to a maximum of 244 people, until more parking becomes available as the area develops. It should also be noted that the capacity of the facility having 300 seats is to provide flexibility for future growth alongside the Byford area. This is expected to occur alongside the neighbouring lots to the development, which are zoned for big-box commercial uses/showrooms etc. that will include increased parking areas that are unlikely to be fully utilised at all times. It would be detrimental to the provision of the future community to simply	

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			encompass the site with parking now, only to have the facility be at capacity within a couple of years.	
A398582		<p>Auditorium for 300 people / seats equals, and 2 people per car equals 150. With only 50 parking bays where are the other cars going to park? The other 100 cars are going to park on verges, in driveways, on South Western Highway and the Scarp.</p> <p>We have seen this all before, and this is what's going to happen.</p>	See comment above.	As above.
A401029		<p>In my experience places of worship bring antisocial behaviour.</p> <p>I am from the UK and have seen this firsthand.</p> <p>I would also like to keep the area rural.</p>	The Centrepoint Church are active members of the local community and are associated with a variety of community-outreach programs and local activities. They also have a strict alcohol-free policy on all venue hires of their facility. Therefore, it is much more likely that this development will have a positive social impact for the local area.	As above.