

SUMMARY OF SUBMISSIONS
PA23/391 – Lot 2, 640 - South Western Highway, Byford - Health Studio / Shop

Submitter	No	Submitter Comments	Applicant Comment	Officer Comment
Online	1	<p>Under the development table on the application, it states the building or development can be only 3 meters away from Southwest Highway and Thomas Road. I am very concerned about the number of new builds in our Shire that block traffic view to oncoming traffic and do not lend to future footpath development nor widening of roads. I would like to see a setback of at least 9 meters from this corner to allow full traffic view, and wide footpath and pedestrian safety at such a busy intersection at the lights for people that use the paths. Bikes and mobility scooters are left very little movement due to buildings built so close to the roads edge. I have also seen in our shire many footpaths having to be removed time and time again for services which are underneath. By having a wider area should services need to be repaired or improved it should allow a continual safe passage when this is done (example corner of Abernethy and SW highway is always being dug up causing much disruption to pedestrians. Repco Building was built too close to the corner preventing road widening and poor traffic viewing.</p>	<ul style="list-style-type: none"> • Through preliminary discussions with the Shire during the design phase of the application, the Shire requested that the building be designed to comprise a nil setback to the both the land's Thomas Road and South Western Highway frontages. This application reflects the Shires request in this matter and is consistent with development commonly found within a Town Centre area. • The verge area at the intersection of Thomas Road and South Western Highway comprises a width of 8 metres, which allows for adequate sight lines. Notwithstanding this, a traffic impact statement (TIS) has been prepared by a qualified traffic engineer to address vehicular access issues. The TIS does not raise any concerns and has been review by Main Roads WA. • It is noted that the Thomas Road and South Western Highway verge areas abutting the land do not include a pedestrian path. • The subject land does not comprise any road widening. As such, this is not a consideration as part of this application. <p>In light of the above responses, the comments should be dismissed.</p>	<p>Thank you for your submission. The concerns raised regarding design, built form and pedestrian impacts have been addressed within the relevant sections of the report.</p>
Online	2	<p>Lot 2, 640 South Western Highway, Byford has, in the past, been subject to Development Applications; last time for a service station. The same reasons for not wanting the Lot developed into a service station in the past still apply but even more so now with the Bridge Over Rail on Thomas Road getting completed. The intersection of Thomas and South Western Highway is a very busy intersection; this has/will only increase</p>	<ul style="list-style-type: none"> • A traffic impact statement (TIS) has been prepared by a qualified traffic engineer to review vehicular access/egress for the development. • In addition to the above, discussions have been held with Main Roads WA to review vehicular movements at the intersections of Thomas Road and South Western Highway and the intersection of Hay Road and Thomas 	<p>Thank you for your submission. The concerns raised regarding traffic have been addressed within the relevant section of the report.</p>

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		<p>as most of the traffic for the Butcher Road / Aquanita Rise (and developing lots further along Butcher and in Cottage Close) now will be being entering and exiting via the Hay Road and Thomas Road intersection. Also, there is a bus stop that has to be reinstated in the area of the intersection of Hay / Thomas / South Western Highway; this will add more traffic issues to the area. Also, when the bridge is completed, more road-trains will be using Thomas Road as it will be easier access into Kwinana Grain Terminal and Kwinana Industrial area via Thomas and Anketell Roads, mainly as they won't have to wait for trains at railway crossings as per other routes into that area. Residents and visiting traffic coming to/from Butcher Road and adjoining streets will have enough trouble with turning right in/out of Hay Road onto/off Thomas without the need to deal with traffic turning into / out of any developments proposed for Lot 2. This will be further complicated when the Larsen Street railway crossing is closed as most of the local traffic from the streets a joining George Street with be forced into using Hay Road to assist with exiting the area.</p>	<p>Road. As such, the development adequately addresses vehicle movements to and from the development along the local/district road network (including movements at the relevant intersections).</p> <p>In light of the above responses, the comments should be dismissed.</p>	
Online	3	Good for Byford	Comment noted and appreciated.	Thank you for your submission.
Online	4	I support the approval, a gym and swim school local to the area will benefit local residents of the shire and is a suitable use for this land without being detrimental to local residents.	Comment noted and appreciated. The proposed uses on the land will service the local community, provide activation of the public realm and enhance the streetscape.	Thank you for your submission.
A400010	5	<p><u>NO</u>. We have enough traffic as it is. Try to get out on to Thomas Road!</p>	<ul style="list-style-type: none"> A traffic impact statement (TIS) has been prepared by a qualified Traffic Engineer to review vehicular access/egress for the development and all traffic 	Thank you for your submission. The concerns raised

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		Leave it as bush or make it a nice sign to Byford!!	<p>movements generated by the proposed development on the local road network. The TIS concludes that the development will not adversely impact the local road network.</p> <ul style="list-style-type: none"> • The subject and has been identified for a commercial type development within the Byford District Structure Plan. Furthermore, the proposed development will activate the adjoining streets and reflects a Town Centre type development. • It should be noted that the subject land has historically been developed for commercial purposes, which previously comprised vehicular access/egress to both Thomas Road and South Western Highway. The current proposal for the subject land does not allow for vehicular access to these two roads (i.e. being regional roads) and provides vehicular access/egress from Hay Road, which is a lower order road. As such, the proposed development provides for improved traffic safety along the local road network compared to the historical development of the site. <p>In light of the above responses, the comments should be dismissed.</p>	regarding traffic have been addressed within the relevant section of the report.
A399998	6	<p>I am emailing my objection to the proposed development of Lot 2, 640 South Western Highway, Byford.</p> <p>I am an owner/occupier of Hay Road Byford which is directly next door to the proposed site.</p> <p>The proposal will cause multiple problems for us residents within direct contact of this site the main being the 24hour nature of the proposed business.</p>	<ul style="list-style-type: none"> • Only the gym will operate 24 hours, with very low patronage after 9pm. As such, the proposal will be low key outside of the peak periods of the gym (i.e. outside the peak operating periods of 6am-8am and 4pm-7pm). • Notwithstanding the above, the proposed development will provide a service to the local community. In addition, the gym is located well away from the adjoining southern property (being a residential lot). 	Thank you for your submission. The concerns raised regarding noise, amenity and traffic have been addressed within the relevant sections of the report.

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		<p>The fact we will have cars coming and going all hours of the night and be impacted by the noise this will generate. We have a young family who are still in school and believe this will be detrimental to their sleep etc.</p> <p>This proposal will also have a negative effect on the value of our property and cause traffic issues on our street with the increase of cars coming and going. The fact we have 2 health centres less than 1km from here and also a 24hr gym next to Caltex petrol station on Thomas Road again less then 3km away negates the necessity for such a proposal.</p> <p>There is zero detail as to the nature of the shop in the proposal which is also a concern. This land is amongst residential properties and any large 24hr business will have nothing but a negative impact on our estate.</p> <p>We had similar objections to the last proposal for a 24hr truck stop and hope common sense prevails and this proposal is also rejected.</p>	<ul style="list-style-type: none"> • The historical use of the land was commercial, which could have operated 24 hours per day (i.e. service station). • The Byford District Structure Plan identifies that the land could accommodate a number of commercial type developments which could operate 24 hours (i.e. Fast food/take-away and shop). In addition, the Structure Plan and/or the planning framework does not restrict hours of operation on the land. As such, the proposed uses are consistent with the structure plan. • There is no evidence provided by the objector that property values would be reduced due to the proposed development on the land. Furthermore, economic factors are not a valid planning consideration. Given this, the comment must be dismissed. • Competition and the number of health studios in the area is not a valid planning consideration. • A tenant has yet to be appointed for the shop. However, the tenancy is small and is likely to operate during normal business hours (i.e. 9am to 5pm). <p>In light of the above responses, the comments should be dismissed.</p>	
A399996	7	<p>Object to commercial development in a quiet residential street.</p> <p>More needs to be done to reduce impact on residents.</p>	<ul style="list-style-type: none"> • The subject and has been identified for a commercial type development within the Byford District Structure Plan. Furthermore, the proposed development will activate the adjoining streets and reflects a Town Centre type development. • A traffic impact statement (TIS) has been prepared by a qualified traffic engineer to review vehicular 	<p>Thank you for your submission. The concerns raised regarding traffic, parking, noise, amenity and lighting have been addressed</p>

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		<p>1. Traffic</p> <p>Traffic will be congested and very busy in our residential street. Customers will use it as a short cut back to central Byford.</p> <p>Our street should not be classes as an access road, its residential with lots of families.</p> <p>In peak time there will be up to 200 cars coming into our street at any one time. Estimates don't add up at peak times – Revo 120 members in peak times 4-7pm week days.</p> <p>2. Parking</p> <p>Jump is underestimated. They stated 6 staff and only 15 children / timeslots. As per their website 4-6 children / class every half hour. 6 x teacher on = approx. 24-36 children / timeslot crossover of times of times = 48-72 children onsite until previous children leave.</p> <p>Revo 120 + 72 Jump = 192 patrons (cars in carpark) on 78 bays.</p> <p>This will result in street parking.</p> <p>Who will police this?</p> <p>No parking signs must be installed.</p> <p>Patrons should have to exit to Thomas Road and enter from Thomas Road only.</p> <p>3. Noise</p> <p>This many cars is going to make it very noisy.</p> <p>Music from Revo, who will police?</p>	<p>access/egress for the development and all traffic movements generated by the proposed development on the local road network. The TIS concludes that the development will not adversely impact the local road network.</p> <ul style="list-style-type: none"> • In addition to the above point, the application has been referred to Main Road WA (MRWA) for review. MRWA have reviewed the proposal following the submission of addition information by the traffic engineer/consultant and raise no further issues. • Adequate on-street parking has been provided in support of the proposed development. The objector's comments are noted, by they fail to have due regard for reciprocal parking arrangements between the uses and varying operating periods associated with the proposed uses on the land. This has been addressed in the TIS. • The issue regarding noise and the control of noise will be addressed by alternative legislation and not the planning legislation. It should be noted that the adjoining road network (being regional roads) would generate a greater level of noise than the proposed gym. • Any music played within the gym is set and controlled by Revo and not the patrons. • Light spillage from the proposed development will be minimal and would be less than the light generated by the adjoining regional roads. Furthermore, light spillage is controlled by alternative legislation. <p>In light of the above responses, the comments should be dismissed.</p>	<p>within the relevant sections of the report.</p>

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		<p>This is concerning at night, particularly if residents want their windows open, especially with it being 24/7 and no staff there.</p> <p>Whist Revo stated they won't run classes what about independent personal trainers? They will do what they want when there is no one onsite to police this.</p> <p>Noise from there should be no more than it is now. They should sound proof the building.</p> <p>Noise at their busy time 6am in the morning is concerning, especially in summer. 120 patrons entering our street will be very noisy, especially for families with children.</p> <p>More needs to be done to reduce this.</p> <p>4. Lighting</p> <p>Needs to be reduced, plenty of lighting from Thomas Road, so they don't need to add more. Residents in summer want their windows open.</p>		
Main Roads Submission 1	8	<p>Dear Sir/Madam,</p> <p>Information Request – Proposed Health Studio (Gym, Swim School and Shop) – Lot 2 (640) South Western Highway, Byford – Ref: PA23/391</p> <p>In response to your correspondence received on 12 June 2023, Main Roads has reviewed the application and is unable to provide a recommendation at this point in time. The Transport Impact Assessment (TIA) prepared by KCTT, Revision A, dated 16 May 2023 has identified this development as 'High Impact', however this has not</p>	<ul style="list-style-type: none"> The comments made by Main Roads WA are noted. Discussions have been held between Main Roads WA and the consultant engineer, with additional information prepared in support of the application and lodged to address the comments made by Main Roads WA. This includes a SIDRA analysis. It is noted that Main Roads WA are now supportive of the proposal. 	Noted.

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		<p>been addressed accordingly, with no forecast of intersection demands or SIDRA analysis of the associated intersections being provided. An updated report in accordance with the Transport Impact Assessment Guidelines (August 2016) and electronic SIDRA Intersection files (.sip) in Version 9 is requested, which addresses the comments in Table 1 below.</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 relating to this proposal to planninginfo@mainroads.wa.gov.au.</p> <p>If you have any further queries, please do not hesitate to contact [REDACTED] on 9475 [REDACTED].</p> <p>Yours sincerely [REDACTED]</p> <p>Planning Assessment Coordinator</p> <p>Encl: Table 1 – Main Roads Comments Encl: Hays Road Intersection Design Drawing</p>		

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		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%; background-color: #4b7a5d; color: white;">Section</th> <th style="background-color: #4b7a5d; color: white;">Main Roads Comments</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d3d3d3;">2.5</td> <td>The Transport Impact Assessment does not consider the ultimate layout of the Thomas Road and Hays Road intersection and the overall surrounding road network. Please review and amend the Transport Impact Assessment and SIDRA modelling to include the revised intersection layout. The approved intersection design plans have been provided for your information.</td> </tr> <tr> <td style="background-color: #d3d3d3;">Trip generation</td> <td>The trip generation rates used for the Gym and Shop land uses are unclear. Please review and provide the source of the trip generation rates used. Review the trip generation rate applied to the Gym. The same trip generation rate should be applied to both AM and PM peak periods. The swim school trip generation should include the maximum number of inbound and outbound trips in the peak hour.</td> </tr> <tr> <td style="background-color: #d3d3d3;">2.14</td> <td>A considerable number of dwellings exist to the south of the development. The majority of trips generated will be from the south and will flow through to the Thomas Road / Hays Road intersection. Please provide further justification for the traffic flow distribution assumptions made or revise the calculated splits to reflect this.</td> </tr> <tr> <td style="background-color: #d3d3d3;">General</td> <td>Traffic counts at Hays Road and Thomas Road should be estimated for both AM and PM peak periods. SCATS traffic counts data for Thomas Road / South Western Highway to be included in the Transport Impact Assessment.</td> </tr> <tr> <td style="background-color: #d3d3d3;">General</td> <td>Hays Road referenced as Hay Road. Local Government Authority referenced as City of Perth when it should be the Shire of Serpentine-Jarrahdale.</td> </tr> <tr> <td style="background-color: #d3d3d3;">General</td> <td>There is a risk that if a right-in movement from Thomas Road to Hays Road is provided with no auxiliary lane then traffic generated by this development will queue and restrict the operation of the Thomas Road / South Western Highway traffic signals, particularly given the left-turn from South Western Highway to Thomas Road (westbound) is signalised and will run at the same time as the right-turn from Thomas Road to South Western Highway. The Transport Impact Assessment must be updated to include a High Impact assessment and SIDRA analysis for both the Thomas Road / Hays Road and Thomas Road / South Western Highway intersections.</td> </tr> </tbody> </table>			Section	Main Roads Comments	2.5	The Transport Impact Assessment does not consider the ultimate layout of the Thomas Road and Hays Road intersection and the overall surrounding road network. Please review and amend the Transport Impact Assessment and SIDRA modelling to include the revised intersection layout. The approved intersection design plans have been provided for your information.	Trip generation	The trip generation rates used for the Gym and Shop land uses are unclear. Please review and provide the source of the trip generation rates used. Review the trip generation rate applied to the Gym. The same trip generation rate should be applied to both AM and PM peak periods. The swim school trip generation should include the maximum number of inbound and outbound trips in the peak hour.	2.14	A considerable number of dwellings exist to the south of the development. The majority of trips generated will be from the south and will flow through to the Thomas Road / Hays Road intersection. Please provide further justification for the traffic flow distribution assumptions made or revise the calculated splits to reflect this.	General	Traffic counts at Hays Road and Thomas Road should be estimated for both AM and PM peak periods. SCATS traffic counts data for Thomas Road / South Western Highway to be included in the Transport Impact Assessment.	General	Hays Road referenced as Hay Road. Local Government Authority referenced as City of Perth when it should be the Shire of Serpentine-Jarrahdale.	General	There is a risk that if a right-in movement from Thomas Road to Hays Road is provided with no auxiliary lane then traffic generated by this development will queue and restrict the operation of the Thomas Road / South Western Highway traffic signals, particularly given the left-turn from South Western Highway to Thomas Road (westbound) is signalised and will run at the same time as the right-turn from Thomas Road to South Western Highway. The Transport Impact Assessment must be updated to include a High Impact assessment and SIDRA analysis for both the Thomas Road / Hays Road and Thomas Road / South Western Highway intersections.
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Main Roads Submission 2	9	<p>In response to correspondence received on 12 June and 29 August 2023, please be advised Main Roads has no objections subject to the following conditions being imposed:</p> <p><u>Conditions</u></p> <p>1. No vehicular access is permitted to South Western Highway or Thomas Road.</p> <p><u>Justification for Condition</u></p> <p>Confirms Vehicular Access requirements for the site. Access is via Hay Street.</p> <p>2. No Works are permitted within Thomas Road or South Western Highway Road Reserves unless Main Roads has issued a Working on Roads Permit.</p> <p><u>Justification for Condition</u></p> <p>Confirms works approval process.</p> <p>3. Stormwater shall not be discharged into the Thomas Road or South Western Highway Road Reserves.</p> <p><u>Justification for Condition</u></p> <p>To ensure there is sufficient capacity in the Thomas Road and South Western Highway stormwater network to accommodate its requirements. This is a standard requirement for development adjacent to a State Road.</p> <p>4. The signage must not flash, pulsate or chase.</p>	N/A	Noted.

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		<p>5. The device must not contain fluorescent, reflective, or retro-reflective colours or materials.</p> <p>6. The maximum luminance level of the signage shall be in accordance with the requirements below at all times:</p> <ul style="list-style-type: none"> - During daytime, the maximum luminance level shall be 6000 cd/m2. - During dusk/dawn, the maximum luminance level shall be 600 cd/m2. - - During the night, the maximum luminance level shall be 300 cd/m2. <p><u>Justification for Condition</u></p> <p>Compliance with Main Roads' Policy and Guidelines for Advertising Signs.</p> <p><u>Advice</u></p> <p>a) 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>Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network.</p>		

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		<p>Further information on the pre-lodgement consultation process can be found on Main Roads website at mainroads.wa.gov.au > Technical & Commercial > Planning & Development</p> <p>Should the Shire disagree with or resolve not to include as part of its conditional approval any 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>		