

## NEW SUMMARY OF SUBMISSIONS

## Lot 51, 116 Warrington Road, Byford – Proposed Child Minding Centre – PA20/454

Submitter	No	Submitter Comments	Applicant Comment
	1 - 4	<p>Dear Mr Martin,</p> <p>I am writing on behalf of a syndicate of landholders that I represent. We appreciate the opportunity to comment on the abovementioned development application relating to a proposed childcare centre. The landholders intend to develop the property into residential land estates and are beginning earthworks next week. Whilst the landholder's welcome further investment in the Byford area, there are several objections regarding the proposed development that have been summarised below.</p> <p><b>Land use</b></p> <p>The proposed childcare centre does not meet the state planning authorities' locational criteria for a strategic point of view. The WAPC planning bulletin for childcare centres requires that these facilities be "distributed strategically to provide the maximum benefit to the community it serves". The Byford town area has 8 established long day care centres with an additional centre approved by Council in last month's ordinary meeting. This is in addition to numerous family day care centres. The proposed site is located in close vicinity to three large long day care centres: Nido Early School, Little Peoples Place, and Cuddles Childcare. The latter, which only opened earlier this year and is located approximately one kilometre away on the same road, was omitted from the proponent's report.</p> <p>The placement of childcare centres within residential areas are a source of contention from both a land use intensity and design point of view. This is addressed by strategically placing these facilities on main roads or near activity centres which are considered more compatible than residential land uses. Whilst the planning framework does not limit the number of</p>	<p><b>Land use</b></p> <p>We note that the WAPC Planning Bulletin 72/2009 states that child care centres are to be "distributed strategically to provide the maximum benefit to the community it serves." The site is considered to ideally located given that the estimated population for the Doley Road Local Structure Plan is 5250 - 5530 people. It is assumed that the demographic profile will mostly be families with younger children. Whilst it is acknowledged that there is a facility within 1 km of the site, Cuddles Childcare, the demand for child care services will exceed the places currently available within the area.</p> <p>The proposed site meets other locational criteria specified in the WAPC planning bulletin 72/2009, being located within easy walking distance of future school site. Being adjacent to the school provides convenience and an opportunity for parents/care givers to walk to the child care centre which is highly sought after by parents/care givers and operators to avoid commuting by bus and reduces multiple vehicle pick up/drop off trips.</p> <p>An example of the co-location of a school and child care centres is Marri Grove Primary School on Larsen Road which has 3 child care centres adjacent to it. This site demonstrates that co-location is suitable/desirable, and that the close siting of child care centres has not resulted in an</p>

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		<p>businesses in an area, a related consideration is that where there is an oversupply of childcare places in an area some operations close and this often leads to the facilities being used in alternative ways which are often even less compatible with the surrounding residential land uses and results in adverse amenity impacts on residents over the long term.</p> <p><b>Traffic</b></p> <p>The development of the proposed childcare centre will increase traffic volume within the road network to an undesirable level from a traffic engineering point of view. The traffic impact statement assesses the proposed development based on the number of childcare places at the centre and the resultant vehicular trips per day which is on average 430 trips per day. The report notes that this amount is considered medium impact by the state planning authority, however concludes that as the surrounding road network would be upgraded the impact of the proposed development would be low.</p> <p>The submitted plans show that access to the centre is via Shepparton Boulevard, however a significant proportion of the traffic will need to first flow through Warrington Road, and other roads such as Lawrence Way, Orton Road, and Turner Road, before reaching the end destination. Whilst these roads will be upgraded in the future the timing of this is uncertain and these roads remain classified as local distributors and access road. The Doley Road Structure Plan which provides the framework for the eventual upgrade of these roads had not anticipated a development of this scale and the resultant traffic flow. Furthermore, the traffic impact statement in the proponent's report does not adequately take into the impact of the proposed development in relation to the traffic flow from future residential development as outlined in that same structure plan. As</p>	<p>oversupply or use of a centre in an alternative way.</p> <p>There is no potential for the child care centre to be used in an alternative way without prior planning approval. As such, it is unlikely there will be adverse amenity impacts on residents over the long term.</p> <p><b>Traffic</b></p> <p>The proposed location is considered ideal being adjacent to a future neighbourhood connector road. The traffic report by KCTT confirmed that the proposed child care centre will not have a negative impact on the surrounding road network given that the Doley Road Structure Plan provides the framework for the upgrade of the road network. KCTT completed the traffic impact assessment for the above-mentioned structure plan area. As such, the proposed development is expected to have been assessed against the future road network capacity. The traffic generated from the proposed child care centre is not considered to have an adverse impact on the amenity of the surrounding residential land uses.</p> <p><b>Amenity</b></p> <p>A report by Lloyd George Acoustics assessed the</p>

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		<p>such, the impact of the proposed development is considered to be high which is undesirable for this residential land use area. If the local planning authority is inclined to approve this development it should be subject to the road upgrading programme having been first completed.</p> <p><b>Amenity</b></p> <p>The large size of the proposed childcare centre, the substantial traffic flow from accessing and parking at the centre, and the resulting noise emissions from the vehicle movements and occupation of the centre will have an adverse and undesirable effect on the amenity of surrounding residential land uses. The landholders ask that the local planning authority consider a more strategic approach to the location of childcare centres, which are an essential service, so that these negative impacts can be avoided. The landholders are of the view that there are many alternative and better suited sites that meet the criteria set out by state and local planning frameworks.</p> <p>Thank you for your consideration.</p>	<p>noise impacts from the proposed child care centre against the relevant criteria of the Environmental Protection (Noise) Regulations 1997. Based on the modelling and assessments in relation to the noise emissions from child play, mechanical plant and car doors closing, it concluded that compliance is achieved for all existing noise sensitive premises. When future noise sensitive premises encroach on the site boundaries compliance can be achieved by implementing the recommendations such as a continuous 1.8m high solid fence etc. (refer to section 5 of the Environmental Noise Assessment report). As such, the proposed centre is not considered to have an adverse effect on the amenity of the surrounding residences.</p>