



PROPOSED EDUCATIONAL ESTABLISHMENT AND PLACE OF WORSHIP

NO. 651 (LOT 23) NICHOLSON ROAD, FORRESTDALÉ

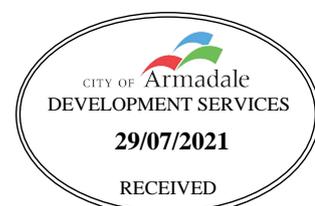


This report has been prepared by Urbanista Town Planning on behalf of the landowners for the proposed development at No. 651 (Lot 23) Nicholson Road, Forrestdale.

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1 INTRODUCTION

Urbanista Town Planning have been engaged by the landowners of No. 651 Nicholson Road, Forrestdale to prepare and submit an application to the Joint Development Assessment Panel (JDAP) for a proposed Educational Establishment and Place of Worship at the subject site.

The site comprises a total area of approximately 16.7 hectares (ha) and is zoned 'Rural' under the Metropolitan Region Scheme and 'General Rural' under the CoA Town Planning Scheme No.4 (TPS4). The application area covers an area of approximately 9.3 ha and is located approximately 25 km south of the Perth central business district (CBD) within the City of Armadale.

This report provides a detailed assessment of the proposal in accordance with the relevant state and local planning frameworks to comprehensively demonstrate the merit of the proposal, and its capability in being recommended for development approval.

The proposal provides appropriate development density and scale for the subject site, in line with the local planning framework and will cater for the local and wider community. The design has an emphasis on the environment and community activation of the locality, and has been rigorously assessed and improved throughout the lodgement/assessment process.



Figure 1 — Perspective aerial render (Propagule Consulting 2021)



2 DEVELOPMENT CONTEXT

2.1 DEVELOPMENT SITE

The subject site is located at No. 651 (Lot 15) Nicholson Road, Forrestdale, on the south-eastern corner of Nicholson Road and Oxley Road. The site has a total land area of 16.75 hectares, with a frontage of 320m to Nicholson Road and 523m to Oxley Road.

The site is generally flat, however does have some natural high points located to the north of the site and to the south of the site, where the existing dwelling is located. The levels of the site range from an AHD level of approximately 25.0 to 29.0, however these level changes occur at a relatively gentle slope.

The site is predominantly cleared, however does contain some thick vegetation on the eastern portion of the site. The site also contains high voltage power lines that run through the centre of the site in a north south direction. The application proposes all site clearing and development to be contained to the west of the power lines.



Figure 2: Aerial image of subject site (MNG Access 2021)



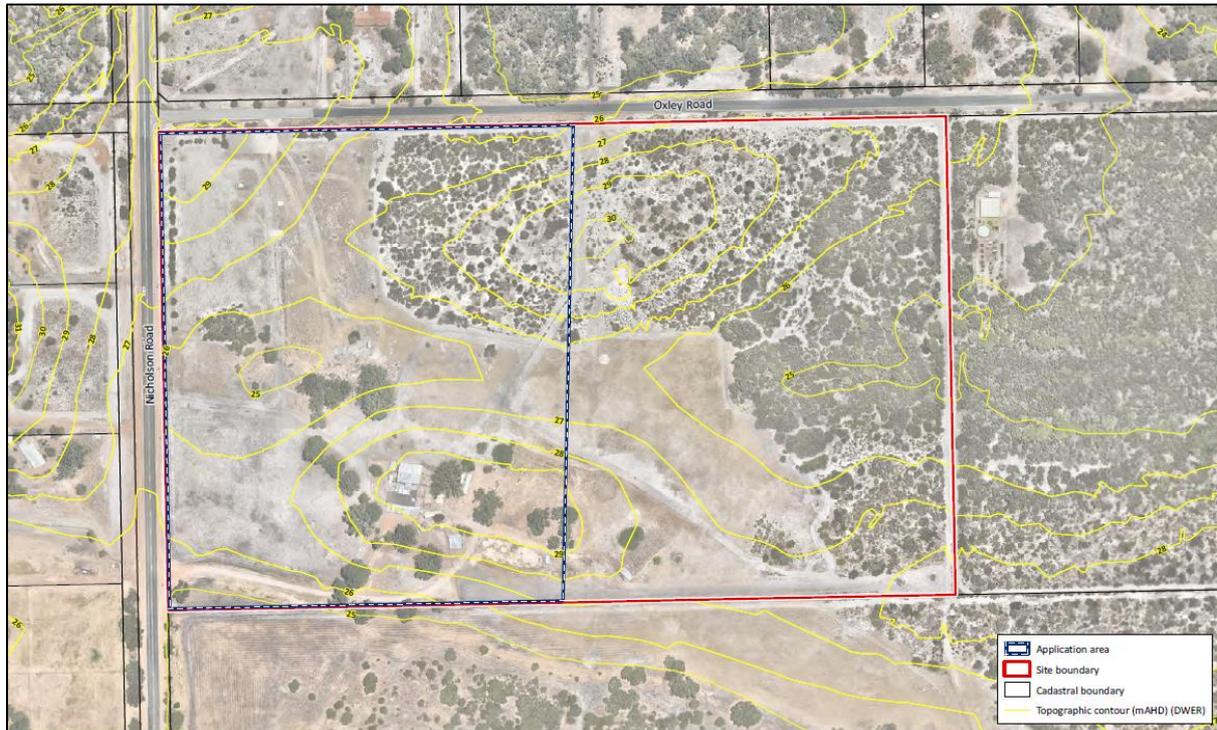


Figure 3: Site Topography (Emerge Associates 2021)

2.2 LOCAL CONTEXT

The subject site is bounded by land owned by the State Government to the south and a private property directly to the east on Oxley Road. Rural Residential properties exist to the north of Oxley Road as well as to the west of Nicholson Road, directly adjacent to the subject site.

Nicholson Road is reserved in the Metropolitan Region Scheme as 'Other Regional Road', with approximately 9m of this reservation located over the western boundary of the subject site. Oxley Road currently terminates approximately 128m from the site's eastern boundary and does not extend past Nicholson Road, however a road reservation exists for a future connection to Oxley Road, both to the west and to the east of the site.

With respect to surrounding residential precincts, the subject site is located within the Forrestdale 'Rural Living' and 'Special Rural' residential areas. The site is also located approximately 2.5km from the Piara Waters and Forrestdale residential areas to the north of Armadale Road and approximately 1km from the Oakford 'Special Rural' residential area to the south of Rowley Road. In addition, the site is located approximately 3km from a future residential area (currently zoned 'Urban' in the MRS) located on the north-eastern corner of Tonkin Highway and Rowley Road in Hilbert.

The site is also within 1km of a future Industrial precinct, with a size of approximately 250 hectares (currently zoned 'Industrial' in the MRS) located on the north-western corner of Tonkin Highway and Rowley Road. Also within 1km of the north of the site on Nicholson Road is the Carey Baptist College and on the corner of Nicholson Road and Armadale Road is St. John Bosco College. Both of these schools offer education from Kindergarten to Year 12.

2.3 PLANNING CONTEXT

2.3.1 Metropolitan Region Scheme

The subject site and most of the land surrounding the site is zoned 'Rural' in accordance under the Metropolitan Region Scheme ('MRS'), with Nicholson Road reserved as an 'Other Regional Road'.

As illustrated in Figure 4, the Forrestdale Lake, the surrounding bushland and the site located directly to the south of the subject site are all reserved as 'Parks and Recreation in the MRS, as well as various sites located to the west of Nicholson Road.

As previously mentioned, there is a large area located approximately 1km to the east of the site between Oxley Road and Rowley Road that is zoned 'Industrial' in the MRS. At this stage, none of this area has been developed, however given its proximity to Tonkin Highway, is likely to be the subject of future structure planning for an industrial precinct.

In terms of Urban zonings, most of the area to the north Armadale Road is subject to an Urban zone and has been developed as medium density residential precincts accordingly. In addition, the site is located approximately 3km from an Urban zoned area located on the north-eastern corner of Tonkin Highway and Rowley Road in Hilbert.

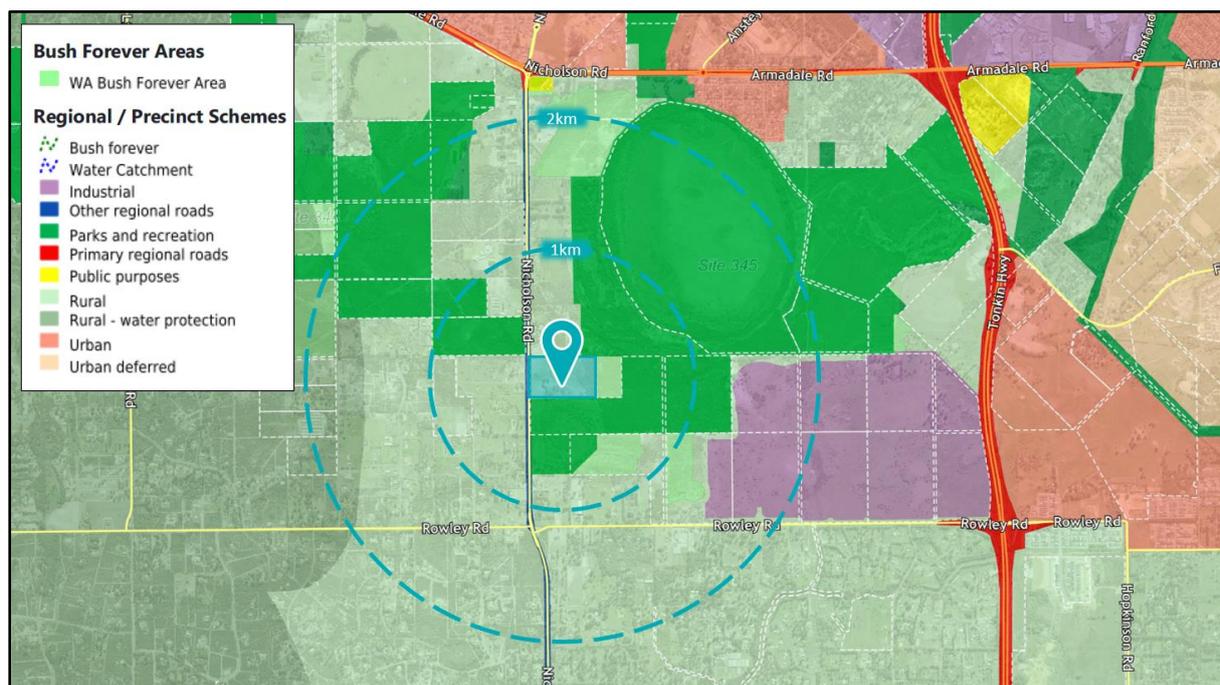


Figure 4: MRS Zoning Map (MNG Access 2021)

2.3.2 City of Armadale Town Planning Scheme No. 4

The subject site is zoned 'Rural Living 4' (RL-4) in accordance with the City of Armadale's Town Planning Scheme No. 4 ('TPS4'). Most of the surrounding properties along either side of Nicholson Road also share this zone, albeit some properties are zoned Rural Living X as well as portions of Special Rural 2 located approximately 600m from the subject site.



In accordance with clause 4B.8.1 of the City's LPS4, the Rural Living 4 zone allows a minimum lot size of 4 hectares, whilst the Rural Living X zone, does not allow any further subdivision. Further the Special Rural 2 zone, allows a minimum of 2 hectares per lot.

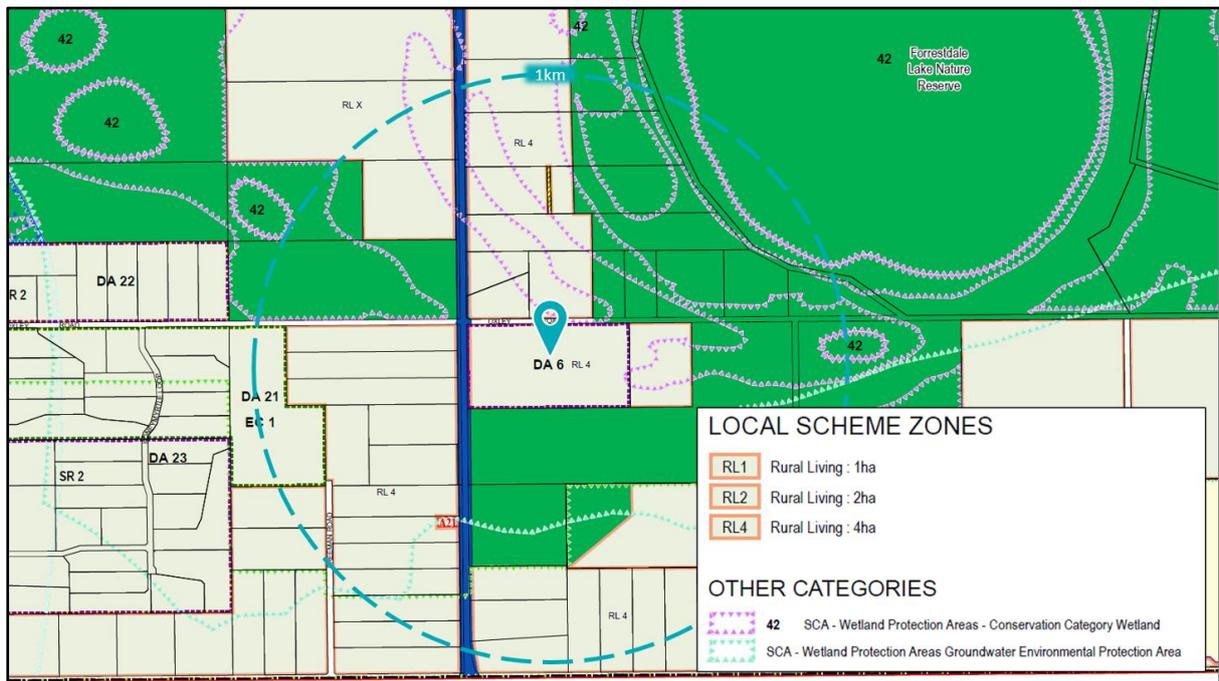


Figure 5: Excerpt of Local Planning Scheme Map No. 7. (DPLH 2021)

The subject site is also located within Special Control Area 2 – Groundwater Protection Areas (SCA2). The entire site is allocated as a 'Wetland Protection Area – Groundwater Environmental Management Area', with a small portion of the site on the southern boundary within the 'Environmental Protection Policy Swan Coastal Plain Lakes Area'. Given this, any development of the subject site is to be considered against clause 5.4 of the City's TPS4.

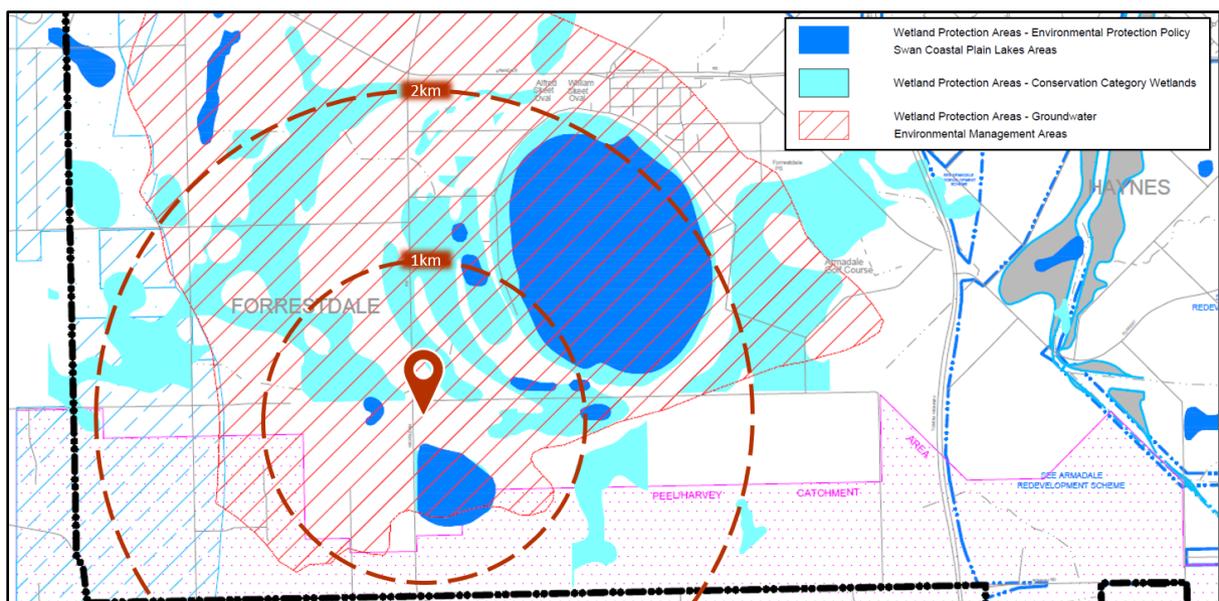


Figure 6: Excerpt of SCA2: Wetland Protection Areas EPA (July 2021)

The site is also located within Special Control Area 3 (SCA3), which relates to Development Areas and Development Contribution Areas. The subject site is more specifically located within Development Area 6 ('DA6'), which applies to the subject site only. In accordance with Schedule 8 of the City's TPS4, the following provisions apply to DA6:

- “6.1 Comprehensive planning for the area shall be undertaken by preparation of a Structure Plan to guide subdivision and development
- 6.2 The Structure Plan shall include an Environmental Management and Improvement Statement prepared in accordance with policy PLN2.7 Environmental Management and Improvement and implemented as part of any subdivision development of the land.”

The applicant has obtained formal advice from the City with respect to the requirement for a structure plan. The City has advised that given the proposal does not result in any subdivision of the subject site, that a structure plan would not be required in this instance.

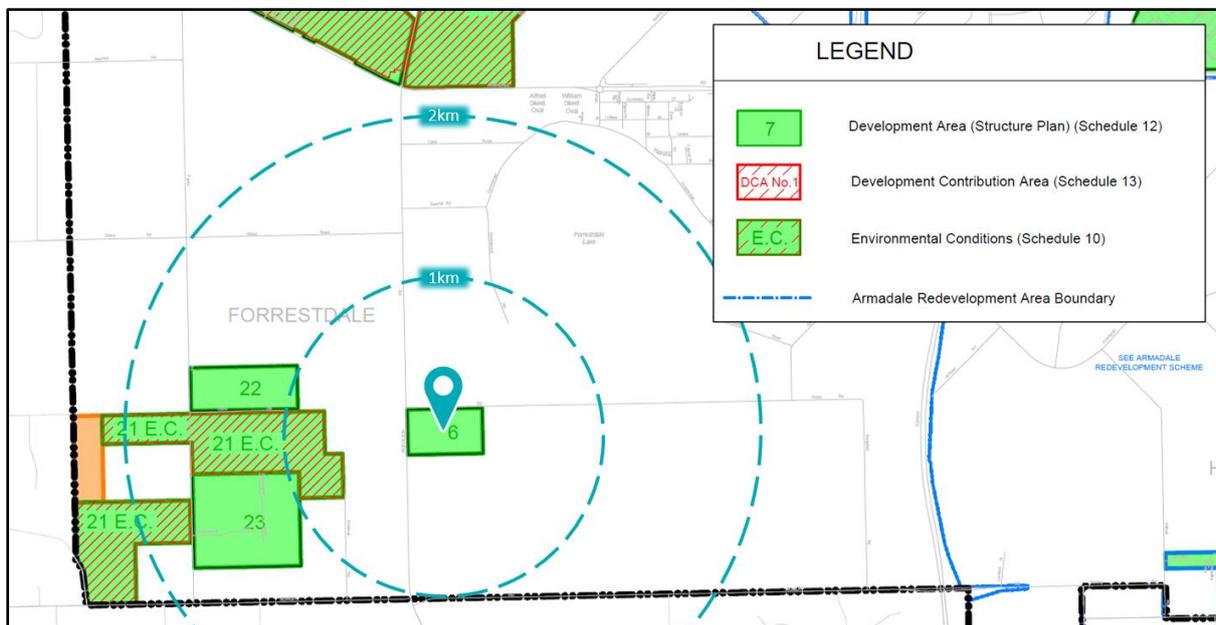


Figure 7: Excerpt of City's Development Area SCA Map. (City of Armadale 2021)

A 500 m poultry buffer area intercepts the north-western corner of the site, as shown in the Special Control Area Map 1 of TPS4 (CoA 2005). The buffer extends within the site by a distance of approximately 90m.



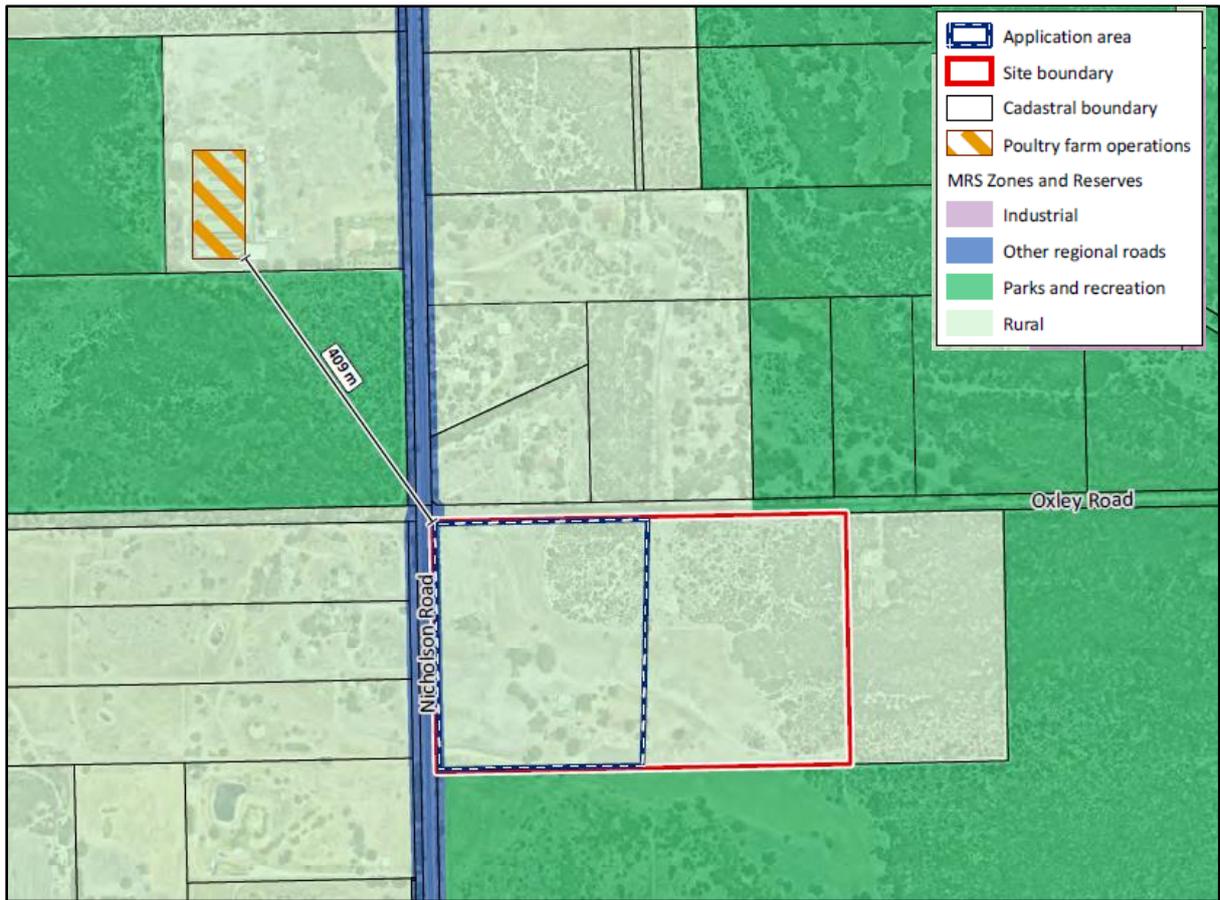


Figure 8: Surrounding Land Uses Map (Emerge Associates 2021)

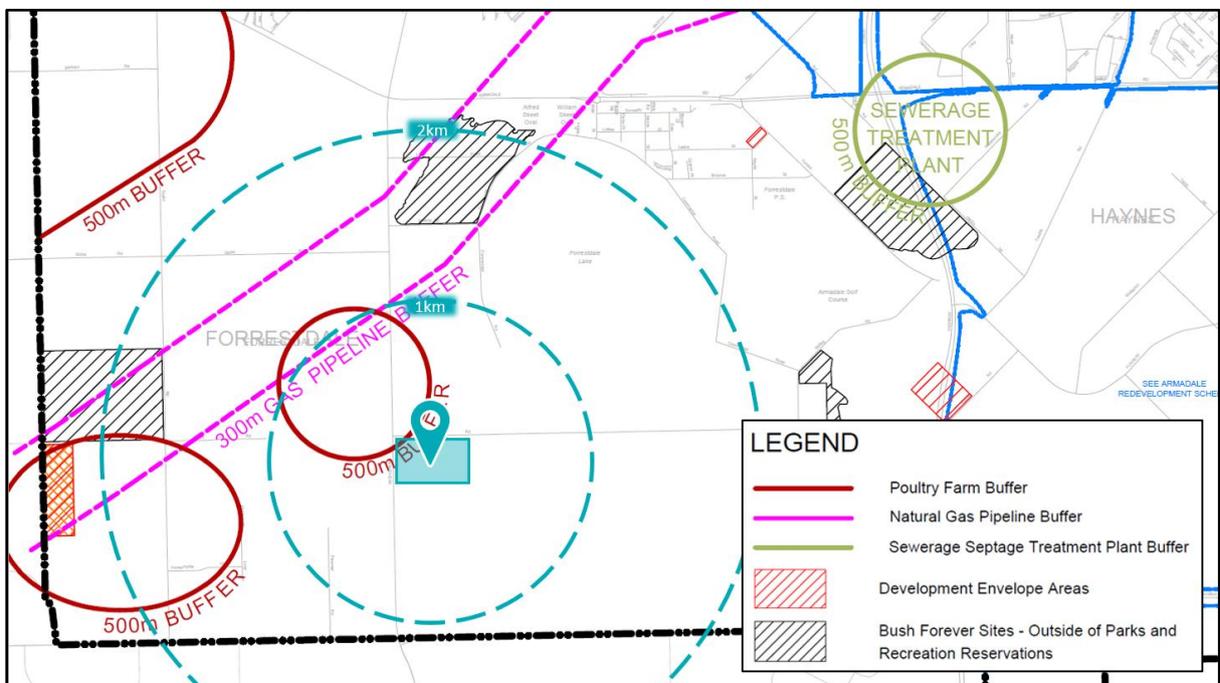


Figure 9: Excerpt of Protection and Buffer Areas. (City of Armadale 2021)



3 THE PROPOSAL

The development application proposes the construction of an educational establishment and place of worship on approximately half of the 16.75 hectare site. The approval of this application will facilitate a primary and secondary school based on the ideologies of the Islamic faith. It is proposed that the school will accommodate 1000 students, with a total of 80 teachers and administration and support staff. The Mosque will be used by the students of the school, however outside of school hours, the Mosque will be open to members of the community.

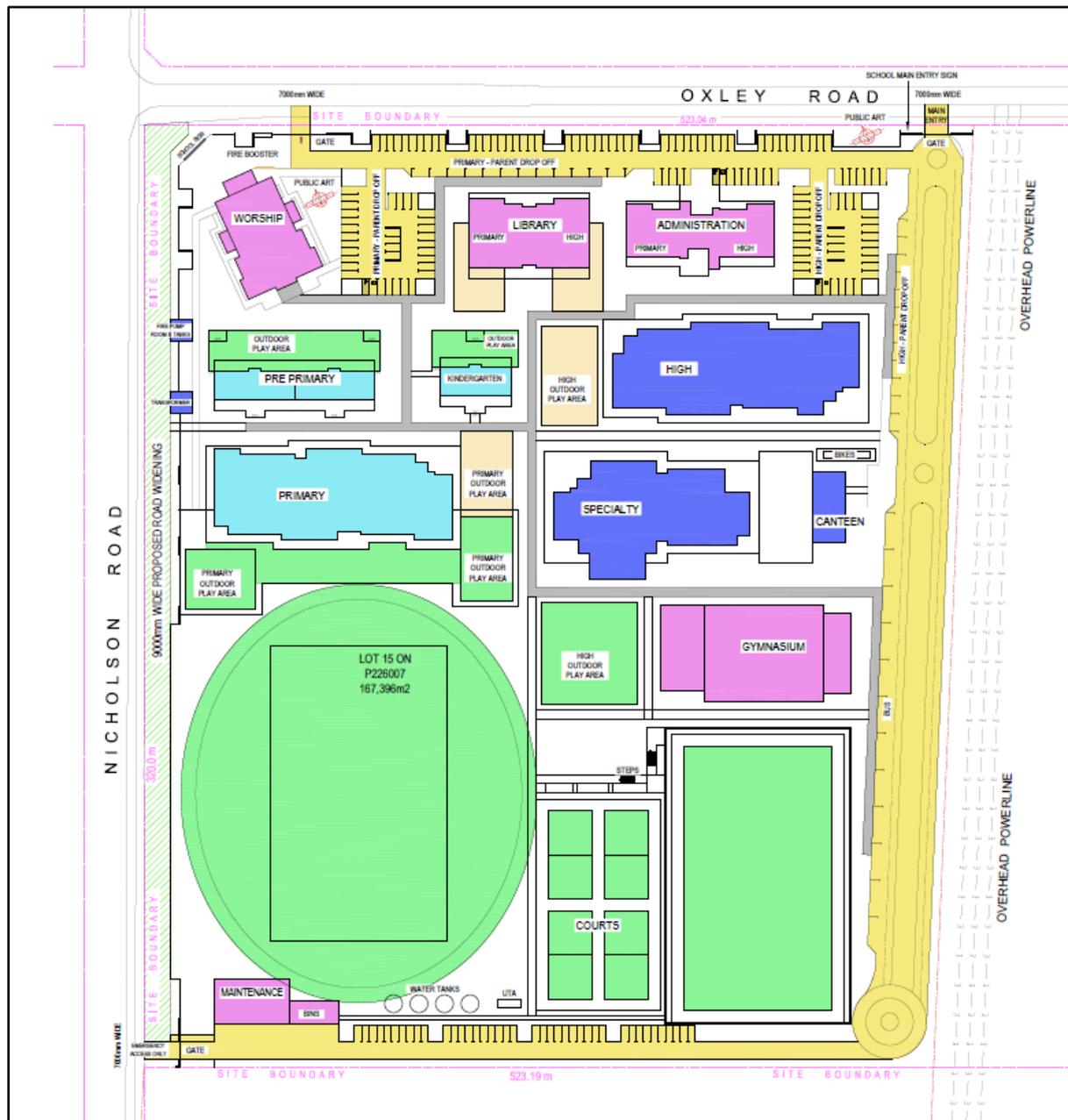


Figure 10: Schematic Site Plan of School (Marocchi Engineering Group 2021)



3.1 BUILDINGS AND SCHOOL FACILITIES

The buildings and facilities that are included in the proposal are as follows:

- A Mosque located on the north-western corner of the subject site, on the corner of Oxley Road and Nicholson Road. The Mosque building is angled in the direction of Mecca, in accordance with the customs of the religion. The Mosque is the most prominent feature of the development and has been traditionally designed, whilst incorporating a neutral colour palette.
- A Library building and Administration building fronting Oxley Road.
- A single storey building for pre-primary with a separate outdoor play area.
- A single storey building for kindergarten with a separate outdoor play area.
- A two-storey primary school building with two separate outdoor play areas.
- A two-storey high school building with a separate outdoor recreation area.
- A two-storey speciality classes building, which proposes to include science labs, computer labs, cooking and textile rooms, an art studio, metal/woodworks room and exam rooms.
- A two-storey gymnasium, which proposes to include multi-use courts and a gym area with various equipment.
- A canteen with an outdoor recreation area.
- An AFL-sized oval that can also accommodate an athletics track and various sports where rectangle ovals are required.
- Four outdoor courts which can be used for tennis, basketball and netball.
- A dedicated soccer pitch on natural grass.

3.2 PARKING AND ACCESS

As previously mentioned, the development of the school is contained to the west of the high voltage power lines that are running through the centre of the site. The school grounds are generally bounded by the development of an internal road that is proposed to be located off Oxley Road approximately 275m from the corner of Oxley Road and Nicholson Road. This is proposed to be the main entry to the school, with a secondary 'exit only' point located approximately 50m from the corner of Oxley Road and Nicholson Road. The internal road is proposed to run alongside the power lines and will act as a drop off/pick up area for the private bus service that the school will offer as well as the high school parent drop off/pick up area. A large round-a-bout is proposed on the southern boundary for the buses to turn around as well as to allow the internal road to continue along the southern boundary towards Nicholson Road. This will act as an emergency exit point only and is largely located in the position of the existing crossover.

The proposal includes the construction of 202 car bays, whereby majority of the car bays are located along the northern boundary of the site, with 40 car bays located along the southern boundary directly adjacent to the sporting facilities. The design also includes 12 on-site bus parking bays and bicycle parking facilities located to the north of the canteen.

As a result of the approval of the proposed development, road upgrades are required to the intersection of Nicholson Road and Oxley Road to facilitate safe ingress and egress to the site. Civil plans have been drafted and were submitted to the City in March 2021 for preliminary comments. These plans are provided in attachment 8.



The road reserve of Nicholson Road is currently 20m wide with two lanes and a verge of approximately 5.5m adjacent to the site and 6.5m on the opposite side of Nicholson Road. Nicholson Road also includes a road widening reservation of 9m on the subject site and 15m on the opposite of Nicholson Road, resulting in a combined road reservation width of 44m. It is noted that 10m of the total 15m road widening reservation on the opposite side of Nicholson Road has been ceded to the State Government in the form of newly created lots (lot 64 and lot 65). This application also includes the ceding of the 9m road widening across the subject site.

The upgrades to the road reserve include the widening of Nicholson Road to facilitate a northbound right turn deceleration lane that is located in the centre of Nicholson Road, turning right into Oxley Road. This lane is a length of approximately 70m. The purpose of the additional right turn lane is to ensure that traffic continuing straight along Nicholson Road can continue to flow freely without being impacted by vehicles turning right. A southbound left turn deceleration lane is also proposed within the existing verge area along No. 323 Oxley Road and a portion of No. 593 Nicholson Road. There is an existing crossover located on No. 593, however this will not be impacted by the proposal.

The City's Subdivision Engineer has provided comments in relation to the preliminary plans submitted and generally supports the proposal. KCTT will continue to work with the City and Main Roads to further develop and refine these plans.

3.3 LANDSCAPING

The development layout and landscape plan has responded to site-specific environmental considerations, including the retention of higher-quality vegetation within the eastern portion of the site. This includes the largest area of fauna habitat within the site, which is also contiguous with broader areas of better condition vegetation outside of the site.

The proposal preserves all the land and vegetation to the east of the powerlines and includes the planting of some 300 trees along the boundaries of the school and throughout the expansive outdoor spaces. The proposal includes several areas for outdoor seating and informal gathering for students and teachers as well as designated spaces for nature playgrounds.

The northern side of the oval includes tiered seating for spectators, but also as a large gathering space for students. The western and southern sides of the oval include a vegetated detention basin for stormwater collection as well as the maintenance building and bin storage area.





Figure 11: Internal Landscape Render (Propagule 2021)

3.4 FAÇADE DESIGN

Sally Brothers Interior Design has been engaged to assist in the development of an appropriate colour and materials palette for the external facades of the building. Sally will then take this theme into the interiors of the buildings.

The Mosque is located on the north-western corner of the site and has been designed as the main focal point of the school. The external architecture of the proposed mosque is in a more traditional format and includes a minaret (tower) located on each of the four corners of the building and a central dome. These are essential architectural features in mosque design.

The design and colour scheme of the mosque has drawn its inspiration from the Al-Masjid an-Nabawi, known as ‘The Prophet’s Mosque’ in English. This mosque is located in Saudi Arabia and was first built by the Islamic prophet Muhammad in the year 622AD. It is considered the second holiest site in Islam after the Masjid al-Haram in Mecca. The colour scheme of the Al-Masjid an-Nabawi mosque is a sand/limestone colour with one of its most notable features being a large green dome where the tomb of Muhammad is located. This green dome is also reflected in the Australian Islamic College’s corporate logo and branding.





Figure 12: Al-Masjid An-Nabwi Mosque in Saudi Arabia (Wikipedia 2021)

The proposed colour scheme of the school's buildings and the Mosque has drawn inspiration from the Al-Masjid an-Nabwi Mosque.

As illustrated in figure 13, the dome is proposed to be painted in a deep green colour with the main form building in lighter, sand colours with differing materials and textures. The façade also includes gold screens over the doors and windows and an entry feature which includes a white travertine material.

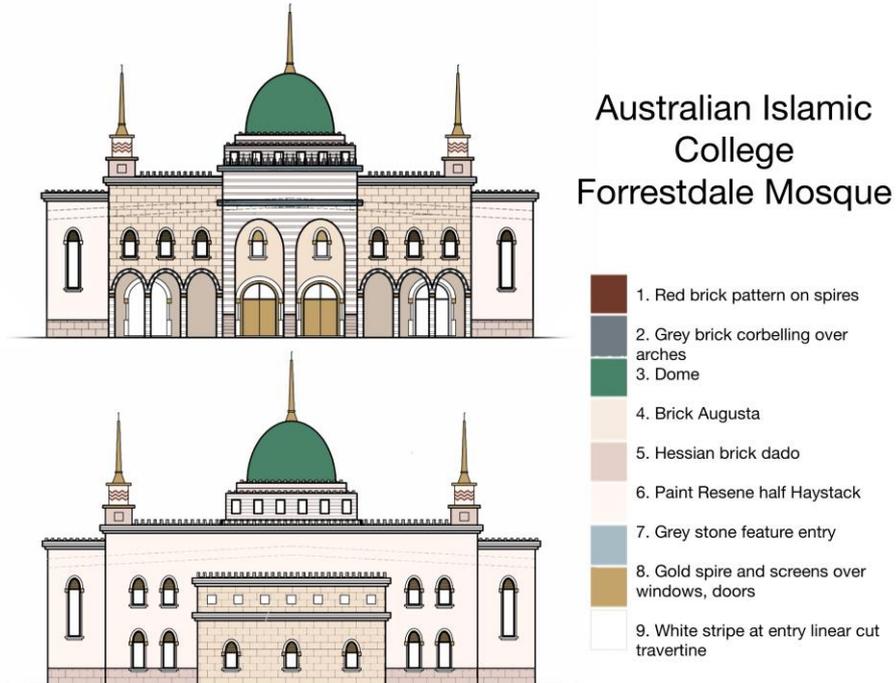


Figure 13: Colour and Materials Pallet for Mosque (Sally Brothers Interior Design 2021)



Australian Islamic College Administration & Primary Building

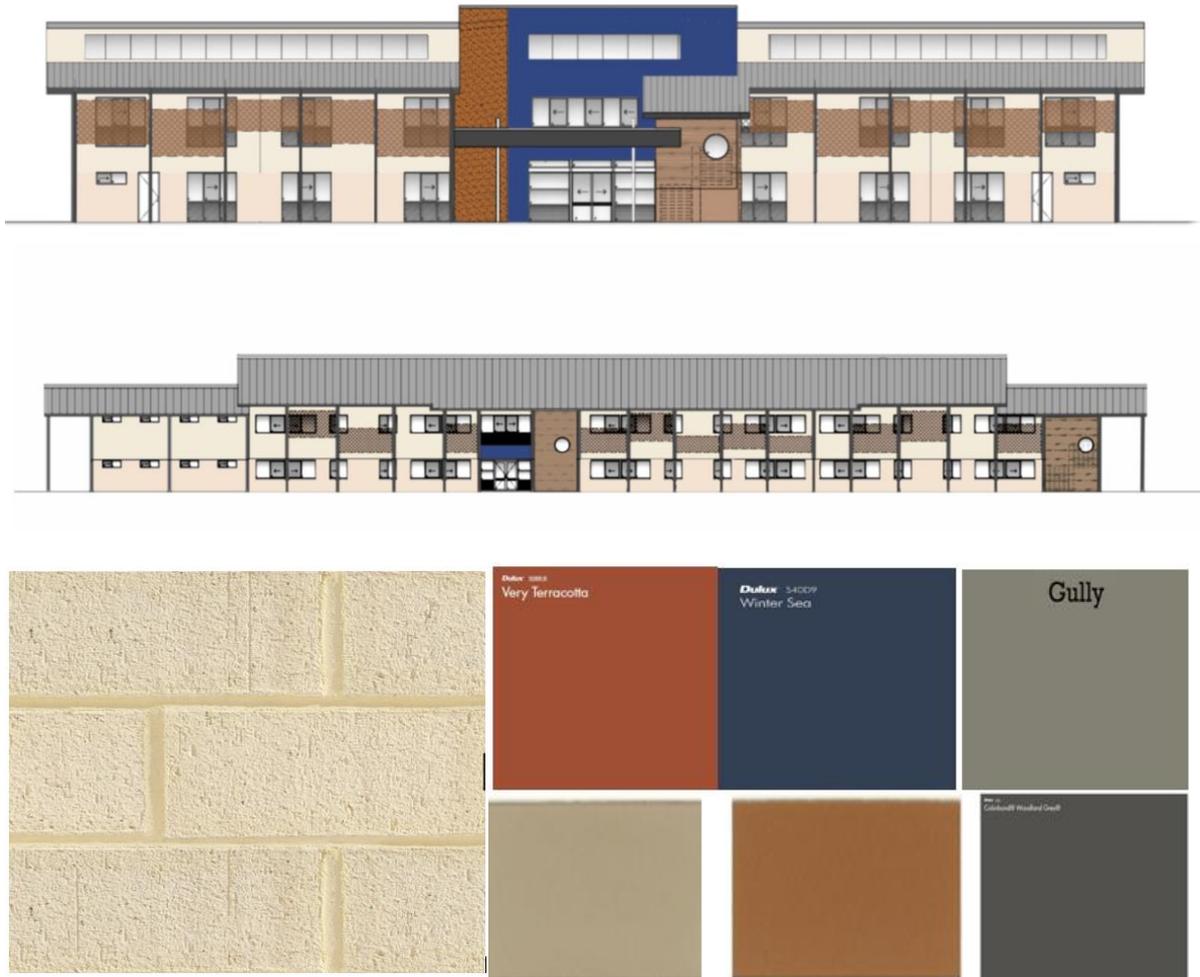


Figure 14: Colour Scheme for School Buildings (Sally Brother Interior Design 2021)



4 PLANNING ASSESSMENT AND JUSTIFICATION

An assessment of the proposed development's performance against the various relevant provisions of the planning framework is detailed in this section of the report. This report provides evidence to support development approval by demonstrating how the proposal satisfies these relevant development standards, design guidance, and objectives, and why it is capable of planning approval.

4.1 CITY OF ARMADALE TOWN PLANNING SCHEME NO. 4

4.1.1 Objectives and Land Uses

According to the City of Armadale's Town Planning Scheme No. 4 ('TPS4'), the subject site is zoned as Rural Living Zone 4 (RL-4). The objectives of the rural living zone are outlined in clause 3.2.3 of TPS4 as follows.

- (a) *To provide for a variety of rural living environments based on defined lot sizes, landform and natural environmental characteristics.*
- (b) *To provide for a range of associated compatible development, consistent with the environmental opportunities and constraints applicable to individual sites.*
- (c) *To ensure development is sited, designed and managed in harmony with the natural environment and so as to protect the rural landscape and amenity.*

The proposed land uses of Educational Establishment and Place of Worship are defined in TPS4 as below.

Educational Establishment means;

premises used for the purposes of education and includes a school, tertiary institution, business college academy or other educational centre,

Place of Worship means;

"premises used for religious activities such as a church, chapel, mosque, synagogue or temple;

Both an educational establishment and a place of worship are classified as "A" uses within the Rural Living Zone which means that *"the use is not permitted unless the local government has exercised its discretion by granting development approval after giving special notice in accordance with clause 64 of the Deemed Provisions."*



4.1.2 General Development Requirements

Part 4 of the City's TPS4 sets out the general development requirements across the City of Armadale. The table below provides an assessment of these requirements as applicable to the proposal.

DEVELOPMENT REQUIREMENT	COMMENT
<p><u>4.9.1</u> <i>Any development which increases the area of impermeable surfaces or which otherwise reduces stormwater recharge of groundwater systems, is to utilise best management practices so as to minimise as far as practicable:</i></p> <ul style="list-style-type: none"> <i>a) changes to both the rate and quantity of direct stormwater discharge from the site, and</i> <i>b) the export of water borne pollutants (including nutrients).</i> 	<p>Changes that result from the increase of proposed development have been minimised effectively, by the proposed detention basins and the water treatment proposed in the Environmental Assessment and Management Plan (Attachment 3).</p>
<p><u>4.9.2</u> <i>Drainage system design and management is to be undertaken in accordance with best management practices and in order to mitigate any degradation of land or water resources, and measures are to be put in place to prevent litter from entering drainage systems.</i></p>	<p>Refer to the Environmental Assessment and Management Plan (Attachment 3).</p>
<p><u>4.10.1</u> <i>Where access to a reticulated sewerage system is not available, on-site effluent disposal facilities are to be provided to treat and dispose of any domestic effluent.</i></p>	<p>Reticulated sewage will not be available within the site and thus provision for the disposal of sewage will need to be considered and accommodated on-site, consistent with the requirements of the Government Sewerage Policy (DPLH 2019), the national standard guidelines AS/NZS 1547 On-site domestic wastewater management (AS 1547) (Standards Australia and Standards New Zealand 2012), and other relevant guidelines.</p>
<p><u>4.10.2</u> <i>No effluent disposal facility (including any leach drain or soak well) is to be located:</i></p> <ul style="list-style-type: none"> <i>a) within 6m of any open drainage channel or subsoil drain; or</i> <i>b) within 30 metres of the outer edge of an intermittent water course; or</i> 	<p>The effluent disposal facility is proposed to be located towards the south of the site between the oval and the hard courts. This location is satisfies the requirements of this clause.</p>



DEVELOPMENT REQUIREMENT	COMMENT
<p>c) <i>within 50 metres of the outer edge of a permanent water course in the case of a nutrient removal system or within 100 metres for a conventional septic system; or</i></p> <p>d) <i>within 50 metres of any protected wetland, or within such greater distance as may be required to achieve a minimum one metre vertical separation between the natural ground level at that distance and the natural ground level of the adjacent wetland vegetation; or</i></p> <p>e) <i>within 50 metres of a bore or underground water source used for human consumption,</i></p> <p><i>unless otherwise approved by the local government in accordance with the provisions of clause 4.5.</i></p>	<p>Nevertheless, Emerge Associates has prepared a Site and Soil Evaluation Report (Attachment 4), which proposes a sewage management strategy for the site which has been developed in a manner consistent with the approach and requirements detailed in the Government Sewerage Policy (DPLH 2019) and AS/NZS 1547 On-site domestic wastewater management (Standards Australia and Standards New Zealand 2012).</p> <p>The recommended approach for sewage management within the site includes:</p> <ul style="list-style-type: none"> • Using secondary treatment systems with nutrient removal. • Appropriate sizing of land application areas based on geotechnical studies and classification of the one soil-terrain unit (which encompasses the site). • Ensuring sufficient space is available for treated sewage application within the site. • Special design of the disposal system to reduce any risk of groundwater pollution as per AS 1547. • Setting the disposal point of the system at 26.3 m AHD or higher. • Providing at least 100 m of horizontal separation from the drain to the north west of the site and the outer edge of any mapped CCW to any sewage treatment unit or disposal area. • Locating the sewage system such that it is not subject to inundation within a 10% annual exceedance probability (AEP) rainfall event. • Providing the required setbacks for locations of systems as per the Code of Practice for the Design, Manufacture, Installation and Operation of Aerobic Treatment Units (DoH 2015), where applicable.
<p>4.10.3</p> <p><i>Nothing in this clause is to prevent the local government requiring additional setback requirements for effluent disposal facilities and/or requiring the installation of specific types of facilities (including those involving the removal of nutrients) where it considers such requirements appropriate or necessary for the protection of water resources or other environmental values.</i></p>	



DEVELOPMENT REQUIREMENT	COMMENT
	<ul style="list-style-type: none"> Ensuring appropriate installation, monitoring and maintenance of systems in conducted.

4.1.3 Specific Development Requirements

Part 4B of TPS4 sets out the development requirements according to development in the Rural Living Zone, these requirements are considered with the proposal, in the table below.

DEVELOPMENT REQUIREMENT	COMMENT
4B.1 SETBACKS	
<p><u>4B.1.1</u> Where no development envelope has been identified for the particular site, the minimum setbacks from all lot boundaries shall be 15 metres, unless otherwise approved by the local government in accordance with the provisions of clause 4.5.</p>	The application does not propose any buildings within the 15m setback area, however car parking areas have been provided 3m from the northern and southern boundaries. These parking areas are screened
<p><u>4B.1.2</u> No building (including an outbuilding) may be erected:</p> <ul style="list-style-type: none"> a) within 30 metres of the outer edge of an intermittent water course, or b) within 50 metres of the outer edge of a permanent water course, or c) within 50 metres of a protected wetland, or within such greater distance as may be required to achieve a 1 metre vertical separation between the natural ground level at that distance and the natural ground level of the adjacent wetland vegetation, unless otherwise approved by the local government in accordance with the provisions of clause 4.5. 	Compliant.
4B.2 BUILDING HEIGHT	
<p><u>4B.2.1</u> Unless otherwise approved by the local government in accordance with the provisions of clause 4.5, no building is to be constructed so that:</p> <ul style="list-style-type: none"> a) the height of walls exceeds 6 metres; or 	The development proposes a series of single storey and two storey buildings across the school campus. The building heights largely satisfy the height requirements of the Scheme, however with some architectural elements of



DEVELOPMENT REQUIREMENT	COMMENT
<p>b) <i>the overall height of roof exceeds 9.0 metres.</i></p>	<p>the buildings that sit higher than the prescribed heights.</p>
<p>4B.3 BUILDING COVERAGE</p>	
<p><u>5B.3.1</u> <i>Building coverage is not to exceed 500 square metres (including outbuildings), unless otherwise approved by the local government in accordance with the provisions of clause 4.5.</i></p>	<p>The development proposes a building coverage that well exceeds 500sqm.</p>
<p>4B.4 CAR PARKING AND VEHICULAR ACCESS (INCLUDING PARKING OF COMMERCIAL VEHICLES)</p>	
<p><u>4B.4.1</u> <i>Car parking is to be provided in accordance with the standards for respective uses detailed in Schedule 7A. Unless otherwise approved or required by the local government, required car parking is to be provided on the site of the proposed development.</i></p>	<p>In accordance with Schedule 7A of the TPS4, car parking is required in accordance with the following requirements:</p> <p>Educational Establishment</p> <ul style="list-style-type: none"> • Pre-Primary (Kindy) – 1/staff member & 1 per 2 students • Primary School – 1/staff member & 14 drop off spaces for every 100 students • High School – 1/staff member & 7 drop off spaces for every 100 students. <p>Number of Staff = 80 Number of Students (1000 total):</p> <ul style="list-style-type: none"> • Pre-Primary (Kindy) = 64 students • Primary School = 504 students • High School = 432 students <p>Parking Required:</p> <ul style="list-style-type: none"> • Staff = 80 spaces • Pre-Primary (Kindy) = 32 spaces • Primary School = 70.56 spaces • High School = 30.24 spaces <p>Total Spaces Required = 212.8 spaces Total Spaces Provided = 202 spaces</p> <p>Place of Worship</p> <ul style="list-style-type: none"> • 1 space for every 2.5sqm of seating area <p>Seating Area (ground floor only) = 400sqm Parking Required = 160 car bays</p>



DEVELOPMENT REQUIREMENT	COMMENT
	<p>The development in its entirety would require a total of 362 car bays. However, given the place of worship will only be used by members of the public outside of school hours, it is considered that the car parking area can be used reciprocally.</p> <p>Notwithstanding, the development proposes a minor variation to the educational establishment car parking requirements of the scheme. However, given that the school will operate a private bus service for the students, this variation will not result in any parking demand issues.</p>
<p>4B.4.2 <i>Parking spaces and manoeuvring areas shall be designed in accordance with Australian Standard AS 2890.1 Off-street parking, and paved, kerbed, drained and marked to the satisfaction of the local government.</i></p>	<p>All parking spaces and manoeuvring areas are designed according to AS2890.1 – refer to attached Traffic Impact Assessment prepared by KCTT (Attachment 7).</p>
<p>4B.4.3 <i>Safe and convenient vehicular access is to be provided to all development sites, and where required by the Local government, vehicular access is to be provided to service any required car parking or service areas provided on the development site.</i></p>	<p>All access points are designed according to AS2890.1 – refer to attached Traffic Impact Assessment prepared by KCTT (Attachment 7).</p>
<p>4B.4.5 <i>No person shall park a commercial vehicle except for immediate delivery or loading purposes normally associated with a domestic or rural use, unless approved by the local government except in accordance with the following requirements:</i></p> <ul style="list-style-type: none"> <i>a) on-site provision for garaging or parking of the vehicle behind the front building setback line, is to be made in a manner satisfactory to the local government; and</i> <i>b) the amenity of the neighbourhood is not to be prejudicially affected by the emission of light, noise, vibration, smell, fumes, smoke or dust.</i> 	<p>No on-site parking is proposed for commercial vehicles.</p>



DEVELOPMENT REQUIREMENT	COMMENT
4B.7 REMNANT VEGETATION PROTECTION	
<p>4B.7.1 <i>The clearing of remnant native vegetation or the destruction or damage of native trees within the Rural Living and Special Rural Zones, shall not be permitted except:</i></p> <p>a) <i>as required to accommodate any approved development on the site, including the curtilages of any approved building;</i></p> <p>b) <i>as necessary for the establishment of an approved vehicular access from the adjacent street to an approved building or development;</i></p> <p>c) <i>as required to satisfy necessary bush fire protection measures as determined by the Local government or other relevant authority; or</i></p> <p>d) <i>as otherwise approved by the local government in accordance with the provisions of clause 4.5.</i></p>	<p>A Native Vegetation Clearing Permit pursuant to Part V of the <i>Environmental Protection Act 1986</i> will be sought from DWER to facilitate construction of the proposed development. The application will necessitate the clearing of 1.66 ha of native vegetation. Through the clearing permit process, DWER will assess the proposed clearing in accordance with the ten clearing permit principles as specified in Schedule 5 of the EP Act, and provide a final determination as to the suitability of clearing. This will include any conditions that may be attached to the permit in order to ensure clearing is undertaken in a manner which minimises impacts to the environment.</p>

4.1.4 Development Requirements for an ‘A’ use in the Rural Living Zone

As the proposed land uses are classified as ‘A’ uses, they are subject to further development controls in Clause 4B.10 of the City’s TPS5. The table below outlines and considers these items according to the proposal.

DEVELOPMENT REQUIREMENT	COMMENT
<p><i>In determining an application for the following “A” uses—child care premises, club premises, community purpose, educational establishment, exhibition centre, garden centre-retail, holiday accommodation, place of worship, reception centre, recreation private, restaurant, winery and veterinary centre, the City shall have regards for the following—</i></p>	
<p>a) <i>accessibility by public transport, cycling and walking;</i></p>	<p>The site is within 800m of the nearest bus stop for Transperth Route 519, providing access via public transport.</p> <p>An ‘Intermediate’ level cycle path follows Nicholson Road, providing cycling access.</p> <p>Given the nature of the school (private school without catchment area) and the location of the development on the road network, the number of students or staff living in a walkable/cyclable catchment is likely to be very low.</p>



	<p>Bicycle racks will be provided to promote alternative transportation modes and increase bicycle parking demand and future cycling infrastructure development in the area. End of trip facilities will also be provided for long term spaces.</p> <p>There is adequate road reserve to allow a pedestrian to access the site via Nicholson Road, however, no dedicated pedestrian infrastructure connects to the property.</p> <p>Considering the rural nature of the property and surrounds, it is not crucial for the proposal to be accessible via pedestrian infrastructure.</p>
b) <i>potential to meet outdoor noise criteria as specified in noise regulations that operate under the Environmental Protection Act 1986 (may include the requirement for an Acoustic Assessment);</i>	Refer to Acoustic Environmental Report (Attachment 8).
c) <i>potential for the form, layout, appearance, colours and textures of any building and landscaping to mitigate against any potential visual impact (may include the requirements for a Visual Impact Assessment);</i>	The property is highly vegetated and landscaped, the visual bulk and scale is broken by building articulation, verandah treatments and landscaping accordingly.
d) <i>potential for setbacks and separation distances from adjacent sensitive land uses to mitigate against rural amenity impacts and land use conflicts;</i>	Site planning and positioning of proposed buildings, mitigates against adverse impacts to the rural amenity and adjacent land uses.
e) <i>adequacy of the road capacity in the locality to accommodate traffic generated by the development, and access capable of safely accommodating vehicle movements generated by the development (may include the requirement for a Traffic Impact Assessment); and</i>	With reference to the Traffic Impact Assessment, the local road network is capable of accommodating the traffic generated by the proposal.
f) <i>potential impact of any uses incidental or ancillary to the predominant use.</i>	No impact is anticipated.



4.1.5 Special Control Area 2 – Groundwater Protection Area (SCA2)

The site is within a Special Control Area (SCA) as a ‘Wetland Protection Area’, and therefore in the determination of this application by the local government, the officers should have regard to the provisions of clause 5.4.3, outlined and assessed in the table below.

DEVELOPMENT REQUIREMENT	COMMENT
a) <i>the environmental quality objectives contained within any relevant Environmental Protection Policy under the Environmental Protection Act 1986, relating to wetlands and any beneficial uses or water quality standards relevant to the particular wetland;</i>	The site is within a ‘wetland protection area – groundwater environmental management area’, and environmental constraints are relevantly addressed within the City’s Town Planning Scheme, importing drainage and wetland protection requirements (refer to Attachment 3).
b) <i>the potential impact of the proposal on the environmental values of the resource, including wetland function, wetland vegetation communities and habitat types, wetland hydrology and water quality;</i>	
c) <i>the quantities and characteristics of any chemicals such as pesticides, hydrocarbons or fertilizers associated with the proposed land use or development;</i>	
d) <i>the practicability and cost of any ameliorative measures proposed for the protection of the resource;</i>	
e) <i>the existing level of protection of the resource provided, with reference to fencing and/or management of land and location of development;</i>	
f) <i>the nature, location and performance of any existing or proposed effluent disposal system; and</i>	
g) <i>the drainage characteristics of the land, including surface and groundwater flow.</i>	



4.2 LOCAL PLANNING POLICIES

The City of Armadale has local planning policies applicable to the proposed development, the relevance of these policies and assessment is outlined below.

4.2.1 PLN 2.4 – Landscape Feature and Tree Preservation

The objectives of PLN2.4 are as follows:

- a) To provide guidance on the criteria that shall be used when considering whether or not a tree is significant enough to warrant issuing of a notice under Clause 80A of Schedule A of TPS No.4.
- b) To provide guidance on the review of a registered tree and guidance on administrative processes associated with the protection of a registered tree.
- c) To provide guidance on the level of information required by the City when considering significant trees and landscape features at each stage of the planning framework.
- d) To aim for the retention of significant trees and other landscape features through the strategic and statutory planning framework to retain the character of the area.
- e) To provide referral advice and / or advocate to the Western Australian Planning Commission and DevelopmentWA, the retention of trees and other landscape features when considering Structure Plans and Subdivision Plans.
- f) Advocate for the achievement of ‘environmental offsets’ in the City’s municipal boundary.

A key feature of the site is an existing power transmission easement that runs in a south-north direction and approximately bisects the site. The overarching development layout of the site has been prepared such that there has been no requirement to move this infrastructure. Due to this, development has been located on one half of the site only. Based on an initial assessment of the environmental values (discussed in the previous sections), the development footprint was positioned on the portion of the site that corresponded to the lower value and more degraded environmental values.

A Native Vegetation Clearing Permit pursuant to Part V of the *Environmental Protection Act 1986* will be sought from DWER to facilitate construction of the proposed development. The application will necessitate the clearing of 1.66 ha of native vegetation. Through the clearing permit process, DWER will assess the proposed clearing in accordance with the ten clearing permit principles as specified in Schedule 5 of the EP Act, and provide a final determination as to the suitability of clearing. This will include any conditions that may be attached to the permit in order to ensure clearing is undertaken in a manner which minimises impacts to the environment.

4.2.2 PLN 2.6 – Water Sensitive Design

The objectives of PLN2.6 are to integrate quality urban development with the natural environment and to enhance the qualities and benefits of the natural environment.

The State Water Strategy for Western Australia (Government of WA 2003) and Better Urban Water Management (WAPC 2008) endorse the promotion of integrated water cycle management and application of water sensitive urban design (WSUD) principles to provide improvements in the management of stormwater, and to increase the efficient use of other existing water supplies.



The Government Sewerage Policy (DPLH 2019) provides guidance on the manner in which sewage should be managed within developments and is of particular note as the site is situated within a sewage sensitive areas and on-site sewage disposal is proposed.

Based on the values identified, the principal management objective for hydrology in the site will be to ensure that surface water is appropriately infiltrated and treated, thereby maintaining the existing hydrological regime and underlying groundwater aquifers. And that sewage is treated and disposed of on-site in a manner such that the environment and people are protected.

All stormwater generated from future development within the site (e.g. internal roads, buildings and areas of hardstand) will be treated and retained on site. At source infiltration will ensure that the quantity and quality of water recharged to the underlying aquifer subsequently receiving environments such as the surrounding wetlands, will be maintained as per the existing regime.

Sewage will be treated and disposed via on-site sewage systems that will be specifically designed and implemented based on the identified site conditions and as discussed in the *Site and Soil Evaluation* (SSE) prepared for the site (Attachment 4)

4.2.3 PLN 2.7 – Environmental Management

The objectives of the Environmental Management and Improvement Strategy guidelines as per PLN 2.7 are to:

- Rehabilitate the land to improve the condition of land, wetlands (and their buffers), surface waters (man-made and natural and their buffers) and groundwater;
- Control and reduce nutrient inputs to the land and exports from the land;
- Enhance the provision of habitat for flora and fauna on the land;
- Protect and rehabilitate wetlands (and their buffers) and remnant vegetation;
- Enhance and protect the landscape amenity and rural character of the locality; and,
- Maintain and manage the land to achieve the above outcomes over the long term.

Only those environmental values and attributes that require specific consideration based on their presence within the site, and/or applicable legislation and policy requirements are assessed.

Emerge Associates have prepared an Environmental Assessment and Management Plan (Attachment 3) and within Part 4 these requirements are addressed. The key components of the management strategy are summarised as follows:

- Acid sulfate soils: Completion of an ASS self-assessment form and if necessary (based on the outcomes of the ASS self-assessment), the preparation of an Acid Sulfate Soil and Dewatering Management Plan (ASSDMP).
- Native vegetation: A clearing permit will need to be attained pursuant to Part V of the *Environmental Protection Act 1986* (unless a valid exemption applies) and the potential requirement for an EPBC Act referral will need to be considered. Vegetation outside of the application area will be retained and managed.
- Native fauna: Where clearing of potential black cockatoo habitat is proposed, the potential requirement for an EPBC Act referral will need to be considered. Fauna management protocols



and actions will also need to be implemented prior to and during clearing activities, potentially through implementation of a Fauna Management Plan.

- Construction management: A Construction Management Plan should be prepared and include measures to ensure the protection of retained vegetation within the site including consideration of aspects such as physical protection of vegetation and management of dust and weed encroachment.
- Sewage disposal: should be designed and implemented consistent with the requirements of the SSE prepared for the site (Emerge Associates 2021d) and other relevant guidelines and policy.
- Drainage strategy: The drainage strategy for the site should be documented within a drainage plan, water management plan or similar which will demonstrate how the hydrological regime will be maintained and that sewage disposal systems will not be subject to flooding or inundation in a 10% AEP event.
- Irrigation and fertilisation: An Irrigation and Nutrient Management Plan is recommended to outline the establishment and ongoing maintenance requirements of the playing fields. The approach will minimise any irrigation and fertiliser requirements through water-sensitive design and sensitive fertilising.
- Non-potable water: Non-potable water requirements should be provided by groundwater if possible (and through scheme water if not). A groundwater operating strategy may be required should a groundwater allocation be acquired.
- Wetlands: Wetland values will be maintained and protected through maintenance of the hydrological regime (on-site treatment and retention), managing public access to the CCW UFI7235, sensitive and transitional landscaping, benign land uses within transitional boundary areas, locating any on-site sewage systems at least 100 m from the outer edge of any CCWs, appropriate design of sewage treatment units and disposal areas, appropriate consideration of functional buffer requirements and the sensitive use of fertilisation in sporting and landscaped areas.
- Bushfire: Bushfire risk can be safely managed within the application area without the clearing of vegetation not located within the application area. Landscaping within the application area will be sensitively designed and managed by the proponent such that a low bushfire risk will be maintained.

Overall, the environmental attributes and values of the site can be suitably accommodated within the layout plan, or can be appropriately managed through the future development in line with the relevant state and local government legislation, policies and guidelines and best management practices.

4.2.4 PLN 2.9 – Landscaping

The City's Local Planning Policy 2.9 has been developed to provide applicants with guidance and requirements on landscape design and appropriate tree/plant selection in accordance with the City's Urban Forrest Strategy.

Propagule Consulting has been engaged to prepare the landscaping masterplan for the proposed development (Attachment 2).

The landscape plan proposes to clear the existing vegetation that exists on the part of the site that is to be occupied by the school and retain and protect the bushland at the eastern half of the site. The



retention of this bushland is a significant step towards the conservation of Forrestdale Lake's vegetation complexes. This will assist to maintaining this landscape as a natural refuge that ties into the local sense of place.

Landscape is a key feature of this development with interconnected and open internal courtyards and upper-level outlooks to the streetscape and sporting facilities. The landscape rationale for this project builds upon the natural character of the place and will be reinforced with establishing streetscape frontages and a network of green spines throughout the site. Medium-sized flowering trees, shrubs and groundcovers that are indigenous to this part of the Swan Coastal Plain are incorporated via a series of planting mixes suited to the orientation and positioning in relation to buildings and activity areas. Mass planting selections incorporate drought tolerant, native groundcovers, shrubs and succulents that will contribute to the provision of green amenity and local habitat for the long term. The soft landscape design rationale will assist to articulate the building forms, provide natural wayfinding cues and visually soften the structures as viewed from the street and within the campus grounds.



Figure 14: Proposed Landscape Masterplan (Propagule 2021)



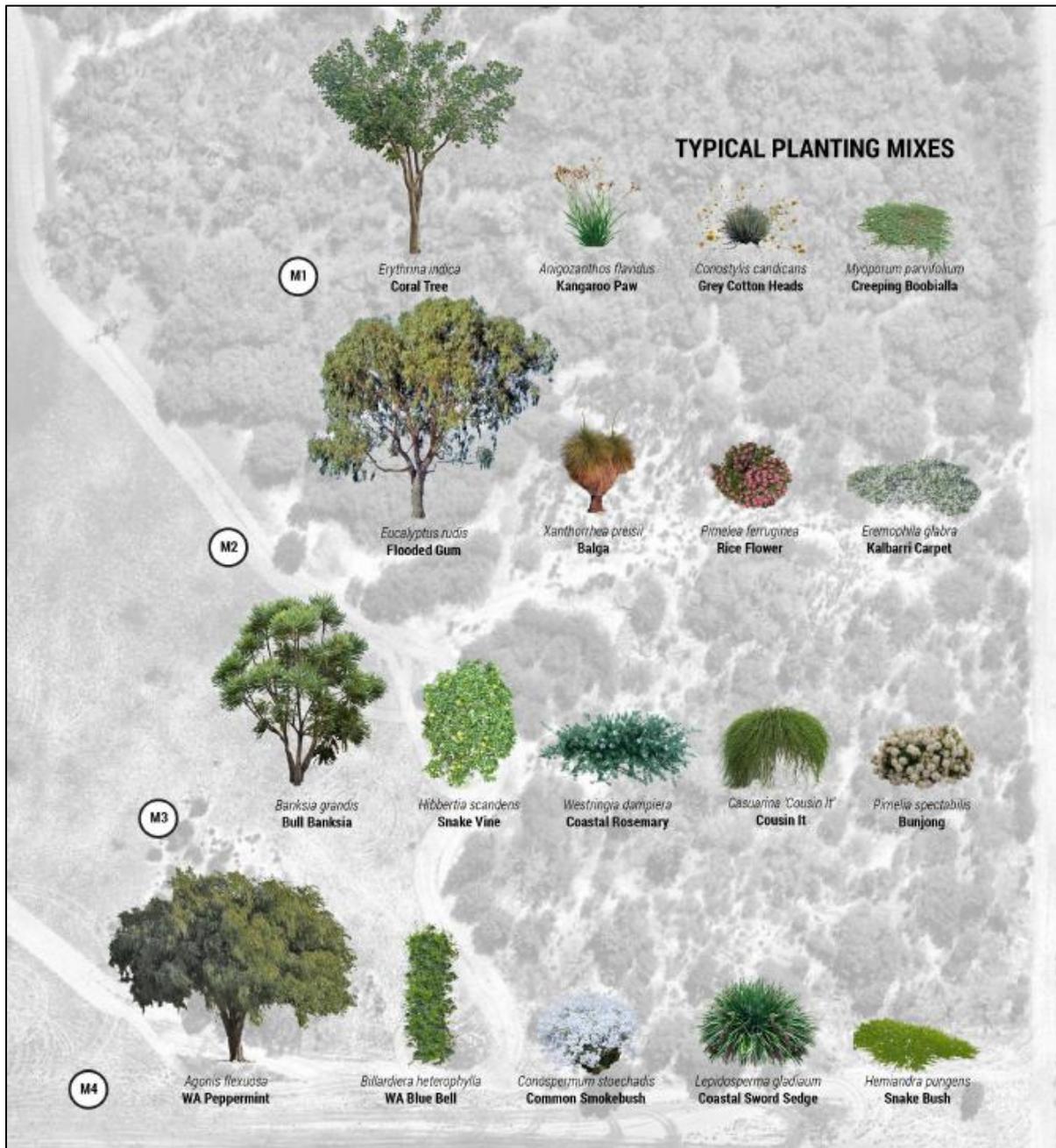


Figure 15: Typical Planting Mixes (Propagule 2021)

Excess stormwater will be harvested and infiltrated to replenish ground water via tree wells and drainage swales adjacent paved areas prior to entering drainage systems. All plant stock must be certified phytophthora-free. Irrigation will be provided via a fully automated, 'smart' drip irrigation system that will respond to weather and soil moisture conditions to conserve water. This delivery system also allows for the re-use of greywater to process nutrients and minimise water consumption to landscape areas. Passive irrigation will also be detailed into the grading of hard areas to drain to soft landscape areas wherever possible.



Figure 16: Stormwater Basin (Propagule 2021)



Figure 17: Visual Perspective of Synthetic Turf Area and Gymnasium (Propagule 2021)



4.3 STATE PLANNING POLICIES

4.3.1 DCP2.4 – School Sites

The WAPC’s Development Control Policy 2.4 sets out general criteria and design standards for the provision of school sites in residential districts.

The proposed school has been assessed against the provisions of the DCP2.4 as follows:

Clause 3.3 – Site Requirements

Clause 3.3 of DCP2.4 provides a general guide for the land area required to facilitate a school. The policy states that the desirable guide for a combined primary and secondary school is 10-12 hectares. The subject site has a total land area of 16.75 hectares, therefore exceeds the minimum desirable land size.

Clause 3.4 – Site Selection and Planning

Clause 3.4 of DCP 2.4 outlines the requirement for a rectangular shaped site and the need to ensure that the area to be occupied by buildings is level, in order to produce a satisfactory relationship between buildings and any adjoining play areas.

Existing site conditions include topography that is generally flat, however does have some natural high points located to the north of the site and to the south of the site, where the existing dwelling is located. The levels of the site range from an AHD level of approximately 25.0 to 29.0, however these level changes occur at a relatively gentle slope.

Clause 3.5 – Access Issues

Clause 3.5 outlines the requirement for schools to have frontage to at least two roads with appropriate carriageway widths and traffic management devices to allow for the safe pick-up and set-down of students from both private cars and public transport systems within the road reserve.

The site has frontage to two roads, being Nicholson Road to the west and Oxley Road to the north. Upon completion of the proposed development, vehicle access will be provided via Oxley Road with a separate exit only crossover also on Oxley Road. An emergency exit crossover is also proposed on Nicholson Road towards the southern boundary of the site.

Further information in relation to traffic, access and parking is provided within KCTT’s Traffic Impact Assessment report in Attachment 7 and the Civil Plans in Attachment 8.

Clause 3.6 – Relationship to Nearby Land Uses

The proposed school site is be surrounded primarily by rural residential land uses, however, is within proximity to medium density residential areas to the north of Armadale Road and future residential development areas in the neighbouring suburb of Hilbert.



4.3.2 SPP2.5 – Rural Planning

The WAPC’s Rural Planning Policy applies to all land zoned rural in a region or local planning scheme and has been developed to generally protect and preserve rural land for rural purposes and encourage a diversity of compatible rural land uses.

Clause 5.11 of SPP2.5 considers that some rural land may be suitable to accommodate facilities that serve a regional or sub-regional catchment. Given the growing Islamic following in Perth’s southern corridor, it is considered that the proposed Islamic College will cater for students on a more regional level. Where regional facilities are proposed in a rural area, the following requirements apply:

REQUIREMENT	COMMENT
Clause 5.11 – Regional Facilities	
<i>(a) facilities should be located on a main road or on a road that is of a suitable standard and treatment, to accommodate significant increase in traffic volumes and freight tasks which may be generated by the proposal;</i>	The subject site is located on the corner of Nicholson Road and Oxley Road. Nicholson Road is categorised as a District Distributor A road in accordance with the Main Roads Road Hierarchy.
<i>(b) facilities should contain or satisfactorily manage potential environmental (including water resources), noise, amenity and air quality impacts on the landholding without affecting nearby rural land uses;</i>	The Environmental Report and Acoustic Report provided in Attachments 4 and 9 demonstrates that the proposed development will have no impact in terms of noise, amenity and air on the nearby rural land uses.
<i>(c) facilities should not be visually dominant within key viewsheds, and should be visually compatible with surrounding land uses and development; and</i>	The proposed development will be visible from the street, however it has been designed to ensure that there is significant space between the buildings to allow for landscaping and provide a sense of openness within the setting. Additionally, it is noted that whilst the site is located within a rural area, the general area includes very few rural land uses. There area is predominantly categorised by residential land uses in a rural setting.
<i>(d) facilities should be provided with essential services commensurate with the intended land use.</i>	The proposed school is considered an essential service and is vital to the development of the wider area.



4.3.3 SPP3.7 – Planning in Bushfire Prone Areas

The property is located within a ‘bushfire prone area’ under the state-wide *Map of Bush Fire Prone Areas* released by the Office of Bushfire Risk Management.

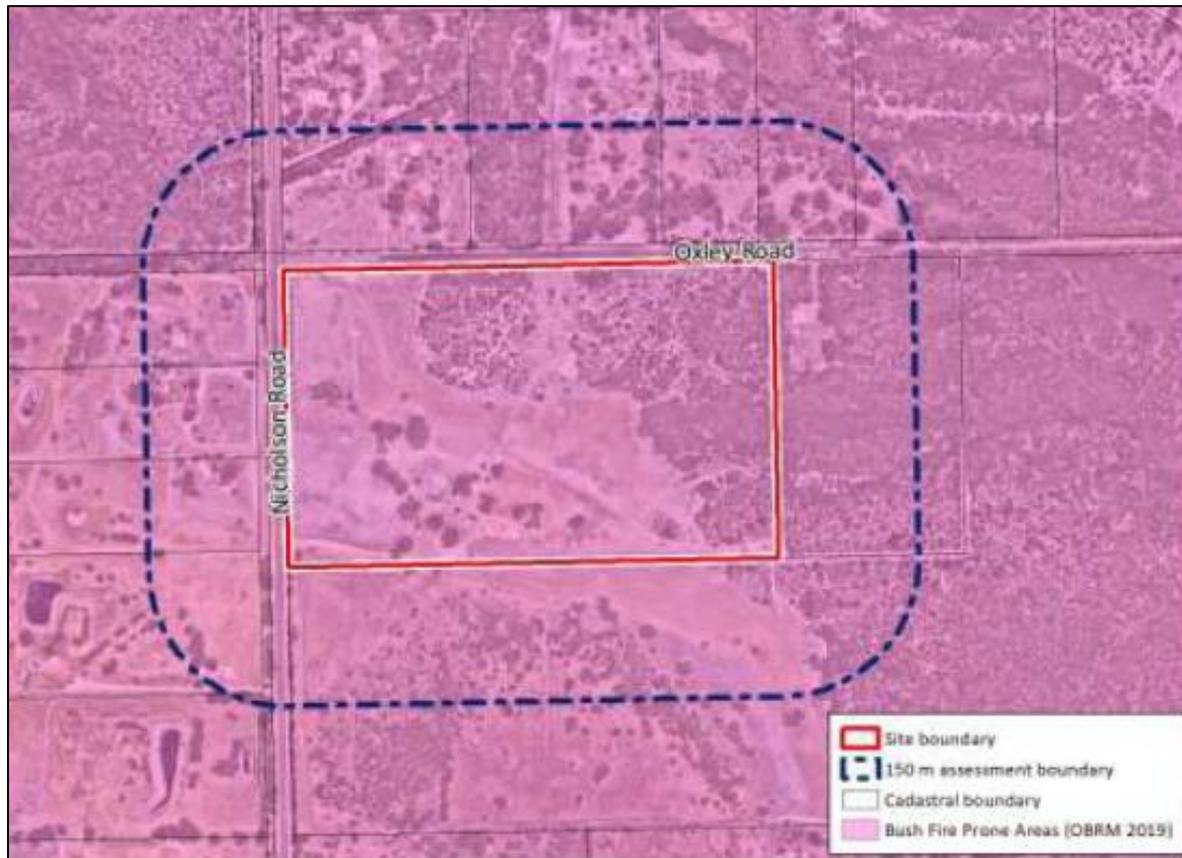


Figure 18: Areas within and surrounding the site identified as ‘bushfire prone areas’

A Bushfire Management Plan (BMP) has been prepared by Emerge Associates (Attachment 5) to support the development of the site in accordance with SPP3.7 and to ensure that any bushfire risk is appropriately managed through the layout of the development and the implementation of appropriate construction standards where necessary.

A school if located in an area subject to a Bushfire Attack level (BAL) rating equal to or exceeding BAL-12.5, is identified as a ‘vulnerable’ land use based on the definitions provided in SPP 3.7 and the Guidelines. This is because it is likely to involve people who are unaware of their surroundings and who may require assistance or direction in the event of a bushfire.

The policy intent of SPP 3.7 is to “preserve life and reduce the impact of bushfires on property and infrastructure through effective risk-based land use planning”, therefore a separate Bushfire Emergency Evacuation Plan (BEEP) has been prepared for the site (Attachment 6).

A Bushfire Attack Level (BAL) assessment has been undertaken as part of the BMP and considers the extent of the post-development classified vegetation and the effective slope beneath the vegetation within 150 m of the site. A BAL Contour Plan has been prepared based on the post-development scenario, which determined that all proposed buildings can achieve a BAL rating of BAL-19 or below and

an assessment against the Bushfire Protection Criteria outlined in the Guidelines determined that the proposed development can achieve an acceptable solution for all criteria.

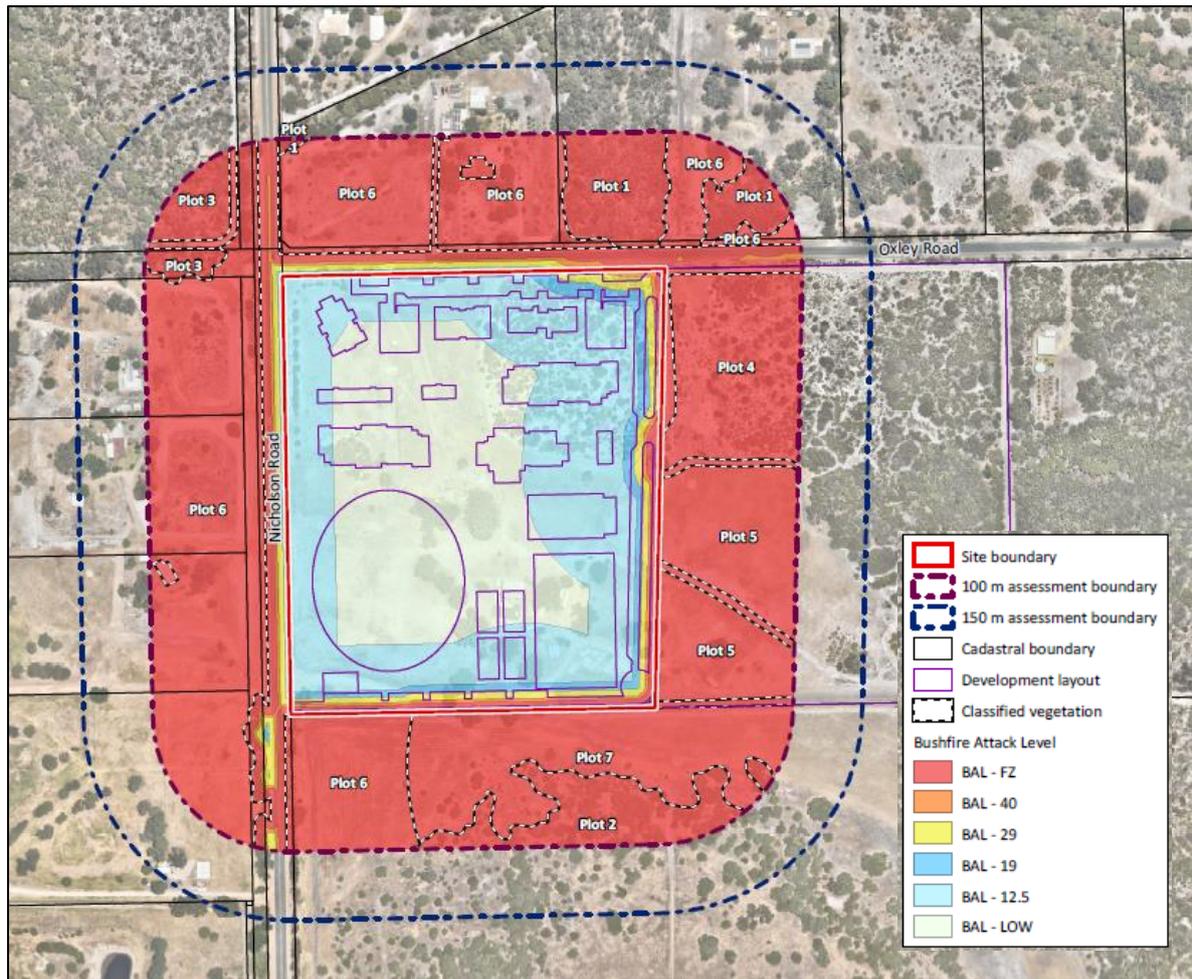


Figure 19: BAL Contour Plan prepared by Emerge Associates

Table 6 of the BMP sets out the roles and responsibilities of the developer and the City of Armadale to ensure the bushfire risk to the site is appropriately managed.

Management action	Timing
Developer/landowner	
Remove classified vegetation from the site.	During construction
Maintain vegetation within the site to a low threat standard in accordance with Section 2.2.3.2(f) of AS 3959.	Ongoing
Construct access in accordance with Appendix Four of the Guidelines	During construction
Connect site to reticulated water supply and provide sufficient hydrant coverage	During construction
Construction of buildings to their determined BAL rating is recommended	During construction
Whilst not mandatory for Class 4-9 buildings, it is considered best practice for any buildings subject to BAL-12.5 or above to be constructed to the AS 3959.	Building
Comply with the City of Armadale Firebreak Notice, including clearing and maintaining the land free of all flammable matter to a height no greater than 10cm.	At all times, where applicable.
City of Armadale	
Monitoring vegetation fuel loads in private landholdings against the requirements of the City's Firebreak Notice (and/or existing maintenance regimes outlined in this BMP) and liaising with relevant stakeholders to maintain fuel loads at minimal/appropriate fuel levels.	Ongoing, as required
Maintaining fuel loads in existing public road reserves and public open space (under their management) to appropriate standards to minimise fuel loads (as per current maintenance regimes).	Ongoing, as required
Water Corporation	
Ensure water hydrants in adjacent road reserve are maintained and accessible to fire services at all times.	Ongoing, as required

Figure 20: Responsibilities for the Implementation of the BMP (Emerge Associates 2021)

4.3.4 SPP5.4 – Road and Rail Noise

The purpose of SPP5.4 is to minimise the adverse impact of road and rail noise on noise-sensitive land use or development within the specified freight and major traffic routes.

The acoustic report prepared by Hewshott International (provided in attachment 9) provides an assessment of potential impacts of the road noise on the proposed school.

Nicholson Road is classified as a significant traffic route in accordance with Schedule 3 of SPP5.4 - Strategic Freight and Major Traffic Route. In accordance with the data provided on the Main Roads WA online portal, Nicholson Road, south of Armadale Road, carries an average of 8,455 vehicles per day of which 11.5% of the vehicles are class 7-12 trucks.

Noise exposure forecast has been assessed based on the policy requirements for noise-sensitive developments and is presented in table 9.2.1 of the Acoustic Report.



Table 9.2.1: Screening Assessment – Noise Exposure Forecast.

Transport Corridor Classification	Number of lanes (both directions), including bus/priority lanes and entrance/exit ramps	Forecast noise exposure category based on lot distance(m) from edge of nearest main road carriageway (not entrance/exit ramps)															Forecast Excess Noise Level, dB	Exposure Category	Policy requirements for noise-sensitive land-use and/or development	
		adjacent	10	20	30	40	50	60	70	80	90	100	110	120	130	140				150
Strategic freight/major traffic route • 500 or more Class 7-12 Austroads vehicles per day, or • 50,000+ vehicles per day	2 to 4 lanes	72	68	66	65	63	62	61										0 or less	-	No further measures
	5 to 6 lanes	74	70	68	66	65	64	63										1 to 3	A	Noise-sensitive land-use and/or development is acceptable, subject to:
	7 to 8 lanes	76	72	69	68	66	65	64										-	*A+	Mitigation measures in accordance with an approved noise management plan; or quiet house package as specified
	9 to 10 lanes	77	73	70	69	67	66	65										4 to 7	B	
	10 or more lanes	78	74	71	70	68	67	66										-	*B+	
Other significant freight / traffic routes • Any actual or planned future State Administered Road	Urban Region Scheme areas 60-80 km/hr	1 to 2 lanes	67	64	62	61	60	59	58									8 to 11	C	
	Urban Region Scheme areas 100+ km/hr	3 to 6 lanes	69	66	64	63	62	61	60									-	*C+	
	Urban Region Scheme areas 100+ km/hr	1 to 2 lanes	70	67	65	64	63	62	61									-	*C+	

Figure 21: Noise Exposure Forecast (Hewshott International 2021)

Based on the Noise Exposure Forecast, the site exposure is predicted to be 64 dB for the site buildings adjacent to Nicholson Road, and therefore a Quiet House package should be implemented into the school development, which will include a protection against increased levels associated with future traffic growth.

In addition to the above, the acoustic report recommends the following:

- doors with glazing, window frames and all seals, are selected to match the acoustic performance of the glazing within it; and
- the airspace between the roof and ceiling is packed with at least 50mm insulation.

In order to ensure the ‘Quiet House’ package and above construction methods/materials are incorporated into the buildings, the report recommends that a further acoustic assessment is undertaken at the building permit phase of the project (refer to part 9.5 of the acoustic report).

Given then above, it is recommended that a condition be applied to ensure that the recommendations of the Acoustic Report are implemented accordingly and that a further report is submitted prior to the issue of a Building Permit to ensure this.



5 DEVELOPMENT CONSIDERATIONS

The proposed development holds various aspects which are not expressly provided for in the planning framework identified previously through this report. Therefore the following sections have been provided to describe the proposed works and their suitability/response to site and context conditions.

The following sections relate to:

- Traffic Management;
- Acoustic Management; and
- Waste Management.

5.1 TRAFFIC IMPACT ASSESSMENT

A Traffic Impact Assessment has been prepared by KCTT and is provided in Attachment 7. The report details the following technical findings:

- The preliminary estimate of traffic generation shows that the proposed development would generate a maximum of 1,864 vehicular trips per day and 832 vehicular trips in the peak hours.
- The proposed development would generate an additional 1,744 vehicular trips per day and 812 vehicular trips during peak hours. This is considered a high impact on the surrounding road network according to WAPC Guidelines
- As the development would be constructed in stages, the expected traffic generation for stages 1 and 2 would be as follows:
 - Stage 1 (2023) – 980 VPD / 490 VPH on weekdays
 - Stage 2 (2025) – 1,180 VPD / 590 VPH on weekdays
- Depending on the provision of bus parking bays for Stages 1 & 2 reciprocity of 20% can be applied to the expected traffic generation.
- Oxley Road is classified as Access Road as per MRWA classification with the maximum desirable traffic volume of 3,000 vehicles per day. Currently, there are an estimated 127 vehicles per day on Oxley Road. Therefore, the street would remain well under the maximum desirable traffic volume for access roads with the added traffic from the subject site.
- Oxley Road crossovers would be used as the main access/egress point, while Nicholson Road crossover will only be emergency access.
- The proposed development would require a 100m channelised right and left-turn deceleration lane on the intersection of Nicholson Road and Oxley Road.

In addition, with respect to on site car and bicycle parking and delivery and service vehicles, KCTT notes the following:

- The proposed development would require 215 parking bays to meet the parking demand of the proposed land uses, considering the reciprocity based on differing peak hours of operation and provision of bus parking.
- The plans for the proposed development show 202 car parking bays and 10 bus bays. Even though there is a nominal shortfall of 13 parking bays, KCTT believes this would not cause significant issues with parking demand.



- Parking bays will be constructed in stages as will the rest of the development. To meet the parking demand of Stage 1 a total of 96 parking bays would be required. This can be met by constructing the parking bays abutting Oxley Road and the proposed Primary drop off bays.
- The proposed development bicycle parking analysis shows that a provision of 180 long term bicycle parking spaces and 36 short term bicycle parking spaces is required. However, given the nature of the school (a private school without catchment area) and the position of the development on the road network, the number of students or staff living in a walkable/cyclable catchment is likely to be very low. Bicycle racks will be provided to promote alternative transportation modes and increase bicycle parking demand and future cycling infrastructure development in the area. End of trip facilities will also be provided for long term spaces.
- Building Code of Australia ACROD Provision – A provision of 5 accessible car parking bays is recommended to comply with the BCA requirements. Currently, the plans show 3 ACROD bays. The service area provided is expected to accommodate the expected volume of delivery and service vehicles successfully.

5.2 ACOUSTIC MANAGEMENT

Hewshott International have been engaged by the Australian Islamic College (AIC) to undertake acoustic consultancy services for the proposed place of worship and educational establishment at No. 651 Nicholson Road, Forrestdale.

The key aspects are:

- Environmental noise emission from the development, including:
 - Children noise,
 - Mechanical services noise,
 - Service vehicles noise,
 - Car park activity noise,
- Internal ambient noise levels,
- Reverberation time (speech intelligibility), and
- Walls, floors, ceiling and services separation.

The noise impact assessment undertaken revealed that the development will achieve compliance with the Environmental Protection Noise Regulation 1997 at all identified nearest noise sensitive receptors.

5.3 WASTE MANAGEMENT

Instant Waste Management has been engaged to prepare a waste management plan for the proposed development (Attachment 10). The Waste Management Plan outlines the correct approach for the management of waste during the initial design and approval process.

Based on information from the City of Armadale's Waste Department on its Waste Guidelines, site considerations and project meetings using the issue of the latest yield schedule. The bin storeroom has been designed to allow for more than enough space for the buildings' waste generation of the required two types of waste covered in development approval.



Signage for better diversion rates and the reduction of contamination of the waste streams are recommended within the bin store area and on all public access bins. Waste Collections may occur between 6am – 5pm, although peak school drop off and collections times are recommended to be avoided, to reduce the risk of incident with higher traffic flows and increased pedestrian activity. Three times collection regimes each week for general waste and commingled recycling. The appointed contractors' front lift compaction trucks, must always travel along the streets and any internal laneways in a forward gear at all times. Entering and exiting the site in a forward gear is a requirement of a typical traffic plan (if required, to be provided by others).

The commercial collection of waste using a front lift truck has been considered within the calculations for required space capacity within the bin store. Consideration has been given to other school sites (under the same provider) with their frequency of collection shown as comparative to the new site based on an 1000 student capacity at the Forrestfield site.



6 PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEMES) REGULATIONS 2015

In considering an application for development approval the decision maker is to have due regard to the matters outlined in clause 67(2) of the deemed provisions to the extent that, in the opinion of the decision maker, those matters are relevant to the development the subject of the application. These matters are outlined below alongside comment on whether the matter is relevant, and if so how it has been addressed by the development.

DEEMED PROVISIONS CLAUSE 67(2) – MATTERS TO BE CONSIDERED BY THE DECISION MAKER

(a) *the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;*

Satisfied – The objectives and requirements of the scheme have been addressed.

(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 Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;*

Satisfied – Satisfies the requirements of orderly and proper planning.

(c) *any approved State planning policy;*

Satisfied – All relevant State planning policies have been addressed.

(d) *any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d);*

Satisfied – All relevant environmental protection policies have been addressed.

(e) *any policy of the Commission;*

Satisfied – All relevant Commission policies have been addressed.

(f) *any policy of the State;*

Satisfied – All relevant State policies have been addressed.

(g) *any local planning policy for the Scheme area;*

Satisfied – All relevant local planning policies have been addressed.

(h) *any structure plan, activity centre plan or local development plan that relates to the development;*

Satisfied – Not applicable to this site.

(i) *any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015;*

Satisfied – Not applicable to this site.

(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;*

Satisfied – Not applicable to this site.

(k) *the built heritage conservation of any place that is of cultural significance;*

Satisfied – The development site does not contain any registered places of Indigenous, State, or local heritage significance.



DEEMED PROVISIONS CLAUSE 67(2) – MATTERS TO BE CONSIDERED BY THE DECISION MAKER

(l) *the effect of the proposal on the cultural heritage significance of the area in which the development is located;*

Satisfied – The development site does not adjoin any registered places of Indigenous, State, or local heritage significance

(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;*

Satisfied – The proposed development is compatible with its setting. Further the development has itself responded to the locality and spatial planning controls by imploring best practice environmental responses within the proposal.

(n) *the amenity of the locality including the following —
environmental impacts of the development;
the character of the locality;
social impacts of the development;*

Satisfied – The design considers the established character of the locality and associated environmental and social impacts. No significant adverse impact has been identified.

(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;*

Satisfied – Adverse environmental effects have been avoided, and in turn the proposal includes measures to improve the natural environment and water resources on the site.

(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;*

Satisfied – Landscaping is provided throughout as shown on the submitted plans, and the preservation of trees is guaranteed unless absolutely necessary

(q) *the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;*

Satisfied – The site is within a bushfire prone area, a flooding area and the proposal includes ‘vulnerable’ uses. The applicant has engaged with the necessary advisors and responded to the corresponding environmental reports, to ensure the suitability of the proposal on the subject site.

(r) *the suitability of the land for the development taking into account the possible risk to human health or safety;*

Satisfied – The development site is not contaminated, nor have any health or safety risks been identified.

(s) *the adequacy of —
the proposed means of access to and egress from the site; and
arrangements for the loading, unloading, manoeuvring and parking of vehicles;*

Satisfied – The proposed vehicular and pedestrian access is adequate, clearly legible and suitable for the proposed development.



DEEMED PROVISIONS CLAUSE 67(2) – MATTERS TO BE CONSIDERED BY THE DECISION MAKER

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

Satisfied – Expected traffic volumes are capable of being handled by the public road network. Car parking provision suitable for the local area.

(u) *the availability and adequacy for the development of the following —
public transport services;
public utility services;*

*storage, management and collection of waste;
access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);
access by older people and people with disability;*

Satisfied – The development proposes a suitable amount of amenity for students and staff. Site servicing requirements are to standard. The design provides suitable access options for older people and people with movement disability.

(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;*

Satisfied – No adverse impact to community service or community benefit identified.

(w) *the history of the site where the development is to be located;*

Satisfied – Development of the site has historically been of a low-intensity, and its current condition is worn-down. No historical issues of note have been identified for the subject site.

(x) *the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;*

Satisfied – The design is considered to provide a positive impact to the surrounds, by demonstrating exemplary environment responses to development, environment management methods, and to introduce natural influences to a child's early learning.

The design of the development has responded throughout the post-lodgement process, to be sensitive of the neighbour's amenity.

(y) *any submissions received on the application;*

Pending consultation.

(za) *the comments or submissions received from any authority consulted under clause 66;*

Pending consultation.

(zb) *any other planning consideration the local government considers appropriate.*

Satisfied – No other planning considerations have been identified.



7 CONCLUSION

The proposed development at No. 651 Nicholson Road, Forrestdale have been duly considered in accordance with the relevant local planning framework including LPS4, State Planning Policies and relevant Local Planning Policies.

The application prepared and submitted for development approval showcases a proposal which has considered the site, development on adjoining properties and the immediate locality, to produce a development outcome and which is responsive to and respectful of the established streetscape and local development character.

It is recommended that the City and the JDAP welcome this addition to the local area and approve the application subject to appropriate conditions.



8 ATTACHMENTS

8.1 ATTACHMENT 1 – DEVELOPMENT PLANS



8.2 ATTACHMENT 2 – LANDSCAPING PLAN



8.3 ATTACHMENT 3 – ENVIRONMENTAL ASSESSMENT AND MANAGEMENT PLAN



8.4 ATTACHMENT 4 – SITE AND SOIL EVALUATION



8.5 ATTACHMENT 5 – BUSHFIRE MANAGEMENT PLAN



8.6 ATTACHMENT 6 – BUSHFIRE EMERGENCY EVACUATION PLAN



8.7 ATTACHMENT 7 – TRANSPORT IMPACT ASSESSMENT



8.8 ATTACHMENT 8 – CIVIL PLANS



8.9 ATTACHMENT 9 – ACOUSTIC ENVIRONMENTAL REPORT



8.10

ATT

ACHMENT 10 – WASTE MANAGEMENT PLAN

