



**DISTRICT
PLANNING
SCHEME No. 2**

Amendment No.174

Planning and Development Act 2005

**RESOLUTION TO ADOPT AMENDMENT TO
LOCAL PLANNING SCHEME**

CITY OF WANNEROO

DISTRICT PLANNING SCHEME NO.2 - AMENDMENT NO.174

RESOLVED that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above local planning scheme by removing Lots 9 & 1057 Salcott Road, Girrawheen, from the 'Residential' zone, and including it within the 'Private Clubs & Recreation' zone.

The Amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason:

- The amendment is consistent with a region planning scheme that applies to the scheme area (Metropolitan Region Scheme);
- The amendment would have a minimal impact on land in the scheme area that is not the subject of the amendment;
- The amendment is not considered to align with the criteria applicable for 'basic' and 'complex' amendments, prescribed in the *Planning and Development (Local Planning Schemes) Regulations 2015*;
- The proposed amendment does not result in any significant environmental, social, economic or governance impacts on land in the scheme area; and
- The proposed amendment is not a complex or basic amendment.

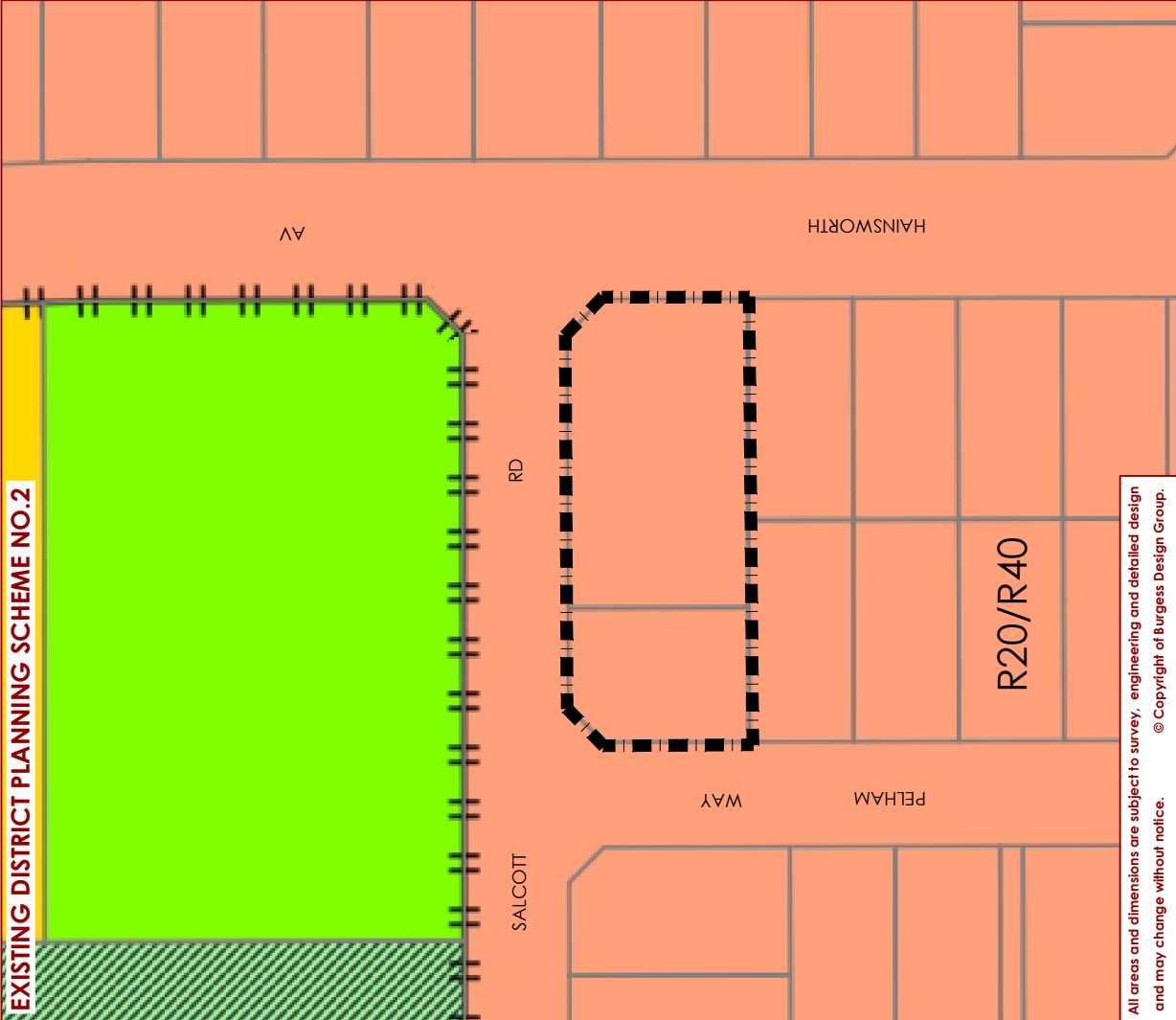
Date of Council Resolution.....

.....
(Chief Executive Officer)

Dated this day of 20.....

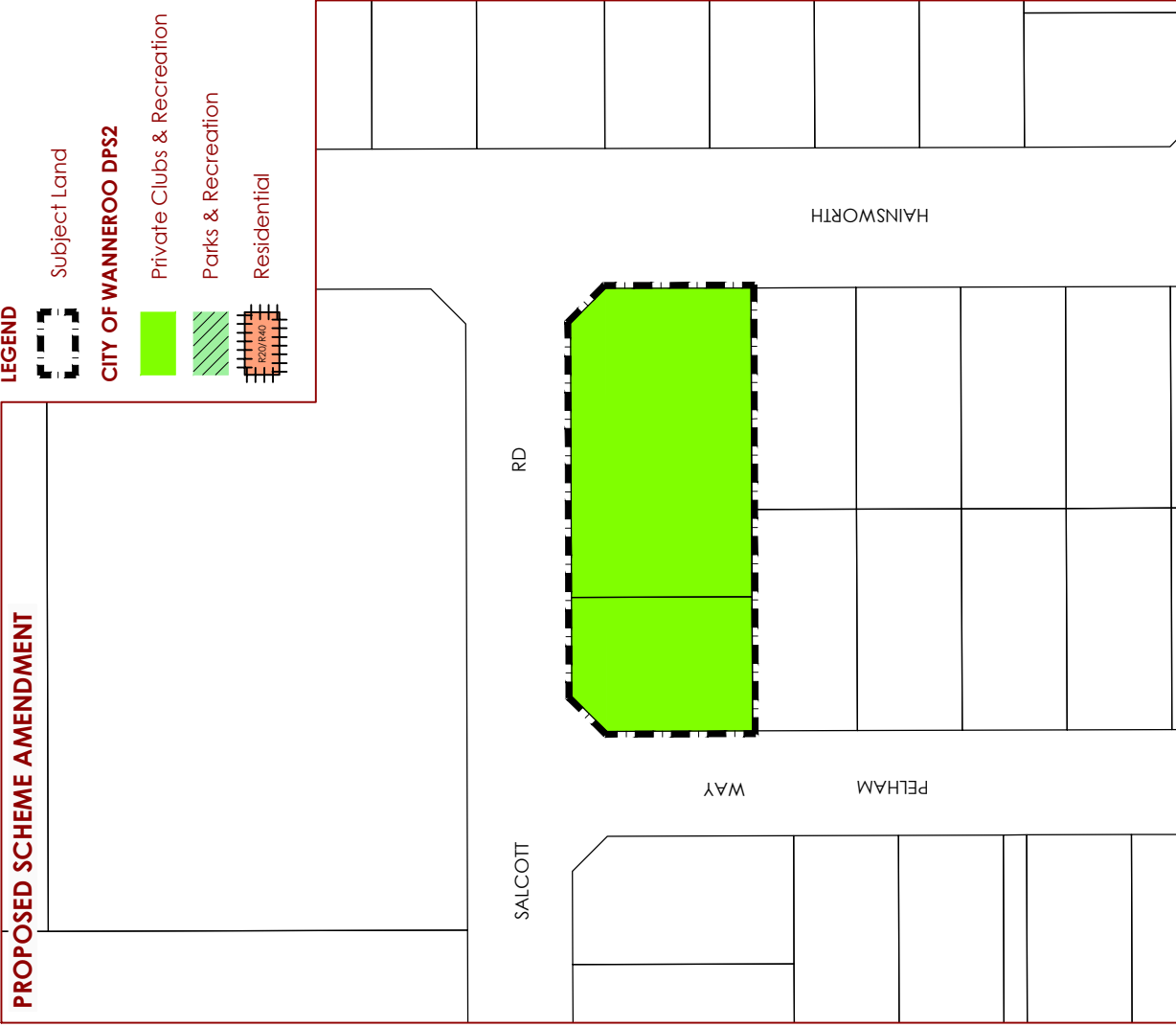
Page intentionally left blank – insert amendment map

EXISTING DISTRICT PLANNING SCHEME NO.2



All areas and dimensions are subject to survey, engineering and detailed design and may change without notice. © Copyright of Burgess Design Group.

PROPOSED SCHEME AMENDMENT



LEGEND

Subject Land

CITY OF WANNEROO DPS2

Private Clubs & Recreation

Parks & Recreation

Residential



FIGURE 5: PROPOSED SCHEME AMENDMENT
LOT 1057 & 9 SALCOTT ROAD
GIRRAWHEEN



LOTS 9 & 1057 SALCOTT ROAD, GIRRAWHEEN

CITY OF WANNEROO

DISTRICT PLANNING SCHEME NO.2 AMENDMENT No.174

V.3 March 2019

Prepared for: **Emmanuel Christian Community School Inc.**

Prepared by: Burgess Design Group
101 Edward Street, Perth, 6000
PO Box 8779, Perth Business Centre, W.A., 6849
Telephone: (08) 9328 6411
Facsimile: (08) 9328 4062
Website: www.burgessdesigngroup.com.au
Email: reception@burgessdesigngroup.com.au

Project Planner: Mark Szabo
Job code: ECC GIR
File reference: 190311RLGA Scheme Amendment.docx

Quality Assurance

Issue/Version:	Date:	Author:	Reviewer:
V.1 (client comment)	17 December 2018	Mitch Bisby	Mark Szabo
V.2 (submission)	18 December 2018	Mitch Bisby	Mark Szabo
V.3 (modified per Council Resolution)	11 March 2019	Mitch Bisby	Mark Szabo

TABLE OF CONTENTS

1.	INTRODUCTION	2
1.1	SITE DETAILS	2
1.2	PROPONENT	2
1.3	SURROUNDING LAND USES.....	2
2.	PLANNING FRAMEWORK	3
2.1	METROPOLITAN REGION SCHEME	3
2.2	CITY OF WANNEROO DISTRICT PLANNING SCHEME NO.2.....	3
2.3	LOCAL PLANNING STRATEGY.....	3
2.4	DIRECTIONS 2031	3
2.5	NORTH-WEST SUB-REGIONAL PLANNING FRAMEWORK 2018.....	3
2.6	STATE PLANNING POLICY 3: URBAN GROWTH AND SETTLEMENT (SPP3)	3
3.	AMENDMENT PROPOSAL	4
3.1	PURPOSE OF THE AMENDMENT.....	4
3.2	FUTURE DEVELOPMENT	4
3.2.1	BUILT FORM OUTCOMES	5
3.2.2	NOISE IMPACTS.....	5
3.2.3	TRAFFIC IMPACTS	6
4.	CONCLUSION.....	7

LIST OF APPENDICES

Appendix 1 Transport Impact Statement

LIST OF FIGURES

Figure 1 Location Plan
Figure 2 Aerial Photograph
Figure 3 Metropolitan Region Scheme Map
Figure 4 District Planning Scheme No.2 Map
Figure 5 Proposed Scheme Amendment

LIST OF ABBREVIATIONS

Amendment Area Lots 9 & 1067 Salcott Road, Girrawheen
DPS2 City of Wanneroo District Planning Scheme No.2
ECCS Emmanuel Christian Community School
Land Lots 9 & 1067 Salcott Road, Girrawheen
MRS Metropolitan Region Scheme
SPP3 State Planning Policy 3: *Urban Growth and Settlement*
SRPF North-West Sub-regional Planning Framework

1. INTRODUCTION

This Amendment seeks to remove Lots 9 & 1057 Salcott Road, Girrawheen (Land), from the 'Residential' zone and include it within the 'Private Clubs & Recreation' zone under the City of Wanneroo District Planning Scheme No.2 (DPS2).

The purpose of this Amendment is to facilitate the future redevelopment and use of the Land for high school classrooms. These classrooms will operate as part of Emmanuel Christian Community School's (ECCS) existing Salcott Road Campus, located opposite the Land, and will enable the School to continue in its mission of providing opportunities for education and training to the community.

Please note that this Amendment seeks to amend the planning framework to provide the City with the opportunity to consider a change in land use as described above. It does not propose or confer approval to any specific development.

1.1 SITE DETAILS

The Land is located in the suburb of Girrawheen, approximately 12km north of the Perth CBD (refer **Figure 1**)

The Land is 2,346m² in area and is bound by Pelham Way to the west, Salcott Road to the north, Hainsworth Avenue to the east and neighbouring residential development to the south (refer **Figure 2**).

Lot 9 currently accommodates a kindergarten and pre-primary school classrooms. Lot 1057 accommodates a single dwelling.

1.2 PROPONENT

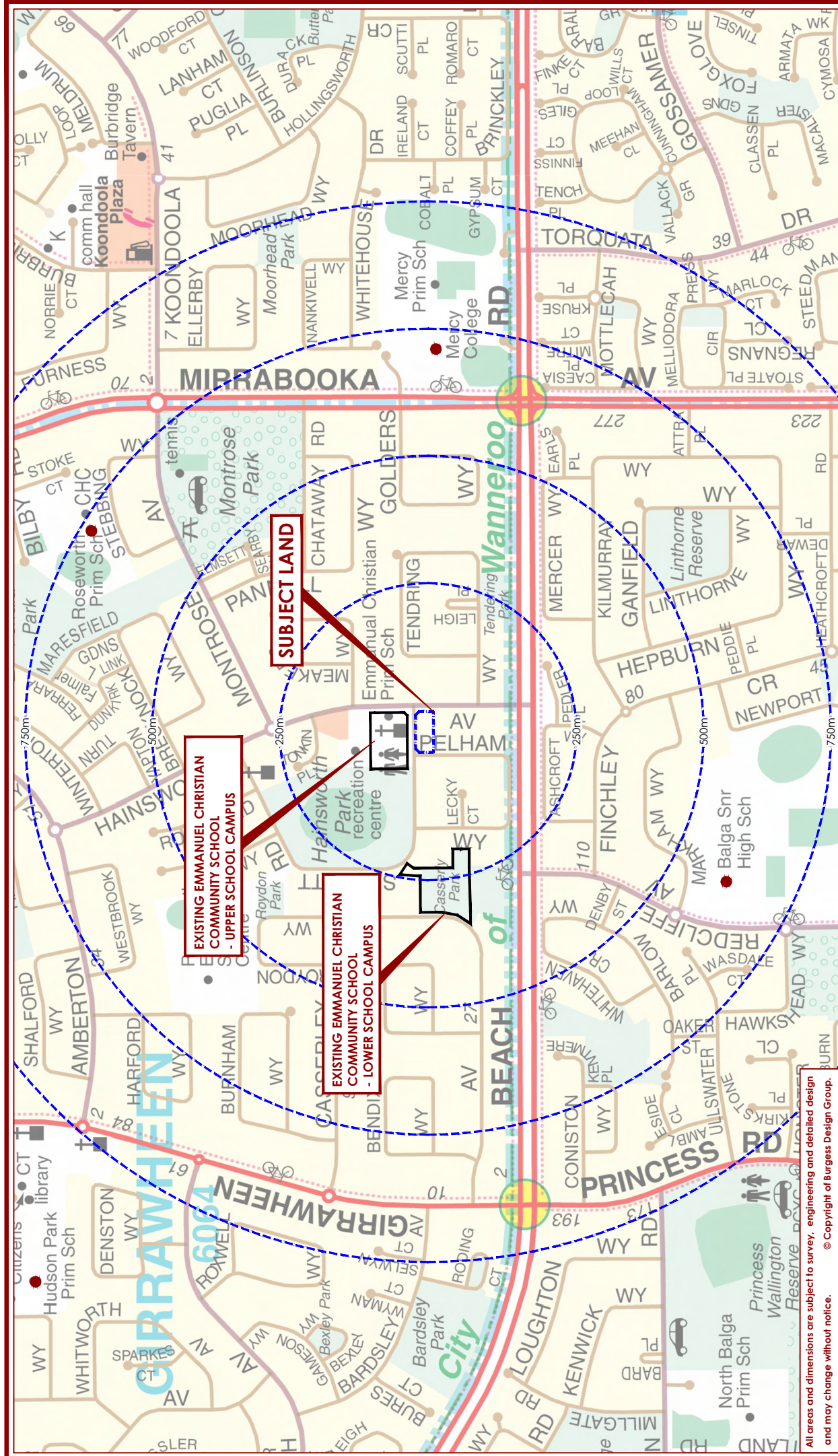
This report has been prepared by Burgess Design Group on behalf of ECCS. ECCS is the registered landowner of Lot 9 and the contracted purchaser of Lot 1057.

ECCS is a registered charity, with the stated goal of providing opportunities for education at the primary and secondary level, with a particular emphasis on assisting children who are migrants, refugees, or asylum seekers.

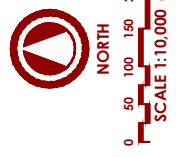
1.3 SURROUNDING LAND USES

Surrounding uses are predominantly low-density residential dwellings. Other notable uses comprise:

- ECCS' existing Salcott Road Campus, and the associated Girrawheen Baptist Church, located directly north of the Land;
- ECCS' new Casserley Avenue Campus located approximately 230m west of the Land; and
- The Rainbow Church, Hainsworth Plaza Local Centre, and Hainsworth Park playing fields and skate park located north of the Land, abutting the Salcott Road Campus mentioned above.



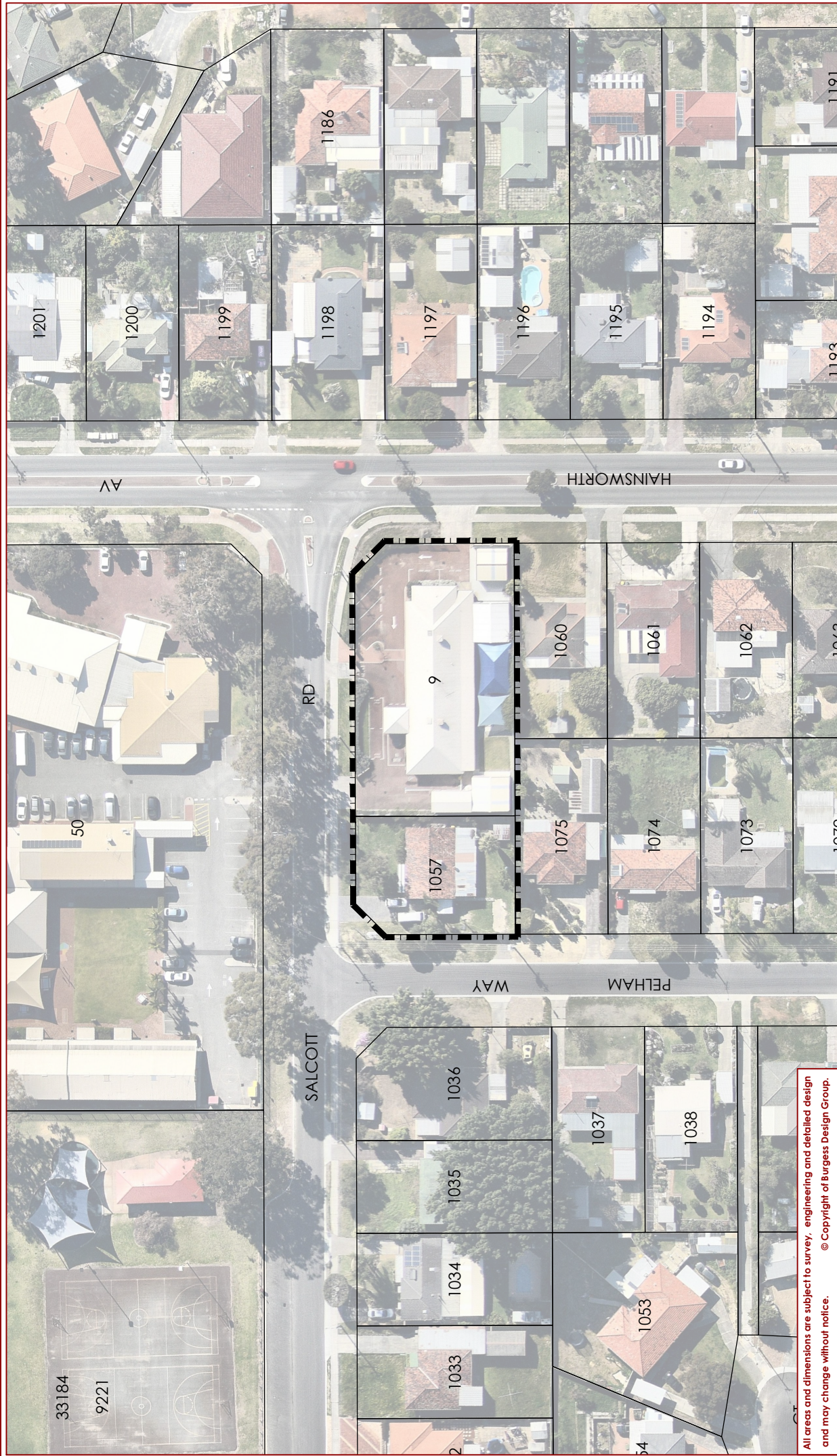
All areas and dimensions are subject to survey, engineering and detailed design and may change without notice. © Copyright of Burgess Design Group.



LEGEND
 Subject Land

FIGURE 1: LOCATION PLAN
LOT 1057 & 9 SALCOTT ROAD
GIRRAWHEEN





All areas and dimensions are subject to survey, engineering and detailed design and may change without notice. © Copyright of Burgess Design Group.

**FIGURE 2: AERIAL PHOTOGRAPH
LOT 1057 & 9 SALCOTT ROAD
GIRRAWHEEN**



LEGEND
Subject Land



2. PLANNING FRAMEWORK

2.1 METROPOLITAN REGION SCHEME

The Land is zoned 'Urban' under the Metropolitan Region Scheme (MRS) (refer **Figure 3**).

2.2 CITY OF WANNEROO DISTRICT PLANNING SCHEME NO.2

The Land is zoned 'Residential' with a split density code of 'R20/R40' under the City of Wanneroo District Planning Scheme No.2 (DPS2) (**Figure 4**).

DPS2 provides for the subdivision and development of land according to the lower density code, except where development complies with additional design criteria set out in Local Planning Policy 4.20: *Split Coded Areas*.

DPS2 lists 'Education Establishment' as an 'X' use in the 'Residential' zone, meaning it is not permitted. As such, this Amendment seeks to rezone the Land to 'Private Clubs and Recreation', which has the stated objective of accommodating 'private educational' facilities, among other uses, and within which 'education establishment' is a discretionary use under DPS2.

2.3 LOCAL PLANNING STRATEGY

The City of Wanneroo does not have a published planning strategy.

2.4 DIRECTIONS 2031

Directions 2031 establishes the vision for future growth of the Perth Metropolitan and Peel regions. It envisages 'a world class liveable city; green, vibrant, more compact and accessible with a unique sense of place'.

This Amendment is consistent with the vision and objectives set out in Directions 2031, insofar that it provides an opportunity to improve and support the efficient use and sustainable development of existing community services, amenities, and infrastructure.

2.5 NORTH-WEST SUB-REGIONAL PLANNING FRAMEWORK 2018

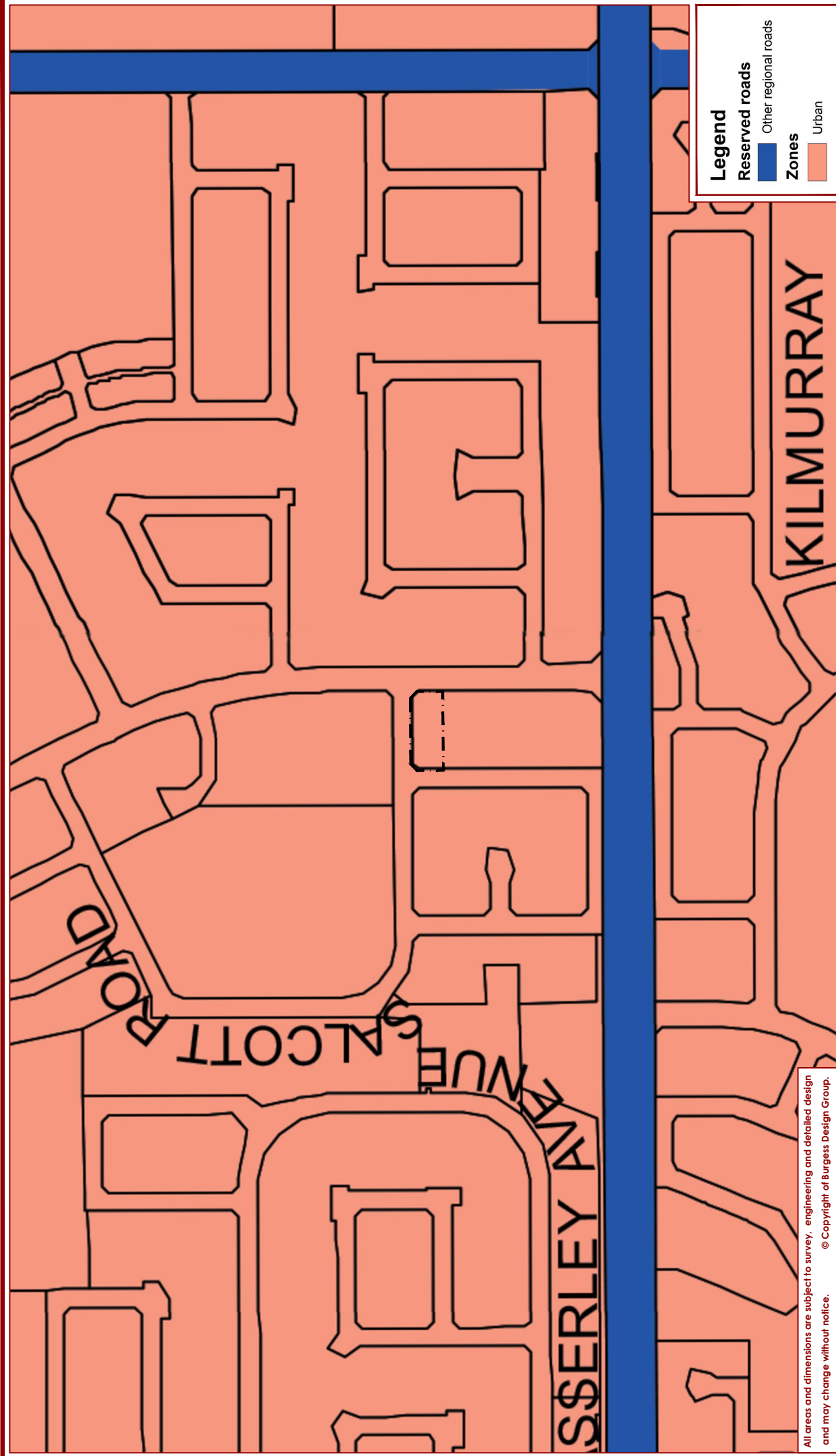
The North-West Sub-regional Planning Framework 2018 (SRPF) sets out an integrated planning framework for land use and infrastructure, with a focus on guiding future infill growth in the Central sub-region.

This Amendment is consistent with the strategic objectives of the SRPF to maximise the use of and add value to existing infrastructure and community services on a site with no known environmental values, bushfire risk, or other significant constraints.

2.6 STATE PLANNING POLICY 3: URBAN GROWTH AND SETTLEMENT (SPP3)

SPP3 sets out the principles and considerations that apply to planning for urban growth and settlements in Western Australia, with a focus on promoting and coordinating the sustainable growth of new and existing communities.

This Amendment satisfies the objectives of SPP3 by building on and improving existing community services whilst maximising the efficient and sustainable use of existing infrastructure.



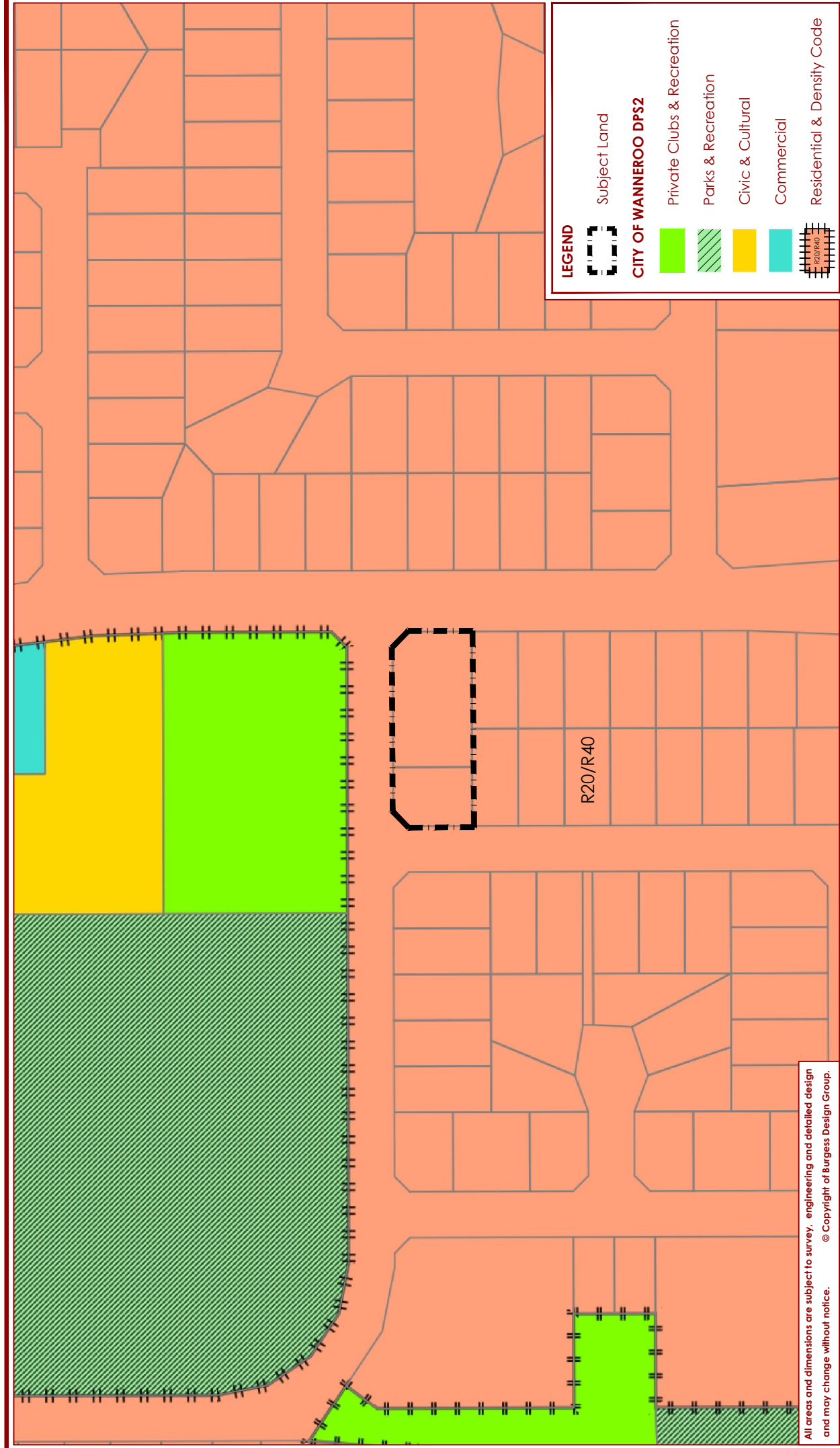
All areas and dimensions are subject to survey, engineering and detailed design and may change without notice. © Copyright of Burgess Design Group.

FIGURE 3: METROPOLITAN REGION SCHEME MAP
LOT 1057 & 9 SALCOTT ROAD
GIRRAWHEEN

LEGEND

Subject Land





LEGEND

- Subject Land
- CITY OF WANNEROO DPS2**
- Private Clubs & Recreation
- Parks & Recreation
- Civic & Cultural
- Commercial
- Residential & Density Code

All areas and dimensions are subject to survey, engineering and detailed design and may change without notice. © Copyright of Burgess Design Group.

FIGURE 4: DISTRICT PLANNING SCHEME NO.2
LOT 1057 & 9 SALCOTT ROAD
GIRRAWHEEN



3. AMENDMENT PROPOSAL

This Amendment proposes to remove Lots 9 & 1057 Salcott Road, Girrawheen (Land), from the 'Residential' zone and include it within the 'Private Clubs & Recreation' zone under the City of Wanneroo District Planning Scheme No.2 (DPS2) (refer **Figure 5**).

3.1 PURPOSE OF THE AMENDMENT

ECCS was established in 1982 by members of the neighbouring Girrawheen Baptist Church to provide educational facilities that further its Statement of Faith and uphold high academic standards. ECCS has enjoyed constant high levels of interest from parents in areas stretching from Duncraig to Ballajura and north to Wanneroo, and is proud to provide education to many children from migrant, refugee, and asylum seeker backgrounds and to whom English is a second language.

Consistent growth in enrolments has seen ECCS expand from its original home at Lot 50 Hainsworth Avenue, next door to the Church and known as the 'Salcott Road Campus', to Lot 9 within the subject Land; and most recently, to a new dedicated lower school campus on Casserley Avenue. ECCS is now going through the process of dedicating its Salcott Road Campus to an upper school facility, which will include use of the Land that comprises the Amendment area as high school classrooms. This will allow ECCS to extend its services to include year 11 and 12 students, and is vital to enable ECCS to provide its students with vocational training opportunities and provide pathways for further tertiary studies.

3.2 FUTURE DEVELOPMENT

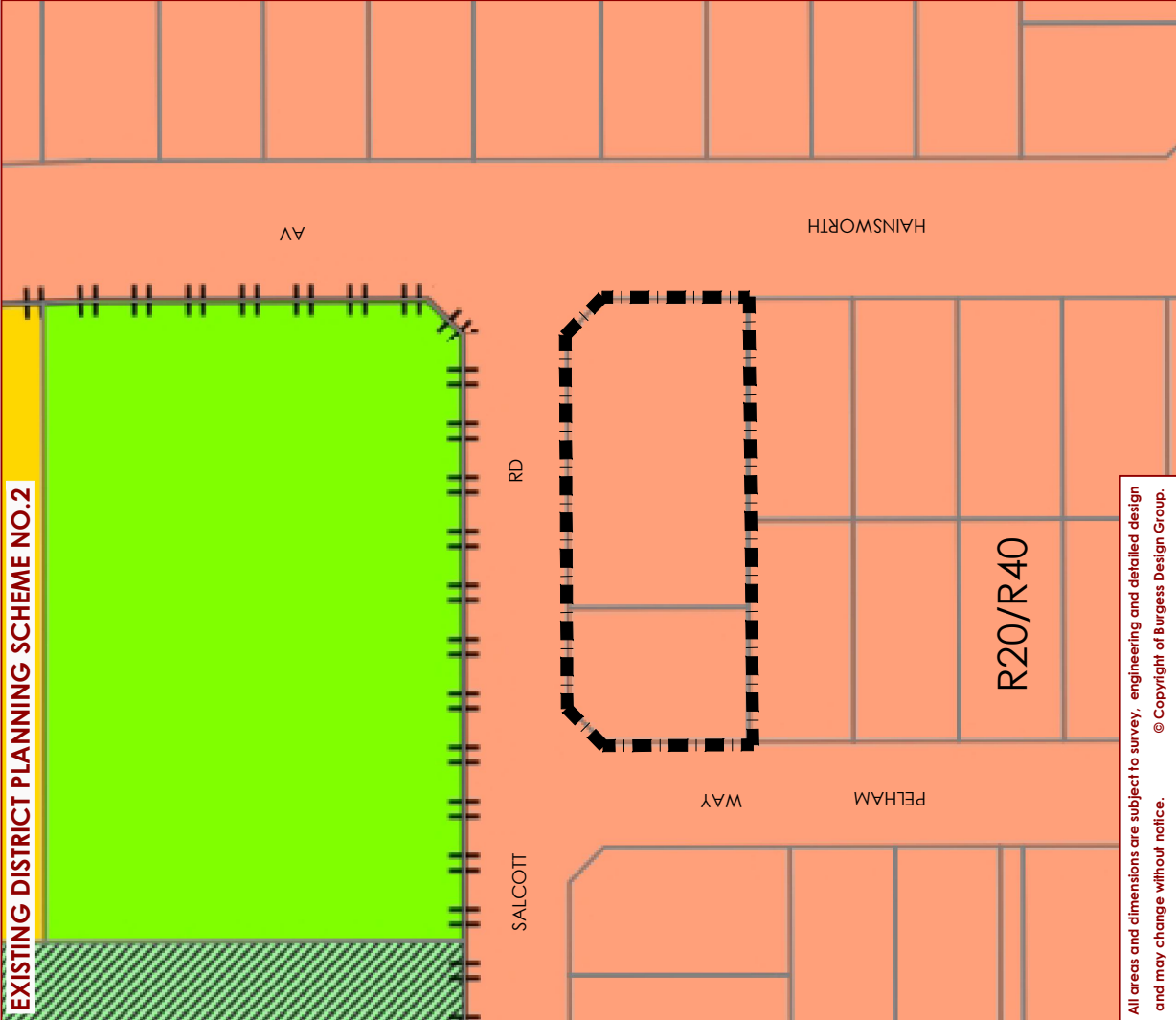
This Amendment seeks to amend the planning framework to provide the City with the opportunity to consider a change in land use as described above. It does not propose, nor confer approval to, any specific development. The following comments are provided to clarify the type of development and potential impacts that may result. Any development on the Land requires approval from the City of Wanneroo under DPS2.

This Amendment seeks to facilitate the use of the Land for high school classrooms associated with ECCS' existing Salcott Road Campus located opposite. This is part of a broader series of changes that have already commenced and include:

1. Relocating all lower school (kindergarten, pre-primary and primary) services to a new dedicated facility on Casserley Avenue; and
2. Extending upper school services through to year 12, to be accommodated at the Salcott Road Campus and an expansion into the amendment area.

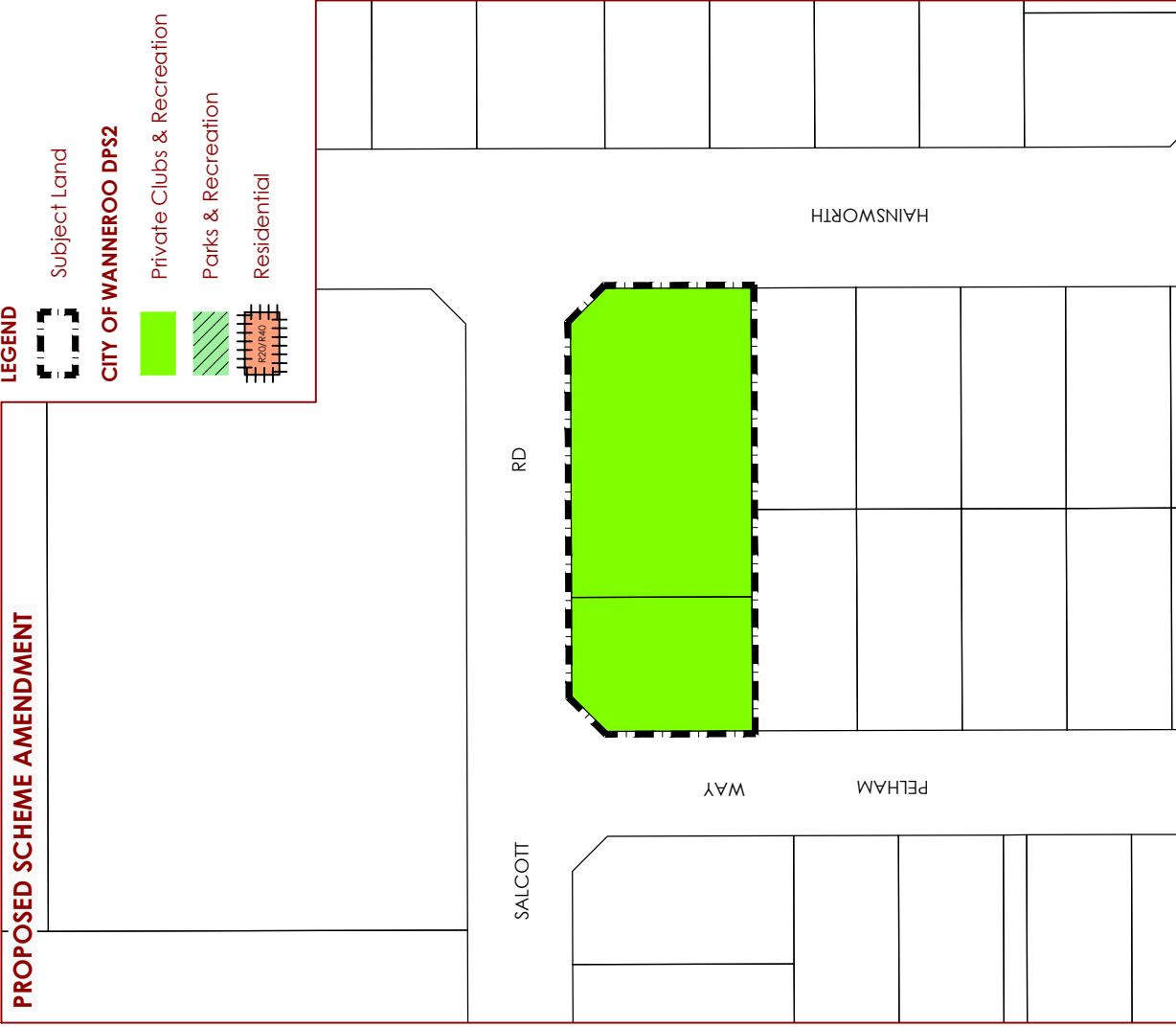
As part of these changes, ECCS expects the number and distribution of pupils to change among its campuses, as shown in **Table 1** below:

EXISTING DISTRICT PLANNING SCHEME NO.2



All areas and dimensions are subject to survey, engineering and detailed design and may change without notice. © Copyright of Burgess Design Group.

PROPOSED SCHEME AMENDMENT



LEGEND

Subject Land

CITY OF WANNEROO DPS2

Private Clubs & Recreation

Parks & Recreation

Residential



FIGURE 5: PROPOSED SCHEME AMENDMENT
LOT 1057 & 9 SALCOIT ROAD
GIRRAWHEEN



Table 1: Forecast Pupil Numbers		
	2018	2026
Amendment Area		
Lower School	50	-
Upper School	-	150
Total	50	150
Salcott Road Campus		
Lower School	141	-
Upper School	73	188
Total	214	188
Casserley Avenue Campus		
Lower School	268	449

Table 1 shows a modest increase in pupils within the Amendment Area and Salcott Campus; rising from a combined 264 students in 2018 up to 338 in 2026, being 74 additional students. This growth will come about through the transition of 191 lower school students (50 within the Amendment Area and 141 at the Salcott Road Campus) over to the Casserley Avenue Campus in 2019, and an increased intake of upper school students from the current 73 to 338.

The impacts arising from the proposed changes are minor in nature, and do not materially affect the activities that already occur on the land. As such, and as outlined in further detail below, this Amendment and possible future development is not expected to have a significant impact on the locality.

3.2.1 BUILT FORM OUTCOMES

There are no firm plans for any specific buildings or structures to be constructed on the Land. ECCS has indicated that the ultimate development scenario may involve repurposing the existing building on Lot 9, with the existing dwelling on Lot 1057 to be removed in the future to make way for new classrooms.

Any future development on the Land will be appropriately assessed by the City under DPS2, with matters such as facade treatments, setbacks, vehicular access points and parking to be designed in accordance with the provisions of DPS2 and to be compatible with existing residential development in the area.

3.2.2 NOISE IMPACTS

Schools can be expected to emit some noise, and these impacts will be appropriately considered and addressed as part of the detailed design and development application process.

Generally speaking, vehicular noise, plant noise (air conditioners etc.), and sirens/alarms (i.e. 'lunch bell') will be assessed to determine acoustic impacts on surrounding sensitive land uses (such as residential uses). In addition, regulations exist that allow assessments and controls to be placed on any specific activities, such as playgrounds, to ensure that noise levels remain at a level suitable to maintain amenity for surrounding residents.

As there are no firm plans for the specific activities or buildings to be used on the Land, noise impacts cannot be determined at this time. In any event, as the type of use is, and will remain, an educational establishment, noise impacts are not expected to materially change; particularly not to an extent that cannot be appropriately managed or ameliorated through sensitive design approaches.

3.2.3 TRAFFIC IMPACTS

A Transport Impact Statement (TIS) has been prepared by Cardno to assess potential transport impacts associated with this Amendment (refer **Appendix 1**). The TIS considers the impacts resulting from the broader changes described in Section 3.2 of this report, as agreed with the City of Wanneroo during pre-lodgement consultation.

Note: The TIS includes Lot 1060 Hainsworth Avenue within the amendment area, in line with the original submission of this Amendment. Lot 1060 was subsequently removed from the amendment area in accordance with Council's resolution to adopt the amendment for advertising as it relates to Lot 9 & Lot 1057 only (at its meeting on 5 March 2019). The findings and recommendations of the TIS are still considered accurate and valid, as discussed below.

Traffic Generation

As outlined in **Table 1** above, the Casserley Avenue Campus is expected to accommodate up to 449 students as part of the ongoing changes. This is within the approved capacity of 492 students and therefore requires no further assessment. The existing Salcott Road Campus is expected to accommodate 188 students by 2026, with an additional 150 students within the amendment area, for a total of 338 students. As the amendment area will function as part of the Salcott Road Campus, the traffic impacts have been considered together.

The proposed changes are expected to increase traffic generation by 36 trips in the AM and PM peak hours. The actual increase in vehicular trips is expected to be less in reality due to alternate modes of transport used by high school pupils, such as cycling or walking, when compared to primary school pupils, who generate more traffic due to their reliance on private transport. It should also be noted that the Salcott Road Campus will continue to accommodate pick-up/drop-off areas and the bulk of parking spots, meaning there will be little change to the existing traffic situation.

This Amendment is unlikely to impact the surrounding road network as the increase of 36 additional vehicle movements in the peak hour is considered to be minor and will not cause surrounding roads to exceed their capacity or materially impact the function of the network.

Parking

DPS2 requires a minimum of 67 car bays be provided for a secondary school. 69 bays are provided between the Salcott Road Campus and the Amendment Area. As such, sufficient parking exists.

As noted above, the Salcott Road Campus will continue to accommodate drop-off and pick up areas, as it will accommodate the bulk of students and facilities. Some additional parking is expected to be provided within the Amendment area, but will likely be limited to staff parking. Specific parking and access arrangements will be assessed as part of any future development application over the Land.

4. CONCLUSION

This Amendment is necessary to allow ECCS to continue to fulfil its objective of providing highly valued, high quality educational services to the community. Importantly, this Amendment will enable the school to extend its upper school courses to include year 11 and year 12 studies, providing opportunities to offer students vocational training and pathways to tertiary studies, whilst also improving general facilities.

The impacts arising from future development are expected to be minimal. Noise impacts will be assessed at the development application stage, though in any case, the uses are not expected to materially change from those that currently exist and thus the impact arising from them is expected to be similar. Traffic impacts have also been shown to be minor; with an increase of 36 additional vehicle movements in the peak hour that will not cause the surrounding road network to exceed its capacity.

This Amendment is considered to comply with the planning framework and will result in an improvement to educational services that will benefit the community. We believe it should be supported on that basis.

APPENDIX 1:
Transport Impact
Statement

Transport Impact Statement

Emmanuel Christian Community
School

CW1057500



Prepared for
Emmanuel Christian Community School

18 December 2018

Contact Information

Cardno (WA) Pty Ltd

ABN 77 009 119 000

11 Harvest Terrace
West Perth WA 6005
Australia

www.cardno.com

Phone +61 8 9273 3888

Fax +61 8 9486 8664

Document Information

Prepared for	Emmanuel Christian Community School
Project Name	Emmanuel Christian Community School
File Reference	CW1057500-TR-RP-TIS
Job Reference	CW1057500
Date	18 December 2018
Version Number	C

Author(s):



Nuzra Davahir
Graduate Traffic Engineer

Effective Date 18/12/2018

Approved By:



Ray Cook
Manager – Traffic and Transport

Date Approved 18/12/2018

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
A	07/12/18	Draft	ND	SJL
B	13/12/18	For Issue	ND	SJL
C	18/12/18	For Issue	ND	SJL

© Cardno. Copyright in the whole and every part of this document belongs to Cardno and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person other than by agreement with Cardno.

This document is produced by Cardno solely for the benefit and use by the client in accordance with the terms of the engagement. Cardno does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by any third party on the content of this document.

Table of Contents

1	Introduction	1
	1.1 Background	1
	1.2 Existing Site	1
	1.3 Existing Road Network	3
	1.4 Traffic volumes	4
2	Proposed Development	5
	2.1 Overview	5
	2.2 Hours of Operation	6
	2.3 Access Arrangements	6
	2.4 Traffic Generation	7
3	Parking	8
	3.1 Parking Requirements	8
	3.2 Vehicular Access to Parking	8
	3.3 Bicycle Parking	9
4	Public Transport Facilities	10
	4.1 Existing Public Transport Facilities	10
	4.2 Future Public Transport Facilities	11
5	Pedestrian/Cycle Networks and Facilities	12
	5.1 Existing Pedestrian/Cycle Networks and Facilities	12
	5.2 Future Pedestrian/Cycle Networks and Facilities	12
6	Site-Specific Issues	13
	6.1 Crash Assessment	13
	6.2 Pedestrian Safety	13
7	Summary	14

Appendices

Appendix A WAPC CHECKLIST

Tables

Table 1-2	Traffic Volumes (Source: City of Wanneroo)	4
Table 2-1	Number of Pupils	5
Table 2-2	Table 1 Traffic Generation of Primary School	7
Table 2-3	Traffic Generation of High School	7
Table 3-1	Parking Requirements and Provision	8
Table 3-2	Parking Requirements and Provision	9
Table 6-1	Salcott Road	13

Figures

Figure 1-1	Aerial image (Source:Nearmap)	1
Figure 1-2	Existing Zoning	2
Figure 1-3	Proposed Scheme (Source: Emmanuel Christian Community School)	2
Figure 1-4	Road Network (<i>Source: Main Roads Road Information Mapping System</i>)	3
Figure 2-1	Campus Locations (Source: Nearmap)	6
Figure 3-1	Vehicular Access (Source:Nearmap)	8
Figure 4-1	Nearest Bus Stops (Source: Google Maps)	10
Figure 4-2	Existing Public Transport (Source:Transperth)	11
Figure 5-1	Existing Pedestrian and Cycle facilities (Source: Department of Transport)	12

1 Introduction

1.1 Background

Cardno was commissioned by Emmanuel Christian Community School ('the Client') to prepare a Transport Impact Statement (TIS) for the proposed High School located at 4 Salcott Road (Lot 9), 6 Salcott Road (Lot 1057) and 15 Hainsworth Avenue (Lot 1060), Girrawheen within the *City of Wanneroo*.

This TIS has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)* and the checklist is included at **Appendix A**.

1.2 Existing Site

The Site is located on Hainsworth Avenue and Salcott Road within the suburb of Girrawheen, which is a suburb within the *City of Wanneroo*. **Figure 1-1** shows an aerial image of the Site. The Site is bounded by Hainsworth Avenue to the east, Salcott Road to the north, Pelham Way to the west and residential dwellings to the south.

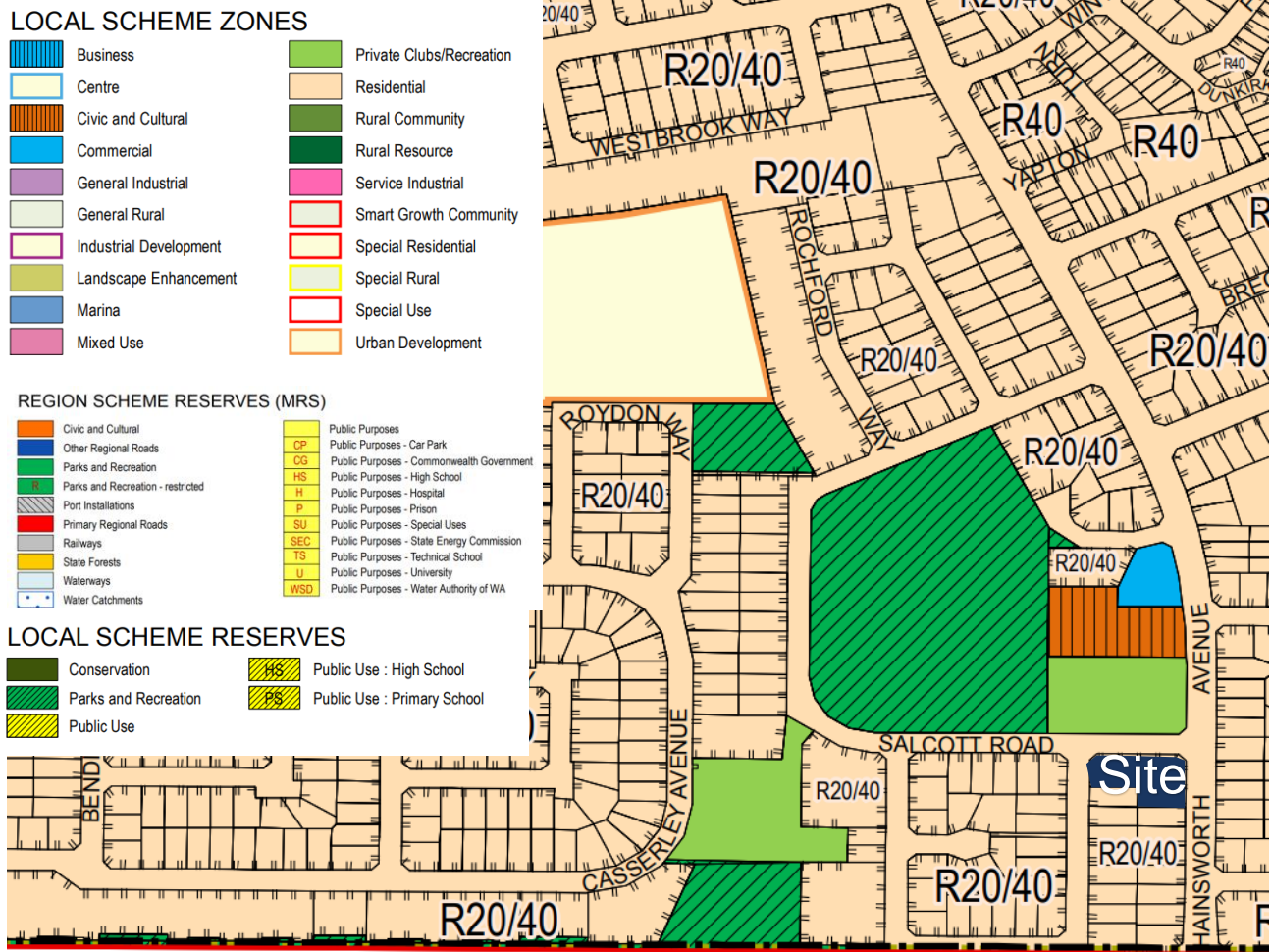
Figure 1-1 Aerial image (Source:Nearamap)



Existing Site access is via existing driveways on Hainsworth Avenue, Salcott Road and Pelham Way.

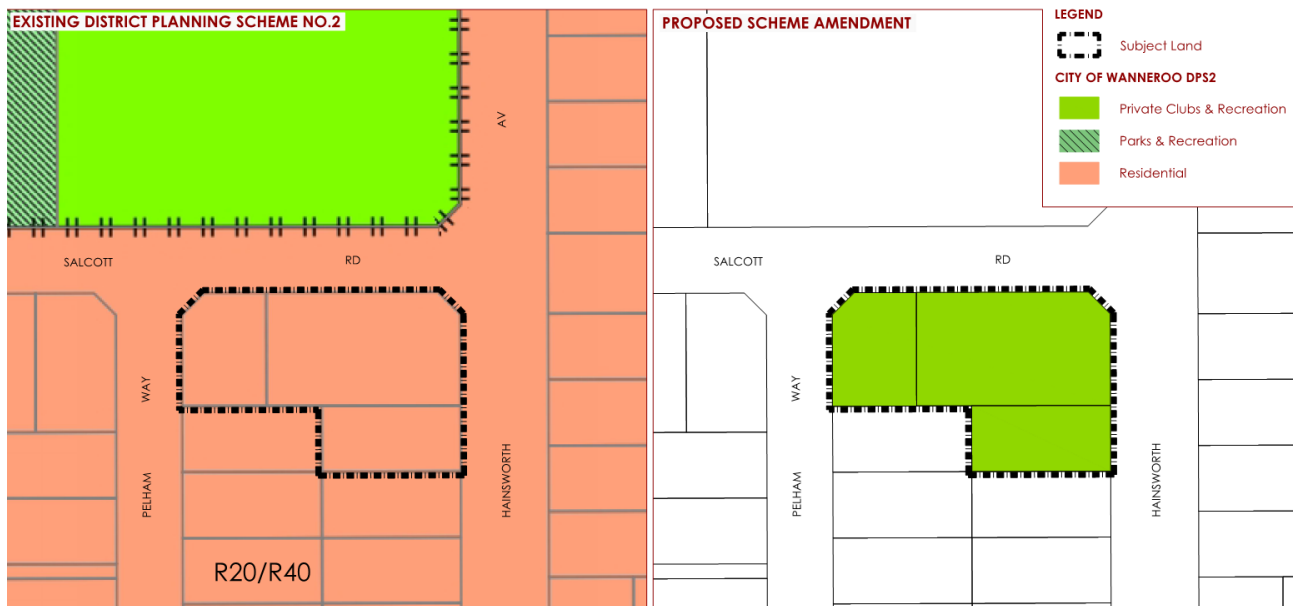
Lot 9 currently contains a kindergarten and pre-primary classrooms and Lots 1057 and 1060 each contain a single dwelling. The Site is zoned as “Residential - R20/R40” within the *City of Wanneroo District Planning Scheme No.2*. **Figure 1-2** depicts the current zoning of the Site and the surrounding area.

Figure 1-2 Existing Zoning



The proposed scheme amendment will change the zone of the Site from “Residential” to “Private Clubs and Recreation” as shown in **Figure 1-3**.

Figure 1-3 Proposed Scheme (Source: Emmanuel Christian Community School)



1.3 Existing Road Network

The Site is surrounded by Hainsworth Avenue, Salcott Road and Pelham Way. The surrounding road network is further described in **Table 1-1**.

Table 1-1 Surrounding Road Network

Street Names	Road Hierarchy			Road Network		
	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Width (m)	Posted Speed (km/h)
Hainsworth Avenue	Local Distributor	Local Govt.	2	2	10 divided	50
Salcott Road	Access Road	Local Govt.	2	1	6	50
Pelham Way	Access Road	Local Govt.	2	0	6	50

Figure 1-4 shows the hierarchy of the surrounding road network as per the *Main Roads Road Information Mapping system*.

Figure 1-4 Road Network (Source: Main Roads Road Information Mapping System)



1.4 Traffic volumes

Traffic volumes were obtained from the *City of Wanneroo* and summarised as per **Table 1-2** below.

Table 1-2 Traffic Volumes (Source: City of Wanneroo)

Road Name	Date	Average Two-Way Daily Traffic Volume	Average Two-Way AM Peak Traffic Volume	Average Two-Way PM Peak Traffic Volume
Salcott Road (West of Hainsworth Avenue)	2018	599	148 at 8:00 AM	106 at 3:00 PM
Hainsworth Avenue (Amberton Avenue to Beach Road)	2016	4,863	463 at 8:00 AM	508 at 3:00 PM

2 Proposed Development

2.1 Overview

The Scheme Amendment to zone the Site 'Private Clubs and Recreation' will facilitate its use for high school classrooms. The Site will operate as part of Emmanuel Christian Community School's existing Salcott Road Campus, located directly opposite.

The Site is expected to grow its current capacity of 50 students to 150 students by 2026. This change will also see the transfer of the remaining 141 primary school students from the existing Campus (A) on Salcott Road to the newly established Lower School Campus (B) on Casserley Avenue. **Figure 2-1** shows the locations of the different campuses.

Table 2-1 shows the current and future number of pupils in the three campuses. The Site has an increase of only 100 pupils by 2026.

Table 2-1 Number of Pupils

	Current	Future (2026)
A		
Primary School Students	141	0
High School Students	73	188
Total	214	188
B		
Primary School Students	268	449
C – Site		
Primary School Students	50	0
High School Students	0	150
Total	50	150

Figure 2-1 Campus Locations (Source: Nearmap)



As shown in **Table 2-1**, the Casserley Avenue Campus (B) is expected to accommodate up to 449 students as part of the ongoing changes. This is within the approved capacity of 492 students and therefore requires no further assessment. The existing Salcott Road Campus (A) is expected to accommodate 188 students by 2026, with an additional 150 students within the Site (C), for a total of 338 students. As the Site will function as part of the Salcott Road Campus, they have been considered together in this report.

2.2 Hours of Operation

The hours of operation will be from 8:30 am to 3:15 pm daily and staff hours are from 7:30 am to 5:00 pm.

2.3 Access Arrangements

Vehicular access is available from Hainsworth Avenue, Salcott Road and Pelham way. Specific access arrangements will be set out and appropriately assessed as part of any future development application over the site.

2.4 Traffic Generation

The current number of pupils is 50 at the Site and 214 at the Salcott Campus across the road, therefore considering the worst case scenario the assessment was done for the capacity of 264 pupils.

The traffic generated was calculated with the assistance of the *Western Australian Planning Commission (WAPC) Transport Assessment Guidelines – Volumes 5 – Technical Guidance* and *Institute of Transportation Engineers (ITE) “Trip Generation” 10th Edition*.

2.4.1 Primary School

Table 2-2 shows the traffic generation for the existing pupils of 264.

Table 2-2 Table 1 Traffic Generation of Primary School

	Land Use	Source	AM Peak		PM Peak	
			In	Out	In	Out
Trip Generation Rate	Primary School	WAPC	0.5 trips per student	0.5 trips per student	0.5 trips per student	0.5 trips per student
Directional Distribution	Primary School	ITE (520)	54%	46%	45%	55%
Total Trip Generation	Primary School	ITE (520)	72	61	60	73

The existing primary school generates 133 vehicles during the AM peak hours and 133 vehicles in the PM peak hours.

2.4.2 High School

Table 2-3 shows the traffic generation for the future (2026) number of high school pupils (338) which includes the number of high school students from the amendment area (150) plus the number of high school students (188) from Salcott Campus across the road.

Table 2-3 Traffic Generation of High School

	Land Use	Source	AM Peak		PM Peak	
			In	Out	In	Out
Trip Generation Rate	High School	WAPC	0.5 trips per student	0.5 trips per student	0.5 trips per student	0.5 trips per student
Directional Distribution	High School	ITE (530)	68%	32%	32%	68%
Total Trip Generation	High School	ITE (530)	115	54	54	115

The proposed change represents a trip generation of 169 during the AM peak hours and 169 during the PM peak hours.

The difference in the trip generation is an additional 36 in the AM and the PM hours. The actual increase in vehicular trips is expected to be less in reality due to alternate modes of transport used by high school pupils such as cycling or walking compared to primary school pupils that generate more traffic due to their reliance on private transport. Also, the main campus located on Lot 50 will be accommodating the pick-up and set down trips, minimising vehicle trips to the Site.

This change is unlikely to impact the surrounding road network as the increase of 36 additional vehicle movements in the peak hour is considered minor and will not cause surrounding roads to exceed their capacity.

3 Parking

3.1 Parking Requirements

The car parking requirements are set out in the *City of Wanneroo District Planning Scheme No.2 - Table 2* and are as shown in **Table 3-1**.

Table 3-1 Parking Requirements and Provision

Land Use	Car Parking Requirements	Car Parking Provision	
Secondary School AMD 52 GG 16/6/06	A minimum of 60 car bays for staff and visitor parking for the first 600 students and then ten (10) car bays for every 100 students or part thereof afterwards plus seven (7) pick up/set down bays for every 100 students or part thereof which may be provided in the road reserve	60 staff and visitor bays	58 at Lot 50 8 at Lot 9 2 bus bays
Total	67		69

A total of 338 students will be accommodated at the Salcott Campus and the Site. A total of 69 parking bays are currently provided between the two sites, which satisfies the minimum provision set out by the *City of Wanneroo*. The majority of the car parking spaces are located at the main campus at Lot 50 as all drop-off and pick-up will be at/from Lot 50.

3.2 Vehicular Access to Parking

Potential vehicular access to parking is via driveways on the northern and eastern boundaries and is as shown in **Figure 3-1**. The final access arrangements are to be planned once the scheme is amended.

Figure 3-1 Vehicular Access (Source:Nearmap)



3.3 Bicycle Parking

The City of Wanneroo District Planning Scheme No.2 states:

‘Council may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial developments and other employment centres in accordance with Austroads’ Guide to Engineering Practice Part 14: Bicycles.’

Austroads’ Guide to Engineering Practice Part 14 is obsolete therefore *Guide to Traffic Management Part 11- Parking* was used to acquire the necessary requirements for bicycle parking as per **Table 3-2**.

Table 3-2 Parking Requirements and Provision

Land use	Bicycle Parking Requirements	Bicycle Parking Provision
Secondary School	5 bays (1 space/20 students)	5
Total	8 bicycle bays	5 bicycle bays

There is a shortfall of 3 bicycle bays however additional bicycle bays will be provided as part of the future development of the Site.

4 Public Transport Facilities

4.1 Existing Public Transport Facilities

The nearest bus stops are shown in **Figure 4-1** and are only about 100 m from the Site. Existing public transport facilities are as shown in **Figure 4-2**. Route 372 operates along Hainsworth Avenue from Mirrabooka Bus Station to Darch.

Figure 4-1 Nearest Bus Stops (Source: Google Maps)

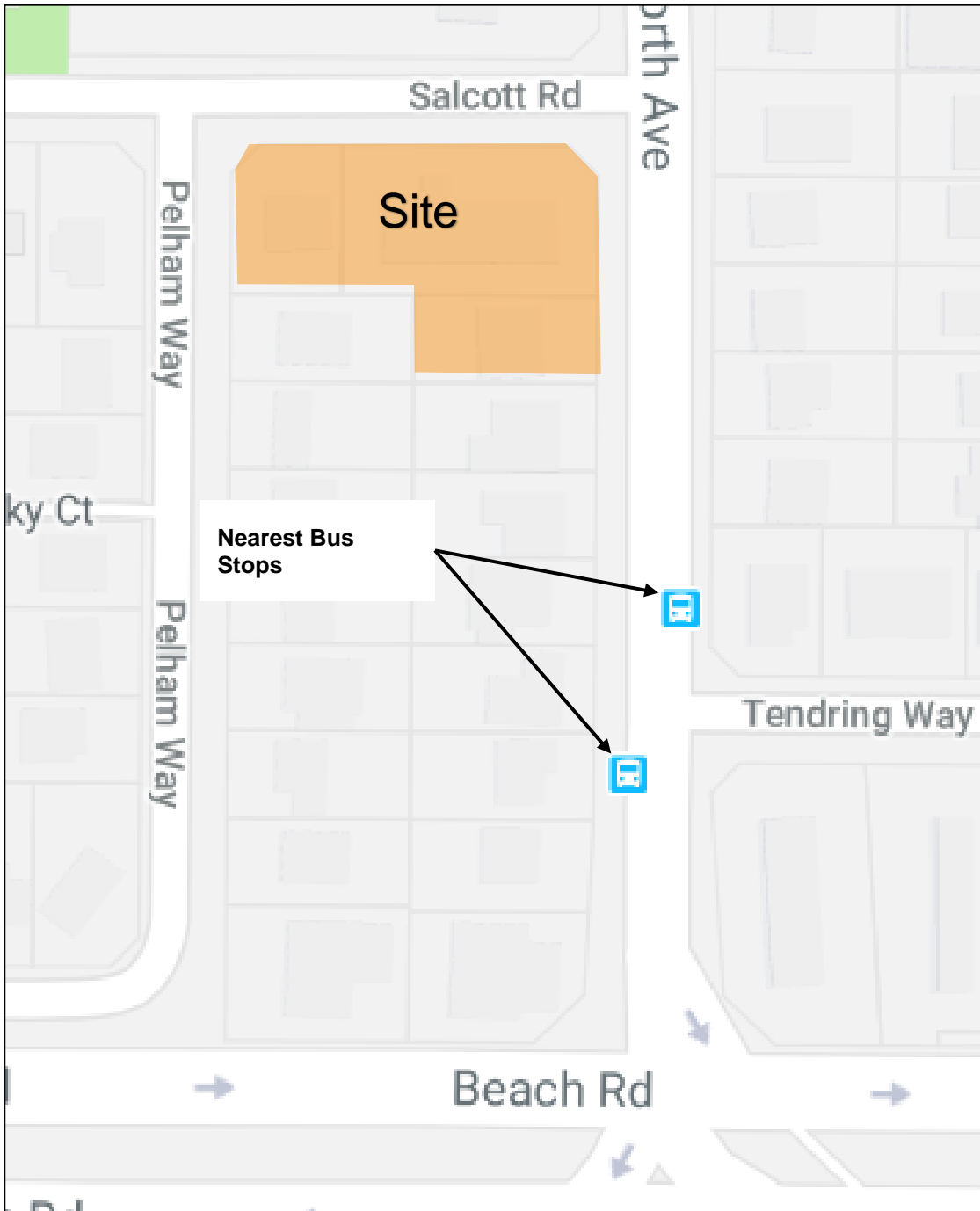
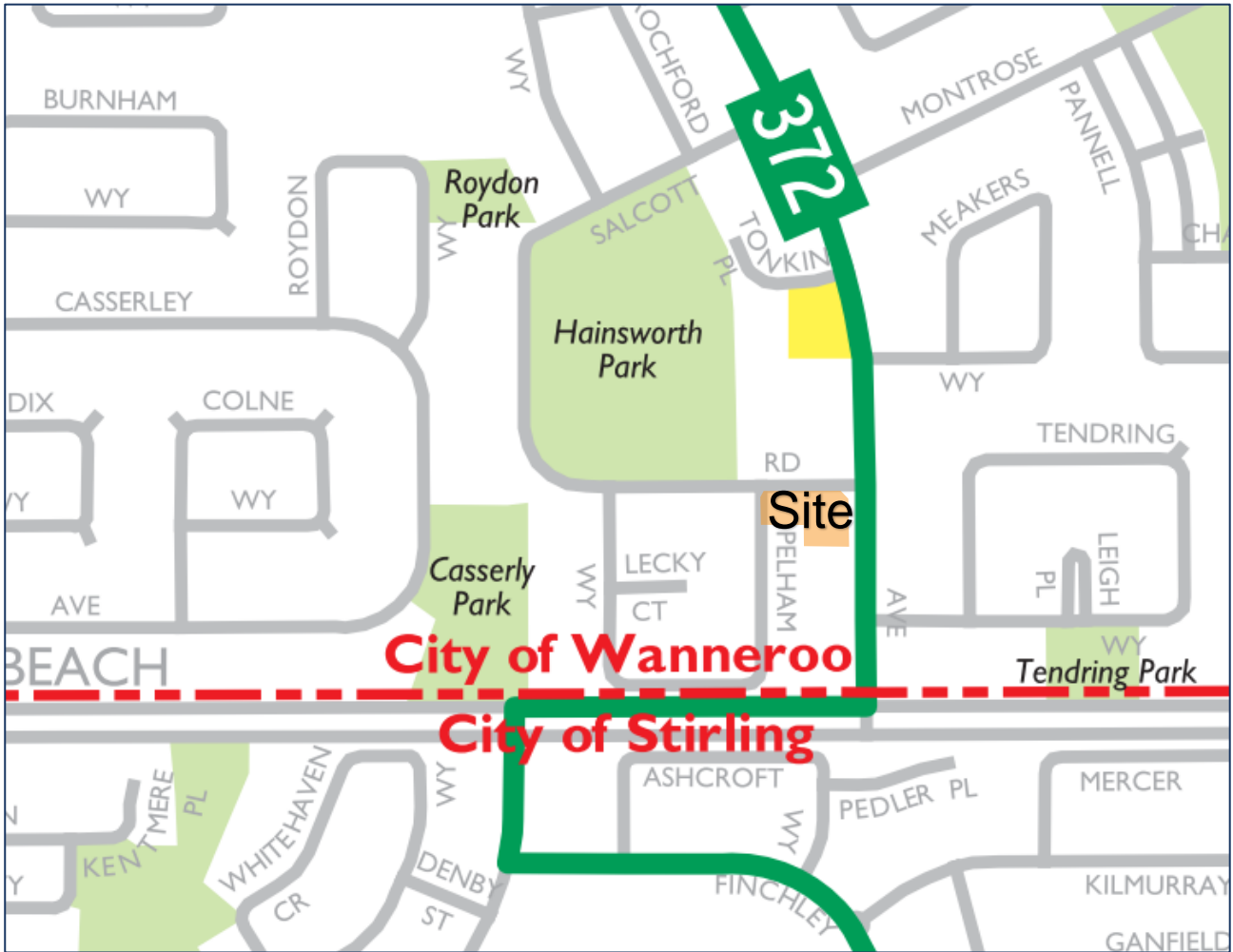


Figure 4-2 Existing Public Transport (Source:Transperth)



4.2 Future Public Transport Facilities

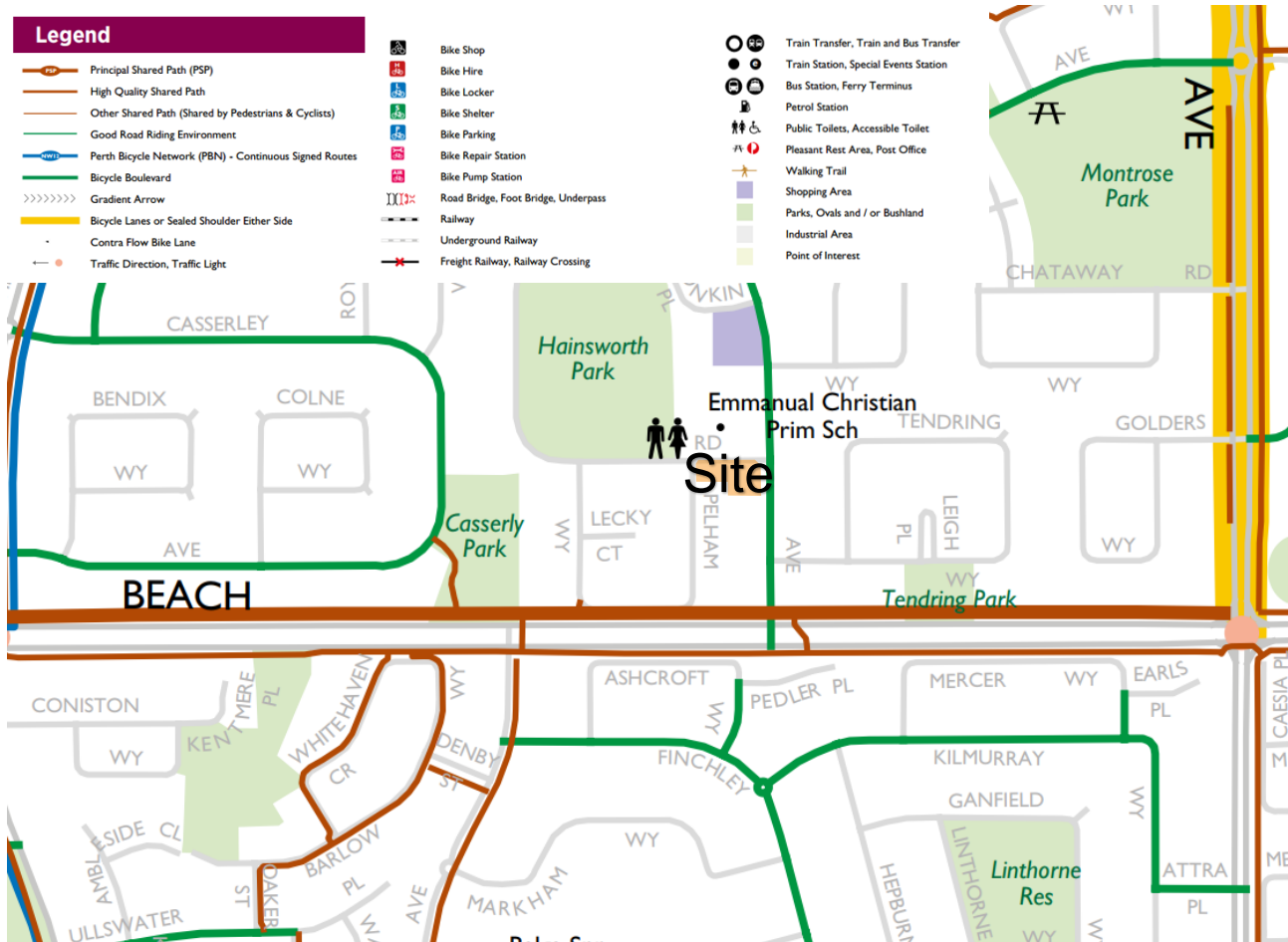
Cardno has contacted the Public Transport Authority and understand that there will not be any short to medium term plans affecting the bus services in the vicinity of the Site. The route 372 operating along Hainsworth Avenue will be the closest available service.

5 Pedestrian/Cycle Networks and Facilities

5.1 Existing Pedestrian/Cycle Networks and Facilities

The existing pedestrian and cycle facilities are as shown in **Figure 5-1**. High Quality Shared Paths run along Beach Road approximately 200 m away from the Site and Bicycle boulevards stretch along Hainsworth Avenue and run within the suburb providing excellent access via cycling.

Figure 5-1 Existing Pedestrian and Cycle facilities (Source: Department of Transport)



5.2 Future Pedestrian/Cycle Networks and Facilities

Cardno has contacted the City of Wanneroo and are not aware of any future plans for the pedestrian and cycle networks.

6 Site-Specific Issues

6.1 Crash Assessment

The crash data was obtained from Main Roads WA Reporting Centre for the 5 year period between 1st of January 2013 to 31st of December 2017 for the following roads and intersections:

- Salcott Road SLK 0.00 to SLK 0.80
- Hainsworth Avenue (Meakers Way to Beach Road) SLK 0.63 to SLK 0.98
- Pelham Way

Table 6-1 provides the summary of the vehicle crashes on the surrounding road network.

Table 6-1 Salcott Road

Location	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	0	0	0	0	1	1
Total	0	0	0	0	1	1

A summary of the crash data is as follows:

- No reported serious crashes occurred on Salcott Road.
- Salcott Road had 1 crash causing minor property damage.
- There were no reported crashes at Pelham Way.
- There were no reported crashes at Hainsworth Avenue Midblock road section from Meakers Way to Beach Road.

The number of crashes are relatively low and the High School is unlikely to have any material impact to traffic safety of the surrounding road network.

6.2 Pedestrian Safety

A 40 km/h School Zone sign currently exists on Salcott Road and Hainsworth Avenue near the intersection of Salcott Road and Hainsworth Avenue which provides for improved safety of children walking to and from the school. A pedestrian refuge also exists at the intersection on both roads.

A school crossing facility is required for the Site especially due to children having to cross Salcott Road to get to the Site from the car park across the road (Lot 50). With reference to the *Planning and Designing for Pedestrians: Guidelines by the Department of Transport* the school zones currently require a children's crossing. After a review by the *School Crossing and Road Safety Committee* either a Type A or Type B crossing may be offered. It is suggested that Main Roads installed crossing pavement markings, appropriate advance warning signs and red and white bollards are required as per the *Road Safety around Schools Guidelines by WALGA*.

7 Summary

This Transport Impact Statement outlines the transport aspects of the proposed high school focusing on traffic operations, access and car parking. Discussions regarding pedestrian, cycle, and public transport considerations are also provided.

This statement has been prepared in accordance with the WAPC *Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)*.

The following conclusions have been made in regards to the proposal;

- > The proposal is to amend the scheme in order to facilitate High School classrooms accommodating 150 students.
- > The Site is well served by cycling and walking infrastructure, with High Quality Shared Paths along Beach Road and Bicycle boulevards along Hainsworth Avenue.
- > Route 372 is the only public transportation service near the Site.
- > Vehicular access into the Site will be via the driveways on the northern and eastern boundaries.
- > The proposed amendment is expected to bring a trip generation of 169 vehicles in the AM and PM peak hours to both the Site and Salcott Campus.
- > Car parking requirements have been met.
- > A shortfall in bicycle parking is acknowledged however additional bays are to be provided.
- > Given the small scale of the High School, it is considered unlikely that the Site will cause any material impact to traffic safety of the surrounding road network.

APPENDIX

A

WAPC CHECKLIST

Item	Status	Comments/Proposals
Proposed development		
proposed land use	Section 2	
existing land uses	Section 1	
context with surrounds	Section 1	
Vehicular access and parking		
access arrangements	Section 2	
public, private, disabled parking set down / pick up	N/A	
Service vehicles (non-residential)		
access arrangements	Section 2	
on/off-site loading facilities	N/A	
Service vehicles (residential)		
Rubbish collection and emergency vehicle access	N/A	
Hours of operation (non-residential only)		
	Section 2	
Traffic volumes		
daily or peak traffic volumes	Section 1	
type of vehicles (e.g. cars, trucks)	N/A	
Traffic management on frontage streets		
	N/A	
Public transport access		
nearest bus/train routes	Section 4	
nearest bus stops/train stations	Section 4	
pedestrian/cycle links to bus stops/train station	Section 5	
Pedestrian access/facilities		
existing pedestrian facilities within the development (if any)	N/A	
proposed pedestrian facilities within development	N/A	
existing pedestrian facilities on surrounding roads	Section 5	
proposals to improve pedestrian access	N/A	
Cycle access/facilities		
existing cycle facilities within the development (if any)	Section 5	
proposed cycle facilities within the development	NA	
existing cycle facilities on surrounding roads	Section 5	
proposals to improve cycle access	N/A	
Site specific issues		
	Section 6	
Safety issues		
identify issues	N/A	
remedial measures	N/A	

PLANNING AND DEVELOPMENT ACT 2005

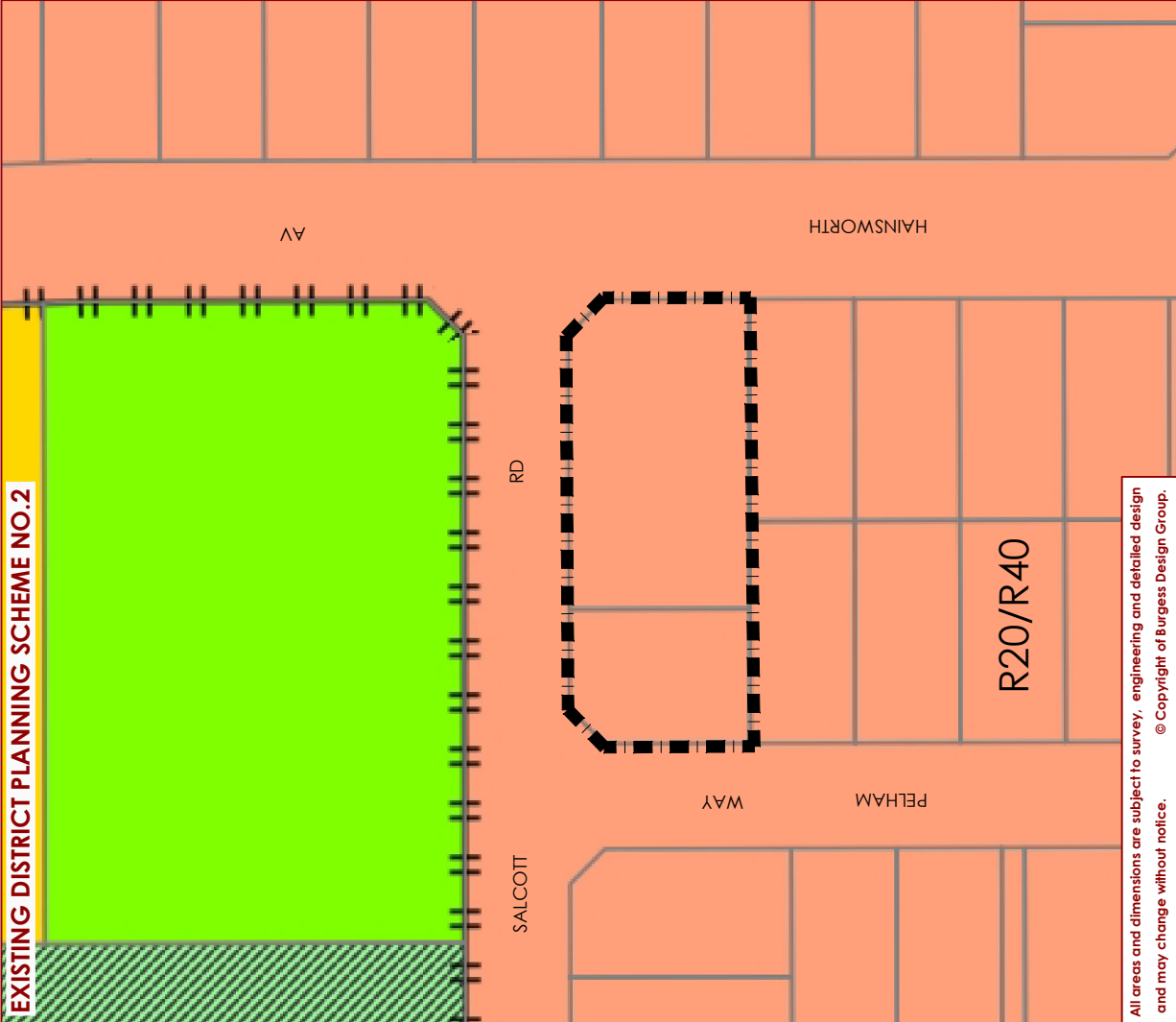
CITY OF WANNEROO

DISTRICT PLANNING SCHEME NO. 2 - AMENDMENT NO.174

The City of Wanneroo under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

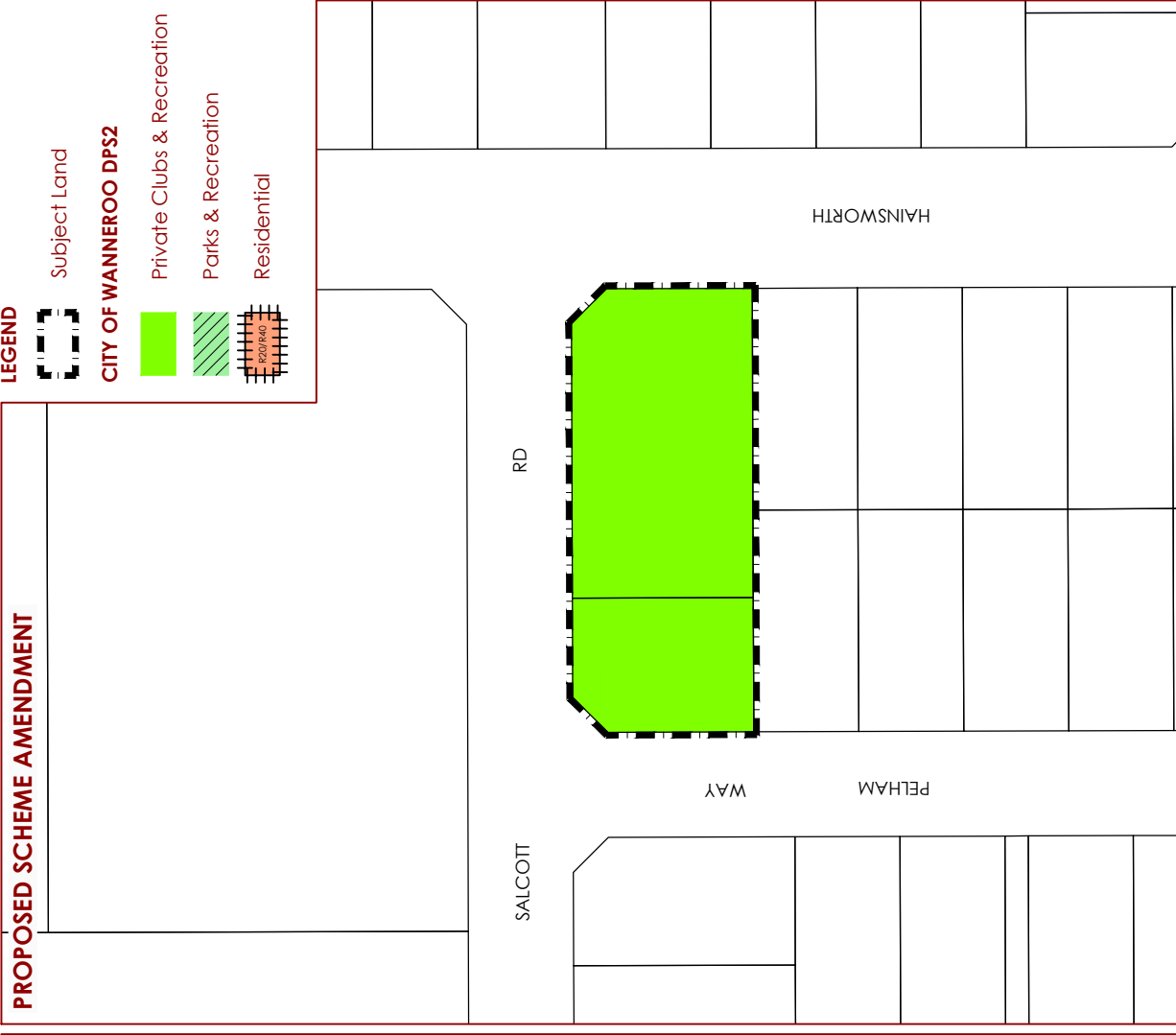
- Removing Lots 9 & 1057 Salcott Road, Girrawheen, from the 'Residential' zone, and including it within the 'Private Clubs & Recreation' zone.

EXISTING DISTRICT PLANNING SCHEME NO.2



All areas and dimensions are subject to survey, engineering and detailed design and may change without notice. © Copyright of Burgess Design Group.

PROPOSED SCHEME AMENDMENT



LEGEND





-  Subject Land
- CITY OF WANNEROO DPS2**
-  Private Clubs & Recreation
-  Parks & Recreation
-  Residential



FIGURE 5: PROPOSED SCHEME AMENDMENT
LOT 1057 & 9 SALCOITT ROAD
GIRRAWHEEN



COUNCIL ADOPTION

This Standard Amendment was adopted by resolution of the Council of the City of Wanneroo at the Ordinary Meeting of the Council held on the 5th day of March, 2019

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RESOLUTION TO ADVERTISE

By resolution of the Council of the City of Wanneroo at the Ordinary Meeting of the Council held on the 5th day of March, 2019, proceed to advertise this amendment.

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

This Amendment is recommended for [support with/without modification or not support] by resolution of the City of Wanneroo at the Ordinary Meeting of the Council held on the [number] day of [month], 20[year], and the Common Seal of the City of Wanneroo was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

WAPC RECOMMENDATION FOR APPROVAL

.....
DELEGATED UNDER S.16 OF
PD ACT 2005

DATE

Approval Granted

.....
MINISTER FOR PLANNING, LANDS AND
HERITAGE

DATE