



TOWN OF CLAREMONT

SPECIAL COUNCIL MEETING

MINUTES

TUESDAY 25 OCTOBER, 2016

Stephen Goode

CHIEF EXECUTIVE OFFICER

Date:

DISCLAIMER

Would all members of the public please note that they are cautioned against taking any action as a result of a Council decision tonight until such time as they have seen a copy of the Minutes or have been advised, in writing, by the Council's Administration with regard to any particular decision.

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE NO
1	DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS.....	1
2	RECORD OF ATTENDANCE/APOLOGIES	1
3	DISCLOSURE OF INTERESTS	1
4	PUBLIC QUESTION TIME	1
5	PUBLIC STATEMENT TIME	2
6	REPORTS OF THE CHIEF EXECUTIVE OFFICER.....	3
6.1	PLANNING AND DEVELOPMENT	3
6.1.1	LOT 802 (19) QUEENSLEA DRIVE, CLAREMONT – CHRIST CHURCH GRAMMAR SCHOOL - APPROVAL OF TRAFFIC MANAGEMENT AND TRANSPORT PLAN.....	3
6.1.2	LOT 802 (19) QUEENSLEA DRIVE, CLAREMONT – CHRIST CHURCH GRAMMAR SCHOOL - PREPARATORY SCHOOL	20
7	DECLARATION OF CLOSURE OF MEETING	31

TOWN OF CLAREMONT
SPECIAL COUNCIL MEETING
25 OCTOBER, 2016
MINUTES

1 DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

His Worship the Mayor, Mr Jock Barker, welcomed members of the public, staff and Councillors and declared the meeting open at 6:32PM.

2 RECORD OF ATTENDANCE/APOLOGIES

ATTENDANCE

Mayor Barker

Cr Peter Edwards

West Ward

Cr Karen Wood

West Ward

Cr Jill Goetze

South Ward

Cr Paul Kelly

South Ward

Cr Bruce Haynes

East Ward

Cr Kate Main

East Ward

Cr Alastair Tulloch

East Ward

Mr Stephen Goode (Chief Executive Officer)

Mr Les Crichton (Executive Manager Corporate and Governance)

Mr David Vinicombe (Executive Manager Planning and Development)

Mr Saba Kirupananther (Executive Manager Infrastructure)

Ms Liz Ledger (Executive Manager People and Places)

Four members of the public

One member of the press

APOLOGIES

Cr Peter Browne (Apology)

Cr Chris Mews (Apology)

3 DISCLOSURE OF INTERESTS

NIL

4 PUBLIC QUESTION TIME

NIL

5 PUBLIC STATEMENT TIME

Mr Bart Benschop, 4 Queenslea Drive, Claremont.

Re: Item 6.1.1, Lot 802 (19) Queenslea Drive, Claremont – Christ Church Grammar School - Approval of Traffic Management and Transport Plan.

Mr Benschop spoke in favour of using a “Traffic Light Controlled Pedestrian Crossing” on Queenslea Drive, stating his concerns on “Warden Controlled Pedestrian Crossing”

Mr Rodney Udall, 8A Queenslea Drive, Claremont.

Re: Item 6.1.1, Lot 802 (19) Queenslea Drive, Claremont – Christ Church Grammar School - Approval of Traffic Management and Transport Plan.

Mr Udall spoke on his concerns on the proposed installation of a Pedestrian Crossing on Queenslea Drive.

6 REPORTS OF THE CHIEF EXECUTIVE OFFICER**6.1 PLANNING AND DEVELOPMENT****6.1.1 LOT 802 (19) QUEENSLEA DRIVE, CLAREMONT – CHRIST CHURCH GRAMMAR SCHOOL - APPROVAL OF TRAFFIC MANAGEMENT AND TRANSPORT PLAN****File Ref:** A-2929**Attachments – Public:** [Location and Submission Map](#)
[Submission Schedule](#)
[Revised Traffic Management and Transport Plan dated 7 October 2016](#)
[Plan 1.7226 – Stirling Highway Carriageway Pattern](#)**Attachments – Restricted:** [Submissions](#)**Responsible Officer:** David Vinicombe
Executive Manager Planning and Development**Author:** David Vinicombe
Executive Manager Planning and Development**Proposed Meeting Date:** 25 October 2016**Date Prepared:** 18 October 2016**Planning Application No.:** N/A**90 Days Due Date:** N/A**Property Owner:** Christ Church Grammar School**Submitted By:** N/A**Lot No.:** Various**Zoning:** Educational**Financial Implications:** Nil**Enabling Legislation:** *Planning and Development Act 2005 (PDA)*
Planning and Development (Development Assessment Panels) Regulations 2011
Town Planning Scheme No. 3 (TPS3)

Summary

- Council required Christ Church Grammar School (CCGS) to prepare a Traffic Management and Transport Plan (TMTP) as a condition of planning approval for the development of R-Block on 12 June 2012. The TMTP was required to be consulted with the public and approved by Council prior to occupation of R-Block. The approval also capped student numbers at the school to 1600.
 - A subsequent approval to extend the Chapel at the school on 18 February 2014 confirmed that the student number of 1600 was not to be increased until the TMTP had been approved by Council.
-

- The R-Bock development was issued an Occupancy Permit by Council's building services contractors in 2013 without satisfying the planning approval condition and the school increased student number to 1650 to accommodate the half year cohort moving through the school in January 2015.
- Compliance with these conditions is outstanding, however efforts have now been made by CCGS to finalise and advertise the TMTP for Council approval.
- The approval of the TMTP is a necessary prerequisite for Council to support the proposed Preparatory School Application before the Metropolitan West Joint Development Assessment Panel (JDAP) and also the subject of a report to this Special Council meeting.
- A number of drafts of the TMTP have been prepared, however the most recent drafts now addresses the proposed Preparatory School.
- New Preparatory School will house years 1-6 and allow the school to introduce four new Kindergarten and Pre-Kindergarten classes (80 additional students).
- Proposed total student population will increase from 1600 to 1800 in 2018. The non-boarder student population will increase from 1500 to 1690 and boarders will increase from 100 to 110 in the same period.
- Key features of the TMTP include separation of two main parking and drop-off/pick-up areas to the north and south of the campus to spread the traffic and parking load, increased parking provision as detailed below, a left turn exit from the northern parking area onto the Highway to reduce traffic flow on Queenslea Drive, approval of a pedestrian crossing in Queenslea Drive to improve the safety of students walking to school and augment the pedestrian crossing demand at the Stirling Highway intersection with Queenslea Drive, and promotion of "walk-a-little-way", cycling, public transport and increased shared bus services with Methodist Ladies College (MLC) together with a commitment to any Council promoted CAT school bus service operating in the locality to encourage alternative access arrangements to the school in order to reduce vehicle mode of travel to and from the school from 57.8% (2014) to 35% (2024).
- The TMTP proposes the addition of 49 new car parking bays and extension of the existing vehicle queuing area in the southern car park by 16 vehicles to 27 vehicles to specifically service the new Preparatory School.
- Parking and drop-off/pick-up proposals are considered to satisfy TPS3 requirements and the Roads Safety Around Schools (RSAS) requirements promoted by West Australian Local Government Association (WALGA) as detailed in the report. This includes inclusion of queuing spaces for drop-off and pick-up facilities.
- The TMTP has been advertised for public comment to 1495 owners and occupiers in the locality. Nine submissions were received on the TMTP, including five objections and four letters of conditional support.
- Comments raised in the submissions on the TMTP indicated mixed support (four submissions) and objection (three submissions) for a revised pedestrian crossing in Queenslea Drive (not including a median island), and mixed

support (two submissions) and objection (three submissions) to an exit from the northern parking and drop-off/pick-up area onto Stirling Highway.

- The submissions supporting the pedestrian crossing raised concerns over pedestrian safety along the footpath north towards Stirling Highway. To address this concern, the footpath may be widened and relocated to be adjacent the kerb – at the cost of CCGS. Other concerns were raised that the crossing has the potential to significantly increase traffic congestion and traffic flow in Queenslea Drive at peak AM and PM periods.
- It is noted that only three objections were raised to the crossing out of 1495 resident and property owners consulted on the TMTP; the crossing is located in front of a property owned by the school and within eye-sight of the traffic signals at Stirling Highway which would enable its operation to be coordinated by traffic wardens with the traffic signals; the crossing will provide an alternative to crossing the road to the pedestrian phase of the traffic lights at the Highway; and the crossing has been operated informally by the school for approximately 18 months without apparent impacts on traffic flow in Queenslea Drive.
- The submissions against the northern car park exit to Stirling Highway have raised concerns over impacts on residential streets to the west on the northern side of the Highway and impacts on traffic using the MLC entrance/exit to the Highway. This issue has prompted discussion with both schools on a shared signalised access point to the Highway. It is noted that attempts to achieve a joint school access have been unsuccessfully attempted in the past, and to have both schools considering this option is a significant breakthrough.
- Taking this matter a step further, a signalised intersection further to the west and modification of internal access arrangements on MLC may give rise to further improvements to the residential area to the west and offer an opportunity for significant traffic safety and movement improvements for both schools and the surrounding residential areas. This is considered to present a significant opportunity to address long term traffic safety and circulation concerns which have impacted the broader locality for many years.
- To explore this matter further, it is recommended that Council separately engage a traffic engineer to undertake a comprehensive review of traffic safety and movement in and around both schools and the residential area to the west to identify and address any opportunity for improvement. The TMTP has been modified to support the preparation of a *“structure plan to explore the introduction of a road link from Queenslea Drive through to MLC, linking to a new traffic signal on Stirling Highway (possibly at the MLC access road, or at Corry Lynn Road)”* should the Council study identify opportunities which may be implemented with Main Roads Western Australia (MRWA) approval.
- On the basis of this significant opportunity to address traffic safety and movement in the locality, it is recommended that the TMTP be conditionally approved by Council with conditions which require the pedestrian crossing to be referred to Children's Crossing and Road Safety Committee for further consideration prior to reconsideration by Council; refusal of the northern car park exit to Stirling Highway at this time until traffic safety considerations can be further addressed; and provision of an additional 62 car parking in the redevelopment of D2, D3 and D4 Blocks should the queuing area in the

southern car park fail to provided sufficient parking availability on site during peak periods and result in the blocking of the Queenslea Drive round-about in addition to plans being made for replacement of the long term loss of parking bays along the Stirling Highway when the Highway is widened. Further, it is recommended that Council independently commission a comprehensive traffic study into CCGS, MLC and the residential area to the west of Corry Lynn Road to establish opportunities for improved traffic safety and circulation in the locality.

Purpose

For Council to:

- (i) Consider submissions and approval of the TMTP prepared for CCGS.
- (ii) Consider engaging a traffic engineer to undertake a comprehensive traffic study to address opportunities to improve traffic safety and movement in and around both schools and the residential area to the west to identify and address any opportunity for improvement.

Background

The following table outlines key dates regarding this proposal:

Date	Item/Outcome
12 June 2012	DA2012.37 approved by Council - included student cap of 1600 and requirement for TMTP
14 September 2016	Advertising of TMTP commenced
29 September 2016	Advertising of TMTP closed
10 October 2016	Initial report prepared for Council
19 October 2016	Revised report prepared for Council

Past Resolutions

The following applications have been determined in regards to CCGS in the past five years:

1. DA2012.37 – New R-Block
2. DA2013.221 – Chapel upgrade

As part of the R-Block approval dated 5 June 2012, Resolution No. 81/12, Council resolved to cap student enrolments and require the school to prepare a TTMP as follows:

- “1.2 *Student enrolments not exceeding the School’s stated cap of 1600 students for the Claremont campus without prior approval of the Council.*
- 1.7 *A Traffic Management and Transport Plan for staff, students and parents being prepared and implemented by the school to reduce the number of vehicle trips required to deliver children to and from the school to the satisfaction of the Local Government. The Plan is to be prepared in consultation with the community and is to be approved by the Local Government. Implementation is required on an ongoing basis commencing prior to occupation of the development.”*

Condition 1.2 above was reinforced by Council as part of the Chapel extension approval dated 18 February 2014, Resolution No. 22/14, where Council resolved to not increase student number at the school until the TMTP had been approved.

Consultation

The school undertook consultation on the draft TMTP by sending 1484 letters to owners and residents (supported by the Town for 11 letters to silent electors) - 1495 owners and residents consulted. The area of consultation included properties south of the railway line and to the south west of the town centre, plus properties fronting Bay View Terrace (and west thereof), Queenslea Drive and Victoria Avenue.

Nine submissions were received, including five objections and four letters of conditional support. The submissions raised the following main points:

1. Mixed support/objections to the proposed Queenslea Drive pedestrian crossing. Issues raised include location, width, impact on traffic flow, safety, practicality and a preference for students to use the signalised crossing at the traffic lights.
3. Mixed support/objections to reintroducing a left-hand turn exit from the northern carpark onto Stirling Highway due to impact on adjacent MLC driveway and adjacent residential areas to the west and north of the Highway.
4. Mixed support/objections to use of northern car park as an additional drop off area due to added delays on Queenslea Drive.
5. Support for linking of northern car park to MLC driveway to the west.
7. Support for the joint school bus program.
8. Objection to continued use of Freshwater Parade as a drop-off area.

A full copy of the submissions and a Submission Schedule summarising the submissions and responses from the school and the Town is attached to this report.

Discussion

Description

The TMTP contains the following key features:

- Increasing the total student numbers from 1600 to 1800. The non-boarder student population increased from 1500 to 1690.
- Separation of two main parking and drop-off/pick-up areas to the north and south of the campus to spread the traffic and parking load.
- Extension of the existing car park off Queenslea Drive (accessed via round-about) from 75 bays to 124 bays (increase of 49 bays), together with associated increase in queuing length for drop off bays from 11 to 27 vehicles (increase of 16 vehicles). The TMTP proposes that the additional queuing area will increase the capacity for queuing of vehicles to be contained on site and reduce blockages to traffic flow at the Queenslea Drive round-about.
- To assist in the operation of the parking areas and to avoid congestion at any one time, the School's start and finish times are staggered. The Preparatory School is to start at 8.20am and the Senior School commences at 8.30am.

Finishing times are 2.45pm for Pre-Primary, 2.50pm for Year 1, 3.00pm for Year 2, 3.10pm for Years 3-6 and 3.05pm for Senior School.

- Left-turn exit from the northern parking area onto the Highway to reduce traffic flow on Queenslea Drive.
- Approval of a pedestrian crossing in Queenslea Drive to improve the safety of students walking to and from school and to augment the pedestrian crossing demand at the Stirling Highway intersection with Queenslea Drive.
- Promotion of “walk-a-little-way”, cycling, public transport and increased shared bus services with Methodist Ladies College (MLC) together with a commitment to any Council promoted CAT school bus service operating in the locality to encourage alternative access arrangements to the school in order to reduce vehicle mode of travel to and from the school from 57.8% (2014) to 35% (2024).

Student Numbers

Council imposed a cap on student numbers of 1600 in 2012 as part of the approval for redevelopment of the school’s R-Block. The cap was applied due to the ongoing impacts of traffic and parking created by the school. The cap was accompanied with a requirement to prepare and implement a TMTP. The TMTP is required to establish measures to reduce the overall number of vehicle trips generated by the school and the resultant traffic congestion.

In seeking to increase the number of students at the school from 1600 to 1800 (1500 to 1690 non-boarders), it is necessary for the school to demonstrate how this can be achieved while appropriately managing traffic movement to and from the school.

The draft TMTP proposes a target for reduction in private car trips from 57.8% of all pick-up/drop-offs to 48% by 2019 and 35% in 2024. If this is achieved there will be an overall decrease in vehicle traffic around the school. Additional measures will improve parking provision, public transport use, provide a joint school bus service to Shenton Park/Subiaco and southern suburbs together with a commitment towards a school CAT bus service, walking, cycling and traffic flow improvements to further improve traffic around the school.

Based on the attached TMTP and the parking assessment below, it is recommended that the requested increase in student numbers be supported by Council subject to ongoing implementation of the TMTP.

Car Parking and Queuing

TPS3 Table 2 requires parking to be provided as follows:

“One for each full-time employee plus spaces for students, as determined by Council.”

The Town has previously determined (in recent approvals for Scotch College and Methodist Ladies College - MLC) that the appropriate standard to apply for student parking is the Road Safety Around Schools (RSAS) program standard developed by WALGA. Under these requirements, parking has been assessed as follows:

Parking Requirement	Parking ratio	Students / staff	Parking Required
Pre- Primary and Primary	14/100 students	600	84

Secondary	7/100 students	1090	76
Staff (full time)	1/staff	211	211
TOTAL			371

As with the recently supported Scotch College TMTP the above parking calculations are based on the non-boarder student population as boarders do not generate traffic during daily peak pick-up and drop-off periods.

The site presently provides for 262 car bays, plus provision for 57 queuing vehicles. The proposed extension to the car parking area adjacent to the Queenslea Drive roundabout will create an additional 49 car bays and 16 queuing spaces. This will increase the current parking on site from 262 bays (including four motor cycle bays) to 311 bays and queuing spaces from 57 to accommodate 73 vehicles.

As was accepted by Council in the recently adopted Scotch College TMTP (19 July 2016), parking provision on site can include an allowance for drop-off bays, however although taken into account in the assessment of traffic impacts in Stirling Road, the queuing length was not counted as contributing to the parking provision. The CCGS TMTP proposes that queuing areas for the drop-off and pick-up bays be supported as contributing to the parking provision as they are located in staff parking areas on site and the co-location is a safe and effective means of managing parking demand.

If Council supports the inclusion of the 73 queuing spaces in the parking provision, 384 bays are provided, 13 in excess of the parking requirement. This would result in a total increase in parking and queuing spaces available on site from 319 to 384, accommodating an additional 65 vehicles to address the additional parking demand resulting from the 190 student increase in non-boarders from 1500 to 1690 students. If Council does not accept the queuing spaces in the parking calculations, there will be a parking shortfall of 60 bays.

There are also a number of other special considerations relating to the parking calculations concerning the nature of the proposed Preparatory School, how to accommodate part time staff and consideration of street parking in the RSAS standards:

- As determined in the Scotch College Early Learning Centre application, Council was of the view that the RSAS standards do not appropriately accommodate the specific parking requirements for pre-schoolers, where parents have to park their vehicle and deliver/collect their child from class rather than use a drop-off facility. The proposed Preparatory School will accommodate two Pre-Kindergarten and two Kindergarten classes of 20 students each – 80 students. The RSAS parking calculation above allocates 11 bays to these classes, however with regard to the operational requirements of these classes, an additional 69 bays would be required – increasing the total parking requirement to 440 bays.
- It is noted that the TMTP indicates that there will be maximum of 230 staff on site at any one time (19 above the proposed full time staff – accommodated on site). It is acknowledged that the parking provided will not accommodate all staff at any one time and is technically not required to do so under TPS3), however the nature of part time staff start and finishing times are less likely to coincide with peak AM and PM periods where parent parking is at its maximum. It is also noted that in the future, road widening along Stirling Highway will most likely result in a reduction of approximately 40 bays fronting the Highway in the northern car park area. At that time additional bays will

need to be provided elsewhere on site – there is ample room on site with redevelopment of existing buildings (e.g. – D2, D3 and D4 Blocks) being vacated as part of this application – see comments below relating to future proposals for these buildings.

- As was noted in the report to Council on the Scotch College TMTP and Early Learning Centre, the RSAS parking standards accept that surrounding streets can contribute to the parking requirements. Although not counted as part of the primary parking calculations, the Scotch TMTP indicated that 50% of the street parking in the locality could assist in satisfying the parking requirement, specifically the above special circumstances. The CCGS TMTP identifies limited opportunity for parking in the local streets, limited to 18 bays in the Queenslea Drive bus embayments (reduced to 12 if pedestrian crossing supported), 12 vehicles (AM) and 14 vehicles (PM) in Victoria Avenue, 65 vehicles in Freshwater Parade, 10 vehicles in Park Lane and 70 vehicles in Bay View Terrace. The total number of street parking bays available is 169 (AM) and 171 (PM). As was accepted in the Scotch TMTP 50% of these bays may be allocated to the RSAS standards – 84 bays.
- To assist in the operation of the car parking, the school start and finish times are staggered.

Taking all these factors into account, the RSAS parking requirement of 371 bays would be increased to 440 to accommodate the special delivery/collection requirements relating to pre-schoolers, and increased again to 459 bays to accommodate the part time staff members.

If Council is to accept the CCGS TMTP submission that the queuing spaces will operate through the staff parking areas within the site without impacting on staff parking, it would be reasonable to accept the proposal to include the 73 queuing spaces in the parking provision of 384. In addition, taking into account the provision of 84 street bays (50% of the 169 AM street parking bays available in the immediate locality), 468 bays would exceed the parking requirement of 459 bays by nine bays.

If Council is not to accept the inclusion of the 73 queuing bays into the parking equation, but consistent with the Scotch TMTP accept 50% of the street parking (84 bays), 395 bays are allocated – a shortfall of 64 bays. These bays would need to be located within the site as a condition of accepting the TMTP and approving the Preparatory School application addressed also in this Special Council meeting Agenda. It is noted that should Council have this view, there is ample opportunity for additional parking bays to be provided in the area of D2, D3 and D4 Blocks which are being vacated as part of the Preparatory School application and are earmarked for use re-assignment or redevelopment. Approximately 110 bays may be accommodated within this area, which would cater for the 64 bay shortfall referred to above and the 40 bays lost in the future relative to Highway widening.

In summary, if the CCGS TMTP is approached in exactly the same manner as the Scotch TMTP, there will be an immediate shortfall of 64 car parking bays (and a further 40 bays once the Highway is widened). However, although the allocation of queuing spaces was not calculated in the Scotch instance, the CCGS view that the queuing spaces is a relevant consideration due to the independent function of the staff parking and queuing, therefore warranting support in this instance. In supporting this aspect of the CCGS TMTP, it is recommended that parking on site be conditional upon the provision of the parking shortfall in the future redevelopment of

D2, D3 and D4 Blocks which are being vacated as part of the Preparatory School if identified by the Town as an issue once the Preparatory School opens and when the future uses of D2, D3 and D4 Blocks are formally considered.

Response to Submissions

The submissions and assessment of the TMTP have identified two main issues relative to the pedestrian crossing in Queenslea Drive and the proposed exit from the northern car park to Stirling Highway. These matters are addressed in detail below (following consideration of the following).

Other concerns raised with regard to the use of the northern car park as a drop-off area and objection to continued use of Freshwater Parade as a drop-off area are addressed in the Submission Schedule. It is noted that the drop-off area in the northern car park operates through a Clearway south of the Stirling Highway traffic signals and modifications to the carriageway to accommodate the pedestrian path relocation (as detailed below) and associated removal of the parallel parking embayment in front of 4 Queenslea Drive would provide for improved traffic flow through this location. In addition, the location of the drop-off facilities in this location allow for a spread of drop-off facilities through the campus to prevent over-loading of the southern car park and drop-off area. Parking in Freshwater Parade can be monitored by the Town, however it should be noted that parking in this, and other streets not immediately adjoining the school, promote the “walk-a-little-way” which aims to reduce traffic congestion in Queenslea Drive.

The comment of support for the CCGS and MLC shared bus services (as with inclusion of support and commitment to any Council’s proposed CAT school bus services) are noted as significant initiatives of both schools (and the Town) to reduce traffic during peak periods in Queenslea Drive.

Review of the TMTP has presented an opportunity to comprehensively review traffic safety and movement for both CCGS and MLC and review opportunities for a joint signalised access to the Highway, possibly including an option for the signals to service the residential area to the west of Corry Lynn Road – see details below.

Proposed Pedestrian Crossing

Council has considered a number of proposals for a pedestrian crossing in Queenslea Drive over a number of years. Initial proposals included a crossing with median refuge opposite 14 Queenslea Drive. Issues with this location were the impact on an adjacent private residential property, loss of street parking embayments and delays in traffic movement as the operation of the crossing could not be coordinated with the traffic signals at Stirling Highway as they were not visible from that location. The Children's Crossing and Road Safety Committee subsequently supported a relocated crossing in front of 10 Queenslea Drive at a distance of 110m from Stirling Highway (closer to the intersection, in front of a property owned by CCGS and within view of the traffic lights). Council considered this option which included a median island on 18 September 2012, 18 December 2012 and 5 February 2013; resulting in the proposal (Fig. A.15 of TMTP), not being supported due to concerns over the impact of traffic flow in Queenslea Drive during peak conditions.

The current proposal included as Fig. 3 of the TMTP removes the former median island, maintains proposals for a 15m reduction in the length of the existing parking embayment and adds a 20m “No Standing” area in the embayments during use of the crossing to improve pedestrian safety.

The School has been actively advocating since 2013 to obtain approval for the pedestrian crossing from the Town. As noted from the comments provided by the school, CCGS has significant concerns for the safety of children and pedestrians crossing Queenslea Drive during school drop off and pick up times. It is concerned that in the absence of this approval, someone will be gravely injured.

The School currently has a 'defacto' arrangement in place to operate an informal pedestrian crossing between the forecourts to R and S-Blocks and the crossover at 10 Queenslea Drive (owned by the school). The crossing is operated by prefects rather than appropriately trained traffic wardens. The informal arrangements indicate that the pedestrian crossing in this location can operate without impacting on traffic flow. The school would prefer that properly trained wardens operate the crossing to increase safety and better manage the crossing in concert with the traffic signals at Stirling Highway (located 110m to the north, and visible from the verge on the east side of the road) to ensure the pedestrian crossing does not impede traffic flow. The Town and the school are both concerned about the potential for an accident to occur in the operation of these informal arrangements.

The TMTP identifies 580 pedestrians crossing Queenslea Drive during AM and PM peak periods. The school has advised that parents consistently identify lack of safe passage to and from school as the primary reason for using their cars at pick-up and drop-off times.

It is noted that the pedestrian crossings at the Stirling Highway traffic lights have been recently improved, however CCGS remains concerned that the crossing times available at the lights do not provide sufficient capacity for the students to cross both Queenslea Drive and Stirling Highway in one movement and that in order to avoid delays, the boys may make unsafe crossings at other points. The proposed formal pedestrian crossing at 10 Queenslea Drive may allow for the two pedestrian crossings to jointly provide for the identified 580 pedestrian movements. Discussion with a senior officer at MRWA (also on the Children's Crossing and Road Safety Committee) indicate that the decision of the Committee should be reviewed in the light of the recent modifications to the signalised intersection pedestrian phases at Stirling Highway/Queenslea Drive and possible further improvements to the timing of the pedestrian phase.

Despite the significant consultation of the TMTP with a coverage of 1495 residents, only three of the submissions raised objection to the proposed pedestrian crossing. Three other submissions offered conditional support and one fully supported the proposal.

The main concerns relative to the pedestrian crossing are that it needs to be as close to the Stirling Highway intersection as possible to be within eyesight of the traffic lights without compromising traffic flow. The crossing also needs to provide for a natural pedestrian flow path to the intersection. The selected location, being in front of the R and S-Block entrance forecourts and a residence owned by the School is in a logical position to support the pedestrian flow, reduces the impact on adjacent residents and may be managed by trained wardens observing the operation of the traffic lights to ensure traffic flow is not compromised. There is however a remnant element of concern on this matter relative to the impact on traffic flow in Queenslea Drive at peak AM and PM periods. To establish the impacts of the crossing in a formally managed situation, it would be preferable for Council to support the crossing for a trial period until the end of this school year.

Discussions with members of the Children's Crossing and Road Safety Committee do not endorse this approach, as once the crossing is approved for installation, only the Minister for Police can approve its removal. It is noted however that the informal crossing has been operating with the supervision of prefects without Council or Children's Crossing and Road Safety Committee approval for approximately 18 months and this has not resulted in any apparent traffic problems in Queenslea Drive. Whilst this is a vexed issue for both the Town and CCGS, given that no apparent issues have resulted, Council may consider that the limited number of submissions relating to the proposal and above justification now warrants reconsideration of the crossing by Council and the Children's Crossing and Road Safety Committee. It is recommended that the matter be referred to the Committee for further consideration prior to formal reconsideration by Council.

Submissions raised concerns over the design of the crossing (and related signage), width of the footpath north towards Stirling Highway, and safety relative to the proximity of "blind" driveways adjacent the existing path. The existing 1m wide slab footpath runs along the property boundaries past a number of driveways with limited visibility of driveways. The current Residential Design Code standard for sight-line truncations stipulates a maximum wall/fence height of 750mm within 1.5m of the driveway and footpath intersection. Seven of the eight walls/fences/letter boxes adjoining driveways along this section of Queenslea Drive do not meet this standard. Given these developments have existed for many years, it would be difficult to achieve modifications to the walls/fences/letter boxes to provide for modern visual truncation requirements.

With regard to the comment on widening of the footpath, it is identified that should Council permanently support the pedestrian crossing based on the above justifications, it should be reconstructed along the kerb-line (and widened to 1.5m) to avoid removal of established street trees (one will require pruning of a low branch), and provide improved sight lines from vehicle driveways along this section of Queenslea Drive. In addition, to the north (opposite 4 Queenslea Drive), the footpath would require encroachment into (and removal of) the parallel parking bay opposite the Clearway to the northern entrance to the School (located 65m from the intersection with Stirling Highway). This area of verge has been problematic for the Town and the owner of 4 Queenslea Drive for some time, and reconstruction of the verge and footpath in this location should be investigated by the Town as part of the footpath reconstruction. Relocation and widening of the footpath between the crossing and Stirling Highway should be at the cost of CCGS, with the Town contributing to the road and verge modifications in front of 4 Queenslea Drive to resolve ongoing concerns with the owner of that property. Prior to approval of these works, the Town should liaise with the adjacent property owners on the design of the footpath, crossing and signage proposals. It is recommended that should Council support the permanent pedestrian crossing (after reconsideration by the Children's Crossing and Road Safety Committee, its approval be conditional on these matters.

Exit from Northern Car Park onto Stirling Highway

References to the opening of the northern exit to Stirling Highway on page 13 of the TMTP indicate that a formal application will be required to MRWA through the Town. Justification for the proposal will be required on the possible impacts to traffic flows along Stirling Highway and the adjacent access road to MLC. If achievable, the exit to Stirling Highway will reduce the congestion and total dependence on all traffic movement in Queenslea Drive. The proposed exit onto Stirling Highway would be

left-out only into a westerly direction. This will require installation of a median island in the Highway to prevent easterly/right-hand turning movements. It is expected that the volume of traffic using this exit will equate to those vehicles which would require the same movement to the west through Queenslea Drive at present.

As raised by MLC, there will be a possible impact in terms of traffic light phasing as current movements at the MLC entrance are regulated by the traffic lights which provide breaks in traffic flow to the west along Stirling Highway to allow traffic movement from the MLC driveway. Another impact may be additional traffic turning right into Dean Street (and to the west) and carrying out U-turns to return to the east along the Highway.

The above matters could be addressed by provision of traffic lights on the Stirling Highway at the MLC entrance. It is understood that requests by MLC for the provision of traffic lights at this entrance have been rejected by MRWA. Opportunity does however present for a joint access for both schools through the main MLC entrance which could be supported by MRWA based on improved traffic safety and reduced traffic volume in Queenslea Drive, if it can be shown that traffic flow on Stirling Highway will not be compromised.

To facilitate a joint access, an access route through CCGS and MLC needs to be established. While the access way in front of the CCGS V Block (maintenance yard) immediately adjacent the Highway frontage would provide for a short term connection to MLC, this would be closed in the longer term when Highway widening occurs.

The area of the proposed Preparatory School represents another opportunity for extension of an access point between the schools, however the plans for the Preparatory School do not accommodate the inclusion of an access point in this location. Without agreement from CCGS to modifying the plans to accommodate an access point to MLC through this area, a condition requiring redesign of the plans is unlikely to be supported by the JDAP – direct discussions on the potential for the plans for the Preparatory School to be modified to accommodate a link road were rejected by CCGS.

These matters have been further discussed with both MLC and CCGS. MLC has indicated that if a joint access point for both schools could improve its opportunity for MRWA approval of traffic lights, it may be prepared to allow an easement for vehicle movement from CCGS through to the traffic lights. CCGS has indicated that there are future opportunities for an access link to MLC through the area currently housing the vacated D2, D3 and D4 Blocks associated with this application. The future use of these buildings has not been reassigned and may be demolished in the longer term. CCGS has indicated agreement to discuss future uses and modifications to this area should improved joint access opportunities with MLC eventuate.

There may however be further opportunities to explore to improve traffic safety and access in adjacent residential streets west of Corry Lynn Road which could involve an internal access road being constructed through MLC to a point half way along Corry Lynn Road. Significant issues will need to be overcome to facilitate such an option such as fill/retaining levels and access grades; however the opportunity presented could significantly improve traffic safety and movement in the area not only for the schools, but also the adjacent residential areas and traffic along the Highway and intersecting streets generally.

To fully address this matter, a comprehensive traffic study to address traffic safety and movement at CCGS and MLC, in addition to the residential area west of Corry Lynn Road is proposed to be facilitated by the Town.

Depending on the results of the comprehensive traffic study (funded by the Town), and successful implementation of a joint access arrangement through the schools, there may be some additional justification created along Stirling Highway to allow for the proposed CCGS exit onto the Highway from the northern car park.

This opportunity has been raised as a significant addition to the TMTP. Recommendation 8 has been modified to accommodate the preparation of *“a structure plan study to explore the introduction of a road link from Queenslea Drive through to MLC, linking to a new traffic signal on Stirling Highway (possibly at the MLC access road, or at Corry Lynn Road).”*

The inclusion of this addition to Recommendation 8 and the opportunity for the joint signalled access is considered to be a significant matter which has the potential to resolve a number of traffic safety and circulation concerns which have impacted the Town for many years. Opportunity to comprehensively review this matter is considered to be the most significant outcome from the TMTP process and warrants Council's full support in the TMTP by commissioning the independent traffic study. Preliminary discussions with officers of MRWA indicate that any proposal to modify traffic signals along this section of the Highway should first be subject to traffic modelling analysis to determine any possible impacts on traffic flow. If traffic flow is not impacted consideration may be given to the proposal or other options (such as a round-about) which achieve the same objectives.

Conclusion

Based on the above, it is recommended that Council conditionally support the CCGS TMTP. The conditions include:

- Referral of the pedestrian crossing in Queenslea Drive to the Children's Crossing and Road Safety Committee for further consideration in the light of recent changes made to the pedestrian crossings at the Stirling Highway and Queenslea Drive intersection and possible further phasing improvements, prior to final consideration of this proposal by Council inclusive of widening and relocation of the footpath on the western side of Queenslea Drive at the cost of the School.
- Rejection of the northern car park exit onto Stirling Highway until such time as traffic conditions are be modified to improve the safety and operation of the proposed exit.
- It is also recommended that a condition require the provision of additional parking when the future use/development of D2, D3 and D4 Blocks are considered should the use of the queuing area in the southern carpark fail to contain traffic flow on site and accommodate the parking needs for the School. Alternatively, should Council be of the view that the queuing spaces allocated in the TMTP not be appropriate, a condition should be imposed on the TMTP requiring the provision of the 64 bay shortfall referred to above be provided now and a future allocation of 40 bays lost in the future relative to Highway widening be provided at that time.

Separate to the TMTP, it is recommended that Council independently commission a comprehensive traffic study into CCGS, MLC and the residential area to the west of

Corry Lynn Road to establish opportunities for improved traffic safety and circulation in the locality.

Voting Requirements

Simple majority decision of Council required.

Revised Officer Recommendation

THAT Council:

1. Approve the Christ Church Grammar School Traffic Management and Transport Plan dated 7 October 2016 subject to the following conditions:
 - a) Deferral of consideration of the proposed pedestrian crossing at 10 Queenslea Drive until:
 - i) the Mayor and CEO meet with the Minister for Police and receive a commitment to allow a trial period of one school term for the proposed crossing to allow the impact of the crossing to be monitored and assessed, on the clear undertaking that if the council remains concerned about the negative impact the Minister will not approve the crossing becoming permanent; and
 - ii) the crossing being referred for further consideration and supported by the Children's Crossing and Road Safety Committee prior to the trial being implemented.
 - b) Not support the proposed exit from the northern car park onto Stirling Highway until such time as traffic conditions are be modified to improve the safety and operation of the proposed exit.
 - c) The northern car park exit to Stirling Highway is subject to submission of justification relative to the possible impacts to traffic flows along Stirling Highway and the adjacent access road to Methodist Ladies College, a comprehensive study being undertaken by traffic consultants appointed by the Town of Claremont to address opportunities to improve traffic safety and movement in the locality by providing for a signalised access point serving both at Christ Church Grammar School and Methodist Ladies College (with the possible inclusion of the residential area west of Corry Lynn Road), and structure planning within both schools being carried out to identify joint access arrangements identified in the study. Subject to appropriate approvals and written support from both schools being obtained to any measure identified in the study and structure planning which will improve traffic safety and vehicle circulation in the locality, the application to Main Roads Western Australia for the northern car park exit onto Stirling Highway will be reconsidered for endorsement by Council.
 - d) Provision of 62 additional parking bays when the future use/development of D2, D3 and D4 Blocks are considered should the use of the queuing area in the southern carpark fail to contain traffic flow on site and accommodate the parking needs for the School, in addition to plans being made for replacement of the long term loss of parking bays along the Stirling Highway when the Highway is widened.

2. Advise those who made submissions on the Christ Church Grammar School Traffic Management and Transport Plan of the above.

ALTERNATIVE MOTION

Moved Cr Kelly, seconded Cr Haynes

THAT Council:

1. **Approve the Christ Church Grammar School Traffic Management and Transport Plan dated 7 October 2016 subject to the following conditions:**
 - a) **Refuse the pedestrian crossing at 10 Queenslea Drive and require Christ Church Grammar School to present proposals to the Town for a pedestrian underpass in Queenslea Drive for Council's approval.**
 - b) **Not support the proposed exit from the northern car park onto Stirling Highway until such time as traffic conditions are be modified to improve the safety and operation of the proposed exit.**
 - c) **The northern car park exit to Stirling Highway is subject to submission of justification relative to the possible impacts to traffic flows along Stirling Highway and the adjacent access road to Methodist Ladies College, a comprehensive study being undertaken by traffic consultants appointed by the Town of Claremont to address opportunities to improve traffic safety and movement in the locality by providing for a signalised access point serving both at Christ Church Grammar School and Methodist Ladies College (with the possible inclusion of the residential area west of Corry Lynn Road), and structure planning within both schools being carried out to identify joint access arrangements identified in the study. Subject to appropriate approvals and written support from both schools being obtained to any measure identified in the study and structure planning which will improve traffic safety and vehicle circulation in the locality, the application to Main Roads Western Australia for the northern car park exit onto Stirling Highway will be reconsidered for endorsement by Council.**
 - d) **Provision of 62 additional parking bays when the future use/development of D2, D3 and D4 Blocks are considered should the use of the queuing area in the southern carpark fail to contain traffic flow on site and accommodate the parking needs for the School, in addition to plans being made for replacement of the long term loss of parking bays along the Stirling Highway when the Highway is widened.**
2. **Advise those who made submissions on the Christ Church Grammar School Traffic Management and Transport Plan of the above.**

Reason: To provide significantly greater safety for children crossing Queenslea Drive, reduce traffic congestion, aiding the flow of traffic along Queenslea Drive and greatly assisting the movement of traffic into and out of the school drop off and parking zones.

MOTION FOR EXTENSION OF TIME TO SPEAK**Moved Cr Tulloch, seconded Cr Haynes****That Cr Kelly be given an extension of time to speak.****CARRIED(173/16)
(NO DISSENT)****THE ALTERNATIVE MOTION WAS PUT****LOST**

For the Alternative Motion: Cr Kelly.

Against the Alternative Motion: Mayor Barker and Crs Tulloch, Haynes, Goetze, Main, Wood and Edwards.

NEW MOTION**Moved Cr Goetze, seconded Cr Wood****THAT Council:**

1. **Approve the Christ Church Grammar School Traffic Management and Transport Plan dated 7 October 2016 subject to the following conditions:**
 - a) **Deferral of consideration of the proposed pedestrian crossing at 10 Queenslea Drive until:**
 - i) **the Mayor and CEO meet with the Minister for Police and receive a commitment to allow a trial period of one school term for the proposed crossing to allow the impact of the crossing to be monitored and assessed, on the clear undertaking that if the council remains concerned about the negative impact the Minister will not approve the crossing becoming permanent; and**
 - ii) **the crossing being referred for further consideration and supported by the Children's Crossing and Road Safety Committee prior to the trial being implemented.**
 - b) **Not support the proposed exit from the northern car park onto Stirling Highway until such time as traffic conditions are be modified to improve the safety and operation of the proposed exit.**
 - c) **The northern car park exit to Stirling Highway is subject to submission of justification relative to the possible impacts to traffic flows along Stirling Highway and the adjacent access road to Methodist Ladies College, a comprehensive study being undertaken by traffic consultants appointed by the Town of Claremont to address opportunities to improve traffic safety and movement in the locality by providing for a signalised access point serving both at Christ Church Grammar School and Methodist Ladies College (with the possible inclusion of the residential area west of Corry Lynn Road), and structure planning within both schools being carried out to identify joint access arrangements identified in the study. Subject to appropriate approvals and written support from both schools being obtained**

to any measure identified in the study and structure planning which will improve traffic safety and vehicle circulation in the locality, the application to Main Roads Western Australia for the northern car park exit onto Stirling Highway will be reconsidered for endorsement by Council.

- d) Provision of 62 additional parking bays when the future use/development of D2, D3 and D4 Blocks are considered should the use of the queuing area in the southern carpark fail to contain traffic flow on site and accommodate the parking needs for the School, in addition to plans being made for replacement of the long term loss of parking bays along the Stirling Highway when the Highway is widened.
2. Advise those who made submissions on the Christ Church Grammar School Traffic Management and Transport Plan of the above.

MOTION OF DISSENT

Moved Cr Haynes,

That Council dissent with the Mayor's ruling to accept the new motion.

The motion lapsed for want of a seconder.

THE PRIMARY MOTION WAS PUT

EQUALITY

CASTING VOTE FOR

CARRIED(174/16)

For the Motion: Mayor Barker and Crs Goetze, Main, and Wood.

Against the Motion: Crs Tulloch, Haynes, Kelly, and Edwards.

**6.1.2 LOT 802 (19) QUEENSLEA DRIVE, CLAREMONT – CHRIST CHURCH
GRAMMAR SCHOOL - PREPARATORY SCHOOL**

File Ref:	A-2929
Attachments – Public:	<u>Location and Submission Map</u> <u>Photograph</u> <u>Revised Traffic Management and Transport Plan</u> <u>dated 7 October 2016</u>
Attachments – Restricted:	<u>Revised Plans dated 10 October 2016</u> <u>Submission</u>
Responsible Officer:	David Vinicombe Executive Manager Planning and Development
Author:	David Vinicombe Executive Manager Planning and Development and Josh Wilson Urban Planner
Proposed Meeting Date:	25 October 2016
Date Prepared:	19 October 2016
Planning Application No.:	DA 2016.123
90 Days Due Date:	1 November 2016
Property Owner:	Christ Church Grammar School
Submitted By:	Donaldson and Warn Architects
Lot No.:	802
Area of Lot:	16,126m²
Zoning:	Educational
Financial Implications:	Nil
Enabling Legislation:	<i>Planning and Development Act 2005 (PDA)</i> <i>Planning and Development (Development Assessment</i> <i>Panels) Regulations 2011</i> Town Planning Scheme No. 3 (TPS3) Residential Design Codes (RDC)

Summary

- Application for development approval received for a new three-storey Preparatory School building and car park for Christ Church Grammar School (CCGS).
 - Application is required to be determined by the Metropolitan West Joint Development Assessment Panel (JDAP) as the total cost of the development exceeds \$10m (\$27.3m).
-

- New building will house years 1-6 and allow the school to introduce four new Kindergarten and Pre-Kindergarten classes (80 additional students).
- Proposed total student population will increase from 1600 to 1800 in 2018. The non-boarder student population will increase from 1500 to 1690 and boarders will increase from 100 to 110 in the same period.
- The proposal includes the provision of 49 new car parking bays and extension of the existing vehicle queuing area in the southern car park by 16 vehicles to 27 vehicles.
- The proposal was advertised to 42 adjoining and adjacent landowners and residents. One submission was received in support of the development.
- An associated Traffic Management and Transport Plan (TMTP) has also been advertised and is recommended to be approved by Council concurrently with the proposed development. The TMTP approval (and conditions) are a prerequisite to Council's support for this application given Council's previous determinations in relation to increases in student population.
- Parking and drop-off/pick-up proposals are considered to satisfy TPS3 requirements and the Roads Safety Around Schools (RSAS) requirements promoted by West Australian Local Government Association (WALGA) as detailed in the report. This includes inclusion of queuing spaces for drop-off and pick-up facilities.

Purpose

For Council to:

- (i) Consider the officer recommendation and subsequent conditions regarding the proposed development.
- (ii) Be informed that the application is required to be referred to the Metropolitan West Joint Development Assessment Panel (JDAP) for their determination in accordance with the *Planning and Development (Development Assessment Panel) Regulations 2011*.
- (iii) Consider submissions and the impact of the associated determination (and including any conditions of approval relating to this application and the TMTP prepared for CCGS).

Background

The following table outlines key dates regarding this proposal:

Date	Item/Outcome
12 June 2012	DA2012.37 approved by Council - included student cap of 1600 and requirement for TMTP
3 August 2016	Development application received by Council
3 August 2016	Application referred to the JDAP
10 August 2016	Application undergoes internal DCU assessment
14 September 2016	Advertising commenced
29 September 2016	Advertising closed
10 October 2016	Initial report prepared for Council
19 October 2016	Revised report prepared for Council

Past Resolutions

The following applications have been determined in regards to CCGS in the past five years:

1. DA2012.37 – New R-Block
2. DA2013.221 – Chapel upgrade

As part of the R-Block approval dated 5 June 2012, Resolution No. 81/12, Council resolved to cap student enrolments and require the school to prepare a TTMP as follows:

- “1.2 Student enrolments not exceeding the School’s stated cap of 1600 students for the Claremont campus without prior approval of the Council.*
- 1.7 A Traffic Management and Transport Plan for staff, students and parents being prepared and implemented by the school to reduce the number of vehicle trips required to deliver children to and from the school to the satisfaction of the Local Government. The Plan is to be prepared in consultation with the community and is to be approved by the Local Government. Implementation is required on an ongoing basis commencing prior to occupation of the development.”*

Condition 1.2 above was reinforced by Council as part of the Chapel extension approval dated 18 February 2014, Resolution No. 22/14, where Council resolved to not increase student number at the school until the TMTP had been approved.

Statutory Considerations

Metropolitan West Joint Development Assessment Panel (JDAP)

The application is required to be assessed by the JDAP as the cost exceeds \$10m.

Where an application is to be determined by the JDAP, the local government cannot issue a Development Approval. The Town is instead required to forward the application to the JDAP for their formal determination on behalf of Council.

In preparing a report for the JDAP, the Town is required to undertake a full assessment of the proposal, including advertising and consultation, as per TPS3 and Council Policy requirements.

The application was referred to the JDAP on 3 August 2016 and the Town was initially required to provide the responsible authority report (RAR) to the DAP secretariat by 21 October. The application was scheduled to be considered by Council on 18 October, however concerns raised with regard to the associated TMTP by Elected Members resulted in the DAP secretariat extending the time period for submission of the RAR to 2 November (with the agreement of the applicant).

Main Roads Western Australia Referral

The application was referred to MRWA for comment as required under the Del 2015/02 powers of local Governments and Department of transport under the MRS. And no objections were raised.

Heritage

There are two buildings on the CCGS site that are heritage listed. The proposed development is not adjacent to them and will have no effect on them.

Consultation

The development application was advertised in accordance with Local Planning Policy LG525 - 42 adjacent property owners and residents were consulted about the proposed development. In addition, 1495 owners and residents consulted on the associated TMTP which is the subject of a separate report on this agenda.

One submission was received in support for the proposed Preparatory School development.

Discussion

Description

The application involves the following:

- Demolition of existing preparatory school buildings D1, F and G, along with tennis and basketball courts
- Construction of new three storey building (maximum height 11m). Building will house new kindergarten and prekindergarten classes, re-house existing years 1-6 (increasing from 500 to 600 students) and contain associated staff and administrative facilities and special-purpose classrooms.
- Associated increase in total student numbers from 1600 to 1800 (as identified in the TMTP). The non-boarder student population increased from 1500 to 1690.
- Extension of the existing car park off Queenslea Drive (accessed via roundabout) from 75 bays to 124 bays (increase of 49 bays), together with associated increase in queuing length for drop off bays from 11 to 27 vehicles (increase of 16 vehicles).
- To assist in the operation of the parking areas and to avoid congestion at any one time, the School's start and finish times are staggered. The Preparatory School is to start at 8.20am and the Senior School commences at 8.30am. Finishing times are 2.45pm for Pre-Primary, 2.50pm for Year 1, 3.00pm for Year 2, 3.10pm for Years 3-6 and 3.05pm for Senior School.
- Minor changes to landscaping, path and steps within the site.

Student Numbers

Council imposed a cap on student numbers of 1600 in 2012 as part of the approval for redevelopment of the school's R-Block. The cap was applied due to the ongoing impacts of traffic and parking created by the school. The cap was accompanied with a requirement to prepare and implement a TMTP. The associated TMTP is required to establish measures to reduce the overall number of vehicle trips generated by the school and the resultant traffic congestion.

In seeking to increase the number of students at the school from 1600 to 1800 (1500 to 1690 non-boarders), it is necessary for the school to demonstrate how this can be achieved while appropriately managing traffic movement to and from the school.

The draft TMTP proposes a target for reduction in private car trips from 57.8% of all pick-up/drop-offs to 48% by 2019 and 35% in 2024. If this is achieved there will be an overall decrease in vehicle traffic around the school. Additional measures will improve parking provision, public transport use, provide a joint school bus service to Shenton Park/Subiaco and southern suburbs together with a commitment towards a school CAT bus service, walking, cycling and traffic flow improvements to further improve traffic around the school.

Based on the attached TMTP and the parking assessment below, it is recommended that the requested increase in student numbers be supported by Council subject to ongoing implementation of the TMTP.

Car Parking and Queuing

TPS3 Table 2 requires parking to be provided as follows:

“One for each full-time employee plus spaces for students, as determined by Council.”

The following parking assessment applies to both the application for the Preparatory School and the TMTP. The final determination of parking requirements for the Preparatory School will depend on Council’s determination of the TMTP. If approved without any conditions requiring additional parking to be provided up front as part of the Preparatory School application, no additional parking above that proposed will be required as a condition of development approval. If however, Council is of the view that elements of the parking provision calculations are insufficient to support the proposed development, additional parking bays may be required as a condition of development approval, or alternatively provided on site at a later time when the future development options for the vacated D2, D3 and D4 Blocks are determined.

The Town has previously determined (in recent approvals for Scotch College and Methodist Ladies College - MLC) that the appropriate standard to apply for student parking is the Road Safety Around Schools (RSAS) program standard developed by WALGA. Under these requirements, parking has been assessed as follows:

Parking Requirement	Parking ratio	Students / staff	Parking Required
Pre- Primary and Primary	14/100 students	600	84
Secondary	7/100 students	1090	76
Staff (full time)	1/staff	211	211
TOTAL			371

As with the recently supported Scotch College TMTP the above parking calculations are based on the non-boarder student population as boarders do not generate traffic during daily peak pick-up and drop-off periods.

The site presently provides for 262 car bays, plus provision for 57 queuing vehicles. The proposed extension to the car parking area adjacent to the Queenslea Drive roundabout will create an additional 49 car bays and 16 queuing spaces. This will increase the current parking on site from 262 bays (including four motor cycle bays) to 311 bays and queuing spaces from 57 to accommodate 73 vehicles.

As was accepted by Council in the recently adopted Scotch College TMTP (19 July 2016), parking provision on site can include an allowance for drop-off bays, however although taken into account in the assessment of traffic impacts in Stirling Road, the

queuing length was not counted as contributing to the parking provision. The CCGS TMTP proposes that queuing areas for the drop-off and pick-up bays be supported as contributing to the parking provision as they are located in staff parking areas on site and the co-location is a safe and effective means of managing parking demand.

If Council supports the inclusion of the 73 queuing spaces in the parking provision, 384 bays are provided, 13 in excess of the parking requirement. This would result in a total increase in parking and queuing spaces available on site from 319 to 384, accommodating an additional 65 vehicles to address the additional parking demand resulting from the 190 student increase in non-boarders from 1500 to 1690 students. If Council does not accept the queuing spaces in the parking calculations, there will be a parking shortfall of 60 bays.

There are also a number of other special considerations relating to the parking calculations concerning the nature of the proposed Preparatory School, how to accommodate part time staff and consideration of street parking in the RSAS standards:

- As determined in the Scotch College Early Learning Centre application, Council was of the view that the RSAS standards do not appropriately accommodate the specific parking requirements for pre-schoolers, where parents have to park their vehicle and deliver/collect their child from class rather than use a drop-off facility. The proposed Preparatory School will accommodate two Pre-Kindergarten and two Kindergarten classes of 20 students each – 80 students. The RSAS parking calculation above allocates 11 bays to these classes, however with regard to the operational requirements of these classes, an additional 69 bays would be required – increasing the total parking requirement to 440 bays.
- It is noted that the TMTP indicates that there will be maximum of 230 staff on site at any one time (19 above the proposed full time staff – accommodated on site). It is acknowledged that the parking provided will not accommodate all staff at any one time and is technically not required to do so under TPS3), however the nature of part time staff start and finishing times are less likely to coincide with peak AM and PM periods where parent parking is at its maximum. It is also noted that in the future, road widening along Stirling Highway will most likely result in a reduction of approximately 40 bays fronting the Highway in the northern car park area. At that time additional bays will need to be provided elsewhere on site – there is ample room on site with redevelopment of existing buildings (e.g. – D2, D3 and D4 Blocks) being vacated as part of this application – see comments below relating to future proposals for these buildings.
- As was noted in the report to Council on the Scotch College TMTP and Early Learning Centre, the RSAS parking standards accept that surrounding streets can contribute to the parking requirements. Although not counted as part of the primary parking calculations, the Scotch TMTP indicated that 50% of the street parking in the locality could assist in satisfying the parking requirement, specifically the above special circumstances. The CCGS TMTP identifies limited opportunity for parking in the local streets, limited to 18 bays in the Queenslea Drive bus embayments (reduced to 12 if pedestrian crossing supported), 12 vehicles (AM) and 14 vehicles (PM) in Victoria Avenue, 65 vehicles in Freshwater Parade, 10 vehicles in Park Lane and 70 vehicles in Bay View Terrace. The total number of street parking bays available is 169

(AM) and 171 (PM). As was accepted in the Scotch TMTP 50% of these bays may be allocated to the RSAS standards – 84 bays.

- To assist in the operation of the car parking, the school start and finish times are staggered.

Taking all these factors into account, the RSAS parking requirement of 371 bays would be increased to 440 to accommodate the special delivery/collection requirements relating to pre-schoolers, and increased again to 459 bays to accommodate the part time staff members.

If Council is to accept the CCGS TMTP submission that the queuing spaces will operate through the staff parking areas within the site without impacting on staff parking, it would be reasonable to accept the proposal to include the 73 queuing spaces in the parking provision of 384. In addition, taking into account the provision of 84 street bays (50% of 169 AM street parking bays available in the immediate locality), 468 bays would exceed the parking requirement of 459 bays by nine bays.

If Council is not to accept the inclusion of the 73 queuing bays into the parking equation, but consistent with the Scotch TMTP accept 50% of the street parking (84 bays), 395 bays are allocated – a shortfall of 64 bays. These bays would need to be located within the site as a condition of accepting the TMTP and approving the Preparatory School application addressed also in this Special Council meeting Agenda. It is noted that should Council have this view, there is ample opportunity for additional parking bays to be provided in the area of D2, D3 and D4 Blocks which are being vacated as part of the Preparatory School application and are earmarked for use re-assignment or redevelopment. Approximately 110 bays may be accommodated within this area, which would cater for the 64 bay shortfall referred to above and the 40 bays lost in the future relative to Highway widening.

In summary, if the CCGS TMTP is approached in exactly the same manner as the Scotch TMTP, there will be an immediate shortfall of 64 car parking bays (and a further 40 bays once the Highway is widened). However, although the allocation of queuing spaces was not calculated in the Scotch instance, the CCGS view that the queuing spaces is a relevant consideration due to the independent function of the staff parking and queuing, therefore warranting support in this instance. In supporting this aspect of the CCGS TMTP, it is recommended that parking on site be conditional upon the provision of the parking shortfall in the future redevelopment of D2, D3 and D4 Blocks which are being vacated as part of the Preparatory School if the use of the queuing area in the southern carpark fail to contain traffic flow on site and accommodate the parking needs for the School is identified by the Town as an issue once the Preparatory School opens and when the future uses of D2, D3 and D4 Blocks are formally considered. This matter is to be determined as part of the Council's TMTP approval deliberations.

Compliance

The development proposes the following variations to TPS3:

- Building height of 11m in lieu of 9m.
- Setback to western boundary (MLC) of 4.7m minimum in lieu of 9m.

Building Height

TPS3 cl.40 (10) states as follows:

“In the Educational Zone a building shall not exceed 9m in height provided that, if the Council is of the opinion that it is necessary to do so in a particular case to avoid any adverse effect on the amenity of any part of the Educational Zone, the Council may permit a building to be constructed to a height not exceeding 12m.”

The proposed building ranges from 7.8m to 11m in height, mostly due to changes in the natural ground level. It is located 143.6m to the south of the Stirling Highway frontage and will be adjacent to a car park, vehicle accessway and the blank sides/rear of two large buildings on the MLC site to the west. The three storey design of the building allows for a significantly reduced footprint and an improved architectural elevations viewing from the east and north-east across the existing oval. The building will not adversely impact on the amenity of the locality and adjacent sites and it is accordingly recommended that Council support the additional height proposed.

Side Setback

TPS3 Table 2- Development Table requires all ‘Educational Establishment’ buildings to be set back from lot boundaries in accordance with the RDC requirements for R15 dwellings.

The proposed building is set back between 4.7m to 11.7m from the side boundary adjacent to MLC in lieu of a 9m. A variation is supported under the Design Principles of the RDC as the proposal:

- Reduces the impact of building bulk by locating it next to the side/rear of two large buildings and a staff car park/accessway on the adjacent property (MLC).
- Does not impact on direct sun and ventilation to frequently used areas.
- Will not cause a loss of privacy through the use of overlooking windows. Contrary to this, the proposed windows will improve passive surveillance of the MLC car park.

It is noted that the R-Code setback applied is specifically required when measuring the impact of proposed educational establishment development on adjoin residential property – in this case the adjoining property is a school (MLC), and the R-Code setbacks are less imperative in this instance.

Conclusion

Based on the above, and should Council support the TMTP, it is recommended that Council conditionally support the application for the Preparatory School with conditions aligned with relevant conditions imposed by Council with regard to parking as determined by the TMTP approval.

Officer Recommendation to the JDAP

Recommend that the Metropolitan West Joint Development Assessment Panel that Development Approval granted approval for a proposed three storey educational Preparatory School and carpark at Lot 802 (19) Queenslea Drive, Claremont, subject to the following conditions and advice notes detailed in the Council report.:

- 1) All development shall occur in accordance with the approved drawings (DA2016.123) dated 10 October 2016 V2, as amended by these conditions.

- 2) The approved Traffic Management and Transport Plan is to be implemented on an ongoing basis in accordance with the Council's approval conditions.
- 3) Student numbers are not to exceed 1690 non-boarding students and 110 boarding students – total 1800 students. A maximum of 211 full time staff is approved on site at any one time.
- 4) A minimum of 384 car parking bays (including queuing spaces) are to be provided on site.
- 5) The proposed car park and queuing area extension is to be completed prior to any increase in student or staff numbers on site.
- 6) A Site and Traffic Management Plan for tradespersons and delivery vehicles is to be approved by the Town prior to the issue of a Building Permit and implemented for the duration of construction.
- 7) Access, car parking and landscaping areas are to be maintained to a high standard to the satisfaction of the Local Government.
- 8) All storm water is to be retained on the site. Details are to be provided on the application for Building Permit.
- 9) Prior to the issue of a Building Permit, final details of the proposed material, colours and finishes of the proposed development compliant with the requirements of Clauses 76 and 77 of the Town of Claremont Town Planning Scheme No. 3 to be submitted and approved by the Town of Claremont.

Advice Notes:

- Note 1: If the development the subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of the determination, the approval will lapse and be of no further effect.
- Note 2: Where an approval has so lapsed, no development must be carried out without the further approval of the local government having first been sought and obtained.
- Note 3: If an applicant or owner is aggrieved by this determination there is right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 Days of the determination.
- Note 4: This is a Development Approval only and a Building Permit must be obtained from the Town's Building Services unit prior to the commencement of any building works. Permits for non-residential development must be certified prior to submission.
- Note 5: As part of the application for a Building Permit the plans shall be required to comply with the Australian Standards for Disabled Access AS1428.
- Note 6: The applicant/owner is advised of the following health requirements from the Town's Health Services. For further information please contact the Town's Health Services on 9285 4300:
- i) The applicant is required to remove any hazardous materials encountered during construction / demolition at their own expense

and in accordance with the Code of Practice on Safe Removal of Asbestos (NOHSC: 2002(1988) as stipulated by the *Occupational Health and Safety Regulations 1996*, and disposed of in accordance with the *Health (Asbestos) Regulations 1992* and the *Environmental Protection (Controlled Waste) Regulations 2004*.

- ii) The building is required to be registered as a public building under the *Health (Public Buildings) Regulations 1992*. Application is to be made prior to works commencing (Form 1) and prior to occupation (Form 2) - fees apply. All structural and electrical connections are required to be submitted prior to certificate of occupation being issued (Form 3 and Form 5).
- iii) The building is required to comply with the *Health (Public Building) Regulations 1992* including maximum occupancy which is to be determined with regard to floor space, emergency exits and toilet facilities.
- iv) Public Building requirements are to be met prior to commencement of construction.
- v) All toilets are required to be separated by an airlock and not adjoining a habitable room or area where food is prepared/stored. All toilets are to be mechanically ventilated to external air.
- vi) Under the *Environmental Protection (Noise) Regulations 1997* no construction work is to be permitted or suffered to be carried out:
 - (a) Before 6.00am or after 6.00pm Monday to Saturday inclusive; or
 - (b) On a Sunday or on a public holiday.Works required to be undertaken outside of approved hours require approval of the Chief Executive Officer of the Town of Claremont (fees apply).

Voting Requirements

Simple majority decision of Council required.

Moved Cr Wood, seconded Cr Main

THAT Council:

- 1. Support the officer recommendation to the Metropolitan West Joint Development Assessment Panel that Development Approval be granted for a proposed three storey Preparatory School and car park at Lot 802 (19) Queenslea Drive, Claremont, subject to the conditions and advice notes detailed in the Council report.**
- 2. Authorise the Executive Manager Planning and Development to forward a report on the application to the Metropolitan West Joint Development Assessment Panel.**

EQUALITY

CASTING VOTE AGAINST

LOST

For the Motion: Crs Goetze, Main, Wood, Kelly.

Against the Motion: Mayor Barker and Crs Tulloch, Haynes, and Edwards.

NEW MOTION

Moved Cr Haynes, seconded Cr Tulloch

That Council authorise the forwarding of the Officer's recommendation to the JDAP.

**CARRIED(175/16)
(NO DISSENT)**

7 DECLARATION OF CLOSURE OF MEETING

There being no further business, the presiding member declared the meeting closed at 7.54PM.

Confirmed this day of 2016.

PRESIDING MEMBER