

Land Use:

a) The aims and provisions of this Scheme and any other local planning scheme operating within the area	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
<p>Comment: The proposed development falls within the TPS2 land use definition of 'Educational Establishment' defined as <i>"a school, college, university, technical institute, academy or other educational centre, but does not include a reformatory or institutional home."</i></p> <p>The subject site is zoned 'Urban Development' under TPS2 where development is generally guided by Structure Plans. The site falls within the Byford Main Precinct (The Glades) Local Structure Plan and has a designation of 'Schools'. The land use is therefore considered consistent with the planning framework.</p> <p>The aim and objectives of the 'Urban Development' zone under TPS2 includes <i>"Development of functional communities consistent with orderly and proper planning and the establishment and maintenance of an appropriate level of amenity"</i>. As previously stated, the objectives are facilitated through the preparation of Structure Plans to which the proposal is consistent.</p>			

b) The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> or any other proposed planning instrument that the local government is seriously considering adopting or approving	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
<p>Comment: The subject site is proposed to be reserved under LPS3 for 'Education' to which the proposal is consistent.</p>			

c) any approved State planning policy	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
<p>Comment:</p> <p>The subject site lies within a bushfire prone area and as such is required to have a Bushfire Management Plan (BMP) prepared achieving compliance with the Guidelines for Planning in Bushfire Prone Areas (Guidelines).</p> <p>A BMP has been prepared for all previous stages of development. A fire evacuation policy and a Bushfire Emergency Evacuation Plan (BEEP) have also been developed and routine evacuation drills are conducted.</p> <p>The bushfire management and mitigation measures put in place to date demonstrate compliance with the elements of the Guidelines as follows:</p>			

Location:

The future building can be located in an area that will, on completion, be subject to bushfire hazard level of moderate or less.

Siting and Design:

The future building can be sited within the proposed development so that BAL-29 or less can be achieved based on the proposed development layout.

Vehicular Access:

The proposed development layout provides for a connection to the existing public road network located to the north (Abernethy Road), west (Warrington Road) and south (Mead Street) of the college. These roads allow for egress to the east, west and south of the College.

Water:

The development will be provided with a permanent and reticulated water supply to support onsite firefighting requirements.

It is considered that the proposal is consistent with SPP3.7 and achieves the acceptable solutions under the Guidelines. A condition is recommended for the submission of an updated BMP and Evacuation Plan to be provided to the Shire to ensure the continued compliance and safety of the occupants and visitors to the site.

d) any environmental protection policy approved under the <i>Environmental Protection Act 1986</i> section 31(d)	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Comment:			

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

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

g) any local planning policy for the Scheme area	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
Comment: Local Planning Policy 1.6 - Public Art requires that development with a construction cost of between \$1,000,000 and \$50,000,000 provides public art or a monetary contribution towards public art with a minimum cost of 1% of the construction cost. A condition is recommended in this regard.			

h) any structure plan, activity centre plan or local development plan that relates to the development	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
Comment: The site falls within the Byford Main Precinct (The Glades) Local Structure Plan and has a designation of 'Schools'. The land use is therefore considered consistent with TPS2.			

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

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

Development:

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

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

m) the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
Comment: <p>The character of the locality to the south of Abernethy Road is typically residential comprising of brick building single dwellings. The north of Abernethy Road is tree lined and contains rural residential lots and the equestrian precinct.</p> <p>The proposed Food Technology building would be located approximately 24m from the primary street boundary fronting Abernethy Road.</p> <p>This building would be constructed using cream and charcoal coloured blockwork with 'surfmist' (off white) coloured roof sheeting. The elevation would include full height glazing and louvres. There would be a metal screen/walkway constructed of steel connecting the classrooms to the toilet block. It is considered that the proposed building is of an appropriate form with a</p>			

contemporary design reflecting that of the existing buildings on site. The colours and use of materials is consistent with the development expectations of the school in this location and that of the locality.

The administration building is located more centrally to the site with the extension proposed to the eastern elevation. The extension would be of cladded construction with the use of blockwork. The roof would be 'surfmist' coloured colorbond. It is considered that the form and appearance of the proposed extension would match that of the existing building and its design reflective of its use. The overall design of the building is considered consistent with the character of the locality.

The submitted drawings show an indicative design of the weather shelters proposed within the drop off and pick up area, as depicted earlier in the report. It is considered these types of structures are commonplace within schools and given their design and unenclosed appearance, would not adversely impact on the character or amenity of the locality.

n) the amenity of the locality including the following –	YES	NO	N/A
I. Environmental impacts of the development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. The character of the locality			
III. Social impacts of the development			
Comment: Proposal falls within existing 'Educational Establishment' land use which is consistent with the 'Schools' designation under the LSP and thereby consistent with the expected character of the locality			

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

p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved	YES	NO	N/A
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment: The application includes the removal of eight gum trees to allow for the construction of the Food Technology Building. The applicant has advised that the College will be progressively introducing and developing its soft landscaping plan for the campus over future stages. It is noted that additional landscaping will be providing central to the site and adjacent to the access driveway.			

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

r) the suitability of the land for the development taking into account the possible risk to human health or safety	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Comment: The proposal is consistent with SPP3.7 in relation to bushfire as previously discussed.			

s) the adequacy of –	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
I. The proposed means of access to and egress from the site; and			
II. Arrangements for the loading, unloading, manoeuvring and parking of vehicles			

Comment:

Access to the site is via Abernethy Road which is a Local Distributor road in accordance with the Main Roads Western Australia (MRWA) hierarchy, with a speed limit of 60km/h. The 40km/h school zone speed limit applies during the school periods from 7:30am – 9:00am and from 2:30pm to 4:00pm on school days. During the consultation period, an objection was received in relation to traffic congestion.

A Traffic Impact Assessment (TIA) has previously been provided for the site and updated as part of this application. The TIA includes a traffic survey carried out in early May 2022 to determine the existing peak hour traffic flows along Abernethy Road and Warrington Road in the vicinity. This indicated an AM peak of between 8:00am and 9:00am and a PM peak of 2:45pm to 3:45pm. The existing student population is approximately 625 students with an estimated population of 825 on completion of Stage 4. This is the result of students continuing to transition through the school, as it reaches its ultimate Year 12 destination. The TIA details that the proposal would generate an estimate of 520 additional vehicle trips per day including 200 vehicle trips during each peak hour.

As part of the TIA, the peak hour operation of the Abernethy Road/Warrington Road roundabout and the Abernethy Road crossover has been assessed in accordance with MRWA guidelines. The analysis includes the degree of saturation, average delay reports, queue length and level of service. The results conclude that the roundabout would perform within capacity under all scenarios with an 'A' level of service. All measures of performance were analysed as being within acceptable limits.

The TIA also analyses a long term scenario (10 years post development). This analysis was undertaken as part of the previous TIA and based on 1,600 students. The TIA details that the planned road network would have sufficient capacity to accommodate full development of the school and as such, the analysis has not been repeated as part of the current TIA.

The TIA includes crash statistics along Abernethy Road obtained from MRWA. The recorded major crashes occurred before the widening of Abernethy Road and the upgraded intersections. No crashes have been recorded at the Abernethy Road/Warrington Road intersection during 2020 or 2021 since the works were completed.

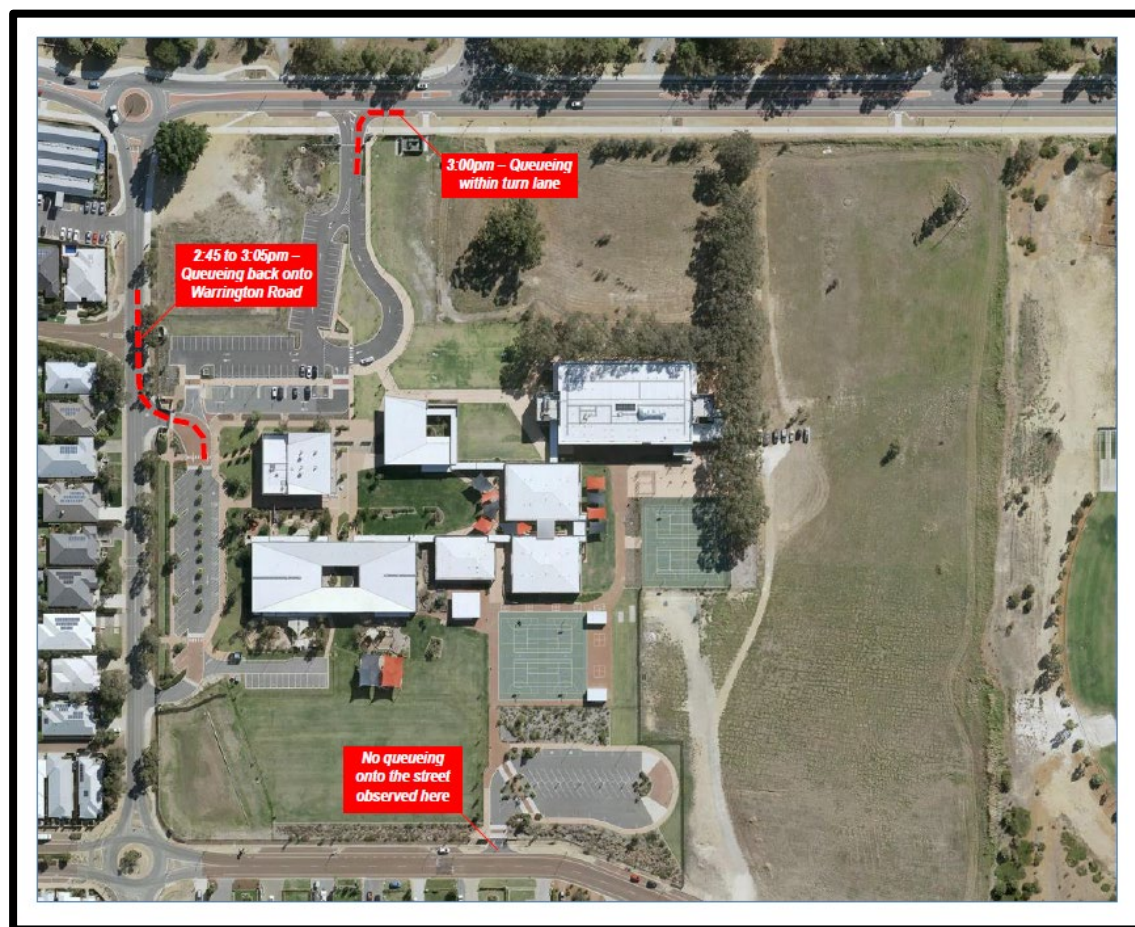
The site currently provides 185 parking bays across the site and an additional 25 bays would be constructed as part of Stage 4 adjacent to the Food Technology Building, resulting in a total of 210 parking bays. Table V of TPS2 – Parking Requirements sets out a minimum number of bays based on classroom numbers. A primary school requiring 1.25 bays per classroom and a secondary school 2 bays per classroom. LPS3 requires a minimum of 14 bays per 100 students which following Stage 4 would require an overall minimum number of bays of 116, resulting in a surplus of 94 bays.

The TIA goes further and uses the Department of Education (DoE) parking requirements, as detailed in the TIA. This DoE requirement results in 169 bays being required post Stage 4 resulting in a surplus of 41 bays being provided. It is worth noting there are also approximately 51 on street bays available in the surrounding adjoining road network.

The TIA also includes a survey conducted to observe the current traffic and parking scenario. The survey was undertaken during the afternoon school peak period and the following observations were made:

- At approximately 2:45pm, vehicles waiting to enter the kiss and drive in the Warrington Road car park began to queue back onto Warrington Road from the north (southbound lane). At this point there was plenty of vacant parking in the other on-site parking areas and along the street.
- At approximately 3:00pm, vehicles waiting to enter the car park at the Abernethy Road access, began queueing in the left-turn lane. The queue did not extend back onto the through lane and did not block through traffic along Abernethy Road. Queueing was not observed to block through traffic along Abernethy Road at any point.
- At approximately 3:05pm, the queueing on Warrington Street had cleared.
- By 3:15pm, the majority of school traffic had cleared.

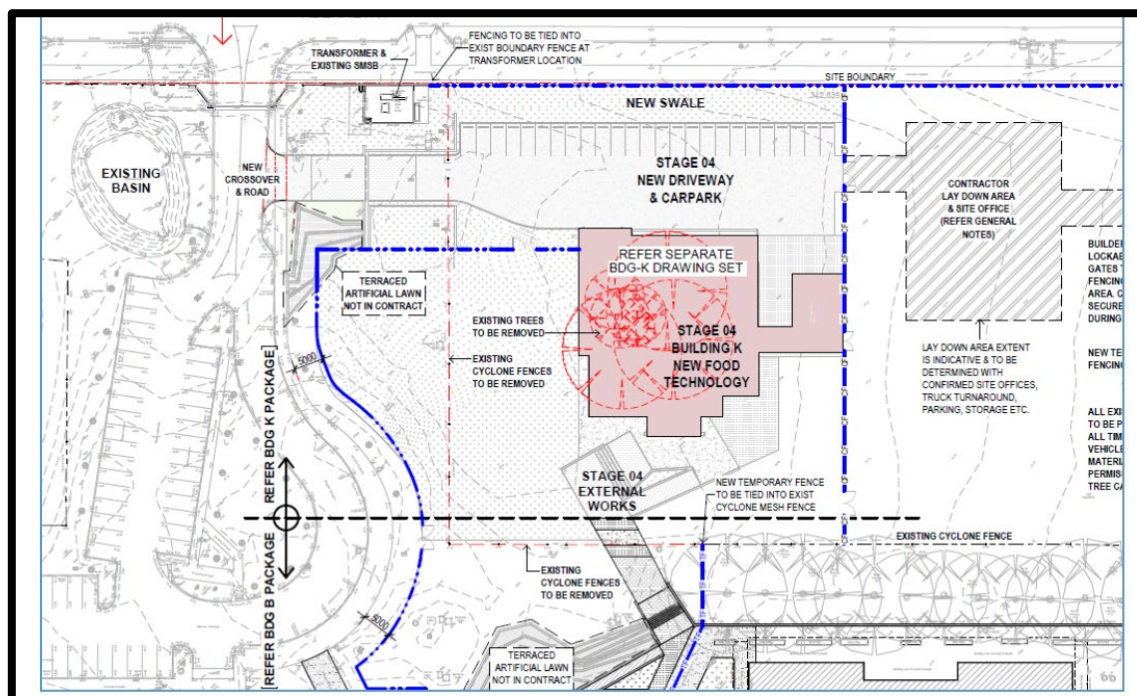
The location of the queueing is depicted below:



For the queueing on Warrington Road, the survey noted that most queueing vehicles kept as far left as possible and non-school traffic was able to overtake. There appeared to be very few non-school traffic during the 20 minute period and as such, this did not result in a significant impact to other traffic. However, the TIA proposes additional management measures to be considered to mitigate impacts during school peak periods, these measures are listed as follows:

- Regular notices and messages to parents and guardians that queueing on the road is not allowed. Drivers should only approach the kiss and drive after the siren and park in formalised parking bays if arriving before the siren.
- Additional signage at the car park entry points directing drivers to move along if the car park is full or the entry is blocked. Potential wording could be “DO NOT BLOCK THE ROAD IF THE CAR PARK IS FULL”.
- Additional signage at the car park exit points directing drivers to only turn left out of the car park during peak periods to allow exiting vehicles to clear as quickly as possible.
- Continue working with the Shire’s Community Safety Officers to address problematic parking and driver behaviour.

It is considered that given the surplus provision of parking bays and the fact the analysis of the TIA concludes that the road network has the capacity to accommodate the vehicles generated, the proposal would not have any adverse traffic impact. It is however considered that to improve local congestion and to satisfy the concerns of the objection that the recommended measures in the TIA be undertaken. Furthermore, the construction of the new car parking area would allow for cars, when entering the site, to turn left into the new parking area or continue right to the existing bays. This is considered to improve the existing situation and reduce the potential of queueing on Abernethy Road.



A condition is recommended to require the submission of a Parking Management Plan to include all measures that will be undertaken to ensure congestion does not adversely impact on the road network and local residents.

Officers have also considered the Warrington Road frontage, and whether a condition to require the applicant to install on street parking would be appropriate. Ordinarily, the roads surrounding schools should have on street parking installed, however this did not occur along Warrington Rd. Subsequently, trees have been established and have grown to form a useful street tree interface and shade protection of the footpath, albeit at times dropping nuts on the path which require management.

If the footpath was shifted to fit bays, the result would be removal of all these street trees as depicted below.



t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity off the road system in the locality and the probable effect on traffic flow and safety

YES



NO



N/A



Comment: as above

u) the availability and adequacy for the development of the following –

- I. Public transport services
- II. Public utility services
- III. Storage, management and collection of waste
- IV. Access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities)
- V. Access by older people and people with disability

YES



NO



N/A



Comment:

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

w) the history of the site where the development is to be located	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
Comment:			

x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
Comment:			

y) any submissions received on the application	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
Comment: The application was advertised to surrounding landowners on Abernethy Road, to the north of the site, given the proximity of the Food Technology Building from the primary street boundary. Consultation was undertaken from 8 June 2022 to 22 June 2022 during which time one objection was received raising concerns in relation to the 'congestion and dangerous manoeuvres of vehicles outside the main entrance'. This concern is discussed under the Traffic section of the assessment.			

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

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